

PAPER LAID ON THE TABLE**THE DRAFT STATES REORGANISATION BILL**

THE MINISTER FOR HOME AFFAIRS (SHRI GOVIND BALLABH PANT): Sir, with your permission, I beg to lay on the Table a copy of the Draft States Reorganisation Bill in the form in which it is being referred to the States and the connected proposals for amendment of the Constitution. I consider it advisable to do so. The Bill will now be going to the States, but I thought that I should place a copy on the Table. And the Members will also have copies.

THE APPROPRIATION (RAILWAYS) BILL, 1956—continued

SHRI H. C. MATHUR (Rajasthan): Mr. Chairman, Sir, in about three hours' time we shall be concluding our discussion and returning this Appropriation Bill and okaying about Rs. 800 crores to be placed in the hands of the Railway Administration. Sir, we do not grudge placing all this money in the hands of the Railway Administration. Rather we had been anxious to see that more funds could be made available to the Railway Administration, and we had even supported the blanket surcharge which was levied on freight by the Railway Administration. But Sir, in our support and in this attitude the condition precedent is that we should be satisfied that the money which is placed in the hands of* the Railway Administration is properly utilised and is properly spent.

I have no hesitation in submitting, Sir, that there is a considerable administrative wastage which could be reasonably avoided. Last year, speaking on the same occasion, Sir, I had stressed this point and had gone into a little bit of detail. I had suggested that*it would be for the Railway Administration to appoint teams of officers in order to go into this matter on each zonal railway and try to exa-

mine the various schemes, proposals and prompts, and to suggest the economy which could reasonably be implemented. I had also given an example how even on a small division a great economy to the extent of Rs. 20 lakhs to Rs. 30 lakhs could be effected by way of examination. But I do not know, Sir, whether this suggestion has received any attention from the hon. Railway Minister. I shall be glad to know if he has given any consideration to this matter. But this matter has assumed importance now, and I would like to remind you, Sir, that even the Taxation Enquiry Commission had made a suggestion that a high-powered committee should be appointed, though it was in respect of the general Administration. But the General Administration is not very different from the Railway Administration, and what holds good for the General Administration definitely holds good for the Railway Administration also. Sir, they had suggested a high-powered committee to investigate into the administrative wastage. They had, as a matter of fact, thought that it would not be moral for the Administration to go in for fresh taxations before they saw that the public funds were utilised as economically as possible. This demand was pressed from time to time, and if the Railway Minister has not already done anything in this matter, I think, now he will not be able to evade the issue any further, because I am fully reinforced in the suggestion that I made by the observations made by the hon. Finance Minister this year in his Budget speech. When this suggestion was made and when this point was pressed, he resisted this request for such investigation; he would not even accede to this request on the recommendation of the Taxation Enquiry Commission. Although that recommendation was forcefully put and had the backing of that important body, it still remains uncared for and unattended to. This time, Sir, the Railway Minister found that some sort of organisation must be set up. And with your permission, Sir, I would like to read only a few lines of what he has said in this connection to show how

[Shri H. C. Mathur.] they are on all fours with the conditions obtaining in the area.

He has devoted quite a considerable amount of space to this matter. I would read only a few lines of what he said:

"Nevertheless, this very tempo of rising expenditure during the next five years would open up many possibilities of extravagance and waste and it is necessary to keep a still closer watch over such expenditure to ensure that the tax-payer gets the maximum benefit out of the planned outlay."

I say that absolutely the same thing applies to the Railways with the tempo expenditure going up higher and higher, higher than in any other department. The Finance Minister goes on to say:

"We have been in consultation with the Planning Commission and have come to the conclusion that the best way of dealing with this matter would be to set up a special high-powered Committee of Ministers and the Deputy Chairman of the Planning Commission at the Centre and in the States (with the approval of the National Development Council), through specially selected teams. These teams will be composed of officials as well as non-officials specially selected for each group of related investigations and may be assisted by outside experts. As the results of each investigation are received, the High-powered Committee at the Centre will examine them with a view to formulating proposals for effecting economy to be implemented by Central Ministries or in the States, as the case may be. The orders of the Cabinet or guidance from the National Development Council will be obtained wherever this is considered necessary. Such proposals may conceivably include the setting up of economy units for different categories of projects, preferably in the Planning Commission."

I would like to know whether the Railway Minister has any proposition to deal with the problems arising out of this tempo development in the Railway Ministry or whether he has already set up any organisation. If he does not feel inclined to do so, the House would like to know what his reasons are in regard to this matter. Though we have not got a very efficient organisation, the Methods and Organisation Division which has been set up has been able, in spite of several handicaps, to effect savings in each Ministry to a considerable extent. I do not know of any counterpart in the Railway Administration. As I submitted, this is all the more necessary now when we are launching in the second Five Year Plan.

The second point I would like to refer to is regarding the developmental schemes. The Railway Minister himself is anxious to see that the construction of new lines is not limited to the sanctioned length of 800 miles but that it should be extended to about 3,000 miles. We are quite aware of the fact that some of these 'new lines' will have to be developed in those areas where the new development schemes and projects are being put up, for instance, where the steel plants are being put up it is for the highest importance that priority should be given for railway transport for carrying raw materials and the manufactured goods. However, we should not forget this fact that we have other areas to develop so far as rail transport is concerned. If we do so, these areas will be neglected and transport will be concentrated only in those* areas. Therefore I would suggest that the Railway Administration should see that a percentage of the new lines which are going to be laid are earmarked for undeveloped areas. The Railway Minister has proposed the construction of about 3,000 miles of new lines and I would suggest that about 2,000 miles may go to places which have got the projects and other things according to the highest priority but the balance of 1,000 miles

should be earmarked for undeveloped areas, areas where the country has yet to be opened up and where the future development would naturally depend upon the provision of better transport facilities. In the Rajasthan Assembly recently, Members were very much concerned about the opening up of new lines in that area and they have made a special plea to the Government of Rajasthan to approach the Central Government to see that vast area which still lies unopened and undeveloped, the development of which certainly depends upon the provision of transport facilities, is developed. This depends very much on the attitude which the Railway Administration takes towards that area. Unless -and until the Railway Administration takes a co-ordinated view, takes a sympathetic view and takes into consideration the demands and the needs of such areas which still remain a closed chapter to the rest of the country, these areas will never be able to make headway even in spite of the various development schemes which the States might chalk out. It is therefore extremely necessary that a certain percentage of these new lines are earmarked for such under developed areas as Assam, Orissa, Rajasthan and other such places. It is also necessary if we are to give the country a sense of oneness and if there is not to be a lopsided development that this should be done. We do not grudge a circular electric railway line for Delhi or for Calcutta but don't you think that these are only supplementing the present amenities which are already available and with which we can carry on? The development of the other areas that I have mentioned is entirely dependent upon the new lines that may be put there. I would most strongly submit that the Railway Minister should have this approach.

I would refer to only one more point and that is about the various railway workshops which remain at present unutilised. We have got the Chittaranjan factory. The other day I read in the papers that the Rail-

way Minister was very anxious to see that the manufacture of locomotives in that factory went up. He also said that at present we had about 2,800 over-aged locomotives. What I would submit is that we should make use of the various railway workshops for manufacturing the several parts required for the locomotives which are being manufactured in Chittaranjan. These could be the feeders for Chittaranjan so that the production at Chittaranjan could be stepped up. These parts could certainly be tested at Chittaranjan so that a definite standard could be attained. This will have a double advantage. It would decentralise and would give a great fillip to these various workshops. I would give you just one example. During the last year a boiler was manufactured in the Bikaner Railway Workshop. I hope the Railway Minister will bear me out when I say that this boiler works out to be much cheaper than the boilers which we have been importing from outside. It has also been accepted by the Railway Administration that this boiler is no less better than the boilers that were manufactured in Chittaranjan or at other places. If this sort of decentralisation is done, if fillip is given to the various railway workshops and their capacity is fully utilised by proper planning, it would be of great help. As we are short of time, I would conclude with these words.

