

## RAJYA SABHA

Friday, 2nd March 1956

The House met at eleven of the clock,  
MR. CHAIRMAN in the Chair.

### PAPER LAID ON THE TABLE

MINISTRY OF FOOD AND AGRICULTURE  
NOTIFICATION PUBLISHING THE MANI-  
PUR FOODGRAINS (MOVEMENT) CON-  
TROL ORDER, 1956.

THE DEPUTY MINISTER FOR FOOD  
AND AGRICULTURE (SHRI M. V.  
KRISHNAPPA). Sir, I beg to lay on the  
Table under sub-section (6) of section  
3 of the Essential Commodities Act,  
1955, a copy of the Ministry of Food  
and Agriculture Notification S.R.O.  
No. 437, dated the 21st February 1956,  
publishing the Manipur Foodgrains  
(Movement) Control Order, 1956.  
[Placed in the Library. See No. S.  
73/56.]

### BUDGET (RAILWAYS), 1956-57— GENERAL DISCUSSION—continued.

MR. CHAIRMAN: I have 20 names  
before me. If we are to complete our  
business, each can have a maximum  
of 15 minutes. At four o'clock the  
Minister will reply.

SHRI KISHEN CHAND (Hyder-  
abad): The Opposition has got only  
two or three names. Could they be  
given a little more time?

MR. CHAIRMAN: The Opposition  
has had enough time.

SHRI KISHEN CHAND: Sir, I sup-  
pose 50 per cent. of the time is  
generally given to the Opposition  
and.....

MR. CHAIRMAN: No; no. Mr.  
Madhava Menon.

SHRI K. MADHAVA MENON  
(Madras): Mr. Chairman, Sir, as I  
said on another occasion, it is not a  
very enviable position to speak at  
the fag end of a discussion when

everything that has to be said would  
already have been said in one form  
or other by one hon. friend or the  
other. So I shall perhaps confine  
myself to some little complaints that  
I have rather than going through the  
whole budget which has been pre-  
sented. Sir, I also entirely join in  
the chorus of compliments that have  
been bestowed upon the Railway  
Ministry, the Railway Board, the  
administration and the staff of the  
railways for the all-round improve-  
ment that has been shown in the  
budget that has been presented to us.  
Sir, I must particularly congratulate  
the Railway Minister for the very  
fine idea of giving effect to the ques-  
tion of participation of the workers  
in the management. It is a very  
imaginative and constructive idea and  
that would certainly give something  
to hope for the labour. It will cer-  
tainly revolutionise the entire Rail-  
way Administration. Indeed it is a  
matter of very great congratulation  
that the Minister has decided to give  
effect to that idea, which has been a  
longstanding demand, of the workers'  
participation in the management.  
Sir, it will take the wind out of the  
sails of people who want to make the  
workers cat's paw for their own pur-  
poses, for their own party purposes,  
for their own political purposes. I  
wish it will be followed by other  
Departments also and once again I  
congratulate the Railway Board and  
the Railway Ministry for the boldness  
with which they have decided to  
enlist the co-operation of the workers  
in the management.

Sir, as I said, there has been an all-  
round improvement and considerable  
increase in income but I doubt very  
much whether we are getting very  
much in return in the form of ameni-  
ties or convenience or facilities. The  
traffic has increased more because of  
the necessity for travel and for traffic  
than because of the amenities and the  
opportunities afforded by us. There  
is ample scope for improvement. Sir,  
of course one swallow does not make  
a summer, but I may say one of my  
own experiences in this matter. I

[Shri K. Madhava Menon.]

got intimation of a perishable parcel being sent to me from my home. It takes ordinarily something like 70 hours to travel by the fastest passenger train from my place to Delhi. But what is the fate of the perishable parcel which even after ten days does not reach me? After I complained to the Deputy Railway Minister that I had not yet got it, he made telegraphic or telephonic enquiries and I got the perishable parcel on the eleventh day from Calicut. Sir, imagine the fate of the contents of that parcel.

That apart, another serious matter which I have taken up with the Railway Minister and the Deputy Minister for which I had got a reply that something was being done but has still not been done is about the facility for sending betel leaves from Malabar. Our district grows a considerable amount of betel leaves and the entire market is in Northern India. It comes to Delhi; it goes to Punjab and various other places in Northern India. If it takes nine days for the betel leaves after packing, to come to Delhi, what will be its worth?

I said that some arrangement by which at least it could come here by five days should be made. It would be of very considerable relief and help to the betel leaf merchants of my place. The entire traffic in this which was being done by the Railways till a few years ago is now being done by motor lorries and they find it more convenient and easy, though more costly, to send it by motor lorries. I wrote about this and of course I got a reply that it was being attended to and that attempts were being made to arrange for faster transit. I got the reply that a special coach would be attached to the Mangalore-Madras Express which would also be attached to the Grand Trunk Express. But that has not materialised so far and the betel leaf merchants are still undergoing trouble.

Then about the question of overcrowding in railways. Every speaker has spoken about it and the Minister

himself has made a sort of tragic admission that there is overcrowding and that the planned increase will not help much to relieve overcrowding as long as passenger traffic continues to grow as anticipated. This is in one place. In another place he says: "I am deeply concerned with the continued overcrowding in the third class on some sections, especially on the North Eastern Railway and the Metre Gauge Section of the Northern Railway." I am afraid the hon. Minister has not seen the congestion in certain parts of the Southern Railway. Of course, the overcrowding in the Grand Trunk Express from Madras to Delhi is proverbial. The overcrowding in the Madras-Mangalore Express is something which has to be seen, to be understood. Overcrowding in the Calcutta Mail from Madras to Calcutta is something terrible. And to say that people are packed like sardines is an insult to the sardine packing when compared to the packing that you have in these trains. There is horrible congestion and I hope that something will be done. Of course, there are difficulties, as the Minister says but with a little more careful planning of the vehicles that you have, something could be done to relieve this terrible overcrowding. As Mr. Mathur said, for those who travel in the other classes it is very very inconvenient and irksome to see this, apart from the difficulties to the travellers themselves.

Another complaint that I have is that we have a right to be saved from the beggars on the platforms, particularly at the time when we are taking our food in the compartments. Sir, imagine the pleasure of taking food when half a dozen beggars are at the door, some of them with loathsome diseases, waiting for the remnants of what we eat. It is not a very pleasant thing to be contemplated. When you are going in a train, maybe that you are trying your best—some of us are trying our best—not to give anything but we are supposed to be callous if we did so.

Then there are the vendors on the footboard when the train is in motion. It is such a common thing in our parts; I have not seen so much in Northern India as in our parts. It gives one the creeps when these vendors are precariously hanging on the foot-boards and going on vending various articles. I consider that something should be done to help us. We have a right to ask that some relief should be given

Then, Sir, the Railways are providing sleeping accommodation in third class in some of our trains. I don't see why sleeping accommodation should be given only to the travellers to Delhi and why this should not be provided in other trains also. I can speak of trains only on the Southern Railway and particularly in the southern parts. There is absolutely no arrangement for sleeping accommodation for third class passengers on the Southern Railway at all. Why this partiality for the Delhi passengers only? Why not give consideration to the passengers in smaller trains also?

PROF. N. R. MALKANI (Nominated): You are more wakeful.

SHRI K. MADHAVA MENON: Then about the decision to abolish the third class and have only two classes on the Railways, the first and the second. If nomenclature can give some relief, probably this might give one the satisfaction that one is travelling in second class, but the position of the present second class passengers is rather curious. You are making arrangements for sleeping accommodation for third class passengers; there is sleeping accommodation for first class passengers already, but for second class there is no sleeping accommodation. In a way, this is on a par with the general extermination of the middle classes. After exterminating them absolutely, I think we are going to try this extermination of the Railway by abolishing the second class altogether.

Sir, I have something to say about some particular objects. I am considerably disappointed with the proposed items for survey for new railway projects. Fifteen new projects for survey are mentioned, but we who come from the West Coast, Malabar particularly, are considerably disappointed to see that the Tellicherry-Coorg-Mysore rail line has not been taken up even for consideration or survey. That is a line for which preliminary surveys were over some years ago but somebody is sleeping over it. We have been asking during the last few years that that may be taken up. Ours is a long coast and communications in the West Coast, particularly in the Malnad areas of the South, are very very bad. We have only one line running along the coast and the entire interior of the area is devoid of any proper communications. Pepper, cardamon, tea, coffee and rubber—all dollar-earning goods—that grow in Travancore-Cochin, Malabar, Malnad, Coorg and South Kanara have to be transported by road at least for fifty miles to come to the nearest railway station from those areas, and the construction of the Tellicherry-Coorg-Mysore Railway line will open up the entire area and help in the production of all these valuable commodities.

Sir, I would appeal to the hon. Minister to consider this. In the whole list, we will find that there is complete omission of our proposed province, Kerala. There is absolutely no provision made for any new projects in the area. In this Railway Budget, we find provision for covered platforms, etc. In our area, we have the heaviest rainfall over six or seven months in the year. We get about 120 inches of rain a year, but consider the condition of the passengers, particularly third class passengers having to entrain during days when the sun would not be visible at all, when all the twenty-four hours there will be heavy rains. They will be drenched completely. Even in important places like Shoranur, there is no covered platform. I don't find them

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in any station in this area. On the other hand, I find that there is wastage which can be avoided. I have seen on the platforms in the stations on the West Coast cement blocks 20 feet sq. along the sidings. When I asked the Railway people why those have been provided, they said that they had been provided for handling goods. They had been placed there, so that the water could be drained off. You are providing these to see that goods don't get drenched, but you give no relief for people who are coming in the rains.

Sir, one more point. You are going to have divisionalisation in the railways. I would request that at least one of these divisions should be located in the Kerala State. Shoranur is a very important junction and at least one of the divisions should be located there. You propose to have six or seven divisions in the Southern Railway, and out of these at least one should be located in Malabar so that this will be of some help to us.

Sir, I would also like to touch upon the very low scales of pay of the lower staff in the railway services. I don't think that posts like Assistant Station Masters, Ticket Collectors and others of that cadre are sufficiently and properly remunerated. Their work is responsible and hard, and the question of upgrading their scales should be taken up as early as possible.

DR. P. V. KANE (Nominated): Mr. Chairman, Sir, I join with the Members who spoke before me in congratulating the Railway Minister for the satisfactory account that he has given of his stewardship. But last year I made certain suggestions which, I am sorry to say, have not been taken into consideration at all. Therefore, I am raising them again. I will refer particularly to two, and if I have time, I may refer to other matters also.

SHRI H. C. DASAPPA (Mysore): They have accepted the two class scheme.

DR. P. V. KANE: I am referring to some other things. There is no railway in Konkan. From Bombay to Goa it is about 350 miles. Ratnagiri is 150 miles from Bombay. This tract is about 30 to 40 miles broad, and there are about 25 lakhs of people there. In the British days nothing was done here, and this was understandable, because the railways were built by the British wholly for strategic purposes or for commerce and trade between England and India. Now that we are a Welfare State and we have been independent for nearly eight or nine years, I must raise my voice that there is no welfare being done for the Konkan people in this particular matter. Just now, the previous speaker was referring to over-crowding on railways, but we have no railway at all in that area. We have only the steamers which ply only for eight-months in the year. For the other four months of the year this district is practically sealed off, except for the State Transport Services. The State Transport Service is not satisfactory. Only once in a day there is a service to certain towns, and the bus carries only thirty or forty people. I have always been travelling by steamer—from Bombay to Ratnagiri it is only 140 miles by steamer, but if you go by bus, it is 260 miles. You know the bus is not as fast as the train, and you require about 15 to 20 hours according to circumstances, if there is no breakdown. If there is a breakdown, you require two days. In my student days when I was at the university, we always started on about the 20th May by steamer even though the college were to open only by about the 15th June, because one had otherwise to travel for five days on foot and for seven days by bullock cart. That has changed to some extent.

But still the things are the same. There is no communication by steamer except once a day and that too is reached by cars separately over a distance of 20 miles. Last time I requested the hon. Minister-in-charge just to go to Ratnagiri—to the ports on the Konkan line—and I am glad

that he took the suggestion and saw the hardship of the Konkan people. He has now promised that something will be done. Then, we have been living on promises. The British also surveyed for railways in Konkan fifty years ago when my family land was taken. Ultimately nothing came out of it. Surveys have been made. The Minister states in his speech and in the memorandum that has been supplied to us that the survey of the Konkan Railway has been done which would be about 400 miles out of which 90 miles are proposed to be built. Last year the survey was made for 90 miles only. Now he says aerial survey has been finished but that survey made might lie in the Government drawers. We want something actually to be done. Let it be begun. I find from the Five Year Plan that 850 miles of railways are proposed to be built in the five years. From Diva to Dasgaon it is only 90 miles. For the whole of the Konkan railways it may come to 400 miles but from Diva to Dasgaon it is only 90 miles. My first suggestion is that with regard to this particular portion of the Railway of which survey has been made, in this budget itself some Rs. 25 lakhs at least should be set apart—that means about 5 miles. For each mile of railway about Rs. 5 lakhs are required. So I suggest that at least Rs. 25 or Rs. 50 lakhs may be set apart for beginning the actual constructions. If the survey is finished, there is nothing to prevent something being done if you really want it to be done. Remember that you are spending or propose to spend about Rs. 1175 crores on the big railway projects in the five year plan. I am asking that in the five year plan at least 90 miles should be finished, if nothing else. That will be only about one-tenth of the whole plan for the railways in the next plan. Therefore I am again insisting on this. Don't stop with the survey. But provide at least Rs. 25 lakhs that will build 5 miles for the Konkan Railways and let me have the satisfaction that at least the railway line has begun—never mind it may or may not be finished in my life-time.

Another thing that I suggested last time was that something should be done for the students. My idea was not that the students should get some free passes. I suggested that university students are the future leaders of our society. By university, I mean all institutions of higher learning—they may be called only institutions—something of the kind. My idea was that these people, who will be the leaders, not necessarily in the Parliament, but in the talukas and districts, ought to be helped in order that it may go deep into their minds that we are one country, you should take every university student if possible or as many as possible, throughout India from Bombay to Kashmir, from Kashmir to Calcutta and right down to Cape Comorin and again to Bombay. I don't know how the expenses will work out. I am not asking the railway authorities to do it free but I am asking that they should be allowed to have this long trip once at least in their university career—if not all, at least some of them—and it should be done like this that some money may be taken from students. Also, the same students should not be allowed to go in the four years again. My idea was that you have a budget for Rs. 345 crores and you are going to spend about Rs. 200 and odd crores. I suggest that not more than Rs. 40 lakhs or Rs. 25 lakhs be set apart for this purpose. There are about 30 universities and 10 more institutions of the same calibre but not called universities and they come to 40 and you spend Rs. 40 lakhs—it will come to about Rs. 1 lakh for each university. Each university may have an average of about 20 to 30 colleges. You can distribute these among the higher students in the B.A. and M.A. classes and for them they may be charged something like Rs. 20 or Rs. 40 and the rest should be borne by the railways. My idea is, you are spending so much on delegations. It is just like a bauble but these people who are very young and impressionable at this stage will find that India is one.....

**THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN):** Students are already enjoying half concessions.

**DR. P. V. KANE:** It is only from their native place to their college and sometimes only college students and professors go.

**SHRI O. V. ALAGESAN:** They can go round the country at half the cost. Anybody can—primary class students, high-school students and university students.

**DR. P. V. KANE:** You don't charge anything?

**SHRI O. V. ALAGESAN:** I said, at half the cost.

**DR. P. V. KANE:** I say that it should be at one-tenth of the cost. How many parents can afford to pay half the cost? Nobody can afford. Don't make it free but take something but that something would bear no relation to what is spent. That is what I am asking.

**SHRI O. V. ALAGESAN:** In addition to what the railways give by way of half concessions, the Education Ministry also has a scheme by which they, to a certain extent, bear the cost—the other half of the cost.

**DR. P. V. KANE:** My suggestion was not that it should be half the cost. Therefore I am suggesting that if you really want that the people who will be the leaders of our society in their respective places must have the idea that we are one, it is no use giving advice to the students and others also that whether they are in Maharashtra or Bengal, the whole country is theirs. How will they feel? I had never seen Bengali students in my youth. Therefore this is the most important thing that I urged but nothing so far has been done. There are one or two other matters that I want to mention. Really this Railway Budget should come along with the whole question of transport. I have

to address now on railways, and at some other time about road-transport or shipping transport. Really it should be one—that is by the way.

There are some small matters. I am a frequent traveller by railways now. As regards third class passengers, the difficulty is that on many stations there is only one single pipe somewhere. Some railway stations are about one furlong long and people have to run to it as if for their lives because the train starts at once. They go there with their pitchers for water and there is a great crowd there. I suggest that they must look into this matter and there should be three pipes in big stations—one at the bottom, one in the middle and one at the end. It may be a small matter but I have seen accidents happening by people slipping on the boards. Therefore something should be done about this.

Another suggestion is that at night you cannot recognise the stations unless it is a big one. Therefore on every station, there should be a good electric light along with a sign-board to show what that station is. Many people ask me what station it is and I myself do not know. So I say: I don't know. There should be at least one board where there is a big electric or other light—any clear light—which will show the name on the board of the station. There are some other things but I don't want to take more time but I emphasise the two suggestions that I have made.

**SHRI LAVJI LAKHAMSHI (Kutch):** Why don't you suggest announcements?

**SHRI O. V. ALAGESAN:** It is being announced.

**SHRI KISHEN CHAND:** Mr. Chairman, I welcome this budget and I wish to congratulate the hon. Railway Minister for presenting this budget. But, Sir, when we praise the budget, it is after all, a relative thing and I

would draw the attention of hon. Minister that the budget could have been better in the matter that the earnings could have been much higher without increasing the expenditure. If the earnings had been higher, it would have meant a greater amount of profit. I am emboldened to assert this from the fact that the hon. Deputy Minister in his speech of yesterday pointed out that the increase in the goods bookings is to the extent of 6 per cent., and he considered that to be a matter for pride that there has been this increase of 6 per cent. But let me point out that the number of wagons has also increased by 7 per cent. during the last year and therefore, if the increase in the goods bookings is only 6 per cent.....

**SHRI O. V. ALAGESAN:** If I may interrupt my hon. friend for a minute. For want of time I left out yesterday the figures relating to the increase in the holdings. The percentage of increase in loadings is much more than the percentage of increase in the holdings.

**SHRI KISHEN CHAND:** Then I may tackle the subject from a different point of view. If the hon. Deputy Minister's contention is that the loadings on our wagons are much more than 6 per cent., then this should have been reflected in the earnings. Let us view it from this point of view. The earnings from goods traffic are estimated to be Rs. 205 crores in the coming year. Goods earnings in the revised estimates of last year are Rs. 180 crores, which means an increase of nearly Rs. 25 crores. Out of that an increase of nearly Rs. 12 crores is on account of the increased surcharge of  $6\frac{1}{2}$  per cent. That means there is only an increase of Rs. 13 crores in the estimated earnings of Rs. 205 crores. This also should lead us to the conclusion that the total increase in loadings cannot be more than 6 to  $6\frac{1}{2}$  per cent. When the number of wagons has increased by 7 per cent. and the loadings have increased by  $6\frac{1}{2}$  per cent. only, it is not a matter for credit. It is no matter

for credit, but only shows that the Railway Ministry has just managed to keep up to the level attained in the previous year. An hon. Member actually pointed out that the speed of the goods trains was going down, that these goods trains were becoming slower and slower every year. As we know, in the case of wagon loadings, especially in the case of coal and steel and so many other articles, there has been a 10 per cent. increase in the loading of the wagons. I may point out, for instance, that formerly a wagon used to carry 22 tons of coal. Now that wagon carries 24 tons of coal. That means there is an increase of 10 per cent. in the average loading of wagons. Where has this 10 per cent. disappeared? If the turnover had been fast enough, then this 10 per cent. extra loading would have shown itself in the earnings. But because the speed has been coming down, this good effect is nullified by the slower speeds of the trains. If proper care is taken by the Railway Board and if the speed of the goods train is raised by 10 per cent. then it will mean a quicker turnover and this 10 per cent. extra loading will bring in a benefit of some 20 per cent. in the earnings of our Railways. But as I said, the good effects of this extra loading are nullified by the lower speeds of the trains and their slower turnover. Therefore, a very careful examination should be made. If due care had been taken, the increase could really have been about 25 per cent. in the earnings from goods traffic.

Next I would like to know from the hon. Minister what was the reason or justification for this surcharge of  $6\frac{1}{2}$  per cent. on freights. Only last year there was a surcharge of 10 per cent. for the first 300 miles and for the next 300 miles there was no increase and on subsequent miles there was a reduction of 15 per cent. It all meant an overall increase of 7 to 8 per cent. in the railway freight on goods. Then there was a surcharge of  $6\frac{1}{2}$  per cent. on smalls. If you add all this up, the effect meant an increase of nearly 13 per cent. Now, on the top of it you

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have brought an increase of 6½ per cent. in the railway freight on goods. The cumulative effect of this is that the railway freight is increased by nearly 20 per cent. during the period of two years. And if you remember that the income from the goods traffic has increased exactly by this 20 per cent., you will realise that the efficiency has not increased. We want to improve the efficiency of our Railways and the work of the Railway Board will only be decided by the efficiency of our Railways and by the better turnover and the better utilisation of the wagons that are now available. If this efficiency is increased, we should find it reflected in the earnings of the Railways. I am very glad that a team of foreign experts is going to arrive here to examine the working of our Railways and to make suggestions. Suggestions made by hon. Members who are Indians are generally not liked by or appreciated by the Railway Board. It is only when foreign experts come and make suggestions that they are appreciated. I do hope that these will leave some impression on the Railway Board and result in the increase in the efficiency of our Railways.

Next I come to the question of passenger traffic. I am very glad that there has been no increase in fares, because there is a limit to what our countrymen can bear. They are very poor and I am very glad that the hon. Minister for Railways has realised the extreme poverty of our countrymen and therefore he has not seen his way to increase unnecessarily the burden on them. But he has increased the rates for goods. You know this doubly hits the people. The raw material has to be taken to the place of the industrial undertaking and on this they have to pay a higher freight. Then the manufactured articles have to pay a higher freight. The result is indirectly the poor countryman of ours is going to pay heavier prices for the manufactured articles. There is already a great deal of complaint that the price of manufactured articles is

going up while the cost of raw materials and agricultural products is going down. The hon. Minister for Railways has not done anything to relieve this position.

Next I come to the question of congestion on railways. I am glad to know that there is some improvement, because the number of coaches has been increased by 10 per cent., and the hon. Minister has estimated an increase of 3 per cent. only in the earnings. That means if the coaches are utilised to their best advantage, the result will be at least a relief of 6 to 7 per cent. in congestion. An hon. Member pointed out that on the Grand Trunk Express there is too much congestion. That is a matter of common knowledge, that this train is very heavily congested. The cause for this is that the Janata Express which leaves Madras only an hour later reaches Delhi at about 3 o'clock in the afternoon, while the Grand Trunk Express arrives in the morning. The result is that most of the through passengers like to travel by the Grand Trunk Express. The real solution lies in increasing the number of third class coaches on the Grand Trunk Express. We are getting better and heavier engines, with better carrying capacity. I do not see any reason why more coaches should not be added on to this train. Also all the Janata trains should be run as fast as the other express trains so that some passengers may be diverted to the Janata trains.

Next, Sir, I come to the new act of the hon. Minister—the abolition of the third class. I do agree that we should aim at a classless society. But in our society we are permitting variations in incomes from 1 to 30. We have said that the lowest income should be Rs. 1,200 a year and the highest should be about Rs. 36,000 a year. That means a variation of one to thirty. So you have got to provide for this variation in incomes in the type of differentiation in the classes and in the shape of comforts afforded to these classes.

By merely saying that you abolish the second class, you are not going to



attain the ideal of a classless society. The hon. Railway Minister is keen on providing sleeping accommodation for the third class passengers. Now, this type of accommodation for the third class passengers can be provided either by attaching separate bogies entirely devoted to the provision of sleeping accommodation or, by providing for the removal, from the same third class compartments in which these people are travelling, some passengers so that the rest can get space to sleep. May I humbly suggest to the Railway Minister that instead of abolishing the second class, he should call the sleeping accommodation now being provided to the third class passengers as the second class. It is quite possible that these third class passengers may want a little more space during the day time in addition to wanting space for sleeping in the night. What is the good of providing sleeping accommodation when during the whole day they are packed like sardines in a compartment? Will it not be better to treat these passengers wanting sleeping accommodation as travelling in the second class? At present, one or two compartments in the first class bogie is reserved and called the second class. I venture to suggest that that type of reservations should be cancelled and they should be called first class. In the ordinary third class bogies, one or two compartments may be called second class. These may be utilised for sleeping accommodation and there may be a surcharge of 50 per cent. on the third class fares for this class. This will be of real benefit to the people and be of advantage to the Railways.

If we turn to appendix VII of the Explanatory Memorandum, we find the figures relating to the income of the various zones. You will find that in the case of the Central Railway, after paying depreciation, after making allowance for the dividend to general revenues, there is a net profit of Rs. 12 and odd crores. In the case of the Eastern Railway also, the profit is of the order of Rs. 12 and odd

crores. In the case of the Northern Railway, that profit dwindles down to Rs. 82 lakhs only while in the case of the North Eastern Railway, it is minus Rs. 6½ crores. In the case of the Southern Railway, it is minus two crores. In the case of the South Eastern Railway it is plus Rs. 2.28 lakhs and Rs. 8½ crores in the case of the Western Railway. This means that out of the seven zones, three zones, Central, Eastern and Western, are running at a profit; they are making a profit of Rs. 12 crores, Rs. 12 crores and Rs. 8 crores respectively. Out of the remaining four, two are making nominal profit while the two are losing very heavily, in particular the North Eastern Railway. Some hon. Members pointed out yesterday that there is heavy congestion in the North Eastern Railway, that the people have to travel on top of the bogies and hanging from the sides and so on. Yet, this is the result of the working. That zone is suffering a loss of Rs. 6 crores. In the matter of the Southern Railway, an hon. Member pointed out this morning that there is plenty of congestion, heavy traffic going on, and yet there is a loss. What is the cause? Why is it that when there are nearly equal zones, there is so much of variation between the zones in the matter of profit and loss? The explanation is very easy and a clear one. It is that the Southern Railway has been neglected. The industries in the South have not been allowed to grow as rapidly as they have been allowed in some other parts. The fundamental requirement of all industries is coal and the hon. Railway Minister will have to take early steps to see that the Southern zone gets coal either from the mines in Bengal/Bihar or from Madhya Pradesh. Only then can the Southern Railways earn profit. Because of the lack of supply of coal the industries in the South are suffering heavily.

Sir, the hon. Minister said that Vijayawada is a bottleneck. What efforts have been made to improve it? I went through the entire programme

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of new constructions and I hoped and expected that either a double line between Vijayawada and Madras or a loop line from Kazipet to Madras would have been provided. The hon. Minister has done absolutely nothing about it. When parts of the country suffer in this way by non-development of the railways, the non-supply of essential raw materials, how can there be justification for congratulating the hon. Minister on this programme?