श्री ज० रा० कपूर (उत्तर प्रदेश) :
सभापति महोदय, यह कहने की तो आवश्यकता नहीं कि मंत्री महोदय ने अपने कार्यकाल में रेलवे में जो उन्नति कर के दिखाई है वह सब को प्रत्यक्ष है और इसी कारण सभी मूलकंड से रेलवे मंत्रालय की प्रशंसा करते हैं ।

[MR. DEPUTY CHAIRMAN in the Chair.]

यहां तक कि सरकार के और कांग्रेस के जो घोर विरोधी हैं उन्हें भी कम से कम जहां तक रेलवे मंत्रालय का सम्बन्ध है उस के विरोध में कोई बात कहने के लिये आसानी से नहीं मिलती है ।

[श्री ज० रा० कपूर]

उपसभापति महोदय, मैं आज मंत्री महोदय को उस बड़े काम के लिये जिस में उन्हें कल ही सफलता मिली है हादिक बधाई देना चाहता हूँ और वह यह है कि रेलवे कर्मचारियों को, सब को, एकता के सूत्र में बांधने के लिये उन्होंने जो प्रयत्न किया उस में उन्हें बड़ी सफलता मिली है और रेलवे कर्मचारियों की जो दो पृथक् पृथक् संस्थाएँ थीं उन को आप ने एक कर दिया है। यह एक बहुत बड़ी बात आप ने की है जिस के लिये आप के प्रति सभी रेलवे कर्मचारी अवश्य ही कृतज्ञता प्रकट करते होंगे।

मंत्री महोदय के वलू जबानी बातें कह कर ही यह नहीं कहते कि हमें समाजवाद की ओर जाना चाहिये बल्कि कार्य कर के भी वह कदम कदम पर यह दिखला रहे हैं कि हम अपने लक्ष्य की ओर जल्दी जल्दी बढ़ रहे हैं। आप ने अपने भाषण के पृष्ठ ३० पर यह बतलाया है कि आप इस बात के लिये बहुत इच्छुक हैं कि रेलवे कर्मचारी रेलवे के प्रबन्ध में बहुत कुछ हाथ रखें, इस के लिये निरन्तर प्रयत्न करते चले आ रहे हैं और आगे भी करते चले जायेंगे। आप कितनी अधिक मात्रा में रेलवे में खादी का प्रयोग कर रहे हैं और आगे करने का प्रबन्ध कर रहे हैं, इस को भी आप ने अपने भाषण में बताया है और उस से चित्त बहुत प्रफुल्लित होता है। ऐसी आशा होती है कि यदि और मंत्रालय भी इसी प्रकार से आप का अनुकरण करें तो खादी को बहुत बड़ा प्रोत्साहन मिल जायेगा और भिन्न भिन्न मंत्रालयों के इस प्रकार सहायता करने से हमारी बेकारी की समस्या बहुत कुछ हल हो जायेगी।

दूसरी बड़ी ही अच्छी बात जो आप ने की है और जिस से सारे देश का भला होगा, एकता के सूत्र में सारे देश को बांधने में सहायता मिलेगी, वह है रेलवे में हिन्दी के प्रचार की बात। मुझे स्मरण है कि भारत सरकार के आप पहले मंत्री हैं जिन्होंने ने कि अपना बजट भाषण हिन्दी में दिया था और उस के बाद से

हम नित्यप्रति देखते चले आ रहे हैं कि उत्तर से ले कर दक्षिण तक और पश्चिम से ले कर पूर्व तक रेलवे द्वारा हिन्दी का कितना अधिक प्रचार हो रहा है।

इन बातों को कहने के बाद, कबल इस के कि मैं कुछ और सुझाव दूँ, एक बात मैं और कहूँगा। वह बात यह है कि आप ने कुछ चीजों की हुलाई के ऊपर एक नया अधिकार लगाया है यदि आप उचित समझें तो कम से कम तरकारी के ऊपर, खाने के तेल के ऊपर, दूध और गुड़ के ऊपर, यह जो एक आने प्रति रुपये की कर वृद्धि आप ने की है उस को न करें, यदि इन चीजों के ऊपर आप अधिकार न लगायें तो बड़ा अच्छा होगा। मैं ने देखा है कि आप ने अपने भाषण में यह बताया है कि इस कर वृद्धि से तरकारी के ऊपर कुछ बहुत ज्यादा बोझा नहीं पड़ेगा। यह ठीक है लेकिन यह थोड़ा सा बोझा भी आप उस पर न डालें और इन दो तीन अन्य चीजों पर भी, जिन की कि मैं ने चर्चा की है, न डालें तो आप गरीब लोगों के बहुत कृतज्ञता के पात्र बनेंगे। मैं समझता हूँ कि यदि आप इन दो, चार चीजों पर भार न डालें तो भी आप को अपनी बढ़ती हुई आमदनी में, जिस की वजह से आप ने यह नया कर लगाने की बात छोड़ी है, कुछ ज्यादा घाटा नहीं होगा।

उपसभापति महोदय, जो थोड़ा सा समय मेरे पास है उस में मैं चन्द सुझाव देना चाहता हूँ। सब से पहले मैं आप से प्रार्थना करूँगा कि आप पोस्ट एंड टेलीग्राफ डिपार्टमेंट से सहयोग कर के यदि प्रत्येक रेलवे स्टेशन पर टेलीफोन का पब्लिक काल आफिस हो जाने दें तो इस से मुसाफिरों को बड़ी सुविधा मिलेगी। इस वक्त जो रेलवे के टेलीफोन आप ने लगवाये हैं उन का इस्तेमाल यात्रियों को नहीं करने दिया जाता है। कुछ दिन हुए इस सम्बन्ध में एक प्रश्न पूछ कर मैं ने यह जानना चाहा था कि रेलवे के जो टेलीफोन हैं उन को क्या यात्री लोग इस्तेमाल कर सकते हैं तो उस के जवाब में मुझे बताया गया कि

generally speaking they are not entitled, but in emergencies all possible help is rendered. इमरजेंसी के माने तो यह होते हैं कि यदि कोई एक्सीडेंट हो जाये अथवा कोई ऐसी बात हो जाय तो मुसाफिरों को वह टेलीफोन इस्तेमाल करने दिया जायगा लेकिन साधारणतः वह टेलीफोन इस्तेमाल नहीं करने दिया जाता। मुझे स्वयं इस सम्बन्ध में कई बार दिक्कत हुई है। मैं ने पोस्ट एंड टेलीग्राफ डिपार्टमेंट से इस सम्बन्ध में बात की तो उन्होंने ने कहा कि वह हर्ष के साथ इस बात को मंजूर कर लेंगे यदि रेलवे मंत्रालय इस बात की अनुमति दे दे कि उन के जो कर्मचारी हैं, वे पोस्टल डिपार्टमेंट से कुछ पैसा प्राप्त होने पर पब्लिक काल आफिस का काम भी कर दिया करें क्योंकि स्टेशनों पर पब्लिक काल आफिस करने से इतनी आमदनी नहीं हो सकती है कि वहां काम करने के लिये अलग से ही पोस्टल डिपार्टमेंट का एक आदमी रखा जाय।

दूसरा मुझाब मुझे यह देना है कि जिन जिन स्टेशनों पर अभी तक बिजली नहीं है यदि उन शहरों में बिजली मौजूद है तो उन उन स्टेशनों पर भी बिजली लग जानी चाहिये। मैं यह इस लिये कह रहा हूं कि फिरोजाबाद एक ऐसा स्टेशन है जहां पर कि अभी तक बिजली नहीं लग पाई है हालांकि फिरोजाबाद शहर में बहुत दिनों से बिजली मौजूद है। मैं ने इस सम्बन्ध में जब रेलवे मंत्रालय को पत्र लिखा तो मुझे बताया गया कि फिरोजाबाद स्टेशन पर बिजली लगाने की बात तो पिछले अक्टूबर महीने में ही तय हो चुकी है और उन का ख्याल यह है कि वह लग गई होगी लेकिन अभी पांच, सात दिन हुए जब कि मैं ने वहां के लोगों से पूछा तो उन्होंने ने बताया कि अभी तक स्टेशन पर बिजली नहीं लगी है भले ही स्टेशन पर जो वहां एक, दो दफ्तर हैं उन में बिजली लगी हुई हो।

तीसरी बात जो मुझे कहनी है वह यह है कि आप ने इस प्रकार की सुविधा दी है कि रिटर्न जर्नी टिकट्स वाले जब जाय तो जाने के

समय बीच के स्टेशनों पर भी यदि कहीं चाह तो उतर सकते हैं। क्या यह उचित नहीं होगा कि केवल जाने के समय के लिये ही यह सुविधा सीमित न रहे बल्कि लौटते समय भी यह सुविधा दे दी जाय। संभव है, इस सुविधा को न देने के लिये विशेष कारण हों परन्तु कम से कम मेरी समझ में अभी तक यह नहीं आया है कि लौटते समय के लिये भी यह सुविधा देने में क्या दिक्कत होगी।

डा० श्रीमती सीता परमानन्द (मध्य प्रदेश) : यह तो आप उल्टा कह रहे हैं। जाते वक्त सुविधा नहीं है, आते वक्त यह सुविधा है।

श्री ज० रा० कपूर : खैर, वह कोई भी बात हो चाहे जाते वक्त हो या आते वक्त हो मेरा मतलब यह है कि किसी एक तरफ से है तो दूसरी तरफ से भी वह सुविधा हो जाय। दोनों तरफ के लिये यह सुविधा होनी चाहिये।

चौथी बात मैं यह कहना चाहूंगा कि यदि कम से कम पांच आदमी इस देश में उन स्थानों को देखना चाहें जहां कि पंचवर्षीय योजना की कोई बड़ी बात की गई है और पंचवर्षीय योजना में की हुई किसी बड़ी चीज को देखने के लिये वहां जाना चाहें तो उन को भी रेलवे जर्नी के लिये कुछ सुविधायें दी जानी चाहियें, अर्थात् कम से कम जो सुविधा आप स्टुडेन्ट्स को देते हैं या अन्य बड़ी बड़ी पार्टियां बना कर जो लोग जाते हैं उनको देते हैं, उसी प्रकार की सुविधा ऐसे पांच आदमियों को भी दें। केवल पांच आदमी भी यदि ऐसे स्थान को देखने के लिये जायें तो उन्हें भी यह सुविधा आप दे दें। यदि आप ऐसा करेंगे तो बहुत से लोग पांच पांच की छोटी छोटी टोलियों में जा कर के उन स्थानों को देखेंगे और देखने पर, यह प्रत्यक्ष है कि, बहुत खुश हो कर आयेंगे और एक निराशा जो बहुत लोगों को साधारणतया हो रही है कि यह नहीं हुआ, वह नहीं हुआ, तो जब वे उन बड़ी बड़ी चीजों को देख कर लौटते हैं तब वे बड़े हर्षित होते हैं और उन की वह निराशा आशा में परिवर्तित होती है।

[श्री ज० रा० कपूर]

तीसरे दर्जे के जो सैकड़ों डिब्बे आप ने बनाये हैं उन के सम्बन्ध में दो बातें कहनी हैं। एक तो यह कि आप ३ रु० प्रति यात्री तीसरे दर्जे वाले यात्रियों को सोने की सुविधा देने के लिये लेते हैं, उस को घटा कर आप डेढ़ रुपया कर दें, नहीं तो २ रु० कर दें। आप का भी ऐसा अनुभव होगा, जैसा कि मेरा है, कि इन डिब्बों में बहुत सी सोने के लिये जो बर्थ्स हैं, सीटें हैं, वे खाली पड़ी रहती हैं। इस का एक ही कारण यह है कि तीसरे दर्जे में चलने वाले मुसाफिर के लिये केवल सोने की सुविधा के लिये ३ रु० बहुत होते हैं, वह यह बोझ नहीं बर्दाश्त कर सकता। यदि आप उसे घटा कर डेढ़ या दो कर दें तो आप की आमदनी सम्भवतः बहुत कम नहीं होगी क्योंकि तब ज्यादा लोग उस स्थिति का उपभोग करने के लिए तैयार हो जायेंगे, और यदि ऐसा न कर पायें तो कम से कम उन गाड़ियों में, जो कि ३ टायर कोचेज हैं, ३ बर्थ्स जिनमें सोने के लिये हैं लेकिन उनमें जो सबसे ऊंची तीसरी बर्थ है वह इतनी दिक्कततलब है कि बहुत कम लोग उसको इस्तेमाल करते हैं तो उस बर्थ में जो लोग सीट रिजर्व करायें उनके लिये आप डेढ़ रुपया अवश्य कर दें और हो सके तो उसके और डिब्बे की छत के बीच में जो फासला है उस को बढ़वाने की कोशिश करें। वहां मंत्री महोदय, आपने देखा होगा कि उस तीसरे सबसे ऊपर के बर्थ के ऊपर एक आदमी बोझ के तौर पर ढकेल दिया जाय तभी लेट के जा सकता है, बैठ कर तो जा ही नहीं सकता और यही कारण है कि उस तीसरे बर्थ में तीसरे दर्जे वाला यात्री ३ रु० रात भर के सोने की सुविधा के लिये देकर उसको रिजर्व नहीं कराना चाहता।

उपसभापति महोदय, आगरा के सम्बन्ध में मुझे दो तीन बातें कहनी हैं जिन से कि आगरा वालों को बहुत कठिनाई होती है। एक तो यह कि आगरा कट स्टेशन पर केवल एक ही

टेलीफोन लगा हुआ है और वहां एक ही इक्वायरी क्लर्क रहता है। आगरा कैंट स्टेशन बहुत बड़ी जगह है, और बाज दफा, आप सच जानियेगा, घंटे दो घंटे टेलीफोन करने पर भी इक्वायरी आफिस से सम्बन्ध स्थापित नहीं किया जा सकता और इसलिये अगर कोई जानना चाहता है कि रेलगाड़ी देर से आ रही या नहीं आ रही तो उस के सब प्रयत्न निष्फल रहते हैं। दो, दो और तीन, तीन घंटे तक उस को टेलीफोन नहीं मिल पाता। इसलिये वहां पर एक और इक्वायरी क्लर्क बैठा देने की अत्यन्त आवश्यकता है।