Will you permit me a few more minutes, Sir.

SHRI O. V. ALAGESAN: I shall draw the hon. Member's attention to the Explanatory Memorandum.

SHRI KISHEN CHAND: If you permit me, Sir, I shall answer that. Which portion of the Memorandum does he refer to?

MR. CHAIRMAN: You can answer later on. Yes, Dr. Variava.

DR. D. H. VARIAVA (Saurashtra): Mr. Chairman, like all the hon. Members, I have great pleasure in congratulating the Railway Minister and the Board and the railwaymen all over for providing very good amenities to all the passengers. There is no doubt that within the last seven years, since the attainment of Independence, great strides have been made in passenger amenities, in the re-modelling of stations, in putting up better platforms, in putting up better waiting halls for the third class passengers as well as for the first and second class passengers, etc. Catering has certainly improved and I think it will be better still as time goes on. There is helpful co-operation from the traffic staff for all the passengers and it is certainly a pleasure to see such courtesies extended to all the passengers without the distinction of first, second or third class. The timings of the trains are much more regular than they used to be. It is certainly a great pleasure to travel when we know that we will be in time and would not have to wait at stations for indefinite periods. The provision of sleeping

accommodation for the third class passengers is also a very good idea and with the increase by 10 per cent. in the rolling stock position, I am sure that the congestion which has still not been relieved will be relieved. I shall speak later on this point. A number of Janata Expresses have been increased and a number of other trains have also been increased, as stated in the Memorandum, "Towards better conditions of travel". I endorse everything that has been said in this brochure and I once again congratulate the Railway Minister and the Board for all these.

I will now come to certain suggestions that I wish to make about more amenities that could be provided to the passengers. One thing which is very important is the prevention of dust nuisance in all the compartments irrespective of the class. This nuisance is prevalent in all the classes except the air-conditioned class. All the people cannot afford to travel in this class and even if they want, these bogies do not run on all the trains. This dust nuisance is due to the improper fitting of doors and windows. Even in the new bogies that have been introduced, the doors and windows have not been properly fitted. I would suggest that the Research Institute which is being run at a high cost at Lucknow should bring out a bogie which can be dust-proof, and if this is done, I think travelling will be much more pleasant than it is now, because now after the train starts, dust begins to come in, no matter whether we close all the doors and windows, and after about three or four hours we are in such a position that we do not like to touch anything, either our own parts or any other of our belongings, luggage, etc. So I think this will be a good amenity if this could be done.

Again, when the repairs are done, I think they are done haphazardly; they are repairs only in name. So if these repairs are also done thoroughly, then this nuisance can be stopped at least to some extent.

Now I will come to the sanitary fittings. I have been travelling even in the Frontier Mail, and in this, three times I found that the sanitary fittings were so bad that the bath-room was flooded with water though, I must at the same time say that, as I informed the conductor, people came and tried to repair the things, but again it broke down. It is because I think that the sanitary fittings are not of one standard type, which are durable and easy to manipulate. Surely this can be done and research should be conducted at Lucknow and sanitary fittings of a good standard type should be fixed in these bath-rooms. In this brochure 'Towards better conditions' they have said that hundreds of basins and such things are fitted in the compartments, but I must say that these are not of one type. You find various types and they are very unsatisfactory. So if a standard and a better and durable type of these fittings could be made and fitted, then this nuisance will also be eliminated.

Now I come to the question of overcrowding. While it is not easy to overcome the overcrowding with the number of passengers that we have and the number of rolling stock that we have got, I will make one suggestion—and especially the overcrowding is in the III class compartments—that there should be a very thorough queueing system. Now we know on all the other transport systems in big cities where there are trams and buses running, there is the system of queueing. Cannot the railway introduce this, because, when a train comes in and the passengers rush in to get into the III Class compartments it is a heart-rending sight to see old people, women and children being pushed aside without any consideration. So this system of queueing should be resorted to and the people trained in this. I am sure that the Indians are very easy to train, because we see that even now people are queueing up to get into the D.T.S. buses here in Delhi too, and it is not very difficult on the railways also once you inculcate this habit in the passen-

gers there also—I think in the railway it will be much easier—so that the people will be able to get into the compartment easily, and they won't feel the over-crowding so much as will be the case when they are pushed about and thrown from one place to another. So this reform should be introduced as early as possible, and I think the railway staff, as they are helping the people in other ways, can help them in this system of queueing also.

Now I come to the question of thefts. Now-a-days thefts on railways have increased very much. One thing I have noticed and it is this that even on very fast-moving trains, like the Deccan Queen, the Janata Express and so on, small boys, small vendors walk along the train on footboards moving from footboard to footboard of the different compartments. They are such great experts that these people can enter into the compartments even by manipulating what are called safety catches. So if this practice is prevented and if these people who just walk along the footboards on running trains are prosecuted, this nuisance can be also avoided and the many thefts that are committed can be lessened.

Then, Sir, in the Estimates Committee's Report it is mentioned that the metre-gauge railways have not made the same progress as the broad-gauge ones. That is true. I come from a region which is all metre-gauge and there I think the compartments are also not so comfortable as they are on the broad-gauge and the cushioning in many of the compartments is very bad. Only a cushion is put on the III class seats and I think this compartment itself is sometimes converted into I or II class compartments. I think this should be avoided.

Now there is a general complaint about the parcels and I have got the same complaint. Specially perishable articles are sometimes received in a condition which you cannot use, and so something should be done about this transport of perishable articles:

[Dr. D. H. Variava.]

from one part to another as quickly as possible.

Well, I won't take much time and I will again thank the Railway Minister and the Railway Board for surveying the broad-gauges for Saurashtra, and I am sure that in the near future this question will be taken up in earnest.

Just one point more. In the retiring rooms it is difficult to find accommodation and about this I have personally made an appeal to the Deputy Minister and as he has consented to enquire into the matter I won't dilate on this. Once again I congratulate the Railway Departments and the Railway Board for the good work they have done for the railways.

SHRI H. C. DASAPPA: Mr. Chairman, Sir, I rise also to join my hon. friends in offering my own bouquet to the hon. the Railway Minister. to the entire Ministry and to all the unknown warriors in the Railway Administration, I recognise the general all round progress that the Ministry has shown but I feel that I should draw the particular attention of the Ministry to certain points. I must particularly thank the hon. the Railway Minister for what he has said in his speech in regard to what are called the ex-State Railway officers. That is to be found in paragraph 43 of his speech. Even before I stood up today I wrote to him thanking him for the formula that he has evolved, but at the same time, in that note, Sir, I added that we were eagerly awaiting to know exactly the results of the application of that formula. My hon. friend, Mr. Mathur yesterday or rather the day before, I think, referred to this matter and—a bitter critic that he is—even he offered his thanks to the Ministry. At the same time he wanted some clarification. Now, Sir, when my hon. friend, the Deputy Minister, yesterday did give some clarification, it almost took my breath away. What was given by one hand was sought to be taken away by the other. I hope my apprehensions are not true. It almost looked to me that

a mountain in labour may, after all, produce a little mouse. Sir, the decision of the Railway Ministry, which I find on page 25 of the hon. Minister's speech, namely, "On a review of the position, some more officers will now be fitted into the Class I service with effect from the date of integration," is a very hopeful and encouraging decision. I am in touch with the ex-State Railway officers and they were also hoping that this would be implemented in a just and reasonable, if not liberal, manner. Now, Sir, yesterday the hon. Deputy Minister said that out of literally hundreds of ex-State Railway officers there will be only six of them lifted to Class I from out of Class II or Class III. I hope I am representing him correctly. I have had a number of discussions with the hon. Ministers, both of them, the Minister and the Deputy, as well as the Members of the Railway Board, and during those discussions we were trying to evolve a certain agreed formula and also work out the details. Now at that time alone I found that a large number of people in Class II and Class III of those ex-State Railway officers were proposed to be lifted to Class I. This also has 12 Noon to be conceded that this high-powered committee consisting of three officers which was constituted by the Railway Ministry itself recommended that all those officers formerly in the gazetted ranks in the ex-State railways should be put in Class I. Even if there were no vacancies they may be treated as supernumeraries and when vacancies arose they could be absorbed in Class I. I am referring to those who were confirmed as gazetted officers in the ex-State railways. I thought that that recommendation made by the high-powered committee would be naturally accepted by the Railway Ministry. The difference between us was with reference to some others and we were trying to see if some of the additional officers could be put in Class I and some more upgraded from Class III to Class II. Now we really do not know what exactly the position would

be of those who have been gazetted officers but who have been put in Class III. We do know only this much that out of the total number of people who were not put in Class I only six would be lifted to Class I. I say that this is a very unfortunate decision taken by the Railway Ministry and I would urge, I would plead and I would appeal to the Minister that these people who have suffered for five or six years after integration and who every day were expecting that justice would be meted out to them and who were hopefully looking forward for some generous decision should not be made to feel disappointed and should not have all their expectations and hopes dashed to the ground. I do hope that the Railway Ministry would take a generous and sympathetic attitude in this matter and try to implement the formula as liberally as possible. I do not want to say anything more. I am only anxious that we should not be reopening this matter time and again. The ex-State railway officers also are hoping that some final settlement would be made. Therefore I say that the Government must adopt as generous an attitude as possible.

I do not want to go into the financial side of the Budget. There is this fact of overcrowding which has been referred to by almost everyone. And when a question was put as to what would be the remedy in the circumstances, the only constructive suggestion was that the topmost priority must be given to the solution of this problem. How can this be done except by way of providing additional locomotives and coaches and developing new lines? It cannot be done by any other way. If that has got to be done, we have to find more money. There we come to the bottleneck and say that the Planning Commission could not give more funds and so we cannot help in the matter. That is a counsel of despair. But, Sir, I believe by certain other means, by retrenchment wherever possible, by plugging the loopholes through which there are leakages, by not spending moneys on

things which are not very urgent, we can manage to find means to tackle this question of overcrowding from the railway point of view. There is another way and that is to increase other means of transport. It must be a conscious endeavour of the Government as well as of the Railway Ministry to provide alternate means of transport by way of buses for passengers and by way of lorries for transport of goods. I think it would not be very difficult. All the short distance traffic, so far as goods and passengers are concerned, could very well be shared by the road transport and planning on such lines would be very helpful. Sir, in America where there is such a large and efficient railway system, the part played by road transport both with regard to passenger and goods traffic is enormous. I ask whether this Ministry, or any other Ministry of the Government for the matter of that, has any plan for making use of road transport with a view to reducing overcrowding in railways. Sir, I believe that it is useful for us to examine this aspect.

Now, I come to the earlier portion, namely, the question of plugging loopholes. There was the Corruption Enquiry Committee and so on but still by a greater amount of vigilance—I am glad that they have now named it Vigilance Department—it will be possible for the Railway Ministry to prevent leakages in revenue and by a more judicious purchase system and greater vigilance it will be possible to save money enough for this purpose of providing more coaching.

With regard to the question of retrenchment I quite see that so far as the personnel is concerned with the heavy programme that we have, it is not possible probably to retrench the personnel either in the gazetted or in the non-gazetted ranks but I do feel that it would be possible to retrench in the matter of buildings, construction etc. We need not have unnecessary buildings. I would only refer to one or two things in this Explanatory Memorandum. Here you find under

[Shri H. C. Dasappa.]

'Extension of Headquarters Accommodation' provision for construction of headquarters buildings—Gorakhpur, Rs. 43 lakhs; Madras, Rs. 48 lakhs for a new multi-storeyed and air-conditioned building; Garden Reach on South Eastern Railway, Rs. 70 lakhs; Churchgate, Rs. 50 lakhs. I think we ought to be able to manage with such accommodation as we have already and if we do need some additional accommodation it should be possible for us to rent out buildings.

SHRI O. V. ALAGESAN: I hope the hon. Member is daily seeing the multi-storeyed buildings that are coming up in Delhi.

SHRI H. C. DASAPPA: I am seeing them and when I come to the General Budget I suppose.....

SHRI H. C. MATHUR (Rajasthan): I suppose the hon. Deputy Minister knows of the Prime Minister's bitter criticism of these multi-storeyed buildings.

SHRI H. C. DASAPPA: I thought that the hon. Deputy Minister was present when the hon. Prime Minister said that he did not want this kind of big structures and buildings. The Prime Minister told, "I do not want even polish for my trains; let them run without polish so that....."

MR. CHAIRMAN: That is all right. You proceed. Your time is up.

SHRI H. C. DASAPPA: I have still five minutes, Sir.

MR. CHAIRMAN: No; the last speaker finished three minutes before 12.

SHRI H. C. DASAPPA: Very well, Sir. I should also refer to this fact that when we are thinking of new mileage and so on, there must be a fair distribution of new lines among the different zones and particularly among those zones which are ill served. I entirely agree with my friend Dr. Kane that all along the Konkan along the western area there is a big gap between Bombay and

Goa and even below up to Mangalore. We have to provide for that area. Likewise in the South also I must say—and I have said it very often. The Railway Ministry in the earlier years, I think, was more sympathetic towards the South than the Ministry which is now there.

SHRI M. VALIULLA (Mysore): Mr. Gopalaswami Ayyangar's time?

SHRI H. C. DASAPPA: No, no, much earlier, because there was a traffic survey which has been completed between Chamarajanagar and Coimbatore or Mettupalayam to connect this link from Poona. For going south it is something like doing *Dravida Pranayam*. From Mysore to Bangalore, Bangalore to Jalarpet, Salem, Erode, Coimbatore and down South, it is just like doing about three-fourth of the section of a circle in order to do this part of it which is only a quarter. Therefore, I say that this link should be given. I reinforce the argument of my friend, Mr. Madhava Menon, with regard to the other railway line.

Then, I find, for instance, this jam in goods traffic. Of course, a number of friends have spoken about it. My diagnosis is that it is not merely due to shortage of wagons, but it is also because of the wretched condition of many of the goods yards. Very often the wagons come to the goods yard and then there it is not possible to clear the goods because of the wretched condition of the goods yard. I find there is an attempt to remodel certain station yards and in the whole of the south—it is a very interesting thing to note from page 21 onwards of this Explanatory Memorandum—the Southern Railway hardly creeps in any of the various remodelling and new lines and so on. You will find that in the whole of the Southern Railway you have got Jalarpet junction and Guntakal, only two, for remodelling of yard. Sir, I ask the hon. Minister whether in Bangalore the condition is not so grave that it is difficult for goods to move there?

And there has been a proposal for remodelling the Bangalore station for—I do not know how many years. Likewise, Bhadravati. The same memorandum shows provisions for Rourkela, Durgapur and Bhilai steel plants—all these three are there. Why do they not show a fraction of this consideration to Bhadravati iron and steel works where there has been already a proposal? The blue prints are ready for remodelling the station.

Now, I could refer to so many other things, but time is up. I think a fair distribution of patronage of the Ministry is called for in the circumstances.

SHRI C. P. PARIKH (Bombay): Mr. Chairman, I congratulate the Railway Ministry and their officials for their great imagination, for their remarkable progress in these last three years. Now, I will point out the reasons also as to why I congratulate them. The public debt is about three thousand crores of rupees and out of that amount the Railways' capital-at-charge is one thousand crores of rupees. Therefore, one-third of the public debt is the capital-at-charge of the Railways.

[MR. DEPUTY CHAIRMAN in the Chair.]

And the Railways have been able to function very well during the last three years for which we have to be proud. First of all, let us see the profits that they are now making. For the year 1956-57 they have budgeted for a total gross profit of Rs. 107 crores on the capital-at-charge. After working out a reasonable depreciation and taking into account that the coaches are working for thirty years and the wagons for forty years on an average, we have reason to be proud that the Railways' capital-at-charge will be earning interest to the extent of 6½ per cent., while the Government's borrowings are at 3½ per cent. Therefore, if we make a little higher commitment in the matter of the Railways, we will not be making a mistake. The Railway is the most efficiently worked public sector of all the public

sectors that have been working, on account of the long experience which the officers in the Railway Board and others have acquired during this time.

Now, Sir, with regard to the progress that we have achieved, that progress is remarkable. In locomotives our present production is 175; in coaches it is 1260; in wagons it is 13500. And our target at the end of 1961 will be 300 locomotives; 1590 coaches, and wagons 30,000. This is an achievement of which this country will have to be proud and I think that the immense drain that has been going on for so many years from this country will be stopped in the next five years. And that is a great achievement.

Another thing is with regard to stores purchase. We were importing stores from foreign countries and now the whole imports during last year fell from 16·5 per cent. to 10·5 per cent. Further, the proportion of stores of indigenous manufacture purchased by the Railways has risen from 70 per cent. to 78 per cent. That means, we are now becoming more or less self-sufficient in the matter of rolling stock for the Railways. One instance I shall point out. With regard to the air-conditioned coach, which is the most luxurious coach in this country, it can compare very favourably with any other coaches running in the world. And I say with regard to this ninety per cent. of the material is made in India. That is the achievement of the Ministry in the last three years.

Now, Sir, having considered this progress, let us see our problems. I also congratulate the Ministers for the modesty they have used in pointing out the insurmountable difficulties that will be facing us during the next five years. I say 'insurmountable' because the requirements are, as mentioned by the Railway Minister, 15 per cent. for increased traffic and 15 per cent. to alleviate overcrowding, and 60 million tons in goods transport. With regard to passenger traffic, so

[Shri C. P. Parikh.]

much has been said and I need not repeat them. But I think overcrowding will have to be relieved. Owing to the political consciousness that has arisen among the masses, whatever we may say, we shall have to relieve that. Against the demand for Rs. 1,500 crores by the Railways, the Planning Commission have sanctioned about Rs. 1,150 crores and there is thus a short-fall of Rs. 350 crores. And unless this deficit is filled, I think our difficulties with regard to passenger overcrowding and goods traffic will be of a nature which will bring some insurmountable difficulties in the matter of our agricultural and industrial progress. Because they themselves say that only 42 million tons will be lifted against the requirements of 60 million tons. What about 18 million tons more which will have to be lifted? And I think no agricultural or industrial production in this country will make advance unless the Railways lift this traffic in such a way as is desirable. And what will be repercussions if such things are not done? First of all, no industrial development can be carried on in the country without adequate transport facilities. No industrial expansion can be carried on on a scale that we desire unless we have thorough transport equipment. I am pointing out the reasons. Although the capital-at-charge of the Railways is one thousand crores, the gross assets of all the industries in India are only 1,200 crores to 1,300 crores. So, the Railways singly have gross assets as much as the assets of all the other industries combined in the country. I think we must realise the importance of it. Agricultural and industrial development cannot be of a nature that we desire unless the Railways can cope with the situation which is required of them for our development which will increase our national wealth. Now, Sir, what will happen? Not only industrial development will suffer, but on account of shortage of wagons—wagons that are so necessary—the prices of both industrial and

agricultural commodities will go on increasing, because in some regions there will be an excess and in some regions there will be a deficit. Unfortunately, our industries are not located in the way in which we desire and that is the main reason. Because of the location of our industries the problem of transport is acute. Unfortunately the mistakes of the past cannot be remedied now. The new locations can be according to our plan. So, the prices will go up if the rail transport is not efficient. That thing is of very great importance. And, therefore, all revenue should be supplied to the Railways in order that transport is carried on in the most effective manner, because that will also tell on our exports. Our exports will suffer if our transport system is not capable of keeping with the situation because with increase in the national income of about 25 to 30 per cent. in the next five years, a great strain will be put on the railways. The Railway Minister has very well pointed out this fact.

I will take one singular instance. Piece-goods are carried in motor lorries from Bombay to Bangalore and Madras for want of transport by rail. I am in that line and I know that. Plywood is carried from Bangalore to Bombay in motor lorries. This is the present situation and I feel that the situation should not be allowed to aggravate if we want reasonable prices to prevail in the country and if our country is to progress industrially.

SHRI H. C. DASAPPA: May I know if he does not want road transport?

SHRI C. P. PARIKH: I want road transport. There are demands in the country both for road and rail transport and those demands have to be met. Even though road transport is not adequate, we want to help it also.

I am now coming to express trains. There is great imagination in the Minister as well as his officers in an experiment of these express trains. People will very well be willing to pay 25 per cent. for express trains if guaranteed delivery is there. I think



that if this experiment is carried on, that will earn a great revenue for the Railways. That will also be a guide to the Railway Minister as regards the capacity of certain commodities to pay the higher freight.

I will now come to the remedies suggested. What are they? There should be some revenue to meet a part of the deficit of Rs. 350 crores. For that purpose, the rise in freight or passenger fares is inevitable. Whatever freight is paid it is normally charged on the consumer and I think that if a fraction of the prices is raised owing to higher freight, that does not matter, if the prices are simultaneously brought down owing to the quicker movement of goods in the country. If we compare the prices in one region and another, the range of difference is 30 per cent. I think that if you use this suggestion of having increased freight to the extent that it can be absorbed, then it will very well pay.

The Railway Minister has done very well in not including pulses, cereals, manures, Khadi, etc. in the surcharge. We can have a line of demarcation for the various essential commodities and in that way, we can find much more money than at present, without damaging our economy.

The third point that I would like to mention is in regard to tonnage lifting. Tonnage lifting last year has increased by 8½ per cent. on the broad gauge and 18 per cent. on the metre gauge. Engine performance has also increased 9 per cent. on the broad gauge and 4 per cent. on the metre gauge. This gives us hope that there will be room for further improvement if the Railways, the public as well as the social workers in the country put their heads together and make the movements swift in order that the carriage of wagons and the performance of the engines are greater. This will alleviate our difficulty.

There is another suggestion. It is with regard to corridor trains. I mean

to say that there is a great justification for this. In whatever class they may travel, if the seats are vacant in one compartment, people can adjust and the overcrowding will be distributed and lessened over all compartments of various bogies. At present this is not the case.

We have to find finances for expansion and the Planning Commission has well assured us that if the situation warrants finance will be forthcoming, because the industrial progress or the agricultural prosperity of the country cannot be retarded for want of finance. They have well realised that transfer facility should not suffer for want of finance.

Another great difficulty is that we want steel. We may have financial resources. But we may not have steel. Therefore, I request the Railway Minister to explore immediately all the avenues of getting the maximum steel from foreign countries in the next two or three years.

SHRI H. C. DASAPPA: Wooden sleepers?

SHRI C. P. PARIKH: The bottleneck is steel and not wooden sleepers. We can have wooden sleepers in the country. We have enough forests. But until the steel plants come into operation, we shall not be having enough steel.

I would also suggest that organisational and administration effort will have to be put to the maximum point in order that we can achieve the best results.

There is one more point. I suggest that borrowings from foreign countries should be kept up as far as possible. I have to make a suggestion that this Railway Department should be converted into a Corporation and in that case, it can get debentures from foreigners to the extent of Rs. 250 crores in the next five years. That amount will meet the deficit. I can tell you that ½ per cent. brokerage is given for this, many foreign countries

[Shri C. P. Parikh.]

will subscribe to these debentures. Then, I think, we will be out of the woods, as regards our finances.

If we raise debentures in our country, our borrowing rate will suffer, because to other countries we can pay 5 per cent. interest as we are at present paying to the World Bank. This 5 per cent. interest we can pay and if this method of utilising the aid from foreign countries is adopted, I am absolutely certain that Rs. 300 crores will easily be procured from them. We cannot however, raise the borrowing rate of interest in this country. Therefore, this suggestion may be accepted. There should be no sentiment for us that the Railways are a Department or a Corporation. It is all the same so long as it is controlled fully by the Government in the public sector.

Then I come to the problem of travel. Prof. Ranga raised the question of travel and said that travel difficulties and overcrowding should be tolerated for a time. But I say that travel is the greatest education which can be given to our masses, who must know what is happening in other areas. If persons travel widely, it is better education. What you cannot learn from books, you may sometimes learn from travel. Therefore, if we really want to build up our manpower, I think that travel should be made as easy as possible and especially to students, as has been advocated.

The last point I would like to touch upon is regarding road, river and coastal transport, though this is not the subject at present. But I am pointing out that our difficulties will be alleviated if these are also given greater attention, because we have to meet the situation of transport. We have to face the matter boldly. Public response and co-operation will be adequately forthcoming if we solve these problems. This is not impossible of achievement in view of the other achievements which we have made in the last few years.

SHRI AHMAD SAID KHAN (Uttar Pradesh): Sir, I wish to join those who have already congratulated our Railway Minister. Since Shri Lal Bahadur took over this Administration, there has been progressive improvement in the department and I would not say any more than this that the way in which he has run the department is such that it is worthy of the performance of one who has sat at the feet of the great master, Mahatma Gandhi, because in every change that he has made, he has kept in his view that the public should be served to the best of his ability.

We know that many amenities have been given to third class passengers. We know the expansions in the railway and other improvements. But what has struck me most is that the whole attitude of the railway station staff has changed. They are working now not in the official manner but in a spirit of service. This is a great achievement and for this particularly I wish to congratulate not only the Minister and the Deputy Minister but also the Railway Board and other officers of the Railway Department.

Now, I would like to draw the attention of the hon. Minister to one or two things. I notice that up to last year the Depreciation Fund was only Rs. 35 crores, but this year it had been made Rs. 45 crores. I had to do something with the Railways when I was in Hyderabad, although it was in a very small way. We used to calculate depreciation on the basis of the mileage done by the rolling stock and locomotives. Perhaps the formula in the then British India was a little different. When Mr. Ghulam Muhammad was there as the Finance Minister, he wanted to introduce a new formula. I do not remember it exactly now, but the idea was that the age of all the rolling stock was taken as 35 years, and this was multiplied by something, I don't remember exactly, and then in some way they used to arrive at the figure. Of course, I did not accept the suggestion and I stuck to the old

formula. What I want to say is this: If this increase is as a result of a certain formula, then it is all right, but if it is just an arbitrary amount that it should be increased by Rs. 10 crores, then I think that the Railway Board should reconsider this.

The other point that I noticed was that over and above the amount that the Railways were going to give to the General Revenues as interest or dividend on the capital outlay, they were going to give Rs. 150 crores more to the General Budget. Well, this is all right, but when I see that the Planning Commission has cut down the demand of the Railway Department ruthlessly, I raise objection to this. I think that the Government should give back to the Railway Department what they are taking from them or at least a major portion of it for expansion and for providing amenities. After all, the public pays all this amount hoping that it will be spent again on the improvement of the Railways, and it is not quite fair that the Railway Department should be asked to pay such a huge amount, while their own programmes are cut down to such a great extent by the Planning Commission.

The next question that I would like to draw the attention of the hon. Minister to is again from my experience in Hyderabad. Hyderabad, our Railway Department at that time used to run bus services also, and these services were made complementary to our railways, with the result that we could issue tickets to a passenger not only up to the station of his destination but also up to the village on the road-side where he wanted to go by the bus service. Here I know that bus services are a State subject, but communication is a Central subject, and I would like the hon. Minister to consider whether it will not be in the interests of the public as well as of the Railway Administration if these bus services are also run by the Railway Department and they are run in such a manner that, instead of competing with the railways, they

will become supplementary to the railways. In that event, it will be to the convenience of the public, because then you will be able to issue tickets up to the place where a traveller wants to reach.