दूसरे, आगरा में जमुना के ऊपर जो रेल का पुल है वह केवल आदमियों के आने जाने के लिये नहीं है सवारियों के आने जाने के लिये भी है और वहां की आबादी पिछले वर्षों में करीब करीब दुगुनी हो गई है, इस लिये वहां के लिये एक पुल अब बिलकुल नाकाफी है। वहां पर ट्रेफिक १५, १५ २०, २० मिनट तक रुक जाता है जिस से बड़ी असुविधा रहती है। क्या यह उचित नहीं होगा कि एक दूसरा रेल का पुल, जो जमुना ब्रिज से आगरा फोर्ट को रेल ले जाता है, जिस पुल के ऊपर का हिस्सा आदमियों और सवारियों के आने जाने में काम में आता था और लड़ाई के जमाने में उस पुल के ऊपर का हिस्सा उतार दिया गया था, तो फिर से उस हिस्से को बना दिया जाय ? इस काम पर आप का कुछ अधिक रुपया खर्च नहीं होगा। कहा जाता है कि उस जमाने में यह पुल कमजोर हो गया। यथार्थ में बात यह थी कि लड़ाई के कारण, चूंकि किला नजदीक था, इसलिये आदमियों और सवारियों के आने जाने के लिये जो रास्ता था वह उतरवा दिया गया। लेकिन जब रेलगाड़ी पुल पर चल सकती है तो केवल आदमियों, मोटरों और सवारियों के लिये वह कैसे कमजोर हो सकता है ? यह कहा जा सकता है कि आदमियों और मोटरों वगैरा को उस समय न चलने दिया

जाय जबकि नीचे के हिस्से में गाड़ी चल रही हो ।

इस के अलावा मैं मंत्री महोदय का ध्यान उस बड़ी कठिनाई की ओर दिलाऊंगा जो आगरा के एयर फील्ड पर जाने के लिये वहां के लोगों को होती है । इस फील्ड को जाने के रास्ते में आगरा कैटोमैंट स्टेशन के पास एक लेवल क्रॉसिंग है । वहां लोगों को कभी कभी आध आध घंटे, ४५, ४५ मिनट तक खड़े रहना पड़ता है । वहां के लिये यह अत्यन्त आवश्यक है कि आप एक ओवरब्रिज बनवा दें ।

MR. DEPUTY CHAIRMAN: Mr. Kapoor, it is time.

SHRI JASPAT ROY KAPOOR: All right; one minute more and I have done.

मैं नहीं जानता कि यह जिम्मेदारी रेलवे की है अथवा स्टेट गवर्नमेंट की । लेकिन अगर दोनों की ही थोड़ी थोड़ी जिम्मेदारी है तो बातचीत द्वारा इस मामले को तय कर के एक ओवरब्रिज वहां बनवा देना चाहिये जिस के ऊपर हो कर सवारियां, गाड़ियां, मोटर इत्यादि और आदमी भी चले जाया करें ।

अन्त में मुझे यह बात कहनी है कि आप ने रेलवे बुकस्टाल्स के सम्बन्ध में यह उत्तम निर्णय कर लिया है और आदेश दे दिया है कि वहां अच्छी अच्छी किताबें रहें, बुरी किताबें वहां न बेची जायें । इस के लिये आप सलाहकार समितियां भी बनवा रहे हैं, लेकिन क्या यह उचित नहीं होगा कि जिस तरह से रेलवेज में खाने पीने की चीजों की जिम्मेदारी अपने ऊपर ले कर रेलवे की ही ओर से खाने पीने की चीजें देने की बात का आप ने निर्णय किया है उसी प्रकार आप, ये जो रेलवे बुकस्टाल्स हैं, इन को भी रेलवे द्वारा ही चलायें और किसी ठेकेदार को न दें । इन बुकस्टाल्स में जब रेलवे का प्रबन्ध हो जायगा तब वैसे ही अच्छी अच्छी पुस्तकें ही वहां रखी जायेंगी

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न कि ऐसी बहुत सी बेहूदा, गंदी पुस्तकें और समाचार या मंथली मैगजीन वगैरा जोकि किसी भी स्टेशन के बुकस्टाल पर आप चले जायें, आप को देखने को मिलती हैं । वहां आप को कुछ ज्यादा अच्छी पुस्तकें देखने को नहीं मिलेंगी बल्कि इस तरह का तीसरे दर्जे का साहित्य मिलेगा । तो मैं आप से प्रार्थना करूंगा कि इस विषय पर आप विशेष रूप से ध्यान देंगे कि सभी रेलवे बुकस्टाल्स रेलवेज स्वयं अपनी ओर से चलावें ।

उपसभापति महोदय, मुझे याद है आप ने बताया कि मेरा समय हो गया और इस लिये अधिक समय न ले कर मैं अपना स्थान ग्रहण करूंगा ।

SHRI KISHEN CHAND (Hyderabad): Mr. Deputy Chairman, this Appropriation Bill is the last stage of the Railway Budget for this year and so I take this opportunity for congratulating the hon. Railway Minister for his very good management of the Railways. But he has set a very high standard and therefore, on the basis of that high standard I will make certain suggestions for further improving the railways and bringing in more income. The pattern of trade in our country has changed since independence. Before independence we were mostly importing finished articles and exporting raw materials. The port towns were bringing in the manufactured articles. They were distributed all over the country and the raw materials used to go to the port towns for export purposes. And the Railways during long years of research had built up a system by which they were utilising the wagons to the fullest extent. The wagons were utilised for carrying the finished goods to the various parts of the country and in the same wagons the raw materials were carried to the port towns. But since independence the whole thing has changed. We are setting up new factories all over the country. These factories require raw materials to be brought and their finished products

[Shri Kishen Chand.]

I have to be distributed in various parts of the country. Therefore, it requires fresh research, fresh thinking about the reorganisation of our traffic, so that our wagons are utilised to the fullest extent. I agree with the remarks of Mr. Kunzru where has said that more research should be carried on. Research should be carried on so that we are able to utilise our wagons to the fullest extent. The hon. Minister, I am sure, in his reply will give us some more statistics about the speed of the trains, about the density of traffic, about the amount of loading and about the various other things. Statistics is a difficult subject and once you enter into statistics, you can prove anything you like. This House is not interested so much in statistics, whether the speed is going up or not—This House is very much interested whether the efficiency of the railways is going up or not. And that efficiency will be tested by the fact that when we are getting more rolling stock, when we are getting more wagons and more coaches, the result should be that our income should go up. There are two ways of increasing the income;

one is levying the surcharge. I do not see any justification for the levying of the surcharge when under the guardianship of our hon. Railway Minister, the railways are doing well. They are earning more money. There is absolutely no justification for it. As I pointed out, there is a Freight Structure Enquiry Committee sitting which is to go in to the matter and at this time, to levy a surcharge is most unfair. There are classifications of the articles by which the freight is determined. But slowly and gradually, the Railway Board is transferring large number of articles from the lower rate to the higher rate; thereby, they are continuously raising the rate structure. Nobody comes to know of it except the traders and businessmen who have got to despatch goods. So, I was saying that this was one of the methods by which freight is being increased.