I do not wish to take more time of the House. These are the only three points that I wanted to place before the Minister. I congratulate him once again for a very satisfactory budget.

SHRI K. L. NARASIMHAM (Madras): Mr. Deputy Chairman, any plan for the development of the railways should be viewed only as an integral part of the plan for the development of the whole economy in the country. The main stress should be to make this undertaking self-sufficient in its requirements instead of depending on imports. At the same time, the construction of new lines for the development of backward areas is also necessary. Along with this, priorities should be fixed and they should be carried out by an administrative machinery which can cope with the heavy responsibility and also improve the efficiency of operation

In implementing this plan, the role of the worker is to be noted. From the plan and the explanation given by the hon. Minister, I find that the role of the worker is not taken into account and he is determined to push through this plan by two means, by asking for more money, trying to push through the rehabilitation programme and also at the same time keeping the same set-up and implementing the same policies of the Government, imposing more burdens on the people and on the workers in particular.

I am now coming to the details of this aspect of the question. Let us examine the progress of the First Five Year Plan. From the statement given to us by the Ministry we find that in locomotives only 32 per cent., in wagons 16.5 per cent. and in coaches 24 per cent. are still over-aged. The increase in passenger traffic is only

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2.5 per cent.; the increase in passenger miles is only 9 per cent. If you see these figures, you will find that there is some improvement in the railway transport, but at the same time if you take into consideration the requirements of the country, you will find that we are still far from meeting the demand. We are not able to give the wagons for which registration has been made. In some areas the position is very acute, and one hon. Member has already mentioned that the Southern Zone is neglected. The reason given by the Railway Minister is the bottleneck at Bezwada. The main line from Vizagapatam to Madras has to be taken into account and improved. I will come to that later. When you consider the improvement of the transport system in a comprehensive way, you should have certain priorities, and one certain priority should be to have a line, feeder line, to supplement the main line. I do not know why the Ministry has not included a line between Kazipet to Gudur. It is not even mentioned in the items for surveys. This is a project which will help the Railway to divert the traffic and at the same time ease the position also.

I will come to the next point. You will find that the administrative set-up has not changed in any way. Even the Estimates Committee in its 19th Report has suggested the appointment of a high-power committee to study the problem of the reorganisation of railway zones. I suggest that one more railway zone should be established with headquarters at Secunderabad, consisting of portions of the Southern, Central and South-Eastern Railways, along with the organisation of the divisional system in our railway zones. This will help to improve the efficiency. The administrative set up will be such that they will be in daily touch with the staff or they will be in touch with the requirements of that particular zone. Then only they can cope up with the responsibilities that they have to discharge under the Second Plan. Taking into considera-

tion the rights of the workers, I have to say that the Railway Ministry has neglected them and they have not taken into consideration their difficulties except by saying some words and giving them some verbal praise saying that they have discharged their duties properly. Even in the progress report of the five year plan, it is very clear that of all the targets that they have fulfilled, you will find a short-fall in staff quarters and staff welfare works. There is a short-fall at the end of the plan period of 3.57 crores. Why should there be a short-fall when it comes to the workers? In the plan itself it was only 6 per cent. that was allotted out of which there is a short-fall as given in the progress report itself. In the second plan also, you will find that the rights of the workers and his position is considerably neglected and on the other hand new burdens are going to be imposed on him by various methods. I will not take much time in narrating all the things but would only mention that here out of 9,50,000 employees, three-fourth of them are getting less than Rs. 100 and there is every need of appointing a new Pay Commission to go into the wage structure of the staff. A glaring example of this is the case of station masters. 87 per cent. of that category are in the scale of 64-4-120 and there are about 7,500 ticket collectors on the Railways and their grades are distributed as follows:

Rs. 55—130	.. 90.7 per cent.
Rs. 60—150 (Ticket examiners)	76.6 per cent.
Rs. 55—130 (Clerks)	76 per cent.
Rs. 60—150 (Commercial clerks)	86 per cent.

So you will find that the All India Railway Ministerial Staff Association organised a pay satyagraha day this time when we are having a discussion on this. The All India Station Masters request that their grievances be considered and redress afforded. Every section of the employees are discontented and their conditions of service are deteriorating day by day. There is more work-load on them and there

is increase of work. Under these conditions you will find that a message is given by the Railway Ministry saying that the House is possibly aware of the fact that a meeting was held between the Federation and the Railway Board in July 1955 and it was possible, within a short space of four days, to come to an agreement in respect of three of the five terms of reference to an *ad hoc* tribunal. On this I wish to take some time of this House to elaborate how the workers don't feel that that agreement is in their interests. There were two federations—All India Railwaymen's Federation and another, N.F.I.R., if I remember the name properly, and these two merged into one federation in July 1953. Before the merger they discussed certain grievances of the staff in the Joint Advisory Committee. They could not come to a settlement and they agreed to refer to an *ad hoc* tribunal and a tribunal was appointed and it was asked to consider five cases. Meanwhile, one section of the Federation, under the leadership of Shri Vasavada, asked for postponement and another section demanded that their cases should be heard. Under the circumstances, a convention was held at Madras wherein they pleaded that their cases should be heard by the Federation but the Railway Board sits with Mr. Vasavada and says that they agreed on three items and the fourth item they are going to hear and now we will find a clear policy of the Railway Board here and that of the Ministry. They want to impose a particular leadership on the Railwaymen. A State-managed trade unionism is their policy and they say, by coming to a settlement with a section, to the workers and others 'We don't recognize you and will not discuss with you'. In that way they go with a statement that everything is happy and that the industrial relations on the railways is smooth. I wish to draw the attention of the House that the industrial relations between the Railway Board and the management is not smooth. The railway labour are agitating for their genuine demands and now you will find even

the negotiating machinery that they evolved in 1952 could not solve most of their problems and they had met only in headquarters level about 49 times and in the district level about 1,000 and odd times but they could not settle a single issue. Everyone is unanimous in the trade union movement and the railway labour that this machinery has not solved any problem. On the other hand, cases are pending and there is no reply and you will be surprised to hear that a man retiring from railway service could not get his provident fund even after three years. Even after retirement, an employee has to wait for three years to get his provident fund out of the railway office. If he writes a letter, there is no reply and the administrative set-up is such that he cannot even get the letters. Now they say that they have appointed an anti-corruption department and in that organisation, a section—a Vigilance Department—is given to the Railway administration. What will it be? Another railway official is put in charge of this vigilance organisation and the persons selected are of questionable character and you will see that this organisation is not going to trace the corruption problem in the proper perspective. On the other hand they are going only to tease the petty peon or the ticket collector or some other lower paid man. By that I don't mean that they should not be tackled. They should be tackled but it must begin from the top. Persons who are making huge amounts must be tackled first. We spend on construction works much and we know how they are being misused i.e., there is an actual percentage fixed between the engineers and the contractors and the material is supplied and then there is pilfering and what is the organisation to detect all these? Now are you checking up your projects and how are they implemented? You have to take into account these factors and evolve a machinery to tackle this instead of blaming one section of the workers or the other. Now Mr. Vasavada's Federation had a convention recently at Vijayawada and to

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that Convention one delegate came from Poona because his Secretary asked him to go there. When he visited the gate, he was manhandled and he subsequently died. Till today there has been no enquiry about the death and that section of the federation claims a membership of only 1,64,000 whereas the other section claims a membership of 2,28,000 and that section recently met at Calcutta and passed a resolution asking Mr. Giri and Shri Jayaprakash Narain to see Pandit Jawaharlal Nehru and effect a compromise between the two sections. I am not worried whether you recognize a particular section but recognize the railwaymen. There were two federations which you recognized previously. You recognize them now. There are certain unions which are affiliated to the federation of which Mr. Guruswamy is the Secretary. They are the recognized union for various reasons. So recognise the two federations and see that these two federations are again merged into one federation on the basis of the suggestions given by Shri V. V. Giri i.e., by elections on the basis of membership. So that must be the policy. Instead of that you will recognize only one section and now I will give a concrete example. In a place like Vijayawada I know of three persons who have never worked as railway servants. They have been on leave for three years. Their only work is publishing pamphlets against the Communists and Trade Unions. Is it the way that the Railway Administration want to encourage persons to carry on anti-Communist propaganda. I can give bundles of pamphlets published by these people. One is Mr. G. L. Narasimha Rao, another is Mr. Subbaramiah and another is Mr. Challapathi Rao. These persons were given leave for three years and they are the exponents of Mr. Vasavada and you recognize them and say that you are going to give them a partnership in the management and so the workers are suspicious of you. It is a laudable idea but you are trying to impose only certain selected persons and have

control in that way. Participation of workers in the management is a laudable idea but assure trade union rights and see that the Joint Industrial Councils or whatever Committee you evolve—in that, the representatives of the workers should be selected. On that basis only anything can be done. I would conclude by saying that unless you take the workers into your consideration and raise their standard of living, even the working of the Second Five Year Plan will only result in the same bottle-necks continuing, in the same overcrowding continuing and the same sorry state of affairs persisting. You will have to depend on others for your import of machinery and other things. Therefore, I submit that the Plan should be based on a policy of getting the maximum co-operation from the actual workers in our country.

**SHRI MAHESH SARAN (Bihar):** Mr. Deputy Chairman, rich tributes have been paid to the Railway Minister and to the Ministry upon their great achievements during the past few years. But when I travel and I see these improvements, I try to find out how much the ordinary man, how much the railway employee are benefited by the works done by the Ministry. That is the criterion that I put before myself. I am indeed, glad to be able to say that great achievements have been made and the ordinary man who travels in the third class feels much happier than before. He is more comfortable. His needs are carefully looked into and he feels that there is somebody now who looks to his comforts.

**SHRI BHUPESH GUPTA (West Bengal):** Have you shared them?

**SHRI MAHESH SARAN:** Yes, I thank you.

I would, however, like to impress upon the Ministry to be a little more

careful about the amenities of the railway employees. All the income that we receive is on account of them and it is through the efforts of these ordinary men about whom we never talk much that we are able to get all this money. Therefore, more attention should be paid to their comforts. I am glad to find that the Ministry has done a lot for them; but still much more needs to be done. I find from the Progress Report of the First Five Year Plan that 40,000 quarters have been built during this period. Then again, about 10,000 quarters expected to be completed during 1955-56 and a further provision of Rs. 5·8 crores has been made in 1956-57 for the construction of quarters for railway employees. Also a provision of Rs. 2·8 crores has been made for amenities to workers in 1956-57, which, of course, will mostly be spent in opening new hospitals, increasing the number of beds in the present hospitals, opening tuberculosis wards, improvements in the existing hospitals and the opening of more maternity and child welfare centres. There is also a proposal to have a thousand scholarships varying from 15 to 50 rupees per month in deserving cases to children of railway employees drawing pay up to a specified limit to assist them in the prosecution of technical education. All this shows that the mind of the Railway Ministry is concentrated towards bettering the lot of their employees. But what I feel is that a little more should be done for them, because their angle of vision now is very much different from what it was before. We now find them more helpful. We find them more eager to be of service than before and for all this, it is only meet and proper that a little increase in their pay should be announced by the Ministry, as soon as they find the funds.

As regards the third class passengers, the improvements effected in the condition of their travel are many and it is gratifying to note that further improvements are being proposed. The running of air-conditioned trains

which will have only first class and second class coaches is a novel idea. Never before could any third class passenger think of travelling in an air-conditioned coach. I presume that now as there are to be only two classes—the third class being abolished—the third to be called the second class, third class passengers also will be able to travel by the air-conditioned coaches, on payment of a little extra money. In the past no second class passenger could think of availing of the opportunity to travel by air-conditioned coaches, because that was so very expensive. So I consider that this is a wonderful and novel idea and only a person like our Railway Minister could have thought of it, because he always thinks of the toiling millions of this country.

Having said this much, I feel that I should say something about certain defects which must be removed. Overcrowding has been mentioned by very many people. And I tell you, it is shocking to see how third class passengers run from one train to another trying to get into the carriages. And they have with them children and women also. It is really painful to see their plight. So something must be done in this regard. It is said that steel is not available, and therefore, more coaches are unlikely to come in the near future. But I was glad, while going through the Twentieth Report of the Estimates Committee to see a letter to the Deputy Chairman of the Planning Commission from Mr. Balvantray G. Mehta, Chairman of the Estimates Committee in which I find a ray of hope that more coaches would be built. The letter says:

“The Estimates Committee had noticed that even during the First Five Year Plan, several important works of Railways were held up due to late or non-supply of steel. The question of steel supply during the

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Second Five Year Plan, therefore, came up before the Estimates Committee also. We had discussions with the representatives of the Ministry of Commerce and Industry as also the Railway Ministry separately and jointly. The representatives of the Ministry of Commerce and Industry assured us that, if the Railways were in a position to accept Thomas Quality steel and steel in Millimetre sections, it would be possible for the Ministry of Commerce and Industry to meet the demands of the Railways in regard to steel to the full extent. We, therefore, asked the Railway Ministry to examine these points and come to a quick decision. We were glad to learn that the Railway Ministry have since agreed to accept Thomas Quality steel and steel in Millimetre sections. In view of this decision, the uncertainties of steel supplies will be practically eliminated. In the light of this revised position, I hope that the Planning Commission will be able to find some ways to increase the allotment to the Railways."

Therefore, it appears that more coaches could be prepared and put on the rails. Sir, I do feel that if something is not done in this respect, most of the improvements already effected would pale into insignificance.

I have to make one or two suggestions towards improving the conditions of travel. We have conductor-guards for the first class and the second class passengers. I feel that there should be a conductor-guard for the third class passengers also, and it should be the duty of this guard to rush up and find out where there is some accommodation in the train and put the third class passengers into those compartments.

SHRI H. C. MATHUR: There is no accommodation anywhere.

SHRI MAHESH SARAN: No, in certain cases we do find that some compartments are overfull while others

contain some space. This he can find out. These are my suggestions.

Secondly, the station master issuing the tickets must himself be in the know as to how much accommodation there actually would be, before issuing the tickets, because if a poor person has to wait for two days or even one day at the platform, without almost nothing to support himself with, his would be a pitiable condition. I earnestly hope that the Railway Minister will kindly look at this aspect of the question also.

The arrangement to give sleeping accommodation in the Janata trains is a very good idea. But there is a little drawback here also. There are three berths in the third class compartment, the lower, the middle and the upper berth. And it is really a sight to see how people get up into the upper berth. And then this upper berth and the roof of the carriage are so close that you cannot sit up there and you have actually to crawl in in order to avail yourself of that upper berth sleeping accommodation. I really think our Railway Minister should see the great gymnastics which are necessary in order to get inside this berth.

AN HON. MEMBER: Lean or thin persons can get in.

SHRI MAHESH SARAN: I have seen even lean and thin persons having to perform acrobatic feats in order to get up. Actually it should only be left for luggage. It is meant for luggage, for no human being can get inside and sleep there.

1 P.M.

Now, there is another point which is also very important and it is this. These days a lot of Europeans come and visit our country and they travel in our trains. In these trains we have the Indian sort of lavatories and I have found that some of them feel difficulty on that account. Therefore, I should like to direct the attention of the Railway Minister to this fact and, in first class bodies at least there should be commode system.



So far as catering is concerned, it has struck me that suddenly the quality of the food has gone down. The reason is that you give too many contracts at one station. If you have one or two caterers and if they have enough of business, then they may make a little bit of profit but when the concern is losing, they try to make both ends meet and try to reduce the quality of the food. Therefore, the number should be limited. Suppose there are two caterers and there are about fifty people, then, 25 would go to each and they will get good food. If there are four caterers then the difficulty arises. Therefore, I would suggest that the number of caterers should be reduced in all these stations. They will all feel happy in that they are making some profit and the people who get food from them will get better quality of food.

There is another point. It is very gratifying to note that although there has been an increase in the freight rates, the essential things have been protected. However, there are two items, potato seed and salt which should also be exempted. Potato seed is very important and it is used all over the country. I think, therefore, it is necessary that these should be exempted from this surcharge.

It is true that a little more attention has to be paid to the supply of water. In the beginning I found that things were better than before; we had enough water to drink but recently, some how or other there seems to be scarcity and with the season of the hot weather approaching, it is necessary that this matter should be attended to carefully.

I have to make one suggestion with regard to the sweepers. The sweepers are anxiously waiting with folded hands before the first and second class compartments as soon as a train arrives but nobody cares for the third class compartments. It is there where the sweepers are required. The third class compartments should be very frequently cleaned because they become dirty very soon. Therefore,

I would suggest that special instructions be issued to the Station Masters to see that the third class compartments are cleaned more frequently and more carefully than the first and second class compartments.

Thank you, very much.

DR. RAGHUBIR SINH (Madhya Bharat): Mr. Deputy Chairman, I have not merely to congratulate the Railway Minister but also to thank him for I am happy to note that in the list of new surveys to be made, he has been kind enough to accept the suggestion about a new railway line connecting Dungarpur and Ratlam via Banswara. Somehow, I had been connected with the proposal for the construction of such a line and hence I am personally grateful to him in that connection. I have also to point out that some years back a survey was made for a new railway line from Indore to Dohad. This was to go through the area inhabited by the Scheduled Tribes. Lately nothing has been heard in that connection and hence I have to request the Railway Minister to see that something is done in respect of that line because continued silence about that project has created some mistaken impression in the minds of the Scheduled Tribes of that area. It is necessary for us to see that the people of the Scheduled Tribes areas do not feel that their areas are being neglected.

As a token of the standard of service which our Railways would like to provide if they had adequate resources and as a model to be kept in view for the future, a vestibule fully air-conditioned fast train service is proposed to be introduced from the 2nd of October, 1956. I welcome it but in the present context of things, I feel that it is all the more necessary that during years to come special priority need not be given to more of such show trains business because these trains will not be able to give the necessary comforts to any large number of people. Hence, I feel that if the funds that are saved on this item should be carefully utilised for opening up of new areas,

[Dr. Raghurir Sinh.]

it will give better returns and better results.

In his speech, the hon. Railway Minister has promised to do something regarding the narrow gauge. I was anxiously looking forward to hear something very definite and authoritative as to what is going to be the future of the metre-gauge. This question of the gauges is an important one and it needs to be looked into with care. This cannot be denied that as an alternative gauge for railway construction in India, metre-gauge had come to be accepted. The question about the future of the metre-gauge has been referred to at some length in the 18th and 19th Reports of the Estimates Committee, which have been recently placed before the two Houses. The Eighteenth Report says that the metre-gauge railway system in India has no doubt played an important role in the economic life of the country and has served the needs of the areas concerned adequately for about a century. The question is whether it is in a position to do so now and in the future. In this connection, it has also been stated that the Indian Railway Enquiry Committee of 1947, had suggested that in about three years' time, a small technical committee of senior officers of the Transportation, (Traffic), Civil Engineering and Accounts Departments should be set up to examine the gauge question generally. I do think, Sir, that more than three years have elapsed since that Report was submitted and I would earnestly request the hon. Railway Minister to do something in this respect, that is, the question of the future of the metre-gauges should be carefully examined. Moreover, Sir, there is the general tendency for more attention being paid to the problem of the broad-gauges, and this has left a feeling in the areas served by the metre-gauge that their problems are not being given sufficiently prompt and high level attention. Now, as things are, the areas that are today served by the metre-gauge are being

very rapidly industrialised and as such it is very necessary that this question of gauges should be properly dealt with. Sir, shortly the construction of some new lines is to be taken up and the hon. Minister himself the other day had pointed out to us that the question of the building of the railway line from Kotah to Chittor was not being taken up, because a detailed discussion has been going on whether it should be metre-gauge or broad-gauge. Now, Sir, this question of a particular line should not be and need not be taken up by itself, but it should be taken as part and parcel of the major problem and major policy regarding the gauges to be taken up in future in India. It is perhaps, Sir, now too late to think of converting all metre-gauge systems to broad-gauge and it is hardly necessary or justifiable as the metre-gauge systems are running cheap and reliable services. What is feasible today is a reduction in the breaks in the gauges in the well defined areas which are served to a great extent by one or the other. Again, Sir, this rationalisation of gauges is only a part of this important problem. In addition to that, Sir, the other allied problem that comes in next is that the speeding up of the trains in these metre-gauge lines is very necessary. If that is not done, I am afraid many new bottlenecks will be created in near future, specially in view of the increasing industrialisation in the regions concerned. In this connection, Sir, I would particularly like to draw the attention of the hon. Minister to the Report of the Indian Railway Delegation to the Soviet Railways and Other European Railways, that was submitted by Shri Vasist and others, who had pertinently said on page 185 of the Report, namely, "In view of the fact that modern signalling methods increase the working capacities, ensure greater safety and make for higher overall efficiency, the Delegation consider that their adoption should be given priority and would submit that the fact that the equipment has largely to be imported at present

should not influence the immediate policy in this matter". Therefore, Sir, I do hope that this suggestion of that Delegation would be given due attention, and something should be done to bring in new modern equipments with a view to increase the line-capacity and make the speeding up of the railway trains more readily possible. In this connection I have not much to add, Sir.

I will now come to the one question that is now before the whole country and that is the question of introducing Hindi in these departments. It was a matter of pleasure to me, Sir, when last year I travelled up to Bangalore and Mysore and this year up to Calcutta, to see that Devnagari script is being used for putting down the names of the railway stations. But one thing, Sir, I should mention in this connection and that is that there is no uniformity in the exact form of names on the railway stations, the form of names that are printed in the railway time-table and in the form of names as they are printed on the railway tickets. I would, therefore, bring to the notice of the Railway Minister that during the British days there was a special organisation in the Centre, which standardised the exact spellings and the form in which the name of every one of the railway stations was to be written and then that particular standard form was used in all the places. Now, when the Englishmen themselves were particular to see that uniformity and correctness in the spelling and form should be there, is it not necessary for the Railway Ministry to take those very steps at the present initial stages to see that correctness is brought in in the names? It should not cost much, Sir, but I can say this that if any mistakes and lack of uniformity are allowed to creep in now, they will be perpetuated and at a later stage it would be simply difficult to get rid of the same. I would also like to bring to the notice of the Railway Minister that it is time that some of the Railway Forms are pre-

pared and printed in Hindi. Even when the English were having their hey-day, the Postal Department had many of its Forms in Hindi, for example, the Acknowledgment Due Form and the Money Order Form. I think, Sir, that the railway receipt Forms, specially for use within—what I shall say—the Hindi-speaking areas can be very easily introduced and I am sure their gradual introduction first in the Hindi-speaking area and later in the other areas will only bring Hindi nearer.

I have not much to add, Sir. I have done. But one word and one personal appeal to the hon. Railway Minister, and that is a very simple one. We have all heard of the overcrowding on the Railways, Sir. We have heard how the railways are overcrowded, specially the G.T. Express train, but the one thing that I have to particularly mention here is that at least on the four or five occasions every year when this Sovereign Parliament of India meets, it is impossible to get a seat in the G.T. Express coming down from Madras to New Delhi. The Members enjoy the special privilege of reserving their seats at least a month ahead, and the result is that when the reservations are thrown open to the public also for advance booking of their seats ten days ahead of the date of their journey, at least on these four or five occasions all the I Class seats are already duly reserved, and I was told more than once by many friends that they could not get a seat by the G.T. Express on that occasion. Hence, Sir, I would request and I am sure some way out can be found, that on such occasions some special duplicate trains be run for the convenience of the other people. When the hon. Minister has given us passes and good conveniences, let him save us from the curses also.

श्री कन्हैयालाल दौ० बंद्य (मध्य भारत):  
उपसभापति महोदय, डा० रघुबीर सिंह जी ने  
अभी कुछ बातें कही हैं। मैं भी शास्त्री जी का  
ध्यान एक बात की ओर जरूर दिलाऊंगा और

[श्री कन्हैयालाल दौ० वैद्य]

वह पिछड़े हुए क्षेत्र में, आदिवासी क्षेत्र में मांगी गई रेल की लाइन की बात है जो कि दोहद और उन क्षेत्रों से हो कर के इंदौर से या दूसरे क्षेत्रों से मिलाई जाने वाली है। यह एक ऐसा बहुत बड़ा व्यापक क्षेत्र रियासतों का रहा है जहा कि यातायात का बिल्कुल अभाव रहा है। मैं आपका ध्यान फिर इस और खींचना चाहता हूं। यह बहुत बड़ा ऐतिहासिक क्षेत्र रहा है। चन्द्रशेखर आजाद जैसे क्रान्तिकारी का जन्म वहां हुआ था। लाखों लोग इस बात की तरफ आशा लगाये हुए हैं कि जहां आप देश के दूसरे क्षेत्रों की तरफ ध्यान दे रहे हैं वहां आप उस तरफ भी ध्यान देने की कृपा करेंगे।

हमारे एक मित्र ने, जो कि इस वक्त यहां मौजूद नहीं हैं, कल एक बड़ा व्यंगात्मक शब्द शास्त्री जी के लिये बोल दिया था। ईश्वर के भी कई स्वरूप होते हैं और जिसकी जैसी भावना होती है उसको वैसा ही स्वरूप दिखाई देता है। हमारे यहां एक चौपाई है : "जाकी रही भावना जैसी प्रभु मूरत तिन देखी तैसी"। तो वास्तव में शास्त्री जी जहां देश के लिये लाल बहादुर हैं वहां बुराइयों के प्रति और जो एंटी सोशल लोग हैं या देश की प्रगति में बाधा डालने वाले लोग हैं उनके लिये जरूर वह काल बहादुर हैं। जब हमें बुराइयों से लड़ना होता है और जब इस प्रकार के लोग देश को घातक तरीके से नीचे ले जाते हैं और उनके विरुद्ध कार्यवाही करनी होती है तो भारतीय संस्कृति में हम काल और महाकाल को भी निर्मंत्रित करते हैं। अतः यदि उनको शास्त्री जी में काल के दर्शन हो जायें तो हमारे लिये तो यह खुशी की बात है। शास्त्री जी हमेशा काल के रूप में ही अंगरेजी साम्राज्यवाद के विरुद्ध देश की स्वतंत्रता के खातिर लड़ते रहे हैं। उन्होंने स्वतंत्रता के लिए अपनी जान की अहुति देने की चिंता न करते हुए, बड़े क्रान्तिकारी तरीके से देश में सत्याग्रह आंदोलन को चलाया है। तो जहां शास्त्री जी के अनेकों

स्वरूप हैं वहां अगर वे बुराई के लिए काल स्वरूप हैं तो मैं समझता हूं वह उनका कोई अस्वाभाविक स्वरूप नहीं है। लेकिन यह जरूर है कि अपने मित्र के मुंह से उनके बारे में ऐसे शब्द सुन कर हमको बहुत दुख हुआ। शास्त्री जी ने देश की प्रगति के लिए जो कुछ किया उसके विषय में मैं तो यहां तक कहने के लिए तैयार हूं कि उनका अनुकरण यदि देश के हमारे दूसरे अन्य मंत्रीगण और हमारे शासन कर्त्ता लोग करें और उस तरह से काम करें जिस तरह से शास्त्री जी करते हैं तो देश का कल्याण जल्दी ही हो सकता है।

जहां तक रेलों में सुविधाएं देने का सम्बन्ध है, मैं दो तीन बातों की तरफ शास्त्री जी का ध्यान दिलाना चाहूंगा। फर्स्ट क्लास और सेकिंड क्लास के कुछ डिब्बे हैं जो अभी वेस्टर्न रेलवे के देहरादून एक्सप्रेस आदि में चलते हैं जिनकी तरफ मैं नहीं समझता कि रेलवे बोर्ड के मेम्बरों का और शास्त्री जी का ध्यान गया है कि नहीं। अंगरेजों के राज्य में तो मनुष्य को पशु समझा जाता रहा, लेकिन हमारी स्वतंत्रता में भी मनुष्य को ऐसा समझा जाता होगा मैं ऐसी कल्पना नहीं कर सकता। उन डिब्बों में, आप हैरान होंगे, कि न तो लैट्रिन है और न मुंह हाथ धोने के लिए पानी के नल वगैरा का प्रबन्ध है। वे डिब्बे सर्वेंट्स के लिए या एटेंडेंट्स के लिए हैं जो फर्स्ट, सेकिंड क्लास के साथ लगे होते हैं। मुझे तो बड़ी प्रसन्नता होती यदि उन डिब्बों की भी प्रदर्शनी उस वक्त की जाय जब कि रेलवे के विकास कार्यों के विषय में प्रदर्शनी की जाती है जिससे लोगों की जानकारी में वह तकलीफ आ सके। इस प्रसंग में अभी हमारे बहुत से माननीय मित्रों ने कहा कि मेम्बर लोग रिजर्वेशन करा लेते हैं और उसके कारण जनता को जगह नहीं मिलती है। लेकिन मैं उल्टी बात कहता हूं कि कई प्रसंग ऐसे आते हैं कि जनता का रिजर्वेशन हो जाने के कारण मेम्बरों को जगह नहीं मिलती है। तो एक समय की बात मैं आपको बतलाता हूं कि मैं मथुरा जा रहा था,

मुझे गाड़ी में जगह नहीं मिली और मैंने देखा कि एक सर्वेन्ट्स क्लास में जगह खाली थी। मैंने स्टेशन मास्टर से इजाजत मांगी और उस में बैठ गया। लेकिन जब मैं मथुरा पहुंचा तो यह देखकर हैरान हुआ कि उसमें यूरीनल के लिए या लैट्रिन के लिए कोई व्यवस्था नहीं थी और न ही मुंह हाथ धोने के लिए वहां कोई साधन थे। इस तरह मुझे बड़ी कठिनाई अनुभव हुई। रेलवे के कई नौकरों ने मुझे बताया कि वास्तव में इस चीज के बारे में हम वर्षों से अधिकारियों का ध्यान खींचते आ रहे हैं लेकिन अभी तक यह बुराई दूर नहीं हुई। इसलिए आज मैंने यह प्रसंग पाया है कि मैं शास्त्री जी का और रेलवे बोर्ड के सदस्यों का ध्यान इस ओर खींचूं। मैं समझता हूं कि कम से कम उन डिब्बों में भी जो यात्रा करने वाले लोग हैं वे आखिर ह्यूमन बीइंग्स हैं, मनुष्य हैं। यह जो कुछ भी इंतजाम चल रहा है वह शायद जानकारी न होने के कारण हो या किसी और कारण से हो लेकिन यह जरूरी है कि इस तरह के डिब्बे जिन जिन लाइनों पर अभी चलते हैं उन को ठीक किया जाय।

रहा सवाल केटरिंग के विषय में। आशा की जाती है कि केटरिंग कमेटी की जांच के बाद विभाग की ओर से कुछ ऐसे कदम उठाये जायेंगे जिससे खाने पीने की चीजों के मामले की स्थिति में सुधार होगा। इस विषय पर बोलते हुए हमारे बहुत से मित्रों ने इस सदन के अंदर ठेकेदारों की सहानुभूति में बड़े आंसू बहाए हैं। रेलवे में केटरिंग का कारोबार चलाने वाले ठेकेदारों की तो एक काली कहानी है और उस पर मित्रों ने काफी कह दिया है। मैं स्वयं दो वर्ष पहले यहां सदन की टेबिल पर इस विषय में कुछ चीजें रख चुका हूं। मुझे खुशी है कि उस मामले में रेलवे बोर्ड ने कुछ ऐक्शन लिया, लेकिन ईश्वर दास वल्लभ दास जी की माया कुछ ऐसी है कि उनके आगे कोई नहीं ठहर सका...

श्री रामेश्वर अग्निभोज (मध्य प्रदेश) : भगवान का नाम है।

श्री कन्हैयालाल दौ० वैद्य : इस देश में भगवान के नाम पर भी दूकानें चलती हैं। लेकिन मैं यहां पर रेलवे बोर्ड के सदस्यों से और शास्त्री जी से कहना चाहूंगा कि आप इस दिशा में काम करने के लिए नए लोगों को भी अवसर दें और उनके सामने ऐसी कंडीशंस रखनी चाहियें जिससे वे अपना काम सुचारु रूप से कर सकें। खाने पीने के विषय में सबसे बड़ी बात जो है वह यह है कि लोगों को शुद्ध वस्तुएं मिलें। सबसे बड़ी समस्या आज शुद्ध घी की है। वास्तव में ऐसी स्थिति देश के अन्दर है कि खास तौर पर मेरे जैसे आदमी जो डालडा का प्रयोग नहीं करते, वे कहीं स्टेशनों आदि पर खाना खा ही नहीं सकते क्योंकि जगह जगह वनस्पति तेल का प्रयोग होता है। वहां घी की बनी वस्तुएं मिलती ही नहीं हैं। सब से बुरी बात यह है कि डालडा को घी के नाम से कह कर पुकारते हैं। मैं तो यहां तक कहता हूं कि कई रेलवे स्टेशनों पर "वनस्पति घी" शब्द के लेबल लगे हुए हैं। कई दफा इसकी तरफ मैंने स्टेशन मास्टर का ध्यान खींचा कि यह तो बड़ा अंधेरा है कि जब कानून में वनस्पति को "घी" नहीं "तेल" कहा गया है तो फिर आप इन बोर्डों और लेबलों को दूर करवाने की चेष्टा कीजिए। तो मैं कह रहा था कि जहां तक केटरिंग का प्रश्न है, आप ऐसे अनुभवी लोगों को उसकी व्यवस्था चलाने का काम सौंपें जो ईमानदारी से और जनता के स्वास्थ्य को ध्यान में रख कर काम करें। अभी तो स्थिति यह है कि केटरिंग की व्यवस्था के अंदर जो वस्तुएं बिकती हैं, प्लेटफार्म के बाहर वही वस्तुएं आधे दाम में मिलती हैं। बाहर जो वस्तुएं बिकती हैं उनसे भी खराब वस्तुएं प्लेटफार्म पर दुगुने दाम में मिलती हैं, शुद्ध दूध के नाम पर, चाय के नाम पर आप को शुद्ध पानी मिलता है, पानी में सेपरेटा मिलाकर और उस को दूध कह कर बेचा जाता है। इन सब बातों की ओर ध्यान देने की ओर उनमें सुधार करने की बहुत आवश्यकता है।

जांच के विषय में मैं एक सुझाव रखना चाहता हूं। वह यह है कि जिस प्रकार आप

[श्री कन्हैयालाल दौ० वैद्य]

देश के लिए जोनल कमेटियों की व्यवस्था कर रहे हैं उसी प्रकार जांच के विषय में भी आप रेलवे के कुछ एरियाज़ ऐसे योग्य और ईमानदार व्यक्तियों को सौंप दें जो सार्वजनिक जीवन में निरन्तर काम करने वाले हैं। उनको वे तमाम सहायताएं दी जानी चाहिए जिससे कि वे अपना काम सुचारु रूप से कर सकें। मैं समझता हूं, ऐसा करने से केटरर्स को हमेशा भय बना रहेगा कि हमारी जांच होगी, हमारे ऊपर जांच करने वाले लोग होंगे और वे ऐसे लोग नहीं होंगे जो चाय और दूध मुफ्त में पिला कर अपने वश में किये जा सकेंगे। अक्सर मेरी स्टेशन मास्टरों से बात होती रहती है। कोटा का एक स्टेशन ऐसा है जहां हजारों यात्री आते हैं जिनको दूध की या दही की, ऐसी ही वस्तुओं की जरूरत होती है लेकिन वहां विशुद्ध रूप में सेपरेटा जैसी वस्तुएं मिला मिला कर दूध के नाम से बेचा जाता है। मैंने इसको बायत स्टेशन मास्टर को लिखा, जेनरल मैनेजर को लिखा। उन्होंने उस पर ध्यान भी दिया, कर्टसी के साथ बड़े अच्छे शब्दों में उन्होंने पत्र का जवाब दिया। लेकिन कोटा के स्टेशन पर सुधार के नाम पर कुछ नहीं हुआ। बात यह होती है, माफ कीजिएगा, कि चाय पानी कर लेने के बाद स्टेशन मास्टर को और कुछ करने की जरूरत नहीं रह जाती है। तो मेरा यह एक निश्चित रूप से सुझाव है जिस पर अमल करने से बहुत कुछ सुधार हो सकेगा।

एक और निवेदन करना चाहता हूं। "जनता" ट्रेन बम्बई और दिल्ली के बीच वेस्टर्न रेलवे में चलाने की चर्चाएं चल रही हैं। सम्भव हो ऐसी कोई योजना हो या न हो, लेकिन कोटा से मथुरा तक की जो देहरादून एक्सप्रेस ट्रेन है उसमें हमेशा ऐसी भीड़ रहती है कि कई बार बुकिंग बन्द हो जाती है और बुकिंग बन्द होने के बाद भी इतनी भारी संख्या में लोग खड़े रहते हैं कि धक्का लगाकर बुरी तरह से पिस जाते हैं और पशुओं की तरह रोजमर्रा देहरादून एक्सप्रेस ट्रेन पर चढ़ते हैं। तो मेरा एक नम्र सुझाव यह है कि आप आगरा

से बियाना तक जो लोकल गाड़ी ले जाते हैं वह बियाना में पड़ी रहती है। आप किसी तरह यह व्यवस्था करें कि वह गाड़ी कोटे तक आ जाय और कोटे में वह एक घंटा पहले आ जाय। करे ताकि लोग समय पर देहरादून एक्सप्रेस ट्रेन के पहले इस को पकड़ सकें। इससे यह होगा कि लोगों की जो बहुत बड़ी भीड़ जमा रहती है, हजारों आदमी बुरी दशा में रहते हैं और बड़ा ही दर्दनाक दृश्य देहरादून एक्सप्रेस गाड़ी आने के समय दिखाई देता है वह काफी कम हो जायगी। बड़ौदा और मथुरा के बीच दिन के टाइम में केवल मात्र दो ट्रेनों के रहने से इतना भारी रश् होता है कि हमारे पिछड़े हुए क्षेत्र के लोगों को और खास कर हमारी माताओं और बहनों को भी, क्योंकि स्त्रियों का कम्पार्ट-मेंट सब भर जाता है, ताकविक दृश्य देखने को मिलते हैं। इसलिए ऐसी स्थिति को दूर करने का शीघ्र प्रयत्न होना चाहिए। जहां तक रेलवे की और व्यवस्थाओं का सम्बन्ध है उसके विषय में मैं अधिक नहीं कहूंगा क्योंकि उनके सुधार के लिए आप स्वयं प्रयत्नशील हैं। भीड़ की समस्या को हल करने के लिए आप इंजिन और गाड़ी के डिब्बे तैयार कर रहे हैं, और आना की जाती है कि वह समस्या जल्दी हल हो जायगी। मैंने जिन बातों की ओर ध्यान दिलाया है वे वास्तविक हैं और उससे सम्बन्धित हैं।

जहां तक नमक का प्रश्न है, मैं समझता हूँ कि शायद आप उस पर विचार कर रहे हैं क्योंकि नमक के ऊपर जो सरचार्ज लगाया गया है वह वास्तव में विचारणीय प्रश्न है और अच्छा हो यदि आप जहां तक कि सरचार्ज का प्रश्न है, उसमें आप सुधार कर दें।

पिछले दिनों मैं कोसी के क्षेत्रों में गया था वहां मैंने देखा कि लोग रेलों की छतों पर चढ़कर यात्रा करते हैं। मुझे नहीं मालूम कि अब वहां की स्थिति में कुछ सुधार हुआ होगा क्योंकि मैंने वहां के रेलवे अधिकारियों का ध्यान उस ओर खींचा था। यह जो दुर्दशा हमारी रेलों में देखने को आती है उसको दूर

करने का प्रयत्न अवश्य होना चाहिये। माफ कीजिएगा कि हमारे देशवासियों का चरित्र दिन दिन गिरता जा रहा है और उसमें सुधार करने की चेष्टा होनी चाहिए। जगह जगह जब मैं घूमता हूँ तो मुझे रोना आता है कि हमारे देशवासी, जनता के लोग रेलवे की सम्पत्ति को बिलकुल एक लावारिस की सम्पत्ति समझ लेते हैं, रेल के अंदर खूटी लगाई जाय, नल के पाइप लगाये जायें, उन को निकाल लेते हैं, चुरा लेते हैं या तोड़ देते हैं। एक व्यवस्थित रूप से गिरोह में ये लोग काम करते हैं और निरन्तर काम करते हैं। उससे भी बहुत भी कठिनाइयाँ पैसेन्जर्स को उठानी पड़ती है। लेकिन सब से बुरी बात जो मेरे दिल को लगी वह यह है कि रेल के डिब्बों के ऊपर जो लोग घूमते हैं, यात्रा करते हैं तो वे पानी की जो टंकियाँ होती हैं उसी में मल-मूत्र त्याग देते हैं। कई बार जब मैं लैट्रिन में प्रवेश करने गया तो लोगों ने मुझे आगाह किया कि किसी जगह भूल के पानी से कुल्ला मत कीजिएगा। जब उन्होंने इस सम्बन्ध में मुझे ऐसी बातें प्रत्यक्ष में बताईं तब मुझे वास्तव में समझ में आया कि लोग जो यह बात कहते हैं वह अनुचित नहीं है। मैं फर्स्ट क्लास में भी बैठा हूँ, सेकेंड क्लास में भी बैठा हूँ और सब जगह मुझे यह बात मालूम हुई। इसलिए छतों पर चढ़ कर यात्रा करना रेलवेज को एकदम बंद करा देना चाहिए और उसके लिए सख्त कदम उठाना चाहिए।

जहां तक बिना टिकट यात्रा करने का सम्बन्ध है, पिछले बार मैंने इस सम्बन्ध में कुछ निवेदन किया था और कुछ सुझाव भी दिये थे। मैंने सेन्ट्रल रेलवे की जोनल कमेटी के सामने अपने सुझावों को रखा और मुझे प्रसन्नता है कि कमेटी ने उन प्रश्नों के ऊपर पूरी तरह से ध्यान दिया। बिना टिकट यात्रा करने वालों पर जो कार्यवाही की जाती है और की जा रही है उससे रेलवे की आमदनी भी बढ़ी है और लोगों में यह भावना फैलती जा रही है कि बिना टिकट यात्रा करना एक जुर्म है। लेकिन इसके साथ ही साथ मुझे

बहुत ही दुःख के साथ कहना पड़ता है कि रेलवे में जो पुलिस की व्यवस्था है वह बहुत ही खराब है। इस प्रसंग में मैं आपके सामने एक दो बातें रखना चाहता हूँ। रेलवे पुलिस में जो स्टेट पुलिस वाले काम करते हैं वे हर तरह से रेलवे विभाग को हानि पहुंचाने की कोशिश करते हैं। इन स्टेट पुलिस वालों को इधर उधर जाने का भत्ता भी मिलता है मगर फिर भी ये लोग बगैर टिकट एक स्थान से दूसरे स्थान में जाते हैं और साथ में दूसरे लोगों को भी बगैर टिकट ले जाते हैं। एक बार एक स्टेट पुलिस वाले को एक टिकट कलैक्टर ने चैक किया तो उसने उसको धोस दिखलाई और कहा कि तुम मेरे गरीब में यह बैज और यूनिफार्म नहीं देखते। इस पर टिकट चैकर ने कहा कि जब तुम सरकार से टी०ए०० चार्ज करते हो तो बगैर टिकट चलना तुम्हारे लिए अच्छा नहीं है। इस पर उस पुलिस वाले ने कहा कि तुम भी सरकार के नौकर हो और मैं भी सरकार का नौकर हूँ, इसलिये तुम्हें इस तरह की बातें नहीं करनी चाहियें। रतलाम के रेलवे हेडक्वार्टरों में रहने पर भी टिकट कलैक्टरों को जीवन में अपने परिवार के साथ रहना पड़ता है, और बाजार में अपनी दैनिक जरूरतों के लिये इधर उधर जाना होता है। एक बार जब यह टिकट कलैक्टर बाजार में गया हुआ था तो उसी समय वह सुप्रिटेण्डेंट भी एक जीप गाड़ी से जा रहा था। जब उस ने इस टिकट चैकर को देखा तो उस ने अपनी गाड़ी रोकी और कहा कि तुम्ही वही आदमी थे जिस ने हमें चैक करने की हिम्मत की थी। अगर तुम ने आयन्दा इस तरह की बात की तो मैं तुम्हें कई मामलों में फंसा सकता हूँ। इस टिकट कलैक्टर ने मुझे सारा किस्सा सुनाया। मैं उस टिकट कलैक्टर का नाम बता सकता हूँ, सब कुछ मेरे पास है अगर आप आज्ञा दें तो मैं सब कुछ आप के पास भेज दूंगा। इस तरह की घटनायें अक्सर होती रहती हैं जोकि एक शर्म की बात है। पुलिस आफिसरों को रेलवे कर्मचारियों के साथ

[ श्री कन्हैयालाल दौ० वैद्य ]

इस तरह का व्यवहार नहीं करना चाहिये । जब वे सरकारी अफसरों के साथ इस तरह का व्यवहार करते हैं तो आम जनता के साथ कैसा करते होंगे, यह आप सहज ही अनुमान लगा सकते हैं ।

इसी प्रसंग में मैं एक घटना और आप के सामने रखना चाहता हूँ । कोई दो वर्ष पूर्व की घटना है कि एक पुलिस कांस्टेबल ने चलती ट्रेन से एक यात्री का सामान बाहर फेंक दिया । जो लोग उस डिब्बे में बैठे थे उन से भी वह झगड़ा कर बैठा जिस पर लोगों ने जंजीर खींची और गाड़ी रुक गई । जब गार्ड उस डिब्बे के पास आया तो वह कांस्टेबल दूसरे डिब्बे में चला गया था । गार्ड ने उस यात्री से कहा कि तुम्हारा सामान तो बहुत पीछे रह गया है, अगर गाड़ी को लौटा कर ले चले तो बहुत वक्त लगेगा, तुम यहां पर उतर कर अपना सामान उठा लाओ, हम अगले स्टेशन में पुलिस कांस्टेबल की शिकायत करेंगे । जब वह गार्ड दूसरे स्टेशन में पहुंचा और उस ने इस घटना की शिकायत हेड कांस्टेबल से की तो उस ने डाट कर कहा कि तुम भी यूनिफार्म में हो और मैं भी यूनिफार्म में हूँ, तुम्हें एक सरकारी नौकर की इस तरह से शिकायत नहीं करनी चाहिये । इस घटना की शिकायत ऊपर के अधिकारियों से भी की गई किन्तु मुझे अभी तक पता नहीं चला कि इस सम्बन्ध में क्या कार्यवाही हुई है । पुलिस के ऐसे उद्दंड काम रेलवे अधिकारियों के साथ होते हैं जिन का कार्य जनता की रक्षा करना होता है तो आप कल्पना कर सकते हैं कि साधारण जनता के ऊपर क्या बीतती होगी ।

ये पुलिस अधिकारी रेलों में जो लोग छोटा छोटा सामान बेचते हैं उन के साथ मिल कर जुआ का भी व्यापार करवाते हैं । छोटे छोटे व्यापारी तीन, चार और पांच

आने का सामान ले कर यात्रियों को चलती ट्रेनों में लालच देते हैं और उस सामान को तीन, चार और पांच रुपये में बेच देते हैं । अक्सर वे लोग नीलाम कर के चीजें बेचा करते हैं । यात्रियों के डिब्बों में इन के एजेंट भी बैठे रहते हैं जोकि उस चीज के दाम बढ़ाते जाते हैं । यात्री लोग धोखे में आ जाते हैं और इस तरह से वे कम दाम की कीमत का सामान ज्यादा दामों में खरीद लेते हैं । मैं ने स्वयं इस तरह का जुआ होते हुए देखा और उन लोगों को भी समझाया जो इस तरह का व्यापार कर रहे हैं । सरकारी अफसरों से भी इस चीज की शिकायत की मगर अभी तक यह काम जारी है । माननीय मंत्री जी से मेरी यह प्रार्थना है कि वह इस ओर विशेष ध्यान दें । इस के साथ ही साथ प्रान्तों के पुलिस अधिकारियों का यह कर्तव्य हो जाता है कि वे रेलवे पुलिस अधिकारियों को इस बात की हिदायत कर दें कि रेलवे अधिकारी और प्रशासन के साथ अधिक से अधिक मेल के साथ कार्य करें ।

रेलवे के सम्बन्ध में और भी बहुत सी बातें हैं जिन के बारे में सदस्यों ने विस्तार पूर्वक कह दिया है और माननीय मंत्री जी और रेलवे प्रशासन विभाग की प्रशंसा भी कर दी है, मैं भी आपको इस सम्बन्ध में बधाई देता हूँ । इस के साथ ही साथ रेलवे बोर्ड के सदस्यों और रेलवे विभाग को भी उन के कार्य के लिये बधाई देता हूँ । यह मानना पड़ेगा कि रेलवे विभाग ने लोगों की कठिनाइयों को दूर करने में बहुत प्रयत्न किया है किन्तु अब भी कुछ कमियां रह गई हैं, जिन की पूर्ति और दूर करने में वे और भी विवेक से प्रयत्न करेंगे ।

अगले वर्ष उज्जैन में सिंहस्थ का मेला होगा । रेलवे बोर्ड की ओर से जो कमेटी बनाई गई है उस का मैं एक सदस्य हूँ । इस मेले के सम्बन्ध में बहुत से कार्य रेलवे विभाग की ओर से किये जा रहे हैं और इस सम्बन्ध में हम ने जो सुझाव दिये हैं, आशा है रेलवे



विभाग उन पर उचित ध्यान देगा और जल्द कार्यवाही करेगा। यह बात सच है कि रेलवे द्वारा उज्जैन में एक नया स्टेशन बना दिया गया है किन्तु उस के पास का ही एक हिस्सा ऐसा है जो नाक कटा जैसा दिखलाई देता है। वह खाली हिस्सा नये स्टेशन के बायें ओर ३०-३५ फुट का है, अगर वह भी बना दिया जाय तो बहुत सारी दिक्कतें जो इस समय हैं, वह दूर हो जायेंगी। वहां पर रेलवे मेल आफिस के लिये भी स्थान नहीं है अगर यह खाली स्थान बना दिया जाता है तो ये सब दिक्कतें दूर हो जायेंगी।

उज्जैन हमारे देश का एक पवित्र स्थान है। वहां पर हजारों यात्री आते हैं मगर उन की सुविधा के लिये कोई विशेष व्यवस्था नहीं है। वहां पर थर्ड क्लास का जो बेटिंग रूम है उस में केवल चालीस पचास यात्रियों के लिये ही बैठने की व्यवस्था है। इस ऐतिहासिक स्थान में दूर दूर से लोग आते हैं, हजारों की संख्या में आते हैं, ज्यादातर गांव के लोग ही आते हैं, मगर थर्ड क्लास का बेटिंग रूम ऐसा है कि वहां पर बैठने को भी जगह नहीं होती है। अगर आप वहां पर एक बड़ा बेटिंग हाल बना दें जिस में काफी लोग आ सकें तो इन तीसरे दर्जे के यात्रियों के लिये बहुत सुविधा हो जायेगी और वे लोग वहां पर आराम के साथ बैठ और सो सकेंगे।

उज्जैन में पर्वों के दिनों में आसपास के ग्रामीण लोग बहुत बड़ी तादाद में आते हैं किन्तु उन्हें टिकट मिलने में बहुत कष्ट उठाना पड़ता है। रेलवे विभाग की ओर से यह सूचना तो चली गई है कि पर्वों के दिनों में लोगों को टिकट मिलने में किसी प्रकार की कठिनाई न हो, दस पन्द्रह दिन पहले से टिकट बेचे जा सकते हैं। किन्तु होता यह है कि जब किसी स्टेशन में गाड़ी आती है तो दस पन्द्रह मिनट पहले टिकटघर की खिड़की खुलती है और लोगों को टिकट मिलने में बहुत परेशानी उठानी पड़ती है। भोपाल,

नागदा और रतलाम के बीच के छोटे स्टेशनों से जो लोग आते हैं उन्हें रेलों में जगह नहीं मिलती है और टिकट लेने में भी भारी कष्ट का सामना करना पड़ता है। मैंने इस सम्बन्ध में सेन्ट्रल रेलवे के जनरल मैनेजर और उच्च अधिकारियों से पत्र व्यवहार किया और उन का उत्तर भी समय पर आ गया कि हम उचित कार्यवाही कर रहे हैं। मैं यह मानता हूं कि आप की आज्ञा भी रेलवे अधिकारियों के पास आ गई मगर वे लोग ऐसे हैं कि ठीक समय पर टिकटघर नहीं खोलते। मैं वहां की कमेटी का सदस्य हूं और इस नाते मैंने इस सम्बन्ध में बहुत लिखा-पढ़ी की और ऊपर से आज्ञा भी हो गई। किन्तु देखने में अब भी यही आता है कि आस-पास के जितने भी ऐसे स्टेशन हैं वहां पर ठीक समय पर टिकटघर नहीं खोले जाते हैं। अक्सर यह देखने में आया है कि लोगों को रेल आने से १० या १५ मिनट पहले टिकट दिये जाते हैं और जो लोग टिकट नहीं पाते उन्हें गाड़ या टिकट कलेक्टर कुछ पैसे ले कर बैठा देते हैं और एक दो स्टेशन बाद फिर उतार देते हैं। इस तरह से यात्रियों को उज्जैन पहुंचने में बहुत पैसे देने पड़ते हैं और कठिनाइयों का सामना करना पड़ता है।

**उपसभापति महोदय :** आप का समय हो गया है।

**श्री कन्हैयालाल दौ० बेंद्य :** दो मिनट और लेना चाहता हूं।

**उपसभापति महोदय :** आप ने तो पांच मिनट ज्यादा ले लिये हैं।

**श्री कन्हैयालाल दौ० बेंद्य :** आप ने मुझे जो अतिरिक्त समय दिया है, उस के लिये मैं आप को धन्यवाद देता हूं और मैं अपना भाषण एक मिनट में समाप्त कर देता हूं। तो मैं कह रहा था कि उज्जैन पहुंचने के लिये यात्रियों को कई प्रकार का कष्ट होता है।

[श्री कन्हैयालाल दौ० वैद्य]

गार्ड, टिकट कलैक्टर और दूसरे रेल के अधिकारी वर्ग ग्रामीण जनता से पैसा लूटते हैं और तरह तरह के कष्ट देते हैं। उस लाइन पर टिकट कलैक्टर से लेकर गार्ड और सब लोगों का दो चार सौ रुपये का हिसाब हो जाता है। इसलिये मैं यह निवेदन करूंगा कि मेरी ऐसी मान्यता है कि आप ने पिछले वर्षों में जो कुछ रेलवे का किराया बढ़ाया उस के अनुपात से आमदनी नहीं बढ़ी है क्योंकि इस प्रकार की कार्यवाही सब कर लेते हैं इस सम्बन्ध में विशेष कर ध्यान देने की और जांच कराने की आवश्यकता है। जैसा मैं ने कहा कि यदि पर्वों के दिनों में टिकटघर खुले रहेंगे तो सुविधा भी होगी और रेलवे की आय भी बढ़ेगी। इस मौके पर जो मुझे अधिक आप ने समय दिया और जो कुछ रेलवे की प्रगति हो रही है उस के लिये आप को और माननीय मंत्री जी को धन्यवाद देता हूं।

SHRI B. K. MUKERJEE (Uttar Pradesh): Mr. Deputy Chairman, Sir, this House has been discussing the Railway Budget at a moment when the country and the Government are going to embark upon the Second Five Year Plan after successfully implementing the first one. Therefore, this House naturally has got to look both backward and forward with a critical eye.