The other method is the more efficient utilisation of wagons. I would

like to know from the hon. Railway Minister. Taking into consideration the extra wagons and the extra locomotives that have arrived, is he satisfied that the wagons are being better utilised and that it is really resulting, in more income? As I pointed out before—and I am not going to repeat those arguments—the increase in the earnings is entirely due to the larger number of wagons that have arrived and to this surcharge. There has been no increase in efficiency in the better utilisation of wagons. "We are not interested in statistics. They are not going to help us whether the speed, goes down to 10:1 or the density goes up. What we want is that the railways should earn more money and that is only possible,—as the hon. Minister will know—by the better utilisation of wagons. I submit that: there has been a Wagon Chasing Committee appointed, but even now a large number of wagons are lying idle in many big station yards. The hon. Minister will immediately come and say, "Well, we are looking into the-

marshalling facilities of the railway yards. We cannot cope with the larger number of wagons and there are difficulties." Sir, there is an excuse always for everything. But an excuse of this nature is not justified and I do hope that the Railway Minister will consider it.

There is the question of repair time. I find that slowly and gradually, the repair time of our wagons, coaches and locomotives is going up. Greater effort should be made in this direction because if the wagons are repaired quicker, they will come into use and bring in more revenue. I find that there are a larger number of wagons going empty. All this is due to the fact that there is no planning. There is an emergent need for these wagons in small and big factories and plants. There is need for coal to be transported from the collieries and so empty wagons are sent there for being loaded. So, all this haulage of empty wagons are counted in the turnover. The hon. Minister will come and say that the turnover is very good and quick. But the turnover which does not carry any goods and does not

earn any money, is of no value and no use. We want quicker turnover of wagons—of loaded wagons which will earn money.

I come to the question of new lines. As has been pointed out, new lines are very essential. Our country is being starved for railway lines. This big country has only 34,000 miles of railway lines. We want more, but the hon. Minister will say that they have no funds. So, I will suggest that the cost of construction of new railway lines has to be reduced. At present, there is a contractor and even the best of contractors will not be satisfied with less than 15 per cent. Then there are 10 per cent, other expenses involved. It is a well known fact. It means that there is a margin of 25 per cent between the actual expenses and the rate paid for the construction of new lines. Cannot the Railway Minister devise some means of direct construction by employment of petty contractors who do the labour by their own hands and by their own gangs, so that the rate of construction is reduced considerably? You know that before the War, the rate per mile was about Rs. one lakh. The present rate is over Rs. 5 lakhs. It has gone up five-fold. Can't he devise means and methods by which this rate of construction may be reduced? It is for the Railway Board. It consists of experts in Civil Engineering. They should devise a method by which this 25 per cent, which is being taken away by the contractors is saved in some manner. I know that it is a difficult task, but it is very essential.

As suggested, these new lines should be built not only for the supply of raw materials and finished products of the new factories that are being set up, but these must be constructed in areas which have been starved of all means of communication during the past one hundred years that the railways have been in existence in the country. Therefore, it is very essential that certain areas get more lines. In certain places, there is either only the metre gauge

or the broad gauge and there is considerable amount of dislocation in transshipment from one to the other. Some construction, if carried out so that big places are connected both by the metre gauge and the broad gauge, will facilitate the transport of goods considerably.

I will once again request the hon. Minister that he should try to further improve the railways that have been very well managed by him and he deserves the fullest congratulations of this House for his stewardship of the railways.

Sir, with these suggestions, I resume my seat.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : Sir, Dr. Kunzru first referred to the Constitution in connection with the proposed surcharge. Article 269 of the Constitution lays down that taxes on fares and freights may be levied for distribution to the States, while article 271 lays down that the Union may levy a surcharge on such taxes for the purposes of the Union. I used the word 'surcharge' in the speech; it could not have been used. I might have merely said 'an increase in freight rates.' But the surcharge proposed by this is on freights, not on taxes on fares and freights contemplated in the Constitution. This surcharge in its nature—as I said just now—is an increase in the freight rates. This is the increase being calculated on a flat basis. The word 'surcharge' has been used to denote this increase. It was not used in the sense in which it is used in the Constitution.

As regards the criticism that the Freight Structure Enquiry Committee was sitting and therefore, no increase should have been made, we have not touched the structure. We have merely made a flat rate increase of 6 per cent, and I might say that, while the Taxation Enquiry Committee was sitting, a number of new taxes were imposed, and it should not be considered incumbent on our part

[Shri Lai Bahadur.] not to make increases till the Freight Structure Enquiry Committee has submitted its report. I might say that we will have to earn more if we want to develop transport and help in the general economic development of our country.

Dr. Kunzru referred to the utilisation capacity of wagons and wanted to know whether there has been an improvement or not. I referred it to the Railway Board and I shall read out what they have to say:

The average load per wagon on the broad gauge was 15·8 tons, which was the same as during the previous year. In this connection, it should be noted that 9 per cent, of the wagons on the broad gauge and nearly 14 per cent, of the wagons on the metre gauge are loaded with 'smalls' traffic, the average load for which in the case of broad gauge is about 7 tons, while in the case of metre gauge it is about 4 tons. This alone will account for a drop in the average wagon load if every other wagon was carried to full capacity of 22 tons from 22 to 20-6.

SHRI H. N. KUNZRU: If the figures for all the railways are taken together, he will find a great difference between some of the railways and the others in respect of even heavy merchandise like coal.

SHRI LAL BAHADUR: They have given the figures about that also. I shall read that out:

"Then again, nearly a thousand wagons daily are loaded with transshipment traffic, and goods are transferred from a metre gauge to a broad gauge wagon because metre gauge wagons are booked in single units. Naturally, therefore, broad gauge wagons carrying transshipment traffic are only utilised to about 50 to 55 per cent. of the carrying capacity. Endeavours have been made to book metre gauge goods in units of 2 metre gauge

wagons for transshipment, but this has been strongly resisted by the trade.

The pattern of traffic has also changed. Whereas in 1947-48, 50 per cent, of the wagons were loaded with coal, 10·5 per cent, with grains and oilseeds and 39·5 per cent, with other commodities, in 1954-55 41·2 per cent, were loaded with coal, 9·5 per cent, with grains and oilseeds and 49·3 per cent, with other commodities. The corresponding figures for 1953-54 were 42·3 per cent, coal, 10 per cent, grains and oilseeds and 47·7 per cent, other commodities. Thus in spite of an appreciable drop in the heavy merchandise traffic, the average load per wagon has been kept up at a fairly high level. The average load in the case of light merchandise varies from about 13·6 tons to 10·4 tons on different railways. Naturally with such a low load factor of light merchandise, it is inevitable that the average load per wagon should be at a level appreciably lower than the carrying capacity. Sufficient emphasis has been laid on average load per wagon and maximum usage is being made, but if the pattern continues to change and lighter merchandise traffic continues to increase, including miscellaneous and smalls, the shift of average load to a lesser figure would be difficult to arrest.

It should be noted that the percentage of loaded wagons to the total on the main line has gone up from 70·5 to 72·1, and this, combined with the improvement in wagon miles per wagon day, accounts for the improvement in net ton miles per wagon day. Thus the wagon miles per wagon day, which has improved from 40·1 to 43·3, accounts for an improvement in net ton miles per wagon day to the extent of about 8 per cent, and the improvement in the loaded wagon miles on the main line from 70·5 to 72·1, i.e. about 2·3 per cent, accounts for another improvement to the same extent. The com-

bined effect of both these is an improvement of 10 per cent, in net ton miles per wagon day which is what is reflected in the increased net ton miles from 441 to 483."