There is no doubt—and nobody probably can challenge it—that the Railways have over-fulfilled the target laid down for them in the First Five Year Plan. Therefore, the Railway workers and the hon. Railway Minister deserve congratulations from the Members of Parliament as well as from the public in the country.

There has been a criticism by certain Members on the reduction in the plan outlay for the next Five Year Plan. But they have probably lost sight of one very glaring factor which happened during the First Plan. That is, the Railway had to receive for its plan outlay Rs. 80 crores, but the

Planning Commission, because it found that the Railway was making a progress in the successful implementation of its plan, came forward and allocated a further amount and the total amount that was allocated thereafter was Rs. 151½ crores, instead of Rs. 80 crores. In the next Five Year Plan, they have reduced about Rs. 355 crores from their original budget of Rs. 1,480 crores. I have no doubt that, if the Railway makes progress—not only expeditiously, but with caution and economy—they can find out these Rs. 355 crores from the very allotment now made which is Rs. 1,125 crores. They can find out Rs. 355 crores from this amount, if they now carry on with their work more economically.

The railway has maintained the upward trend in its earning—both passenger and goods. It goes to the credit of the Railway Minister no doubt, but more so of the Planning Commission and the Government at large, because it indicates that the country is prospering; more people are travelling; and more goods are carried. That is a sign of prosperity, though there are certain criticisms about the national income being raised by 18 per cent. From this very index of the position of railway travel in the country, we find that the country has made progress and the country's overall national income has increased.

I am glad also that the hon. Railway Minister has been able to arrest the upward trend of claims. But he must not stop there. He must eliminate the entire figure. For the next year, he has presented an amount of about Rs. 2,64,00,000, and for the payment of this amount, the Railway spends not less than this sum. If he tries and takes action to eliminate the chances of claims, then he will save about Rs. 5 crores annually. That will give us about Rs. 25 crores during the next plan period.

Congratulations are no doubt due to the hon. Railway Minister for

several achievements and also several ideas he has got, if they are achieved. Those achievements are really worth noting and worth the conferring of our congratulations on him.

There is the travel concession for return journeys. Third class will be abolished. But these have got to be extended far more. Then we have the corridor trains. We now have the Perambur Coach Factory and with the coaches that are now being built there, I hope that the Railway Minister will try to provide us not only one or two as an example, but all the trains must be corridor trains. That will eliminate the chances of running-train burglaries and murders, apart from the fact that it will reduce overcrowding also.

In this connection, he has under contemplation the provision of loudspeakers and cinema shows also. Though there are certain Members who oppose the use of loudspeakers for announcements, nevertheless, he must proceed with his scheme as early as possible. Then about the Staff Benefit Fund, he promised last year that he would double the railway contributions to this fund and I am glad to see that he is now trying to implement that promise.

Adequate arrangement is also under contemplation for the training of the railway staff, and this will enable all the railway staff to fill up administrative positions, which should not be confined to the relatives of the people who can otherwise satisfy the department. With this training, the railway staff will now be very well equipped to man all administrative posts, also the superior service posts. These must not be the close preserve of only a few fortunate people.

I would now like to refer to the Depreciation Reserve Fund. I hope this House will accept the request made by the hon. Minister to raise this from Rs. 35 crores to Rs. 45 crores. This is a good sign and it will help him to effect more economy on the expenditure side of the Railways.

The Second Five Year Plan aims at two fundamental goods; one is the provision of more employment opportunities for the people, and the second is to remove inequalities in income. I am sure that the Minister and the Deputy Minister are fully aware of the fact that the Planning Commission has fixed a ceiling on income and salaries. The Commission has laid stress on this as being conducive to the implementation of the policy of the country, i.e. the establishment of a socialist pattern of society. I am surprised to find that, in spite of this target fixed by the Commission, i.e. Rs. 30,000 for anybody in the country, the Railways still provide Rs. 4,000 per month for their officers. These should be reduced in view of the fact that we are going to abolish all inequalities.

I find that the Budget provides Rs. 604 crores for engineering construction and stores purchases for the next year. If we are careful, and if we try to effect economies in this, we can find all that has been cut by the Planning Commission i.e. Rs. 355 crores. Even if we save at the rate of 5 per cent. we can save a very considerable amount.

Now, I have no time. So, I will not go into details. I would only make a suggestion to the Railway Minister about engineering contracts. Though the Railway Minister in a sense agreed to abolish contracts, they have touched only the wrong end of the tail. The Deputy Minister was the Chairman of a Committee that was appointed, and they touched only the wrong end of the tail. They should abolish all contracts in the engineering department, and for that purpose I am going to make a suggestion which the Ministry should consider, i.e. the setting up of a Railway Construction Corporation. This will save us a lot of money and the Railway Ministry will be able to plug all the loopholes through which Railway money is wasted. They provide in the estimates not less than Rs. 12½ per cent. as profit to the contractor,

[Shri B. K. Mukerjee.]

but the contractor makes much more than that and the officers are also thriving under the shadow of the contractors.

Then a word about the surcharge of one anna. This is a good idea; I am not against it, but with regard to the experimental scheme of carrying consignments quickly by express goods trains, the Minister said that, if the goods are not delivered in time, the extra charge will be refunded to the person concerned. I think this should not be done, since this would lead to railway officials misusing this and helping merchants. There are natural calamities, and if because of them, goods are not transhipped in time, money should not be refunded.

Then, the store balances should be reduced. As it is about Rs. 55 crores, and the Railways are contemplating to add another Rs. 29.5 crores to this. When we are demanding that the balance should be reduced—that has been the recommendation of the Stores Purchase Enquiry Committee—the Railways should not go on increasing the balance by another Rs. 29.5 crores. I am opposed to this. Not only should there be no increase, but they should also reduce even the present amount of Rs. 55 crores.

**2 P.M.** Because if these stores are kept for a few years, then the surplus stores are not used by the Railways. The Board in this year's report say that the surplus stores now left over represent items for which there is no appreciable demand from the Railways. This amounts to Rs. 3½ crores which is considered to be wasted. So not only am I against this increase by Rs. 29½ crores but I want to reduce this Rs. 55 crores to a minimum figure and I hope the Railway Minister will take into consideration the reduction of store balance.

Then a high level delegation is suggested to go to other foreign countries for purchase of steel. Steel is not an item which is used by the Railways alone. It is an item which is required by every industry. So

according to the recommendation of the Stores Purchase Committee, the Railway or any other department cannot purchase all the steel or any other material except through the proper channel that is acceptable to the Government of India. Therefore this high expenditure in sending a delegation to other countries for purchasing steel.....

**SHRI O. V. ALAGESAN:** It will be a composite delegation. It will not be purely a railway officer's delegation.

**SHRI B. K. MUKERJEE:** Whatever it may be, anybody may go in that delegation. If we get a report from the normal channel of purchases, if they say that they cannot do it, then Government will consider whether to send a specialist from this country but before that, I am opposed to sending a delegation to purchase merely steel which is not an item specially required for the Railways alone. Steel is required for other industries as well.

**SHRI O. V. ALAGESAN:** It is being done in addition to normal channel of purchase:

**SHRI B. K. MUKERJEE:** Again, there are chances for economy also. The Railway Minister, in the beginning of this reorganization of the railways i.e., the zonal system, assured this House that before five years pass we cannot analyse the result of the reorganisation of the railways and he said during his last budget speech that full satisfaction has not been achieved out of the zonal system but he did not wait for these 5 years. He did not consult the Parliament but he has created another zone. Why was this system adopted? It was only to effect economy in the railway operation. If we increase zone after zone, we provide avenues for so many higher officers. Is it going to give us an opportunity to effect real economy in the railway operation or it will increase our cost of operation? I hope the Railway Minister, if he wants to increase any more zones, he

will come to the Parliament because Parliament is the authority as he assured that they would get an opportunity to scrutinise after five years.

I have not dealt with the labour problem though some Members wanted me to deal with the labour problem. Regarding staff matters, the Railway Minister wants to introduce the system where the railway staff will participate in the management of railways and not only that. He has requested the public as well as the staff to co-operate in the elimination of corruption from the railways. It is a good idea no doubt. The suggestion is not new. I can only suggest but I cannot go into details of that problem. Some Members feel that it is the Railway Minister alone who has got this idea but they are forgetting that there are departments in the Government of India who have not only suggested this but they have carried it out. They have implemented the scheme and how that is working I will ask the hon. Minister or the Deputy Minister for Railways because it is very near to his home—he can go to Bangalore and copy what the officers in the Bangalore Indian Telephone Industries Ltd, are doing in the matter of participation of staff in the management. I am very doubtful, with the present set up of the officers in the Railways, whether this will be possible. Because we have nationalised our industries but still the bureaucracy are managing our affairs. They don't care—not only for the railway workers but even for Members of Parliament. They don't like to talk to them. They feel themselves far above the M.Ps. and naturally they feel that they are above the Minister and the Deputy Minister as well. With this set up it will be very difficult to implement this idea. It is a laudable idea, no doubt, but you must remember this. The Minister gave us an assurance last year about certain things which I find wanting in his report, nor has he implemented. At page 31, paragraph 68, of last year's budget speech about staff amenities it was said:

"We have under consideration the opening of the rest homes for staff at suitable hill stations or sea-side resorts or other pleasant places and surroundings where they can spend their holidays—inexpensively and in reasonable comforts."

He assured us like this last year but no steps have yet been taken to implement this idea. So I saw prof. Ranga was much pleased to find the Railway Minister giving him a new idea. This idea is not new though to the Railway Department it may be new when we talk of co-operation of the staff in management because the management is too bureaucratic and they are still following the policy which was followed in a colonial country and till a few years back in this country. They are still pursuing that policy. Therefore unless we can change the set up or change the mind of the railway officers at the topmost level, that is Members of the Railway Board, there is no chance for co-operation of the staff or public with the administration of the Railways.

About the reduction of the classes, it is a good idea. But if we want to reduce the classes, the Minister has got to reduce the class in the Railway Board office itself. I am not going out of Railway administration. In the Railway Board office itself you find on an average—I am talking about this year's budget—an officer gets Rs. 14,000 a year and the staff gets Rs. 1,600 on an average a year. Where is the equality in this? If he wants to reduce classes, I am one with him and everybody in the country will be with him but he must experiment this in his own home i.e., the Railway Board and that is his own Department.

श्री भैरों प्रसाद (भोपाल) : उपसभा-पति महोदय, सब से पहले मैं रेलवे मिनिस्टर और रेलवे बोर्ड को मुबारकबाद देना चाहता हूँ कि उन्होंने ने बहुत कुछ सुधार के काम किये हैं। मगर मुझे तमाम बजट की स्पीच बगैरा पढ़ कर के अफसोस हुआ कि उस में

[श्री भैरों प्रसाद]

भोपाल को बिलकुल नेगलैक्ट कर दिया गया। मेरी समझ में नहीं आया कि रेलवे मिनिस्ट्री किस वजह से भोपाल से नाराज है या रेलवे आथॉरिटीज उस से कुछ नाखुश हैं। जो १० साल पहले भोपाल स्टेशन की हालत थी उस में अब तक कोई तब्दीली नहीं हुई हालांकि भोपाल एक बहुत बड़ा प्रदेश, यानी मध्य प्रदेश की राजधानी, होने जा रहा है। उम्मीद थी कि इस नये बजट में कुछ ऐसी तज्जावीज रखी जायेंगी कि जिस से भोपाल स्टेशन की हालत सुधरेगी, लेकिन मालूम हुआ कि उस में कोई तब्दीली नहीं की जा रही।

भोपाल स्टेशन का मेन प्लेटफार्म बिलकुल अनकवर्ड है। भोपाल में बारिश के मौसम में करीब करीब ५० इंच बारिश होती है। मेन प्लेटफार्म के बिलकुल अनकवर्ड रहने से अन्दाजा किया जा सकता है कि उस से मुसाफिरों को किस कदर तकलीफ होती होगी। इस के अलावा जो पार्सल आफिस है वह बहुत छोटा है, पार्सल आफिस का बहुत सा सामान बाहर खुला हुआ पड़ा रहता है और जो मुसाफिर वहां अपना सामान डिपोजिट करना चाहते हैं उन को बहुत सख्त दिक्कत होती है।

वहां स्टेशन से शहर को आते वक्त रेलवे क्रासिंग पर बाज दफा सवारियों को पन्द्रह-पन्द्रह और बीस-बीस मिनट तक इंतजार करना पड़ता है। इस के मुताल्लिक जनता और भोपाल सरकार ने रेलवे मिनिस्ट्री को कई बार लिखा कि इस को दुरुस्त कर दिया जाय और जिस तरह से इन्दौर में एक ब्रिज बना दिया गया है, उसी तरह से भोपाल में भी ब्रिज बना दिया जाय जिस से लोगों की दिक्कत दूर हो जाय। लेकिन अफसोस के साथ कहना पड़ता है कि अभी तक इस बारे में तवज्जो नहीं दी गई है।

भोपाल में जो वेटिंग रूम है वह उस की प्रोजेक्शन के लिहाज से बहुत छोटा है।

अगर उस में ज्यादा मुसाफिर आ जायें तो वहां पर ठहरने के लिये काफी गुंजायश नहीं मिलती है। इसलिये मैं रेलवे मिनिस्ट्री का ध्यान भोपाल के वेटिंग रूम की तरफ दिलाना चाहता हूं और उम्मीद करता हूं कि रेलवे मिनिस्ट्री इस ओर तवज्जो करेगी और इन तकलीफों को दूर करने की कोशिश करेगी।

SHRI O. V. ALAGESAN: There is provision made for Bhopal. It is found under "Works Programme".

DR. R. P. DUBE (Madhya Pradesh): Yes, Rs. 12 lakhs.

श्री भैरों प्रसाद : दूसरी बात मैं यह कहना चाहता हूं कि मध्य प्रदेश एक बहुत बड़ा प्रान्त बनने जा रहा है। यह प्रान्त मीस आफ कम्यूनिकेशन्स के लिहाज से बहुत पिछड़ा हुआ है। बजट को देखने से पता चलता है कि इस एरिया की ओर बहुत कम तवज्जो दी गई है। यहां बहुत सी ऐसी जगहें हैं जहां पर अभी तक रेल नहीं पहुंच पाई है, जरूरत इस बात की है कि इन पिछड़े हुए इलाकों में रेल की लाइनें जल्द से जल्द बनवाई जायें। बाज बैकवर्ड एरियाज ऐसे हैं, बस्तर का एरिया ऐसा है, जहां की रेल की लाइनें दूर दूर तक नहीं पहुंची हैं। बस्तर का इलाका मिनरल्स में बहुत रिच है, वहां पर रेलवे लाइन बनाने की बहुत सख्त जरूरत है। अगर वहां पर रेलवे लाइन बन जाती है तो हमारी सरकार की आमदनी भी बढ़ेगी और वहां के लोगों की भी हालत अच्छी हो जायगी।

तीसरी बात जो मुझे अर्ज करनी है वह नर्मदा के पुल के बारे में है। नर्मदा में रेल का पुल तो बना हुआ है पर पैदल चलने वालों और गाड़ियों के लिये कोई पुल नहीं है। यह एक निहायत इम्पोर्टेंट कम्यूनिकेशन है। अगर इस में पुल बना दिया जाता है तो मध्य भारत और मध्य प्रदेश के बीच आमद व रफ्त में बहुत सहूलियत हो जायेगी। इस तरह का पुल दो प्रान्तों को मिलाने वाला

होगा मगर जहां तक मेरा ख्याल है रेलवे मिनिस्ट्री ने इस तरह के इंतजाम के बारे में सोचा ही नहीं है ।

SHRI O. V. ALAGESAN: There is a proposal for the construction of a road bridge.

**श्री भैरों प्रसाद :** वह प्रपोजल कब पूरा होगा, मालूम नहीं है ।

तीसरी बात जो मुझे कहनी है वह यह है कि आप ने जनता एक्सप्रेस जो हफ्ते में एक बार चला करती थी वह अब आप ने हफ्ते में तीन दफा कर दी है । इस से जनता को काफी सुविधा हो गई है मगर फिर भी गाड़ियों में बहुत ज्यादा भीड़ रहती है । जरूरत इस बात की है कि जो जनता एक्सप्रेस दिल्ली से मद्रास जाती है उस में डिब्बे बढ़ाये जायें और उस को डेली कर दिया जाय ताकि लोगों को इस समय जो दिक्कत होती है वह दूर हो जाय ।

चौथी तजवीज मेरी यह है कि भोपाल से सिहोर होते हुए एक लाइन आस्टा और सोनकस होते हुए इन्दौर तक मिलाई जाय । यह एक घनी आबादी वाला और जरखेज हिस्सा है, यहां पर रेलवे लाइन का होना निहायत जरूरी है । मुस्तकबिल में भोपाल मध्य प्रदेश का कैपिटल होगा और इस तरह से लोगों को इन्दौर आने में निहायत आसानी हो जायेगी ।

इस समय बीना से कोटे को सिर्फ एक ही गाड़ी आती जाती है, इस से लोगों को आने जाने में काफी तकलीफ होती है वहां पर आने जाने के लिये कोई मोटरेबुल रोड नहीं है जिस से कि वहां के लोग आ जा सकें इस से लोगों को बहुत परेशानी का सामना करना पड़ता है । जरूरत इस बात की है कि कम से कम उस तरफ एक गाड़ी और चलाई जाय ताकि लोगों को कम तकलीफ

उठानी पड़े । इस के साथ ही साथ जबलपुर से भोपाल आने के लिये बहुत सख्त दिक्कत का सामना करना पड़ता है अगर कोई शख्स जबलपुर से भोपाल आना चाहे तो उसे इटारसी में कम से कम बारह घंटे ठहरना पड़ता है । इसलिये रेलवे मिनिस्ट्री इस बात को सोचे कि जबलपुर से भोपाल तक कम से कम एक ट्रेन ऐसी हो जो सीधी जावे और लोगों को इटारसी के पास ठहरना न पड़े और न ट्रेन बदलनी पड़े ।

सेकिन्ड क्लास को उड़ा देने के बारे में जो तजवीज पेश की गई है मुझे शंका है कि वह कोई अच्छी तजवीज होगी । जैसा कि हमारे भाई श्री किशनचन्द जी ने बतलाया, मुल्क के अन्दर सब से कम आमदनी वाले और सब से ज्यादा आमदनी वाले लोगों में बड़ा फर्क है । मेरे ख्याल से सब से कम आमदनी वाले और सब से ज्यादा आमदनी वालों के बीच एक हजार गुना का फर्क है । ऐसी सूरत में सिर्फ इस क्लास को उड़ा देने से जनता को न कोई रिलीफ मिलेगी और न कोई फायदा होगा । बजाय ऐसा करने के जो आप स्लीपिंग कार्स रख रहे हैं उन को रखिये । यह अच्छा होगा कि उसी को सेकिन्ड क्लास बनाइये ताकि सेकिन्ड क्लास में सफर करने वालों को सोने का आराम हो । इस तरह से आप को किराया भी ज्यादा मिलेगा और आमदनी भी ज्यादा होगी । वह लोग जो सेकिन्ड क्लास में पहले सफर करते थे अब सिर्फ तीन रुपया एक नाइट का ज्यादा दे कर वे थर्ड क्लास में सफर करने लगेंगे और चन्द आदमी इस से फायदा उठा सकेंगे, ज्यादातर महरूम रहेंगे । इसलिये मेरे ख्याल में यह तजवीज कुछ ज्यादा अच्छी नहीं है ।

मुझ को ये ही तजवीज रखनी थी ।

DR. P. SUBBARAYAN (Madras): Mr. Deputy Chairman, I join in the congratulations that have been showered upon the Railway Minister on the present Budget but there are one or two things I would like to

[Dr. P. Subbarayan.] bring to his notice. The first is the matter of gauges. I think it is time that especially with planning, we began to think of a single gauge throughout the country. I feel that from every point of view—whether strategic or from the industrial point of view—the same gauge will save a good deal of money. When first the railways were mooted and built, the then Government naturally thought of strategy and so we have these broad-gauge lines in places where their military strength was to be concentrated. Therefore, you will find most of these metre-gauge lines running through places which are not of such strategical importance, especially down South because it is not a territory of strategic importance. From that point of view, you will find that the metre gauge predominates in the area from Madras to Dhanushkodi Pier, Madras to Tuticorin and some parts of Karnataka, like Hubli, etc. The metre-gauge also predominates in areas like Rajasthan. I would, therefore, like the hon. Minister and his Deputy to consider this point of view so that, with regard to planning, they could arrive at some decision with regard to the gauges. For instance, in Great Britain, they changed to the 4' 6" gauge—what they called the standard gauge—because they felt that it will be easier to build with these 4' 6" than the broad-gauge and they did not want the metre-gauge because the speed of the trains on the metre-gauge is certainly much slower. Therefore, I would like them to consider this point of view and to come to some decision with regard to this matter. I would personally like the 4' 6" gauge to be adopted right through the country because it will be cheaper in some way and also will give them time to plan, say, during the next three Five Year Plan periods.

With regard to other matters, I would like to bring to the notice of the hon. Minister the question of cleanliness on the railways. I travel a good deal and I know the conditions in most of the compartments. For

instance, the hon. Minister knows as well as I do, that the old first class compartments had reading lamps and comforts of that kind. Today they are not there. No doubt, he may reply that it is only the second class which has been upgraded but even though the old first class carriages are being still run, I find that some of these reading lamps have been taken away. I do not know who is responsible for this situation. The place where the lamps were fitted is blank on the compartment walls.

SHRI O. V. ALAGESAN: It is proposed to provide reading lamps.

DR. P. SUBBARAYAN: I am sure the hon. Minister will have the right to speak at the end. I do not see why there should be this running commentary on what I propose to say.

SHRI O. V. ALAGESAN: I thought I could clarify.

DR. P. SUBBARAYAN: I am accustomed to what I would call Parliamentary practice and it is not usual for anyone to interrupt unless the person who is on his feet yields.

To go on, Sir, with what I was saying, it is strange that in spite of the care they take—and I know that they take great care, and quite a number of men come and clean the compartments—I find that cleanliness in the compartments is sadly lacking. I hope the hon. Minister will find out some method by which at least cleanliness could be taught to our public. I admit that we lack sanitary conscience and we are not even careful over these matters but still I think this could be easily taught if the staff would think of all these things and see that at least the compartment and the appurtenances are kept clean.

With regard to the large building plans which have been adopted, I would like to point out that first priorities should come first. Improvement in stations, etc., may be necessary but, at the same time, they ought



to think with regard to the plan of theirs and do first what is of prime necessity. They should adapt their building programmes with these priorities in view and not merely spend money on improvements of stations. I admit they are just as necessary as anything else but at the same time, one must realise that there is such a thing as priority. I am glad to say that the Railways are still not merely a national asset but a national income producing industry, if I may use such a word, and the Railways are certainly helping the General Budget as they have done for many years. I am glad that they have been able to get out of the Planning Commission enough provision for improvements though I do feel that they might have got a little more because the railways are very important from the point of view of even heavy industries. If these goods are to be transferred from place to place in a rapid manner, the railways will be the first necessity. I am, therefore, glad that they have been able to get as much as they have got and I wish very much they would get more.

I would again congratulate the Ministry on the way they have managed the railways.

**SHRI N. C. SEKHAR** (Travancore-Cochin): Mr. Deputy Chairman, though I have no bouquets to give to the Minister for the rosy Budget he has presented before the House, I do recognise what has been achieved so far.

[**THE VICE-CHAIRMAN** (**SHRI H. C. MATHUR**) in the Chair.]

At the same time, I must mention one important point which had received rather no prominent consideration in the Budget. Only two Members have made mention of that fact and it relates to the question of wages. The Deputy Minister, in his speech yesterday, issued a call to the workers to rise to the occasion. Both the Ministers are full of praise for the workers for what they have done but, at the same time, it is pertinent to consider

why the Ministry is so negligent regarding the question of the improvement of the working conditions of the ten lakhs of employees in the Railways. Nobody can dispute with what the Minister said with regard to the wages, especially in regard to the sum of Rs. 6½ crores allocated mainly for the extra staff required for the handling of the large increase in traffic and intensification of other activities but the Minister did not explain or even mention anything with regard to the agitation of the employees for a drastic revision of their wage scale. From the Budget, one can very well understand that the policy of not only this Ministry but of the Government of India as a whole on the question of wages is one of freezing the wages, and the Budget itself is the index of the working of the mind of this Ministry. Agitation is going on among the employees and even the Ministry feels that there is widespread unrest among the lower class employees particularly. So recently as the day before yesterday there appeared a report in the press that the station masters and the assistant station masters in the Ajmer region—it is going on in other regions also—met in a conference to give vent to their grievances. Their demand is that immediate and drastic revision of wages should be considered and brought about because the present wages or the salaries given to these employees are based on the recommendation of the 1947 Pay Commission. The position then was entirely different from what is obtaining today. Class IV employees get an income of Rs. 78 per month. Class III employees, the workshopmen, the artisans, etc. get Rs. 135 a month. Another section of the Class III employees, the station masters, etc. get Rs. 165 a month. Moreover the station master, on whom the biggest responsibility is placed, starts with Rs. 64, that is, his starting pay is Rs. 64. It is these sections of the employees who had started to raise their voice a long time ago for a drastic revision of their wage scale. Yet the Ministry did not give due

[Shri N. C. Sekhar.]

consideration to this matter. So also about the Travelling Ticket Examiners we all know what sort of work they have been turning out. These T.T.E's are another section, who are the most aggrieved section of the employees in the Railway. They have been sending representations to the Ministry, to the Railway Board and also they have been writing petitions after petitions individually that they should be recognised as running staff, and their number runs into lakhs, but so far they are not recognised as running staff. All the amenities which ought to have been granted to them have not been so far given. They have no rest houses. I have seen so many T.T.E's. sleeping on the platforms and sleeping in the verandahs of houses in the nearby streets. When they go to a rest house intended for the running staff, they are either driven out or told amicably or gently, "There is no space; we are here; we want to sleep." That is the situation. Once there was a complaint from Mangalore to the General Manager as well as the Railway Board that certain Ticket Examiners were in the rest house. The inspector went there to examine and asked them, "Why are you here? It is not intended for you." Then that inspector had the check to ask those people who were in the running staff whether these T.T.E's were giving them trouble. They said, "No". So that is the situation in which these T.T.E's are placed. Then, they have no living quarters—no quarters were provided for them. At the same time the so-called rent allowance given to them is very meagre and that too is withdrawn from those who get more than Rs. 100. Further the dress given to these people is not adequate enough and they have been clamouring for adequate number of uniforms. When such is their condition we hear the Minister complain about the increase in ticketless travel. Yes, it is bound to increase, not only because of the poor economic condition of the masses of our people and the unemployment situation existing, not only because of

these things, but also because of the scant regard given to these employees whose responsibility it is to see that ticketless travel is checked, and when they are not given a fair treatment they take an indifferent attitude to this ticketless travel and they say, "They are not different; they are also jobless. When we are in jobs and we get so much we are not satisfied. So imagine what would be the condition of those unemployed people. Naturally they would have to migrate from one place to another in search of jobs. To purchase tickets they have no money. At the same time they cannot remain idle in their own places. So let them go scotfree. Why should we bother about them?" Well, that is the indifferent attitude they take, at least some of them. I have talked to so many T.T.E's and asked them, "Why is this ticketless travel going on like this? Why don't you catch him?" One of them replied, "Why should I? He says he is coming from a long distance and is in search of a job and he says he has no cash with him to buy a ticket. Why should I trouble him and get him jailed?" Well, that is their attitude and I do not know whether it is the general attitude. So also you go and talk to a gangman, or the people in the loco shops and you will find that they are not pleased. The Minister is talking about efficiency and all the rest of it. He says that efficiency is very high; but in fact it is very much on the low ebb. Yes, it has never been raised to a satisfactory level. That is because you are not at all giving necessary attention to the grievances of the employees. In view of these things it is my request to the Minister, since our Government is a welfare Government or rather our Government is embarking upon building up a Welfare State and some development works have already been taken up with a view to set up a socialist pattern of society and when we are taking up the different development schemes, that he should also give due consideration to the human factor. Whatever punitive measures you may take, however much you

may utilise the Home Department to oppress and harass the workers to do their allotted jobs to your satisfaction, it will not work well. So what I would point out is that, as the Minister claims, all is not well and one important side of the human factor in the Railways is neglected and not duly considered, as it ought to be considered in time. So along with the investment in other capital goods, rails and other things, you must also invest something in this, you must also take up the question of revision of wages in the appropriate time and keep the workers contented. Mere patriotic appeal will not do. Of course, they are also patriots. If we examine the records of the Ministry itself, the Railway Board itself and also if we go into the actual state of affairs that obtains in every section of the Railway Administration, we will come to know that wastage and pilfering and such other undesirable things are taking place everywhere. These can be checked. But how can they be checked? Is it with the help of the police? You may try it, but the police will also join the people to get a portion of the booty. That is what is going on actually. We have increased the number of policemen, the security force and all that. Still is that being checked in our country? Also are other crimes being checked in our country? They can be checked only with the consciousness of a higher level of cultural development and the people's contentment of their social and economic needs. Without that it is very difficult. That is what I am trying to drive home to the heart of the Minister. So it is very necessary that this question of wages should be taken up as early as possible and also the case of the T.T.E's. They are not unimportant sections of the railway employees. They are so important as they are the people who can increase the earnings of the railway by checking ticketless travelling. Now we have appointed separate magistrates and special squads and such squads are working, but even with the help of them, unless the

Ticket Examiners themselves take up the responsibility to check and stop ticketless travel, whatever squads you may employ to put a stop to it, the campaign against this will not be as successful as you expect it to be. That is our experience and we see it every day in the trains and everywhere.

Then another point that I have to bring home to the Minister is with regard to the grievances of the employees at the Cochin Harbour Terminus. They have been demanding island allowance for a long time. They have applied to the General Manager of the Southern Railway. They also told me that they have represented their case to the Railway Board. Theirs is a deserving case and they should be given this island allowance because they are living in an island where there are no shops and where no quarters are available. Only a few of the employees have got quarters there and all the others have to take up their residence at Ernakulam North or Alwaye or sometimes at Chalakudi. And they have to travel all this distance to come daily to the Harbour Terminus to report themselves for duty. So far as those who are in the Terminus itself are concerned, if they want to purchase anything, they have either to come to the Cochin market or to the Ernakulam market and for going to and fro they have to pay bus charges, five annas a day for Cochin and seven annas a day for Ernakulam market. They have to meet this expense out of the meagre salary they are being paid. That is a dry area not in any other sense but in the sense that it is not a market place or a residential area. It is only just an official area where certain limited activities are going on. That is why they say that they should be given this island allowance. The same is true of the port employees also. All the employees—the port employees as well as the railway employees—require this island allowance. So I would request the hon. Minister here from the floor of this House that due consideration should be given to their

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grievances and justice should be done to them.

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): It is time, Mr. Sekhar.

SHRI N. C. SEKHAR: I want some more time.

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): No; I am very sorry.

SHRI N. C. SEKHAR: Then, Sir, there is the question of divisionalisation. As the hon. Mr. Madhava Menon said, we hear that the Southern Zone is going to be divided into six or seven divisions and the headquarters of these divisions, as far as we know, are proposed to be located in other areas. If this divisionalisation is part of a developmental scheme, then the Railway Ministry must see that the development is distributed more equally so as to be beneficial to all areas. Sir, we are going to have Aikya Kerala and it also is badly in need of developments and development of railway zones. So, the headquarters in that area have to be located at Shoranur. You know the importance of Shoranur. It is a junction from where trains run to Cochin Harbour, Mangalore, Paddanur etc. So it is our request that one headquarter should be there. (*Time bell rings*).

Now, Sir, with regard to the zones, the Southern Zone has got nearly 6,000 miles and if it is divided into two zones, the administration will be able to run the railways more efficiently and also increase the efficiency of workers.

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): That will do. It is time.

SHRI N. C. SEKHAR: Sir, I would once again request the hon. Minister to give due consideration to all these points.

SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Bharat): Sir, I am also one of those who want to congratulate

the Railway Minister in regard to this year's Railway Budget which is considered very satisfactory. All sections of this House and all sections of the country have also accepted this to be a very good Budget and accepted its bright spots.

Sir, the net surplus this year will be Rs. 9.58 crores and next year they are going to have Rs. 22.99 crores. This is very satisfactory. To the General Revenues the Railways would contribute this year Rs. 36.16 crores and next year about Rs. 39 crores. So in this way also we are progressing. Similarly, our gross receipts will increase and also the expenditure. All this shows that we are on the road to prosperity. One of the hon. Members here said that our returns on investments were too much. He said that it was about 10 per cent; but I do not think that that is too much. Of course, the Railways constitute the biggest national industry and the country does expect that a substantial contribution must come from the Railways. In view of the Second Five Year Plan we had feared that there might be some rise in the passenger fares but we are much relieved to hear that the fares have not been increased. Of course, there has been some increase in freight rates but that will not affect our economy very much. So from this point of view also the Budget is very satisfactory.

One more feature of this Budget is that the First Five Year Plan of the Railways has been completed successfully and it can be said to have been over-fulfilled. In the matter of self-sufficiency we are fast advancing and the railway locomotives, coaches and wagons will be India-made very soon.

As regards the Second Five Year Plan, the Railway Ministry did prepare a good plan costing Rs. 1,480 crores but the Planning Commission could not allot that much money. The Planning Commission had to keep in view the entire finances of the country for the entire plan and therefore

they cut it down to Rs. 1,125 crores. Of course, we cannot blame the Railway Ministry for that and a hope is expressed that we might get more money in the coming years for the development of the railways.

Now, looking to the various activities of the railways of which we are supplied with innumerable tables and facts and figures—they are very technical subjects—my general view is that a sincere attempt has been made to improve all the aspects of the Railway Administration. Of course, in the matter of corruption, the Committee has recommended many things and it cannot be said that in this matter we have made sufficient attempts, but in all other respects, as I said, a sincere attempt has been made for improving the working of the railways.

In regard to the report of the Corruption Enquiry Committee, I think I have not received that report. Has it been circulated? I do not know whether that report has been given to Members but I have not received a copy of that. Sir, it has been said that many of the recommendations of that Committee have been accepted but why have not the other recommendations also been accepted? Why has nothing been done in regard to them? I hope that the hon. Minister will think seriously about giving effect to all the recommendations. The Railway Administration should be vigilant and careful about increasing its income by collecting all their dues in respect of ticketless travel etc. This will certainly add to the income of the railways.

About passenger amenities I would say that even in respect of most ordinary amenities like drinking water, cleanliness, sanitation etc.—most of the Members have dwelt on these—sufficiently satisfactory progress has not been made. Although there is staff, it seems that the staff are not efficient, are not working with zeal that they should. So, in this respect much has got to be done. Clean-

liness and sanitation has got to be improved and even in respect of drinking water, the staff has got to be made more alert and active.

About punctuality of trains, there is much which remains to be done. Of course, the trains are not running punctually and at the proper time. This punctuality reflects our national character and our national outlook. So, this punctuality has got to be improved. I was told by some people that the delays to trains sometimes happen on account of the paucity or the lack of loading and unloading staff. The trains are late because the parcels and the luggage have got to be unloaded and new parcels have got to be loaded into the trains, but there is not sufficient staff for that or sometimes they go away or they make delays. So, this should be enquired into. If there is anything wanting in this respect of loading and unloading staff, that must be provided.

In respect of catering of food, I have had occasion to travel on the Dehra Dun Express. I have not found it satisfactory. The food given on the Dehra Dun Express sometimes is bad and I think it can be much improved. That should be looked into. Departmental catering has improved. That has been mentioned by many Members, but in respect of catering by contractors that has got to be improved much.

There are a few points which I have to make in respect of my own constituency, or my own province. Between Kotah and Bina there is only one train running at present. And last year I made this point that another train should be run between these two stations, and the narrow-gauge between Gwalior-Shivpuri and Ujjain-Agar. Probably this question has been taken in hand, but this must be expedited. South of Madhya Bharat and north of Madhya Bharat the railway system is working, but in between, in the middle of Madhya Bharat there is no railway line. That

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also should be looked into and should be expedited.

Now, in respect of Madhya Pradesh I will say that I do not find in this budget any good programme in respect of developing the communications of Madhya Pradesh. This is going to be a new State and the biggest in India and the foremost, which has been appreciated by almost all people. And so, this big sized State is full of mountains, rivers and jungles and the Railway Ministry must look to this scene which is the old "*Dandakaranya* of the Aryan age". The communications must be improved. If its communications are improved, this will become a very compact and resourceful State and it will be helpful in the development not only of that State itself but of the whole country. I have not got much to say and I finish. I congratulate the Ministry for such a good budget.

SHRI B. P. AGARWAL (West Bengal): Sir, before I offer my views on the problems concerning the Railway Budget, I feel it my duty to offer my congratulations to Shri Shastriji for the able manner in which he has conducted the affairs of the Railway Ministry during the last few years. People had their doubts in the beginning as to how a man of such short stature as that of Shastriji would be able to grapple with the problems of a giant department as that of our Railways which is one of our greatest single enterprises. But he has proved beyond any shadow of doubt that we have at the helm of our Railways a really capable Minister and it is not merely echoing the views of so many other friends, but it is out of a sincere feeling of satisfaction that I am joining with the other honourable friends in expressing these sentiments. When the British handed over the control of Railways to us, with the attainment of independence, the Railways were in a very bad state. The last great war and its aftermath had created a serious deterioration in the railways and the improvement which we have attained

during this period can well be appreciated if we compare the present condition of our railway with that prevailing in the railway of our ex-partner—Pakistan. I often get the opportunity of visiting Pakistan in connection with business activities and I find that the railway line between Calcutta and Darjeeling, which at one time was the pride of our country, has deteriorated beyond recognition on the other side of our border and a comparison with ours is most glaring. This is very largely due to the able handling of our railway affairs. It is a matter of great satisfaction to us that even our Opposition friends have been good enough to appreciate this.

Coming to the budget proposals, the development plan for the railways is a bold effort and deserves our whole-hearted support. It is unfortunate that the Plan as originally proposed by the Railway Ministry could not be acceptable to the Planning Commission for want of adequate funds. There cannot be two opinions, however, that there are vast areas in our country which need to be opened up to the outside world. Construction of new lines, therefore, in such areas is of utmost importance. I am glad, however, that in spite of limitations of finance placed, the Railway Minister is still hopeful of getting the approval of the Planning Commission at a later stage when the conditions improve. In view of the heavy programme which the Railways have to fulfil, I think that we must all support the one anna surcharge on the freight proposed in the budget. This is not a heavy burden when we have the big objectives in view and I think the country must bear this cheerfully.

I would, however, offer one or two suggestions in this respect. In such large industrial ventures there must always be big scope for economy. From my own experience of industrial concerns, I know that where we thought that there was hardly any room for economy, when we applied

ourselves seriously to the problem we found that without sacrificing the efficiency in the least, considerable economy has been possible. In our railways, too, I should think that there is always a big scope. While we have congratulated the Railway Minister for reaching the target of expenditure, I do not know whether his attention has been drawn by any of the hon. Members to the economy side of the work. It is my personal belief that in all these big ventures there is wastage of money in various directions. Of course, in such large undertakings that quality of personal attention is hardly possible, as it may be to a personal interest. But as the interest of millions of our taxpayers is concerned, no effort should be too great in this direction. I would, therefore, suggest that an intensive drive for economy in spheres wherever possible should be organised with a zeal and it will be no surprise that it may be possible to effect substantial savings and thus enable us to utilise such savings for development purposes which we have to curtail for want of finances.

Hon. Railway Minister has stated that in our expanding programme we shall be needing considerably more staff and for that training and other facilities have been provided. It is all well and good. But I would suggest that it will be to our interest to carry out an intensive survey of the work load of each and every post. It is just possible that by suitable changes in our methods and procedures and by proper use of the idle time of certain categories of our staff, we may be able to save considerable amounts in our staff pay sheet. I am not aware of the detailed functions of the Efficiency Bureau, but I would respectfully suggest that this survey should be one of its functions. It is essential, however, that the 3 P.M. personnel of this Bureau are such as are imbued with a zeal and are devoted to work with determination. I do not know if the findings and reports of the Efficiency Bureau are published. I would sug-

gest that the reports of this Bureau should be made available to Members of Parliament for their study and comments.

I would now deal with some specific problems which need the attention of the hon. Railway Minister. My hon. friend, Dr. Mookerji has drawn the attention about the deplorable conditions of Sealdah Station and I am in entire agreement with him. I have frequent opportunities of visiting this station and it will be no exaggeration to say that Sealdah Station is the most neglected. Ever since the partition, it is more a shelter for the refugees from East Pakistan and the sanitary conditions and other conveniences are most lacking. Traffic on this station, as already stated by Dr. Mookerji, is very heavy and this needs a thorough renovation and expansion at the earliest. The shelter for the unfortunate East Pakistan refugees has also become more or less a normal affair and it is high time that the Government finds ways and means of providing suitable shelter for the incoming refugees from East Bengal immediately on arrival rather than allowing them to overcrowd the railway station all the time. It is not only the Sealdah railway station, but it appears that the entire railway line connecting East Bengal needs particular attention from the railway authorities. The condition of railway coaches running on this line is also not very happy. Partly it is due to Pakistan being concerned with the running of these trains that we are not able to do anything, but it should be possible at least to improve the conditions of trains within our own territory.

SOME HON. MEMBERS: There is no quorum.

SHRI B. P. AGARWAL: There was hardly any quorum when other Members were speaking.

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): It is not lunch hour. We must have quorum.

[Shri H. C. Mathur.]

Now it is all right. Yes, please go on Mr. Agarwal. We have quorum.

SHRI B. P. AGARWAL: With regard to train connections to East Pakistan, during the last session of this House, in reply to a supplementary question, the hon. Minister had stated that detention of railway trains on the border stations was not abnormal. I have, however, recently travelled to Pakistan and my experience is that at the border stations on the Indian and Pakistan side—at both ends—train detention is at least two hours each side. That is, to cross the border from India to Pakistan or *vice versa* passengers have to suffer the torture of waiting for four hours, to undergo one formality or the other. People who have to travel between these two countries will highly appreciate if something could be done to mitigate this hardship.

Among the surveys for new lines, the hon. Minister has informed us of the completion of a survey between Loharu and Pilani. Sometime back, I had suggested to the Railway Minister that Pilani is only eight miles from Chirawa, a station on the Western Railway, and it will be economical to connect Pilani to Chirawa, instead of to Loharu, as it will be less than half the distance to that from Loharu. But I do not know whether this aspect has been examined.

When we have to utilise every pie of our resources to the best advantage of the country, I would expect that this receives the due attention of the hon. Minister.

Speaking about the difficulties the travelling public undergo in this area of Rajasthan, I have again to draw his attention to the need for introducing a through train service between Delhi and Sikar *via* Loharu. This area in Rajasthan is considerably advanced. But it is much lacking in transport and communication facilities. There are prosperous towns in this area with numerous educational and other institutions, where a large number of people from other parts of

the country derive benefit. I would, therefore, again impress upon the hon. Minister the need for sympathetic consideration about train facilities in this connection.

There are innumerable towns in this area which are not on the railway map of India and I would suggest the survey of the traffic potentialities of this region.

Lastly, I would draw the attention of the hon. Minister about catering of food at railway stations about which so many hon. Members have spoken. For those who are accustomed to European style of food, there is not much of inconvenience while travelling. In most of the mail and express trains, restaurant cars are provided and the food served there generally suits people who are accustomed to European style of living. Probably, most of the hon. Members are also accustomed to this style and they must not be feeling much inconvenience. Yet a vast majority of the travelling public are those who do not know the use of fork and knife. What they need is *poories*, *sabji*, milk and *dahi*. Unfortunately, this kind of food is not usually provided in the restaurant cars and whatever is served, so far as vegetarians are concerned, is of no use to them, as the vegetarians have strict scruples that their food should not be mixed with non-vegetarian food.

Yesterday, some hon. Member spoke on this matter suggesting that there is no necessity of having separate catering arrangements for vegetarians and non-vegetarians. But there are millions of people in this country who are strict vegetarians and it will be a gross injustice to them if self-same catering is for both, without any arrangement for keeping things quite separate. There is no question of communalism involved in this. It is a question of religious principles which under no circumstances people living in vegetarian style will be prepared to sacrifice. The food served for vegetarians on the railway stations



is of the lowest quality. It is, therefore, necessary that suitable arrangements are made in this respect at important stations as also in trains.

Similar difficulty has to be faced by passengers living in Indian style while travelling, in regard to bath and latrine. The bath and latrine which are provided in upper classes need thorough remodelling to suit the convenience of the vast majority of travellers. I feel that this has not received the proper attention of the Railway Administration, so far.

With these few observations on some of the problems, I must thank the hon. Minister for the sympathetic interest which he has taken in mitigating the hardships of the travelling public.

**श्री रामदेवर अग्निभोज :** उपसभाध्यक्ष जी, मैं श्रीयुत रेलवे मंत्री और उनके विभाग को इस विषय में बधाई दूंगा कि उनका कार्य देश में बहुत ही संतोषप्रद और प्रगतिशील है। यह बात सच है कि हमारा राष्ट्र बहुत बड़ा है, इसकी आवादी भी दुनिया में लगभग दूसरे नम्बर की है और यह इतना पिछड़ा हुआ रहा है कि अभी तक उसके आवागमन के साधन पूरे नहीं हो पाये हैं। मैं मानता हूँ और जानता हूँ कि रेलवे की मांग और रेलवे के प्रसार की आवश्यकता देश में बहुत अधिक है, परन्तु जितनी आवश्यकता है वह एक दिन में या एक साल में पूरी नहीं की जा सकती है; अतएव हमको प्रति वर्ष में थोड़ा थोड़ा कार्य करना होता है और इसीलिये रेलवे विभाग में जो उन्नति हो रही है, वह संतोषप्रद है।

इस सभा में सब से अधिक इस बात पर जोर दिया गया है कि रेलगाड़ियों में बड़ी भीड़ होती है। यह सच है और मैं तो यह समझता हूँ कि यह शिकायत इतने भाषणों के बाद भी कम होने वाली नहीं है। यह शिकायत और बढ़ने वाली है क्योंकि हम अपने देश में विभिन्न योजनाएँ बना रहे हैं और लाखों लोग एक स्थान से दूसरे स्थान को

जाते हैं। यदि हमें बड़े बड़े कल और कारखानों के स्थानों पर लोगों को ले जाना होगा तो लाखों लोगों का आवागमन बढ़ेगा और भीड़ भी बढ़ेगी।

अतएव हमें यह देखना है कि क्या हम उन रेल की लाइनों पर अधिक गाड़ियाँ चला सकते हैं, और भी अधिक डिब्बे जोड़ सकते हैं अथवा नहीं। यदि इंजीनियरी के खयालात से और जितना वजन है रेलवे का उसको देखते हुये यह नहीं कर सकते तो हमें अपना ध्यान दूसरी ओर ले जाना होगा। इस लिये मैं आपके समक्ष कुछ उचित सुझाव रखता हूँ और विश्वास करता हूँ कि रेलवे मंत्री अथवा सड़क मंत्री इन सुझावों पर अधिक ध्यान देंगे।

मैं यह कह रहा हूँ कि जहां रेल गाड़ियाँ चलती हैं वहां पर जैसा मेरे एक मित्र ने कहा कि द्रविड़ प्राणायाम होता है। यदि किसी को मिर्जापुर से अम्बिकापुर जाना हो तो वह पहले इलाहाबाद जायगा, फिर वहां से कटनी जायगा और फिर कटनी से अनूपपुर, मनेन्द्रगढ़ और चिरमिरी होता हुआ तब कहीं अम्बिकापुर पहुंचेगा। इस प्रकार मर्जापुर से अम्बिकापुर जो कि ४० या ५० मील है, उतने अन्तर के लिए एक व्यक्ति को इतना चक्कर लगाना पड़ता है। इसका अर्थ यह हुआ कि वह एक आदमी बढ़ गया। उसे पूरे चक्कर में एक अधिक सवारी हो गई और वह भीड़ का कारण बन गई। अतएव ऐसे स्थानों पर यदि हम सीधी रेल गाड़ी के स्थान पर सड़कें जोड़ दें, वस सर्विस चला दें, तो चक्कर बच जायगा, समय बच जायगा, धूमने वालों का पैसा बच जायगा, सुविधा भी हो जायगी और आपकी भीड़ भी कम हो जायगी।

**श्री ह० प्र० सक्सेना (उत्तर प्रदेश) :** मगर आप इस चीज को कैसे बतलायेंगे कि दुनिया गोल है।

श्री रामेश्वर अग्निभोज : शायद सक्सेना जी को मालूम नहीं है कि दुनिया गोल नहीं है बल्कि चपटी है, सीधी है और लम्बी है। यदि वे बम्बई से हवाई जहाज में बैठ कर अपने नाक की सीध पर उड़ने जायें, तो फिर बम्बई में आ जायेंगे।

तो मैं आपसे यह कह रहा था कि हमें इन बातों पर ध्यान देना होगा। आप देखें कि होशंगाबाद में बाटल नेक है। भोपाल से नर्बदा तक सड़क है और इटारसी से नर्बदा तक सड़क है, लेकिन बीच में नर्बदा जी के होने से यात्रियों को मजबूरन रेल गाड़ी में बैठना पड़ता है। ऐसी हालत में यदि आप वहां पर एक पुल बना देते हैं तो जिस यात्री को मजबूरन रेल गाड़ी में बैठना पड़ता है वह रेल के ऊपर भार नहीं होगा। इसी तरह से और भी स्थानों पर आप एक एक दो दो छोटे पुल बना कर लाखों लोगों की असुविधा को दूर कर सकते हैं। इसी तरह से हंडिया निमावा का घाट है। वहां यदि किसी आदमी को आना होता है, तो वह पहले इंदौर जाता है, इंदौर से खंडवा जाता है, खंडवा से हरडा जाता है और फिर १३ मील चलकर तब हंडिया पहुंचता है। वर्षों के दिनों में यह अव्यवस्था विशेषकर बढ़ जाती है। यदि वहां भी आप रेल के वजन को घटाना चाहते हैं, तो आप नर्बदा के ऊपर एक पुल बना दीजिये। इसी तरह से विक्रमपुर और ब्रह्मांडघाट पर पुल बना दीजिये। यह ठीक है कि इन पुलों पर खर्चा बहुत होता है, परन्तु जितना रेलवे पर खर्च होता है, उसका शतांश और हजारोंश भी इन पुलों पर नहीं खर्च होगा। यदि आप वहां पर इन सुविधाओं को दे दें तो आप रेल का वेयर और टैयर दोनों बचा सकते हैं। मैं आपसे यह प्रार्थना इस लिए कर रहा हूं कि हम रेलों के ऊपर जितना खर्च करते हैं, वह इतना बड़ा खर्च है कि आज हमारा देश एक साथ उसे सहन नहीं कर सकता।

इसके अतिरिक्त आपके पास स्टील की कमी है, इसलिये आप रेल नहीं बना सकते।

परन्तु उस स्टील की जगह पर साल की पट्टियां, जिनके स्लीपर बनते हैं, उनका उपयोग होता है और आप कर सकते हैं। आपको चाहिये कि कुछ स्थानों पर जहां सड़कें हैं, उन सड़कों के साथ ट्राम की पटरियां डाल दीजिये। इस से आपको कुछ स्थानों पर सस्ते स्लीपर भी मिलने लगेंगे और स्टील की उतनी आवश्यकता भी नहीं रहेगी जितनी कि आज है। जो वृक्ष परिपक्व हो गये हैं, और आवागमन के साधन की कमी के कारण जंगलों में सड़ रहे हैं, जिससे आपका करोड़ों रुपये का नुकसान होता है, वह बन सम्पत्ति भी ट्राम के द्वारा जहां आवश्यकता है वहां आ सकती है और आपके स्टील की भी बचत हो सकती है। इससे हमारे प्रदेश में वस्तर के पास आवागमन की सुविधायें सुगम हो सकती हैं और वहां के लाखों आदिवासियों को अच्छी मजदूरी मिल सकती है और उनका जीवनस्तर ऊंचा हो सकता है।