As regards the speed of the goods trains, I have nothing much to say. I said something in my last speech, and now I may merely say that the main factors which govern goods train speeds are the tractive effort and class of locomotive, the gross load behind the engine, the density of traffic, the sectional capacity, the stage of utilisation of capacity, and the shunting and loading and unloading time. The Efficiency Bureau has studied this problem, and that study revealed that most of these factors contributed to the deterioration in speeds, even though steps were taken to improve the tractive effort and class of locomotives and capacity on certain sections. The gross load behind the engine has increased on the broad gauge from 916 to 955, and on the metre gauge from 369 to 422 during the last five years. Similarly, the density of trains has increased from 8.84 to 9.35 on the broad gauge. The capacity utilised in 1954-55 was as high as 85 per cent on the average, and on many sections the utilisation was cent per cent.

The Efficiency Bureau's report recognises that with an increase in the density of trains, the speed of goods trains tends to fall rapidly. All-out efforts are being made to increase the capacity of various sections to the extent of resources available. The increase in the density of trains is not the only factor which influences the drop in speed. Percentage utilisation capacity is another important factor. In 1950-51, this was 80.3 per cent., while in 1954-55 it was as high as 85 per cent. A margin of 20 per cent in utilisation capacity is necessary to meet the fluctuations in day to day operation, and this has been reduced to 15 per cent in 1954-55 with the consequent drop in speed, but I should like to assure Dr. Kunzru that this important factor in operation has been receiving and will continue to receive

the attention of the Railway Board. We are not taking a complacent view in this regard.

He then said something about the delay in publishing monthly railway statistics. Special difficulties on one railway resulted in delaying the consolidation of railway statistics included in the Monthly Railway Statistics. To this was also added delays in the press. These are being sought to be got over by special efforts. But the approximate statistics are published without undue delay as is shown by the press, communiqué. Statistics of the railways are also produced fairly in time by three railways. They are available within a period of two months on three others. This delay is mainly due to difficulties with both the private and Government press. However, essential information is made available to the Departments by other forms of duplication. We will take up this matter with the Government press also so that there is no delay there. Figures relating to turn round of wagons which are compiled on a monthly basis only are already published in the Monthly Railway Statistics supplement. These are not included in the annual report as this contains only annual figures. There are, however, a number of other statistics relating to efficiency of wagon utilisation in the annual volume but as Dr. Kunzru has suggested, there can be no objection to including this item also.

Shri Kishen Chand has just now said about the efficiency of Railways that it had deteriorated because, according to him, the increase in goods bookings was less than the increase in the number of wagons. I think he stated that the increase in goods booking during the current year is only 6 per cent over last year, while the increase in wagons is 7 per cent. If he had referred to the last page of the pamphlet on the 'Progress of the First Five Year Plan on Indian Railways' and worked out the increase in wagons, he would have found that, over last year, the in-

[Shri Lai Bahadur.] crease in the average number of public traffic wagons available was two and three quarters per cent on broad gauge wagons and six and a quarter per cent on metre gauge wagons, while the estimated increase in tonnage during the current year over last year is as much as 8 per cent on the broad gauge and 16 per cent on the metre gauge *i.e.*, nearly three times the increase in the number of wagons. I may further add that on the basis of figures of actual loadings of revenue-earning traffic, the increase in broad gauge wagon loadings from April 1955 upto the end of January 1956 was six and three quarters per cent and on the metre gauge eleven and a quarter per cent over the corresponding period of last year.

Perhaps last time when he was speaking, the Deputy Minister tried to correct some of his figures and then he attempted to prove his contention by a reference to the percentage increase in earnings. He pointed out that, out of the increase of 25 crores in goods earnings for the next year over the current year, about 12 crores is on account of the supplementary charge of 1 anna in the rupee and the balance of increase of 13 crores leads to the conclusion that the increase in loadings cannot be more than six and a quarter per cent. He somewhat shifted his ground because he gave up comparing the figures for the current year with the last year *i.e.*, 1954-55, and proceeded to compare the earnings of 1955-56 with 1956-57. Even there, I am afraid, his figures are not quite correct. The actual figures are 4p increase of Rs. 25.5 crores from Rs. 180 crores to Rs. 205.5 crores, of which the increase on account of surcharge is Rs. 10.3 crores, leaving a balance of Rs. 15.2 crores, which is an increase of eight and a half per cent over the earnings for this year. But I am at a loss to understand how the extent of increase in earnings \ next year can prove that the increase I in loadings this year is only of the* | orfer of 6 per cent. I may explain, '

however, that the targets set for the Railways for the next year are for an increase ranging from 10 to 20 per cent for the different Railways.

Shri Mathur raised the question of Organisation and Methods Division in the various Ministries and enquired if there is a similar organisation in the Railways. There is an Organisation and Methods Division Unit in the Ministry of Railways also similar to the one existing in other Ministries and working under the guidance of the O. & M. Division which is attached to the Cabinet Secretariat. It is proposed to project this organisation and methods unit to the Railway Administration also—not only at the Board level but also it will be established in the Railway Administration too.

Shri Dasappa referred to the inadequacy of marshalling yards, particularly in South India. But when he was speaking of South India, I think he meant to refer to Mysore. The remodelling of Bezwada, Jalarpet and Guntakal yards on the broad gauge, and Yeshwantpur near Bangalore on the metre gauge are already in the budget for next year and proposals for remodelling Madura yard are under consideration. Supervision in yards is being supplemented with wagon Chasing Organisations to eliminate undue detentions in marshalling yards and long distance marshalling of trains on an all-India basis in order to reduce marshalling enroute is being enforced_ at all the principal yards.

During the debate perhaps Mr. Narasimham also mentioned the need for relieving over crowding on the Bezwada-Ongole section. As I have mentioned already, the extent of overcrowding on various sections has already been examined by the Railway Board, and as soon as new coaches and locomotives are received, relief to the maximum extent possible will be provided on the worst affected sections by adding coaches to existing trains and introducing additional trains. New passenger

-stock expected to be available during 1956-57 is 230 broad gauge coaches and 35 broad gauge locomotives and 565 metre gauge coaches and 90 metre gauge locomotives. The capacity on the Bezwada-Ongole section is fully utilized by existing passenger and goods traffic and work on doubling the Tenali-Gudur section is to be commenced this year. On its completion, it will be possible to provide additional passenger train services between Bezwada and Ongole. The House is aware of the heavy demand for movement of goods south of Bezwada, and will appreciate that it is

essential that goods traffic shall be moved to the maximum possible extent. Overcrowding is a problem which has loomed large in the discussions and it was referred again by Shri Narasimham. I am not unaware of the urgency of the problem

but it would be wrong to suggest that we should not attend to other amenities or provide other conveniences till this has been solved. In

fact we have to handle a number of problems at one and the same time.

The air-conditioned train has come in for some criticism. May I say that one experimental air-conditioned train should not come in the way of tackling this problem. It should indeed help howsoever little it might be, in reducing overcrowding. I am, as I said, glad to say that the addition of new coaches and engines to our existing rolling stock will surely provide some relief at least especially to those sections which are heavily overcrowded.

Sir, although not referred to just at present, I might, with your permission, thank Shri Mathur and Shri Dasappa who have taken our decisions regarding the ex-State Railway servants in the right spirit. In fact Mr. Mathur has been good enough to acknowledge the part played by the Railway Ministry in his speech. Shri Dasappa is perhaps not so clear in his mind yet, but I know that ultimately he will also feel satisfied but I would like however to relieve him of one anxiety—I mean of Mr. Dasappa.

There has been a persistent demand from the Members of Parliament both in this and in the other House and the Mysore Government has also given, top priority to the construction of the Chamraj-nagar-Satyamangalam line. We have therefore decided to include this line for fresh survey. The old survey has to be gone into again and brought up to date.