इसी तरह से उत्तर प्रदेश की जन संख्या अधिक है और इसी लिये मैंने वहां पर रेलों में अधिक से अधिक भीड़ देखी है। क्योंकि यू० पी० और बिहार में लोग ज्यादा हैं, इसलिये यह स्वाभाविक है कि रेल गाड़ी में बैठने वाले भी ज्यादा हों। इसके लिये जहां गंगा-यमुना नदी बहती है, ऐसे स्थानों पर यदि नौकायें चलाई जायें, उनकी रेग्युलर सर्विस हो, गंगा-यमुना के किनारे प्रत्येक गांव में उनका स्टेशन हो और नदी द्वारा आवागमन के साधन को बढ़ाया जाय, तो आपकी इन रेल गाड़ियों के ऊपर जितना वजन है, वह बिलकुल कम हो जायगा। ये नौकायें बाढ़ के समय भी लाखों लोगों को डूबने से बचा सकती हैं। मेरे विचार से यह काम कम खर्च में हो भी सकता है। इसी के साथ साथ जिन सड़कों पर आप पहले ट्राम की लाइनें डालेंगे, उन पर आगे पीछे आप ट्रेन की पटरियां भी सरलता से बना सकेंगे। यदि इंजीनियरिंग सर्वे हो गया और सड़क पर आपने ट्राम की लाइन डाल दी तो केवल

स्लीपर रखना, रेल डालना और बड़े बड़े इंजन चलाना रह जायगा। इससे आगे चल कर आपका काम बहुत सुगम हो जायगा।

अब मैं इस ओर आपका ध्यान आकर्षित करना चाहता हूँ कि बड़े बड़े स्टेशनों पर और जंकशनों पर आपने जो कार्य किया है वह बहुत ही सराहनीय है। जो अंग्रेज आठ या दस साल पहले हिन्दुस्तान में रहा है, यदि वह अब आकर इन स्टेशनों को देखे तो वह पहचान नहीं पायेगा कि यह उनके जमाने का रेलवे स्टेशन है या हमारे स्वतन्त्र भारत का रेलवे स्टेशन है। परन्तु इसके साथ साथ छोटे छोटे स्टेशनों पर और छोटे जंकशनों पर अभी वही अन्धकार है। उसके प्रति मेरा सुझाव यह है कि जिन जिन नये रेलवे स्टेशनों को आप बिजली देते हैं, वहां पर आपके जो पेट्रोमैक्स होते हैं, गैस लैम्प्स होते हैं, जो वहां से निकाल कर रद्दी की टोकरी में फेंक दिये जाते हैं, जिनका कोई पता नहीं लगता, जिनसे कोई काम नहीं लिया जाता, उनको आप छोटे स्टेशनों पर क्यों नहीं भेज सकते। इसके अतिरिक्त छोटे स्टेशनों पर प्लेटफार्म की ज्यादा आवश्यकता है। उसका कारण यह है कि छोटे स्टेशनों पर दिन में एक या दो गाड़ियां आती हैं। इसलिये वहां जनता में गाड़ी पकड़ने की बड़ी जल्दी होती है क्योंकि यदि एक गाड़ी चूक गई, तो फिर २४ घंटे तक पड़ा रहना पड़ेगा। इसके अलावा वहां पर एक मिनट या आधे मिनट तक गाड़ी खड़ी होती है और कभी कभी खड़ी भी नहीं होती है। इसलिये यह आवश्यक है कि आप छोटे स्टेशनों पर प्रकाश दें और प्लेटफार्म दें।

इसके बाद मैं आपका ध्यान कुछ ऐसी रेलवे लाइनों की ओर दिलाना चाहता हूँ जिनका बनना आवश्यक है। आपने

बिजोरी से बरवादीह लाइन को अपने प्लान में शरीक किया है, सो बहुत अच्छा किया है परन्तु इस काम के लिये और भी अधिक तत्परता से आपको काम लेना होगा क्योंकि जितनी कोयले की खदानें झिलमिली तक या कोरवा और चिरमिरी तक हैं, मेरा खयाल है कि उनका सब का सब कोयला हमारे भिलाई स्टील प्लांट को जायगा। इसके अलावा वहां की जनता भी बहुत पिछड़ी हुई है। इसलिये इस लाइन को आप ज्यादा अग्रसर रूप में रख कर के, प्रायरिटी में रख कर के, और ज्यादा से ज्यादा खर्च कर के इसको कायम कर दें।

इसके बाद मैं यह भी कहना चाहूंगा कि हमारा विशाल मध्यप्रदेश बन रहा है और उसमें हम लोगों को आवागमन की और सुविधा की आवश्यकता होगी, क्योंकि यह एक बड़ा प्रान्त बनेगा और उसको हमने स्वेच्छा से और हर्ष के साथ बताया है। मैं चाहूंगा कि आप एक लाइन अनूपपुर से मंडला तक मिला दें। इस तरह लाइन मिलाने से जबलपुर नजदीक हो जाता है। अभी अगर हमें मंडला जाना है, तो हमको इस तरह जाना होगा कि कटनी जायं, फिर जबलपुर जायं और फिर मंडला जायं। हमको तीन जंकशनों पर गाड़ी बदलनी है : इसी तरह से आप रीवां को, सतना को, झांसी से मिला सकते हैं। इस तरह से हमारे प्रान्त में और हमारे देश में जो एक स्थान से दूसरे स्थान की दूरी है, उसको हम कम कर सकेंगे।

इसके बाद मैं यह प्रार्थना करूंगा कि हमें रेलवे स्टेशनों पर दो चीजें मिलती हैं, एक पानी वाला और दूसरा सफइया। पानी वाला जब एक गिलास पानी देता है तो आपके सामने खड़ा रहता है कि आप कब उसको एक आना पैसा दें और वह आपका पीछा छोड़े। सफइया आ कर यह पूछना है कि क्या आपको कम्पार्टमेंट सफा करना है। अरे साहब, वह तो गंदा है और हर

[श्री रामेश्वर अग्निभोज] ।

एक स्टेशन पर, हर एक जंकशन स्टेशन पर उसकी स्वाभाविक रूप से सफाई होनी चाहिये, परन्तु इसका अर्थ यह होता है कि यदि आप कम्पार्टमेंट सफा कराना चाहते हैं तो आपको इकसो या दुससो देनी पड़ेगी, क्या आपको यह मंजूर है ? तो यह जो हमारे रेलवे डिपार्टमेंट में यात्रियों को एक अजीब तरीके से सताने की और गाड़ियों को खराब दशा में गंदा रखने की आदत है, वह भी दूर होनी चाहिये ।

DR. D. H. VARIAVA: It is not so now.

SHRI R. U. AGNIBHOJ: I have seen and experienced it.

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): It is time.

श्री रामेश्वर अग्निभोज : मुझे तो कुछ ऐसा खयाल था कि मैं अधिक समय पाऊंगा, इसलिये जो असली बातें हैं, उनको मैं अभी नहीं कह सका हूं ।

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): Another two minutes.

श्री रामेश्वर अग्निभोज : पांच या सात मिनट दे दीजिये । मुझे यह कल्पना थी कि मुझे काफी समय दिया जा रहा है ।

THE VICE-CHAIRMAN (SHRI H. C. MATHUR): All right, have another five minutes.

श्री रामेश्वर अग्निभोज : अब रेल गाड़ियों में भिखारियों की बड़ी मुसीबत है । बड़े बड़े स्टेशनों पर तो आप इनके मारे अपना सिर भी खिड़की से बाहर नहीं निकाल सकते हैं । आपको ये अपना सिर भी खिड़की से बाहर निकालने नहीं देते । इसी तरह से लेपर्ड की मुसीबत है । मालूम नहीं कि किस तरह से ये लोग स्टेशनों पर आजा ते ह । इन लोगों को प्लेटफार्म

पर रहने नहीं देना चाहिये और आने नहीं देना चाहिये ।

आप खादी और हिन्दी का प्रचार कर रहे हैं । इसी तरह से मैं यह चाहूंगा कि आप दो चीजों का प्रचार और करें । हिन्दी प्रचार के लिये एक विशेष साधन और सुविधा यह हो सकती है कि आप प्रत्येक डिब्बे में पूरी वर्णमाला के अक्षरों के, बारह मात्राएँ और बारह खड़ी के पोस्टर चिपका कर लगवा दीजिये । जिस तरह से डिब्बे में यात्रियों की सुविधा के लिये और चीजें बताते हैं, उसी तरह से आप यह भी करें । जब ये डिब्बे देश भर में घूमेंगे तो आदमी और बच्चे चलते फिरते आपकी हिन्दी सीख जायेंगे । इसलिये मेरी प्रार्थना है कि यह चीज हो जानी चाहिये । दूसरी चीज यह है कि रेलगाड़ी में छुआछूत को मिटाने का एक बहुत ही बड़ा काम किया है और यह काम अंग्रेजों के जमाने से होता चला आ रहा है । जितने आर्थोडाक्स लोग थे, उन्होंने अपनी आर्थो-डाक्सी और अपना दकियानूसीपन रेलगाड़ी के कारण छोड़ा है । इसलिये मेरी रेलवे मंत्री जी से प्रार्थना है कि यदि आप इस छुआछूत के सिम्बल पर इस प्रकार से आघात करें, तो बड़ा ही उत्तम होगा । वह यह है कि पानी किस के हाथ का कौन पीता है । यदि आप छुआछूत को जड़ से, लोगों के दिल से, उखाड़ देना चाहते हैं तो आप का यह कर्तव्य है कि रेलवे स्टेशनों पर जितने पानी पिलाने वाले रखते हैं, उन सब जगहों पर हरिजनों को ही रखिये, आप मेहतरों को रखिये और इस तरह की दूसरी जाति के लोगों को रखिये, जिन से कि लोग परहेज रखते हैं । जहाँ लोगों ने इस तरह का पानी पीना शुरू किया, वहाँ जातिपात का विचार खत्म हुआ । पहले हिन्दू और मुसलमान का पानी था तो अब अछूत का पानी हो । इसलिये उस पानी को आप प्रत्येक के गले में एक बार उतार दीजिये और उन के दिल से हरिजनता खत्म हो जायगी । मैंने सुना था

कि आप अपने पब्लिक सर्विस कमीशन में हरिजनों को रखने वाले थे परन्तु मैं नहीं जानता कि अभी तक उन का क्या हुआ । रेलवे में यदि आप ने इन लोगों को रखा तो मैं समझता हूँ कि सरकार के दूसरे महकमों में जैसा होता आ रहा है, वैसा इस में भी होगा ।

अब मैं अपने बारे में एक बात कहता हूँ, यानी एम० पी० के सम्बन्ध में ।

**एक माननीय सदस्य :** मध्य प्रदेश के सम्बन्ध में ?

**श्री रामेश्वर अग्निभोज :** मध्य प्रदेश के सम्बन्ध में नहीं, सारे हिन्दुस्तान के सम्बन्ध में, एम० पी० के सम्बन्ध में । पार्लियामेंट का जो मेम्बर हो कर आता है वह लगभग आठ लाख आदमियों का प्रतिनिधि होता है और जो डबल कांस्टीटुएन्सी से चुन कर आते हैं, वे १६ लाख व्यक्तियों के प्रतिनिधि होते हैं और जो हम लोग राज्य सभा में बैठते हैं, उन के लिये हिसाब लगा कर देखा जाय तो २० लाख या २५ लाख आदमियों के लिये एक एक प्रतिनिधि होते हैं । ऐसी अवस्था में आप देखेंगे कि ये जनता के प्रतिनिधि, जिन को आप ने एडल्ट फ्रैंचाइज दिया है उन के, एडल्ट फ्रैंचाइज वालों के, जन्मसिद्ध अधिकार को रिप्रेजेंट करने वाले २० लाख आदमियों का एक प्रतिनिधि आता है, वे जब रेलगाड़ी में घूमते हैं तो यह देखते हैं कि हमारे अफसर साहब तो एयर कंडीशंड डिब्बे में हैं और यह २० लाख आदमियों का प्रतिनिधि उन के पी० ए० के साथ है ।

**श्री ब० कि० प्र० सिंह :** हम तो गांधीवादी हैं, गांधीजी के चेले हैं ।

**श्री रामेश्वर अग्निभोज :** हम गांधीजी के चेले अवश्य हैं । . . . .

SHRI BHUPESH GUPTA: How do the other 20 lakhs travel?

**श्री रामेश्वर अग्निभोज :** हम यदि गांधी जी के चेले हैं और उन सिद्धांतों का

पालन करते हैं तो क्या हम इतने गांधी जी के चेले इन अफसरों को अपने सरीखा नहीं बना सकते हैं ? यदि हम उन को अपने सरीखा नहीं बना सकते हैं तो फिर कम से कम हमें तो उन के माफिक बना दीजिये । एक सरकारी अफसर फर्स्ट क्लास से एयर कंडीशंड डिब्बे में केवल एक पाई एक मील पर दे कर जा सकता है, परन्तु यदि कोई एम० पी० एयर कंडीशंड डिब्बे में जाना चाहे तो उस को १४ पाई एक मील पर अधिक देना पड़ेगा । तो हम लोगों को फर्स्ट क्लास आफिसर से यदि बड़ा नहीं तो कम से कम उन की श्रेणी में रखना ही चाहिये । तो वही सुविधा आप एक एम० पी० को भी दे दीजिये कि यदि वे एयर कंडीशंड कोच में जाना चाहें तो अफसरों के समान ही कुछ थोड़ा अधिक पैसा दे कर के उस में जा सकें ।

**श्री अख्तर हुसैन (उत्तर प्रदेश) :** मेरा तो ऐसा अनुभव है कि हम जा सकते हैं । कुछ पैसा देना पड़ता है ।

**श्री रामेश्वर अग्निभोज :** पैसा दे कर के तो आप हवाई जहाज में भी जा सकते हैं । मेरे कहने का अर्थ यह है कि पार्लियामेंट के जो सदस्य देश का बजट पास करते हैं, जो अपने देश की पंचवर्षीय योजना का बजट पास कर के देश में इतना काम करते हैं, उन को कम से कम उतना स्टेटस अवश्य मिलना चाहिये जोकि देश के फर्स्ट क्लास आफिसर्स को मिलता है । आखिर एम० पी० कहां से आते हैं और कौन होते हैं ? एम० पी० कोई छोटी सी चीज नहीं है । अगर आप एम० पी० नहीं होते तो न कोई रेलवे मिनिस्टर होता, न कोई एक्सटर्नल अफेयर्स मिनिस्टर होता और न कोई प्राइम मिनिस्टर होता ।

अतएव मेरे कहने का अर्थ यह है कि आप एम० पी० को जोकि जनता का प्रतिनिधि है, उस से इतने हल्के दर्जे से व्यवहार मत करिये और न खुद अपने को इतने हल्के दर्जे का समझिये ।

**श्री लाल चन्द होराचन्द दोषी (मुम्बई) :**  
आप तो ४०० रु० ही कमाते हैं ।

**श्री रामेश्वर अग्निभोज :** कमाई अलग चीज है । हजार रुपया पाने वाला अफसर, जब राष्ट्रपति जी सलामी लेते हैं तब वह पीछे बैठता है, एम० पी० उन के बगल में बैठते हैं । इसलिये मैं कह रहा था कि आप को उस की इज्जत करनी चाहिये और उस की प्रतिष्ठा का हमेशा खयाल रखना पड़ेगा ।

इसलिये मेरी प्रार्थना है कि आप इस रूप में भी ध्यान दें । मैं पुनः रेलवे मंत्री को बधाई देता हूँ । जैसा पेड़ होता है, वैसे ही उस के पत्ते होते हैं, उसी तरह से जिस तरह कि हमारे मंत्री जी बड़े उदार, महान् जन-सेवी और जनता की सेवा में तत्पर हैं, हमें विश्वास है कि आप का उदाहरण आप के सरकारी कर्मचारी और विभाग के लोग भी देते रहेंगे और हम यह चाहेंगे कि इस साल जितनी बधाई आप को मिली है, उस से दुगुनी बधाई अगले साल मिले ।

**SHRI LALCHAND HIRACHAND DOSHI (Bombay):** Sir, when one tries to study the progress of railway transport during these five years, that is to say, from 1950-51 to 1955-56, one feels impressed with the increase that has taken place during these few years. I will first refer to the goods traffic earnings which have increased from Rs. 145 crores to Rs. 180 crores which represents an increase of 24 per cent. I am sure that anybody would consider this a very impressive progress. However, looking at the same figures from a slightly different angle, namely, from the point of view of the objective of our Five Year Plan, one does not feel equally impressed with these figures. The increase in revenue appears to be mainly from the increase in the freight rates. I was trying to work out the figures of these freight rates and I find that during this period the goods rates have gone up by 15 per cent.

[MR. DEPUTY CHAIRMAN in the Chair.]

From 9.84 pies the average rate has gone up to 11.30 pies in 1953-54. I am not quite sure whether the rates have not gone up since then. Even assuming that they have not gone up after 1953-54, the comparison between 1950-51 and 1953-54 indicates that these rates have gone up by 15 per cent. Therefore the actual increase in traffic of goods over the Railways appears to be barely 9 to 10.1 per cent.

Sir, we have been told by the Finance Minister in his General Budget that the general wealth of the country, or rather the national wealth has gone up during these five years by 18 per cent. Therefore, presumably the production of goods has also gone up by so much and when we bear that in mind, we find that the Railways have not done so well, so far as the transport of goods is concerned.

The case of passenger traffic is still worse. The revenue from passenger traffic has increased from Rs. 112 crores or Rs. 113 crores to Rs. 129 crores, which indicates an increase of 16.4 per cent. But if we look at the increase in the passenger fare, during the same period, we find that the increase has been from 4.56 pies per passenger mile to 5.17 pies, which means an increase of 13.4 per cent. In other words, the increase in the passenger traffic during this period is hardly 2 or 3 per cent. And this, to my mind, is rather disappointing, if we were to consider that the objective of the Five Year Plan has been to increase the capacity of the people to consume more and more services, and to use more and more goods that are produced in the country. The public have not been able to get sufficient advantage from the Railways; or rather the Railways have not provided enough facilities to the public.

Now, let us see what has been the position during the previous five years, that is to say, after the partition of

the country. When we consider how much the Railways have been able to carry the traffic, we feel that the increase from 1947-48 to 1950-51 has been much more than what we have been able to see during these five years of our First Plan. Let me give the House a few figures.

In 1947 the country was partitioned and in 1947-48, passengers originating on all railways, including narrow-gauge came to 981 million passengers. And the miles done were 32,130 million passenger miles. By 1950-51 this number had gone up to 1,279 million passengers and the distance done was 41,159 million passenger miles. If we see the latest figures that are available, that is to say for the year 1954-55, we find that the figure for the number of passengers has gone down from 1,279 millions to 1,234 millions. In other words, the actual number of passengers has gone down and the distances show a still greater reduction. From 41,159 million passenger miles, it has come down to 38,316 million passenger miles. In other words, the capacity of the Railways to render service to the public has gone down in these four or five years. Moreover, we should remember that the Railways were then over-worked and had old and dilapidated rolling stock till 1950-51 and now according to the Railway Minister, the Railways have been able to rehabilitate their rolling stock with new locomotives to the extent of 1,600 locomotives on all types of railways, and with some 60,000 wagons on all types of railways and more than 4,000 coaches for passenger traffic. Therefore, I feel, Sir, that the performance of the Railways during these five years has been rather disappointing.

Sir, there is another factor which tests the efficiency of the Railways and that is the average speed of goods trains.

One should feel that with more modern locomotives and better wagons available, the speed of the goods

trains should increase. However, the position does not seem to be very encouraging in this respect also. The figures given in this publication show that in 1950-51 the miles per hour done by the broad-gauge section was 11.2 and this has been steadily, year after year, going down so much so that in 1954-55, the performance has been 10.6 miles per hour, a reduction of .6 miles, about 6 per cent. Instead of an improvement in the performance, unfortunately there has been rather a slowing down which, to my mind, is a discouraging feature of the Railway Administration.

There is another feature about which one feels very much concerned and it is the number of accidents and the number of people dying. In these last four or five years, there has been increase in fatalities on the railways.

AN. HON. MEMBER: Not last year.

SHRI LALCHAND HIRACHAND DOSHI: I am giving the figures year by year if you would care to have patience.

In 1950-51, 21 persons died; in 1951-52, the number is 38; in 1952-53, 54; 1953-54, 128 and in 1954-55, 147. It will be seen, therefore, that in these five years the number of persons killed on the railways has gone up by 700 per cent. I need not go into these percentages because they are misleading but certainly the number has gone up very much even though the number of passengers travelling on the railways has not gone up. From these figures, I see that the number of injured also has gone up even though not in the same way. From 284 it has gone up to 303 and in the year 1953-54, it was 381. In any case, the total shows an increase. I know that the Railways will say that this is not their fault; they will put the blame on the unsocial activities of some of the leftist people who have many times encouraged this kind of thing. Even the Railway Minister in his speech has referred to this but I am sure, Sir, a little more vigilance with regard to passenger traffic and still more with

[Shri Lalchand Hirachand Doshi.]  
regard to the goods traffic will bring down this bad tendency on the part of the Railways.

If I may refer to another aspect, it is with regard to the number of the staff. I am not quite sure whether I have understood these figures correctly but I would like to present these figures as I see them. In 1947-48, the total number of people employed was 7,07,000 and this figure has steadily gone up and in 1954-55, it stood at 9,80,000. In other words, there has been an increase of 2,73,000 on a figure of 7,07,000 or, an increase of 33 per cent., whereas the goods traffic has hardly gone up, in tonnage, by 9 or 10 per cent. and the passenger traffic by 2 or 3 per cent. Even that is doubtful. I do not quite understand why so much more staff has been required for the handling of the extra goods or passenger traffic.

SHRI H. P. SAKSENA: To remove unemployment.

SHRI LALCHAND HIRACHAND DOSHI: I am not quite sure about that. I believe that though Government are anxious that unemployment should be removed and more employment should be created, I know cases where they are dispensing with the existing staff when they find that there is no work for such staff. This was observed with regard to controls when they were in existence. I believe a number of people in the Defence Ministry have received notices and one of the Socialist Leaders has threatened to go on fast because the staff in the Defence Ministry have received notices of termination of their services. So, I do not think that the Railways are an exception to the general policy of the Government that the staff may be reduced when there is not enough work. I would be glad, therefore, to know what the real meaning of this is. May be I have not correctly understood these figures because these figures are rather very puzzling and I have, therefore, placed

these figures before the House to get a clarification.

I am glad that the Railway Minister mentioned that there has been considerable improvement, rather reduction in the sickness of wagons due to the efficiency organisation that he has set up. The sickness has gone down from 7 to 4 per cent. but there is one factor which we have to bear in mind and that is this: During this period, the number of wagons and other rolling stock that has been made available to the railways is to the extent of 60,000 wagons, 1,600 locomotives and more than 4,000 coaches. These figures themselves would, one would expect, contribute to an efficient performance. It would, therefore, be worthwhile considering the real increase in the efficiency.

There is one other aspect of the Railway Budget that I am anxious to place before you and it is this. As a consumer of railway services, I feel very happy that the Railway Minister has not thought fit to increase the passenger fares in this year. He has increased the goods rate by only 6½ per cent. though in his speech he has mentioned that he wants much more money if we are to carry out the anticipated programme that the Railways wish to put through during the next five years. If they really want more money and if they want to get this from the earnings of the railways, do they expect to earn this by carrying more goods during this period or is it, I should like to know, that they will increase these rates later on instead of doing it this time? Sir, this is one very important question that, as a consumer of these services, I should like to know. No doubt if we look at the Railways from a national point of view, I always feel that the freight rates or the passenger rates are not based on economic considerations. The Railways ought to provide for depreciation generously. I do not think they are providing so, and particularly when the prices of the rolling stock and other items are going up so high, they should have provision for much more depreciation,



and if they have to get much higher depreciation, they must earn more by transporting more goods and at the same time, if necessary and if possible, by getting higher freights and fares. I am doubtful if an increase in freights and fares will really bring them the revenue because, as I have mentioned, the 13 per cent. increase in fares during these five years has practically stopped any increase in passenger traffic and therefore it is for the Railway Ministry to consider whether any increase in freights as well as fares is possible. But, Sir, there is one more consideration in favour of increase and that is this that if the Railways are not earning their revenue on an economic basis, they should raise their rates, and that is important from the point of the other co-ordinated transport services that have to run in this country. We find that road transport has not been able to do justice because, on the one hand, the railway rates are too low, and on the other hand there are too many restrictions on road transport. The Railway Minister has appointed a committee to co-ordinate coastal traffic with rail traffic, and probably this question of co-ordinating the freight rates would be considered in that committee, but, Sir, I do feel that if road transport and steamer transport have to do justice in the matter of total transport, railway freights and railway fares ought to be based on proper and fair economic considerations. Otherwise the railways will not be able to rehabilitate their old stock at the appropriate time and the economic or the proper development of other means of transport will not be sufficiently accelerated.

I trust, Sir, that these remarks will receive due consideration. Thank you.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR): Mr. Deputy Chairman, Sir, I am indeed thankful to the House for their helpful approach to the Railway Budget, which I had the honour to present a few days back. I am grate-

ful for the kind remarks made by hon. Members, which should evoke in me a sense of greater responsibility and impel me to work up to their expectations.

The Deputy Minister has already covered several points and I would therefore not like to go into them. I shall however take up a few other points immediately.

Shri Bimal Ghose made the point that with the new 1954 convention certain statistical information should have been given. He wanted that the capital expenditure, to which the moratorium applies, should have been separately shown. I might say that the amount of capital expenditure on constructions on which no interest is being paid up to the end of 1955-56 is Rs. 6.22 crores and that up to the end of 1956-57 it will be Rs. 18.76 crores. He also wanted that deferred interest on capital to which the moratorium applies should be shown at the end of each year. This would be about Rs. 10 lakhs at the end of 1955-56 and Rs. 51 lakhs at the end of 1956-57. Another suggestion was that when any amount is borrowed for the Development Fund, it should be separately shown. Actually no amount has been borrowed for the Development Fund or is expected to be borrowed on present anticipations.

Then, Sir, Dr. Kunzru had commented on drop in speeds of goods trains and the average wagon load being appreciably lower than the carrying capacity of wagons. I think Shri Doshi was also referring to certain aspects of this matter. I asked the Railway Board about this and they have indicated that the position regarding speed on the broad-gauge railways, taken as a whole, is as follows: In 1953-54 the speed was 10.2; in 1954-55 it was 10.1. But the density of trains in 1953-54 was 9.06 and in 1954-55 it was 9.35. Thus the speeds dropped by .98 per cent. whereas the density of goods traffic increased by 3.2 per cent. It should

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be noted that the percentage utilisation of the capacity in 1954-55 was as high as 85 per cent., and when this is viewed in the light of numerous disturbing factors which arise in day-to-day operation, it must be accepted that we are moving traffic at a very high pressure. Normally there ought to be 20 per cent. flexibility in order to provide adequately for eventualities. Then.....

SHRI H. N. KUNZRU (Uttar Pradesh): Does the hon. Minister mean that the remarks of the Efficiency Bureau have been discarded by the Railway Board as of no value?

SHRI LAL BAHADUR: I shall say a few words about that later. There is another thing on which the 4 P.M. Railway Board wanted the attention of the hon. Member to be drawn. They have said that it is not enough to look at the overall figures, but a more realistic appreciation can only be had by examining the figures of each broad-gauge railway. The details for different railways are as follows:—

#### Eastern Railway

	1953-54	1954-55
Speed	9.79	9.83
Density of trains	8.75	8.95

Thus there was a percentage increase in speeds of 0.41 per cent., in spite of an increase in the density by 2.3 per cent.