If I were to go into the various proposals put forward in this House, it would take a long time, but I may mention a few of the proposals.

Shri Basappa Shetty has mentioned about the Kudur-Chikmagalur line via Saklespur. No decision can be taken before the survey report has been received and examined.

Shri Narasimham has mentioned about the Kazipet—Gudur line. I have already stated that in view of the urgency of the situation, the doubling of the line between Tenali and Gudur has been taken up in the first instance, keeping the exploration of a direct route between Kazipet and Gudur for a later stage.

Shri Gopikrishna Vijaivargiya referred to the conversion of Gwalior-Sheopuri and Agra-Ujjain narrow gauge line. The hon. Member must have noticed that a survey is in progress for a broad gauge line connecting Gwalior with Ujjain or Nagda. As regards a line from Jabalpur to Bastar and Bastar to Bhopal, these will have to wait till better times come.

Sir, Shri Bisht mentioned the necessity of the Rampur-Lalkua broad gauge connection. The traffic survey is in progress and the advisability of extending the scope of the survey to Haldwani instead of Lalkua is under active consideration.

SHRI J. S. BISHT (Uttar Pradesh): Very good, Sir, thank you.

SHRI LAL BAHADUR: As regards the other new lines suggested by hon. Members I would request them to wait till we have reviewed the position next year in the light of our

[Shri Lai Bahadur.] financial resources and the extent to which we are able to go ahead with our plans in the first year of the Second Five Year Plan.

SHRI AKBAR ALI KHAN (Hyderabad): What about the Gudur-Kazi-pet line?

SHRI LAL BAHADUR: I have already referred to that.

SHRI BISWANATH DAS (Orissa): May I ask for a bit of information from the hon. Minister? He has just given us enough consolation and hope to wait for the next year for some new lines. May I know what he has done with regard to the line from Sambalpur to Titilagarh which he had promised to complete the construction work as early as last year? May I know when it is to be taken up?

SHRI LAL BAHADUR: As early as last year we did not expect that our plans would be curtailed so much, that from Rs. 1,484 crores it would be cut down to Rs. 1,125 crores and out of that sum even, Rs. 225 crores are to be our own contribution. Therefore, the Sambalpur-Titilagarh line will also have to wait for at least a year or two more, till as I have said, we have reviewed the position. I think we have already provided for more than one line in Orissa in connection with the steel plant, and not only will the survey for these lines have to be completed during this year, but we may have to actually complete the survey immediately and start construction on those alignments.

SHRI BISWANATH DAS: But they are commercial lines.

SHRI LAL BAHADUR: They may be commercial lines, but anyway, they will help the people living in those areas. The construction of a new line in any part of the country would be helpful to the people living round about that area. Therefore, it is incorrect to say a particular line that is being built in a part area is a

commercial line and therefore it is not going to help the people of that province or area. With that kind of argument. I am not convinced. Anyway, Shri Biswanath Das is a very senior person and he is entitled to his own views.

SHRI AKBAR ALI KHAN: You will have to build certain stations also.

SHRI LAL BAHADUR: Stations also will be built, of course, Shri Biswanath Das need not worry, about Puri, because of what the Deputy Minister said. He merely pointed out that the people should realise their responsibility. He did not say that, the Puri Station will not be built at all. It will certainly be built. But if hon. Members from Orissa only criticise the Railway Ministry, they in a way indirectly would be defending the people of those areas. Leaders from Orissa, speaking in their House or in the other, ought to have condemned it categorically and said that such things should not have been done. I do not know what is the reason, but very big people who are never after popularity and who always say the truth, in this matter I do not know why they have not come out with a bold statement, condemning the activities of the people, and along with that asked the Railway Ministry to build the railway stations. They could have expressed regret that such considerable damage should have been done and said that the Railway Minister should come forward to complete the new railway lines, to repair the damage done to the coaches, to the stations and so on.

SHRI AKBAR ALI KHAN: Members of Parliament have condemned it.

SHRI LAL BAHADUR: Yes, Members of Parliament have certainly condemned it. But it is essential for hon. Members of Orissa to condemn it. I can very well understand Members of Parliament condemning it, but if big leaders of Orissa are not prepared to condemn it, how is it going?

to have effect on the people of those areas?

SHRI BISWANATH DAS: May I just say something to console the hon. Minister? If my hon. friend has not seen my condemnation of these acts of violence, I can only say it has somehow escaped his attention. It is not fair to say that we have not condemned them. We have openly condemned them and we continue to condemn them. And I would beg of my hon. friend not to combine this point with what we said about the Railway Ministry by way of helpful criticism or observations. It will be an unfortunate day if these are jumbled up together.

SHRI LAL BAHADUR: I am not referring to criticisms at all. In fact, much more bitter criticisms have been made by several Members of Parliament and from the other side. I do not mind criticisms, in fact, I welcome them, provided they are not made in a bitter tone, and if the criticisms are constructive, I welcome them all the more. About any criticisms from Shri Biswanath Das, I have nothing to say at all. He must have made those criticisms with a view to bring about improvement in the Railway Administration. But I am at the present moment only referring to the events connected with the S.R.C. proposals, to events that had happened there, and both in this House and in the other House we heard a number of speeches on that subject. I have read one statement from Mr. Das in which he has condemned the violent activities of the people.

SHRI BISWANATH DAS: It is not one, several.

SHRI LAL BAHADUR: But I have read only one of them. There may be many and they were probably published in the Oriya papers in Orissa. I have read only one statement in an English paper here. But what I say is, it has to be dinned into the ears of the people, day in and day out. When this matter was referred to in

Parliament, I wish Mr. Das had spoken a few words on these lines. Instead, you indirectly support it, if you say that it is very wrong on the part of the Railway Ministry to suggest that these stations will not be built.

SHRI BISWANATH DAS: I never spoke a word in my speech about the construction of the railway stations. I made no mention of it.

SHRI AKHTAR HUSAIN: May I know, Sir, whether it is the intention of the Railway Ministry to construct the railway stations and the railway line from Sambalpur, to be later dismantled by non-railway agencies?

SHRI LAL BAHADUR: Anyway, I shall not refer to this matter any further.

SHRI H. C. DASAPPA (Mysore): That is better, let us leave it.

SHRI LAL BAHADUR: I may, however, make it clear that the damage done to the Railways will have to be repaired and they will certainly be building the old stations which have been damaged and they will do it. I only hope that the people will realise their responsibility and will not behave in that way in future. It is most unfortunate, Sir, that the Railways are so frequently attacked whenever there is a commotion. I think the Deputy Minister was quite correct in emphasising the fact that the whole purpose is that the people should realise their responsibility and they should not behave in that way whenever there is an agitation of a particular kind.