#### Northern Railway

	1953-54	1954-55
Speed	8.61	9.01
Density of trains	7.97	8.15

Here again the increase in speed was 4.4 per cent., while the density increased by 2.3 per cent.

The drop in speeds occurred on the Central, Southern and Western Railways, the maximum drop being on the

Southern Railway. The figures for the Southern Railway are:

	1953-54	1954-55
Speed	10.3	9.67
Density of trains	10	10.30

In this case there was a drop of 6.1 per cent. in speeds as against an increase in the density of 3 per cent.

SHRI LALCHAND HIRACHAND DOSHI: Have the Railway Board given figures only for 1953-54 and 1952-53, because it is better to have the figures for a longer period rather than only for one year?

SHRI H. C. DASAPPA: It is given in this book.

SHRI LAL BAHADUR: As the hon. Member has said, you might consult that. At present I am only giving the figures for 1953-54 and 1954-55. In this case, the drop was mainly attributable to the large number of engineering works which were under execution, on the entire coastal section from Waltair to Madras in connection with the lengthening of loops. Most of the stations were non-interlocked and even now, although loops have been lengthened, the interlocking works have not yet been completed.

Similarly, in the case of Western Railway also, extensive work for lengthening of loops on the Ratlam-Godhra section were throughout under execution, besides the density of traffic being the highest on single-line sections. On the Central Railway also, the speed dropped by 2.7 per cent., but the density increased by 3.4 per cent. In the case of North Eastern Railway, there was a drop of 3.8 per cent. in speeds, while the density was about the same. And this is understandable because this Railway has been subjected to serious disturbances due to floods on the Assam Rail Link. The pressure of traffic has been great and facilities have not been sufficiently expanded. This is now being done. The suggestions made by the Efficiency Bureau to effect improvement in speeds of

goods trains have been taken full note of and I can assure the House that they will be vigorously followed up. The speeds of goods trains are being carefully watched and as the necessary facilities develop, improvement in speeds would become discernible.

SHRI H. N. KUNZRU: Does my hon. friend realise that this drop in speed has been going on for a number of years and that he is at present comparing the results of 1954-55 with the worst year that we have had during the last four years?

SHRI LAL BAHADUR: True, but anyhow improvement has been made. I don't claim that we have attained all that we had to attain. I am not claiming that. I am merely saying that there is some improvement, whereas the hon. Member, when he was speaking, said that there is decrease in speed all round. I am explaining the difficulties to the House. The Railways have to function in two ways. On the one hand, they have to develop their present line capacity which is limited; and, on the other, actually when the work is going on, when the construction works are under execution, we have to carry the traffic as well as implement the developmental plans. And this fact I would beg the House to remember. I might also say that during the course of the next two or three years, when we have to execute big programmes of line capacity works, there might be further slowing down in the speed of goods trains and other trains. Because, as I said, we have to do both the things at the same time. We have to carry out those works which are big—from the engineering point of view also fairly complicated—and they take time. Therefore, this fact has to be borne in mind, at least in the coming years also when I may not be able to claim that it has been possible for us to speed up the trains. But it does not mean that we will not be doing and trying our level best. The physical conditions may compel us not to be able to achieve that target.

SHRI H. N. KUNZRU: I hope, Sir, that the hon. Minister realises that this has a vital bearing on the size of the railway zones.

SHRI LAL BAHADUR: Dr. Kunzru means to suggest that it is because of the bigger railways. Well, that is a matter on which I have not always differed from him, and as I have said in my speech, we have been taking steps to rectify. Where we have found that the bigger zones have created difficulties and bottlenecks for us, we are trying to remove them. As I said in my budget speech, we have divided the Eastern Railway into two and we propose to take further steps also in regard to divisionalisation, etc.

SHRI LALCHAND HIRACHAND DOSHI: Sir, I was quoting from the Minister's speech of last year....

SHRI LAL BAHADUR: It would be impossible to speak if I am interrupted more and more like that. I am sorry I cannot give way. I was really amazed to hear the hon. Member speaking just now. I would only say that I am really sorry that he has absolutely misunderstood the whole position regarding the improvements that the Railways have been able to make during the last two or three years. I would advise him to come to the Railway Board. I shall give him an opportunity to discuss with the Members of the Railway Board, so that he is able to get the correct data and then alone it will be possible for him to come to the right conclusions.

Well, Sir, the other thing about which Dr. Kunzru enquired was to what extent the Railway Research Centre collaborates with other scientific bodies in the country. We have been trying to do something in regard to this matter and this is generally effected by visiting various research stations and national laboratories, scientific and technical institutions in the country and exchanging ideas with them; attending various meetings of engineering bodies and

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 technical conferences; interchanging publications on research work done in the country. Further, problems are also farmed out according to the work being done in different institutions. Dr. Radha Kumud Mookerji had commented upon the overcrowding on the Sealdah Division and lack of facilities at Sealdah Station. We have already provided for the electrification of Sealdah suburban services and the work will shortly be taken in hand. In this connection, facilities at the Sealdah Station and in yard will also be improved to cope with the additional Traffic which will be moved with electric traction. He had also commented regarding Moghal Sarai. Further increase of the through put *via* Moghal Sarai to 2,000 and over per day is being progressed.

In this connection, it may be mentioned that it is not only a case of improvement of the capacity of the Moghal Sarai yard itself, but also of the augmentation of the sectional capacity of a number of sections over which the traffic moves *via* Moghal Sarai. We have already made provision for the mechanisation of the yard and provision of Automatic Retarders.

Dr. Mookerji had also commented upon the facilities on the Kharagpur—Howrah Section. This section is also proposed to be electrified. He had also commented upon the facilities at Tatanagar. Here, the yard is being remodelled and in connection with the double-line facilities, the present platform will be cut and additional platforms will be built in new places and in consequence, a new station building will be provided.

Shri Pattabiraman referred to the transport bottleneck at Bezwada. As already stated in the Budget Speech, the capacity for movement over the Madras—Bezwada section has increased from 350 to 450 wagons a day. Steps are in progress to further augment this capacity to over 500 wagons a day. In the nature of things involv-

ing intensive engineering works the progress has necessarily to take time. Further the doubling of the Tenali-Gudur Section has been provided for in the Railway Second Five Year Plan to further substantially step up the capacity. In this connection, works on some sections have already been sanctioned under Urgency Certificates.

We are keen that both Scheduled Castes and Scheduled Tribes should be recruited in large numbers. In pursuance of that policy, the Board has recently issued further instructions in January, 1956 that the Railway Administration should institute a special drive to recruit candidates belonging to these categories to the extent of the vacancies reserved for them. It was also enjoined that, if for any reasons the full quota is not filled by members of these communities, a report must be placed before the General Manager, personally, explaining why there was a shortfall, and he, if necessary, will bring the matter to the notice of the Board for taking such measure as may be necessary to remedy the shortfall. It has also been laid down that it will be the special responsibility of the Chairman of the Railway Service Commission to see that members of these communities in class III are recruited to the full extent.

I might inform Shri Agnibhoj also that we have appointed a member of the Schedule Castes in the Calcutta Railway Service Commission and a Backward class member in the Madras Railway Service Commission. But, in spite of that, we are greatly concerned about the inadequate representation of Schedule Castes and Schedule Tribes in the services and the shortfall in recruitment still continues. A meeting of the Railway Service Commissions is being called immediately and steps will be taken to hold recruitment exclusively for Scheduled Castes and Scheduled Tribes.

Well, Prof. Ranga referred to the arrangement for training of the staff

of Indian Railways and he felt that we have not made adequate arrangements for the training of the railway personnel. I would like to go briefly into the arrangements we propose to make during the coming year.

The estimated recruitment of officers for the Second Five Year Plan is 555 for construction and 776 for maintenance including normal wastage of 414 officers. A more definite idea of the requirements of the officers will be available after the plan is finalised. In the meantime, it is proposed to recruit 133 officers in 1956 and 125 in 1957. It has, therefore, been proposed that the capacity of the Staff College at Boroda should be increased 100 at a time, so as to cater for the training of the larger intake of probationers and temporary officers during the next three years. With the proposed recruitment, it is expected that the cadres would be full by 1959 and it would then be possible to provide more refresher and promotion courses at the Staff College so that the standard of efficiency among the officers throughout the Indian Railways could be raised by proper training.

As regards non-Gazetted staff, it is estimated that nearly 40,000 workshop staff and 1,20,000 other staff will be required for maintenance purposes during the Second Five Year Plan. Of these, nearly 10,000 will be skilled workshop staff and about 60,000 other class III staff. It is expected that nearly 4,000 Class III staff will have to be given sufficient training at a time during the next few years and about 1,500 staff already in service, who are directly concerned with the safety of train operation or come into daily contact with the public will have to be given refresher courses. Provision will also have to be made for giving promotion courses to some categories of staff.

A conservative estimate of the training requirements of the staff other than technical staff will be about 6,000 at a time as against the present total capacity of about 3,500,

that is, the existing capacity will have to be almost doubled.

As regards the technical staff, there are practically no training schools on the Railways with the exception of the Eastern Railway and the two new construction units—Chittaranjan and Perambur—I mean the Integral Coach Factory. It is estimated that nearly 800 apprentice mechanics will have to be trained annually for meeting the requirement of additional staff and normal wastage during the Second Five Year Plan. In addition, 7,500 skilled artisans will be required annually. Of these, nearly half could be found by giving training to the existing semi-skilled staff and basic tradesman. The existing capacity of giving training to approximately 500 apprentice mechanics including Chittaranjan and the I.C.F. will have to be increased to roughly one thousand and the hostel accommodation will also have to be increased from the existing one thousand to about 5,000.

The theoretical training of the skilled artisans who will be recruited from amongst semi-skilled and basic tradesmen and trade apprentices can be provided in part-time schools attached to major workshops, sheds and train examining depots and it is not necessary to provide any hostel accommodation for them.

The latest directive is that they should urgently make arrangements for providing refresher courses in the regions, divisions or districts to the staff concerned with the safe operation of trains or who come in daily contact with the public.

A proposal to have a Fuel Economy Institute is under consideration by the Railway Board.

Shri Bimal Ghose referred to the pattern and the set up of the railway undertaking. It was not quite correct for him to suggest that I am wholly averse to the idea of setting up a statutory authority. I shall be the last person to discourage any new idea or proposal which would be in the interests of the Railways but there is a

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strong difference of opinion on this subject even in this House. Senior Members like Shri Ranga and Shri Biswanath Das have vehemently opposed it. And then, some of the facets of this problem are quite obvious and could not be ignored; as has been pointed out by some Members, Parliament will lose the control it has at present on the railway set up. There is another fear that it will become more of a commercial concern than a combination of both utilitarian and commercial whereas our attitude is to be progressively utilitarian in the context of our developing economy. And drastic change as is being suggested would require very careful consideration and the Estimates Committee has, therefore, rightly proposed and I shall quote what has been said:

"The Committee feel that with less than three months left to launch the second Five Year Plan, any radical change in the central Controlling authority of the railways will have far reaching repercussions and will adversely affect the progress of the Plan. The Committee, therefore, do not suggest any radical change of this nature".

I am wholly in agreement with Dr. Kunzru in so far as decentralisation and devolution of power is concerned. We are trying to work in that direction through the process of, as I said just now, divisionalisation of railways. In fact, I want this process to be completed in one year's time in most of the railways. The remaining work should not perhaps take more than another year. Still, I do not deny the fact that at one stage or the other, the bigger railways, with their increasing workload, might themselves have to be divided further but, if and when it becomes necessary, after some years, to carry out any further reorganisation in the shape of regrouping, this operation will be easier then because all railways will have the same organisational working and staff problems arising out of the amalgama-

tion of cadres and the application of the prescribed scales of pay should have been settled satisfactorily. I might also say, Sir, that I do not want to create another situation which would, on a minor scale, resemble that pertaining to the States Reorganisation Commission.

SHRI H. N. KUNZRU: That is because of the manner in which you have handled the Commission's Report.

SHRI LAL BAHADUR: I have nothing to say here at the present moment about the report of the States Reorganisation Commission or how we have handled it but I have a feeling that if we set up a committee to go into this matter it will create many demands and fresh difficulties not only for the Railways but for the Government of India as a whole. I might even tell the House that as we are going to divisionalise the railways even on the question of selecting the headquarters of the divisions, there are so many demands; letters and telegrams are pouring in and if a committee is appointed to go into the whole question of reorganisation of the railways, it would certainly mean agitation, pressure and what not. It might also perhaps really become difficult to assess the position correctly and judge it mainly from the purely technical point of view. I personally think that it is really not a difficult matter at all to deal with, only if we do not bang the door and keep an open mind. I do not, therefore, consider it necessary at present to set up any technical committee to deal with the matter. I can assure the House that neither I nor my technical officers have any prejudice in the matter and I am sure that I shall receive correct advice from them whenever any reorganisation becomes necessary.

Sir, it is correct that we have been thinking for some time of strengthening the present Railway Board, especially in the context of our second Five Year Plan. In fact, we have already taken some decision but it might take a little more time to make

the formal announcement. I would, however, like to indicate that we propose to have at least four additional officers, with a rank higher than the present Directors, to be in charge of civil engineering construction, mechanical engineering, commercial and accounts departments, and working under the present Board and Chairman. They will have to be given adequate freedom to function in their spheres almost independently. This will give an opportunity to the present Members, as Dr. Kunzru suggested, to move about more freely and supervise and direct the work on the railways. I might also invite Dr. Kunzru's attention to what the Railway Corruption Enquiry Committee said regarding the analysis of work of the railway officers. I am quoting:

"The Efficiency Bureau of the Railway Board's Office should analyse the quantum of work performed by gazetted officers in various departments and suggest measures for reduction of desk work, increase in supervision work and also suggest if any increase in the strength of Class I and II staff is necessary."

I might tell this House that this recommendation has been accepted and the work will shortly be undertaken by the Efficiency Bureau.

Sir, it is a mistake to think that the Railway Board had, just for fun or in order to show off, drawn up a Plan for Rs. 1,500 crores. Our Plan was really drawn up in terms of the physical targets laid down by the Planning Commission. What were those targets? They were,

1) an increase of 30 per cent. in passenger miles,

increase in goods traffic of 10 per cent., and

construction of 3,000 miles.

2) allotment made for the Plan Frame was only of Rs. 625 crores. It is clear that in view of the

targets suggested, It was wholly inadequate. However, I do not want to find fault with anybody but Shrimati Parvathi Krishnan should not at least criticise the Railway Ministry on that score as they surely stand on much firmer ground. It is quite correct, as she said, that we should have heavy industries and I entirely agree that they should be given undoubtedly very high priority but it has also to be remembered that much before such industries are put up railway lines have to be constructed to cater to their needs; prior construction for carrying raw materials and subsequent development of lines or line capacity to distribute the manufactured goods throughout the country are necessary. The task of the Railways is therefore very heavy and I am really surprised that Shrimati Parvathi Krishnan should grudge the funds allotted to the Railways. There is no doubt that the limitation of funds will come in the way of carrying the total load offering especially in the category of general and other miscellaneous goods. But we will certainly try to make it up as much as possible by improved performance but that alone is not going to meet the situation. It is but right that I should place the facts before the House but I can assure the House that we will still do our best and perhaps show much better results even within our limited resources. In fact I was aiming at lifting of restrictions on movements of goods within a period but I am sorry it would now not be possible. We will, all the same, tackle the bottleneck points to the maximum extent possible, and relieve the traffic congestion occurring in these places. Only it has to be remembered that the big engineering works, as I said just now, designed to increase the present line capacity will take some time and there should be no sense of frustration till these works have been completed.

Shri Budh Singhji spoke about the lines to Jammu. He is mistaken if he thinks that we have any misgivings regarding Jammu and Kashmir. He

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has to realise that the terrain of that area is very difficult and it means that it would be a very costly project. The first survey which was carried out some time back shows that it might cost us to the order of Rs. 14 to Rs. 16 crores. The cost might go above that limit but I would like to tell him that the first question is that of the bridging of the Ravi river and that problem is already under our consideration. Other steps could be considered only later on.

Shri Biswanath Das referred to the question of workshops in Orissa. I must confess that there is at present no workshop there. In the case of the South Eastern Railway, however, a new wagon workshop is projected and one of the likely sites for this may be in Orissa—Rourekela—Jharsuguda—Sambalpur.

Shri Deokinandan Narayan referred to the lines to Pandharpur. He is not here otherwise he would have been glad to know that there is a proposal to convert Kurduwadi to Miraj via Pandharpur—a narrow-gauge section,—into broad-gauge, together with the conversion of the existing Miraj-Kolhapur metre-gauge section also into broad-gauge. The Central Railway has been asked to make an engineering and traffic appreciation of this alternative conversion project.

As regards the question of ex-State Railway officers, Shri Mathur has rightly said that it was somewhat of an uphill task to get through the final proposals. Shri Mathur and Shri Dasappa have indeed waged a battle royal and it is now time to cry a halt. I would therefore, if they don't mind, advise them and the ex-State officers, to accept these decisions now but if they want any further clarification on any points, we will gladly give it. I shall advise the Member Staff, Railway Board, to meet and explain to the hon. Members whenever convenient to them, the implications of the various proposals. I would therefore not go into any further details.

Shri Mathur is right when he laid more stress on anti-corruption work. I may assure him and the House that I want to pay the fullest attention to this problem. The step of setting up an organisation at the top, under the Board of course, but with which I may also like to keep direct contact to some extent,—is, if you will permit me to say, an important one. It will co-ordinate the activities of the anti-corruption organisation on the railways and supervise and direct their work. I have every hope that this organisation will prove effective and produce definite results.

I would like to refer to a few more speeches made today. Nawab Saheb of Chattari, Shri Parikh and Shri Dasappa suggested—in fact I agree with them—that there should be a co-ordinated plan of transport and I might tell the House that we are not only fully aware of the need for this but I have actually taken steps in the Transport Ministry to bring about such a co-ordination. The Rail-Sea Co-ordination Committee is already functioning. We are trying to develop inland water transport also. We have taken definite steps in that direction.

There is, as the House very well knows, a very big project to develop roads and road services. In fact the Study Group appointed by the Transport Ministry has gone into all these three other means of transport and have advised the necessary steps to be taken. Shri Dasappa has also commented on the building of big offices. He said that we should not spend money over them. He is right to a great extent but I would invite him to come to the Railway Board's one day and let him go and see the rooms where our staff have to work, for day in and day out.

SHRI H. C. DASAPPA:

SHRI LAL BAHADUR:

SHRI H. C. DASAPPA:  
ring to other places.



**SHRI LAL BAHADUR:** I shall say a few words about them too. Anyhow if we build the Railway Board's office here in Delhi, I know Mr. Dasappa will criticise that because it is bound to be a big building. We cannot build a small building for the Railway Board because thousands of workers are working there. He perhaps said that re-modelling of offices at Churchgate and Madras etc.....

**SHRI H. C. DASAPPA:** It is not re-modelling. It is a new general office—multi-storeyed, air-conditioned building. It is not re-modelling, it is a new building.

**SHRI LAL BAHADUR:** He will be surprised to know that we will get the new station of Churchgate without spending a single pie over it. In fact we are building it for the Headquarters office—of the Western Railway. It is simply congested—it is the limit. It is impossible for the staff to work efficiently. The work is suffering and unless the office is extended or we have a separate building, it will mean further deterioration in the work and nothing else. Therefore the office has to be built and we have sited it at the Churchgate station and the Churchgate station also has become too small in view of the increased traffic in Bombay and specially at the Churchgate station. Therefore it is being so arranged that the office building will be in the upper storey and the floor we are getting, as I said, without spending a single pie, and the ground-floor will be used as a railway station at Churchgate. Similarly about this air-conditioned thing, I had my own doubts when I was told by the Railway Board that they were going to construct an air-conditioned building for one of the railway headquarters and in fact, I stopped the construction of one building for some time. But later on I found that the cost of the air-conditioned building was less than the non-air-conditioned building and I had therefore to agree to that proposal. I don't know, it may be the magic of engineers but you cannot dabble with the experts too much.

**SHRI H. C. MATHUR:** This formula should be passed on to all other departments. Kindly pass on this excellent formula to all other departments.

**SHRI BHUPESH GUPTA:** We will then have an air-conditioned administration.

**SHRI H. C. MATHUR:** We are very happy about it.

**SHRI LAL BAHADUR:** It has also to be realised that the humidity and the sticky weather in Madras, Bombay and also in Calcutta is really very severe and it all means a great strain to the staff. And after all, why should we, I mean Members of Parliament and Ministers, grudge air-conditioned offices to our staff when we are ourselves sitting in a first-class air-conditioned hall?

**SHRI H. C. DASAPPA:** It was a question of priority; I was not objecting to air-conditioning.

**SHRI BHUPESH GUPTA:** What we want is democratically conditioned officers.

**SHRI LAL BAHADUR:** Sir, I find I will take another ten minutes.

Of course, I am at one with my hon. friend Mr. Dasappa that priorities must be fixed. But he has been a Finance Minister himself and he knows very well the position, for he must have spent lakhs of rupees on buildings as Finance Minister in Mysore. Anyway, big buildings have to be built for big staff. And these buildings are not to be temporary buildings. They have to remain there for years and years and though, I for one, am generally in favour of building small buildings, I have agreed to the construction of these big buildings with a view to providing sufficient accommodation to the staff as well as to make it really economical from the long-range point of view.

Mr. Agarwal, I think, put me a question some time back about detention of passengers at the Pakistan

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border stations. I shall certainly look into that. Probably I shall have to refer to other Ministries who may be really concerned with this subject, for I think it is not the Railway Ministry which is responsible for this kind of a delay; may be perhaps the Customs or some other Department.....

THE MINISTER FOR REVENUE AND CIVIL EXPENDITURE (SHRI M. C. SHAH): No, no.

SHRI LAL BAHADUR: I find Mr. Shah is resenting. But anyhow, I shall have the matter examined.

Mr. Kishen Chand said about the total traffic carried about which he had some complaint. The information that I have in my possession is that the quantum of the total traffic and the figures of the wagon performance directly reflect the operating efficiency. The conclusion he has drawn is that the increase in the goods revenue on the Railways is no more than the increase in the level of freight rate. But the correct position is that whereas the Railways carried 105·8 million tons of traffic in 1954-55, they are expected to carry 124 million tons in 1956-57. Also as the Deputy Minister has mentioned, during the period from April to November, 1955, the Railways have still further improved the record figure of 1944-45 for wagon miles per wagon days and the net ton miles for wagon days.

It is really unfortunate that Shri Narasimham should have accused the Railway Ministry when the blame for the state of affairs should have been laid at the door of others.

SHRI BHUPESH GUPTA: Does the hon. Minister mean the Labour Ministry?

SHRI LAL BAHADUR: No, the unions and the office-bearers of the unions. My attempt throughout has been to keep all the groups together. We have been absolutely fair and giving them all equal treatment. In

fact, I have sometimes gone out of my way to accommodate those who held different views. But it is for the unions to put their house in order and **not fight with me. I would appeal to Shri Narasimham and Shri Bhupesh Gupta also to help and assist them in maintaining unity so that the worker may really become strong.** I may also add—I am sorry Shri Narasimham is not here—some information about staff quarters. A little over 40,000 quarters will have been built for the staff during the period, besides improvements to existing staff quarters. There are also residential colonies and provision of institutions, schools, hospitals and dispensaries etc. The House will see that in the budget year 1956-57, a sum of Rs. 8·60 crores has been allotted for staff quarters and for welfare works.

Here I would also like to disabuse the minds of those hon. Members who think that we are spending much on amenities. Perhaps it was Mr. Dasappa who referred to this when he was mentioning the fixing of priorities.

SHRI H. C. DASAPPA: No, I did not object to amenities. I am very sorry, for I never mentioned that. I would be glad if more could be provided.

SHRI LAL BAHADUR: I am glad. Then I withdraw what I said now.

One of the hon. Members—she too is not here—she mentioned the names of New Delhi and Allahabad Stations. Well, I shall again say that if anyone would only go and visit the Old Delhi Station.....

SHRI H. C. MATHUR: Horrible.

SHRI LAL BAHADUR:.....he would find the situation there pretty bad. There is not enough space for the thousands and thousands of passengers to move about nor for the numerous parcels to be handled. The position in the metre-gauge station is simply suffocating. It will be impossible for Old Delhi Station to cope up with the increased traffic and the re-modelling of New Delhi Station is therefore, an

absolute and urgent necessity. Similarly, in the case of Allahabad, there is a recurring expenditure every time for Kumbh and if you want to cut down that, a bigger station will have to be provided.

Moreover, the conditions in our country are such that some of the minimum amenities are absolutely essential. I shall merely mention the different heads under which the money allotted for this purpose is spent. They are: Provision of and improvement to latrines and water-supply at stations. Provision of waiting rooms and waiting halls and festival sheds, including the provision of water.

SHRI BHUPESH GUPTA: These are not objected to.

SHRI LAL BAHADUR: Then I shall not give these heads. At the same time we are being criticised that we are spending perhaps more than what we should do, on amenities.

SHRI BHUPESH GUPTA: For some luxury items which could be avoided.

SHRI LAL BAHADUR: But there are no luxury items at all. I shall not however give the House these heads under which the money is spent.

DR. R. P. DUBE: They are bare necessities.

SHRI LAL BAHADUR: I could give the amounts we have spent so far under these heads and you will not find any misuse of this money or that we have spent the money for a purpose which was not absolutely essential. Having fixed the priorities of different categories of important works on the Railways, it should be our duty to attend to these things as well and we are therefore, doing this. The human aspect in the Railway Administration should not be ignored, when the Railways have to deal with millions and millions of people day in and day out.

I have not touched upon some of the points referred to by hon. friends, as I do not want to take further time of the House, but I will certainly look into them.

I realise that we have an uphill task before us. The railwaymen have to put in their best. They will be greatly encouraged if they and the Railway Ministry get your full, and I don't mean to say your indiscreet, support. We have a big and heavy charge indeed, but I don't feel overwhelmed by it. We therefore propose to enter into the first year of the Second Five Year Plan with confidence and full determination.

SHRI R. P. N. SINHA (Bihar): Mr. Agnibhoj had mentioned about air-conditioned coaches and the inequality in travelling between Government officers and M.Ps. I would like the hon. Minister to say something about it.

SHRI LAL BAHADUR: I do not wish to say anything at present about it, because I am always afraid of the M.Ps. Therefore, I shall have to look into the matter further.

#### THE VOLUNTARY SURRENDER OF SALARIES (EXEMPTION FROM TAXATION) AMENDMENT BILL, 1956

THE MINISTER FOR REVENUE AND CIVIL EXPENDITURE (SHRI M. C. SHAH): Sir, I beg to move:

"That the Bill further to amend the Voluntary Surrender of Salaries (Exemption from Taxation) Act, 1950, as passed by the Lok Sabha, be taken into consideration."

This is a very simple measure. The House is well aware that a person is liable to pay income-tax and super-tax on his entire salary and allowances and perquisites, notwithstanding the fact that he may choose to surrender part of his salary and allowances. Therefore, when certain parts