Then, Sir, Shri Narasimham referred to inadequacy of staff in the running sheds particularly at Bitra-gunta. He quoted some figures regarding the number of fitters in Bitra-gunta Shed making out that against 66 engines homed at Bitragunta in 1950, there were now 84 engines allotted to this Shed. There has been a change in the manner of showing:

[Shri Lai Bahadur.] the number of engines allotted to the shed between 1950 and now. In 1950, the number of engines on shop and shed repairs were excluded from the number shown as allotted for service to the shed. This number is now included in the total allotment of the shed. There has thus been little or no increase in the total number of engines homed at Bitragunta. The figures of staff given by Shri Narasimham, namely, 112 fitters in 1950 and 115 fitters now are correct. The number of fitters required for shed repairs, however, depends not only on the number of engines but also on their condition. Bitragunta now has some new 'WP' and 'WG' engines and naturally the requirement of staff is not as much as it used to be in 1950. The Southern Railway have, however, clarified that some more fitting staff has to be given to Bitragunta Shed, in view of some additional engines recently allotted to the Bitragunta Shed, proposals for which have already been framed and are under consideration. Shri Narasimham also referred to labourers and semiskilled persons acting as fitters when fitters go on leave. This is the normal practice, qualified tradesman being put to work as skilled staff whenever the need arises. He also mentioned something about the staff promoted from different categories as Station Masters etc. Well, the categories from which Station Masters are drawn are on the scales of Rs. 55 to Rs. 130 and Rs. 60 to Rs. 150, and they are promoted to the grade of Rs. 64 to Rs. 170. Well, as the hon. Member knows, I have already referred to the redistribution of posts in the higher grades in my Budget speech. And I expect that that will solve the problem referred to by Shri Narasimham. I might tell the House, Sir, that the suggestion that I have made in my Budget speech is really an important step, but its significance has not been fully realised. It will give a definite relief, especially to Class III staff. Well, I may not be quite accurate, but it should mean an additional expenditure on the part of the

Railways to the tune of, say, about Rs. 2J to Rs. 3 crores. We will surely vigorously pursue this matter. But still, as it might take some time, I have decided that the implementation of the new proposals in this regard would take place with retrospective effect from the 1st of April, 1956.

Sir, I shall not take more time of the House. At the end I might say only a few words in regard to the agreement arrived at between the two wings of the railway workers. I am, Sir, naturally very pleased over this. I have always stood for unity and one federation in the case of the Railways. It is indeed a very sound principal to have only one body to speak on behalf of the workers, and more so in the case of the Railways which is a vast organisation. I would like, on this occasion, to appeal to the Members of Parliament also not to patronise sectional bodies on the Railways which have a tendency to weaken the general body of the workers as a whole. I should also, Sir, thank Shri Jayaprakash Narayan who has been instrumental in bringing about a meeting between the two groups and arriving at a satisfactory settlement. Compliments are also due to Shri Vasavada who was indeed very accommodating, and to Shri Guruswamy also. I am sure this unity will last long and will take a permanent shape and there will ultimately remain only one union on each Railway, and one federation at the top. I might say that in unity not only lies the strength of the workers but also the success of the Railways as a whole.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1956-57 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Title and the Enacting Formula were added to the Bill

SHRI LAL BAHADUR: Sir, I move that the Bill be returned.

MR. DEPUTY CHAIRMAN: Motion moved:

"That the Bill be returned."

SHRI JASPAT ROY KAPOOR: One word, Sir. Sir, the practice of the Railway Minister in the past has been that the points that are raised during the course of the discussion, to which he has not been able to make any definite reply, would be referred to the Railway Board, and in due course, the Railway Board would communicate to the Members concerned—who raise those points—as to what action they propose to take on those suggestions. Will he be pleased to assure us on this occasion also that all such suggestions would be looked into by the Board and a communication would be sent to the Members concerned on those subjects?

SHRI BISWANATH DAS: Sir, I was very much shocked and surprised to find that my innocently getting up to seek some information about a railway line, the construction of which was promised a year back, has ended in a sharp criticism and something from some quarters in the nature of a suggestion, which is most unfortunate and undesirable. Sir, I have a claim to say that it is the absolute and desirable responsibility of the Railway Ministry to see that whatever funds they get should be equated, and the first concern of the Ministry should be to develop the undeveloped areas.

i claim that the undeveloped areas of my State as also of some other States which were less attended to hitherto should have been attended to.

In this view of the question I think my hon. friend, with all his fairness, will admit that calculated and deep attention is called for both *for* himself and by the Railway Board. Unless and until this is done, although we give our assent and vote of confidence to him, we will do it not with pleasure but with a sense of disappointment. I have nothing else to say in regard to all he had done and all that he is anxious to do.

SHRI H. P. SAKSENA (Uttar Pradesh): While the House is echoing with the praises of honesty and generosity of the hon. Railway Minister which he so rightly deserves, I am sorry to rise up and say that he has been very stingy to me in not referring to the request that I made yesterday with regard to the fate of the Railway Magistrates which I submitted yesterday was still hanging in the balance. I think it was not a premeditated oversight but it was an accidental oversight and it is just possible that I may still get an assurance when he rises to wind up the debate.

SHRI K. L. NARASIMHAM: I join in the observations made by hon. Members and the Minister in regard to the unity achieved between the two sections of the All-India Rail-waymen's Federation. While welcoming that, I hope that the railway officials at the district level will be instructed not to interfere in the elections on the basis of joint membership. I hope the railway officials also will not take sides when the rail* waymen elect their own representatives. I have got confidence in the hon. Minister and I know he will see that one single federation is evolved and sectional organisations are not recognised. That way the railway-men will be assured of their trade union rights.

Lastly, I want again to emphasise about the Station Masters. I would still appeal to the hon. Minister to abolish the lower grade of Rs. 60-4-178 and bring in its place a better scale*, if not immediately at least gradually.

SHRI LAL BAHADUR: I am sorry, Sir, that because of lack of time I did not refer to certain points raised by Shri, Kapoor and by Shri Harprasad-ji Saksena regarding the question of Railway Magistrates but I might say that in regard to this question the main difficulty is in the case of such magistrates working in Uttar Pradesh. These people have not got facilities which are available to the magistrates working in States like Bengal and Bihar. It is true that their fate is hanging in the balance but my difficulty is that it is only the State Government which has to decide their fate. It does not lie in my hands but for the information of the hon. Member I might say that I had a personal discussion with the Chief Minister of U.P. Later on, the Chief Secretary of U.P. also came to see me and I had a further discussion with him. He said he would consider this matter and promised to take some early action. No proposals or suggestions were brought to my notice but it is for the State Government to come to some definite conclusion in regard to that.

As regards Shri Biswanath Das, I have nothing much to say. He is absolutely mistaken if he thinks that I have got ire on account of his getting up and asking a question in regard to the construction of the Sam-balpur-Titilagarh line. That line is no doubt important. There is no doubt about it and in fact we had almost decided to take it up but then because of so many changes in our Plan we had to postpone it. When I had gone to Orissa last the question of locating the steel plant was *also* undecided. It was decided later on, after about a year, to locate it in Rourkela. Naturally, we have to give top priority to those lines which will cater to the needs of the steel plants and those lines are also going to be built in Orissa State. In these circumstances we thought that the Sam-balpur-Titilagarh line could wait and that we might construct other lines which will open up different areas. This will also help in the building up

of the steel plant because the railway lines will have to be laid long before the factory is constructed as unless the raw materials are brought there, the factory cannot function. So it is only a question of priorities and I am sure Mr. Das will agree. It is far from my mind that because friends in Orissa or some people in Orissa have behaved in a particular way we should stop the construction of new lines or we should stop taking up new railway projects in that State.

SHRI BISWANATH DAS: I will be glad if you say so.

SHRI LAL BAHADUR: I have said so. If the hon. Member is prepared to believe me, it is all right; otherwise I leave it to him.

As regards the electrification of Firozabad and other matters, for example, public call offices in the railway stations, I shall not deal with them here but shall ask the Railway Board to write to the hon. Members about those points which I have not been able to cover due to want of time.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1956

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR): Sir, I beg to move:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1951, in excess of the amounts authorised or granted for the said services, as passed by the Lok Sabha be taken into consideration."