

must come and see me and tell me what you are going to do.

SHRI BHUPESH GUPTA: But, Sir, the telegram has been received now.

MR. CHAIRMAN: Nothing is going to happen now. You must come and tell me what you want to do.

SHRI BHUPESH GUPTA: But, Sir, he can say something about it as to what the Government are going to do. The Central Government employees are refusing to draw their salaries as a protest against the treatment given by the Government, and.....

MR. CHAIRMAN: Mr. Gulsher Ahmed to speak on the Railway Budget.

SHRI BHUPESH GUPTA: It seems they have no case.

THE BUDGET (RAILWAYS), 1955-56—GENERAL DISCUSSION—contd.

SHRI GULSHER AHMED (Vindhya Pradesh): Mr. Chairman, yesterday I was narrating the difficulties of the railway employees at the Satna station on the Central Railway. The colonies are situated on the other side of the railway platform, and the railway employees and their children have to come and go for their daily necessities to the town. And you will see that nearly three or four people every year are killed as a result of crossing the line. I would, therefore, request the hon. Minister for Railways to see that some foot bridge is constructed at the Satna railway station.

Then I come to the next point and that is about the shortage of wagons specially experienced by people between the Satna and Naini railway stations. The Central Railway is very keen to see that the deliveries of the empty wagons should be made at Naini. Sometimes what happens is that the empty wagons remain idle at Satna and other stations and they are not being supplied to the public, as a result of which most of the peo-

ple of the area between Satna and Naini are experiencing great hardship. For the last two or three years the trade of these people has completely stopped. Unfortunately, there are no good roads there. So, practically the whole trade of this area is at a standstill. Therefore, I will request the hon. Minister that something must be done to solve the difficulty of these people. I have come to know from a reliable source that with a little effort this problem can be solved and that at the same time the Railways will get delivery of free wagons at Naini station easily. Before the war there used to be goods trains which were known as transshipment trains, otherwise called "road vans". They used to run every week. People used to load their goods in these transshipment trains. During the war, due to the shortage of wagons, these transshipment trains were stopped. Now, the Railways have again started them, but they run only once every week. They run very irregularly. Sometimes, the train comes once in 15 days or sometimes it does not come at all for a month. I would request the hon. Minister that these transshipment trains should be made regular and should run every week. They should run through all these stations.

Then, there is another difficulty which the people are experiencing on that line, because Satna railway station lies between two transshipment points. One is Katni and the other is Naini. The people there send their goods either to Allahabad or to Jubbulpore which is at a distance of 200 miles. It takes sometimes a month for the goods to reach from Satna to Jubbulpore, because of these transshipment difficulties. The wagons remain idle or stopped at some station or the other, and people experience great difficulty. I hope that these difficulties will be noted by the hon. Minister and that something will be done in order to solve these difficulties which the people especially in that area are experiencing due to the shortage of wagons. Thank you, Sir.

SHRI H. N. KUNZRU (Uttar Pradesh): Mr. Chairman, before I deal with the Budget that the Railway Minister has placed before us, I should like to say a few words about some general questions. I notice that neither the Railway Minister nor the Deputy Minister for Railways is present here.

MR. CHAIRMAN: Mr. Hathi has been asked to take notes, but still one of them might be here. Mr. Biswas, the Deputy Minister or the Minister may be called.

THE LEADER OF THE HOUSE (SHRI C. C. BISWAS): I have sent for them.

SHRI H. N. KUNZRU: It does not matter to me whether the Minister is present or not, but it is certainly discourteous to the House that both the Ministers should be absent.

SHRI BHUPESH GUPTA (West Bengal): It is truant democracy.

SHRI H. N. KUNZRU: For a person who does not belong to the Railway Ministry, it is not easy to note down the points of the speakers. One must understand the Railway Budget before one can make an intelligent summary of the remarks of the speakers. In saying this, I do not mean to deny the capacity, the intelligence and capacity, of my hon. friend, Mr. Hathi, but he will be the first to acknowledge that not being acquainted with the work of the Railway Ministry, the task that he will have to perform will be somewhat novel.

The first thing that I should like to speak about is the reconstitution of the Railway Board. I am glad that the Railway Minister has restored the Railway Board to its old position and status. We have now a Chairman whose functions and powers will, according to the Railway Minister, be the same as those of the former Chief Commissioner. I hope, therefore, that the Railway Board will be able to function more efficiently and act as an authoritative guide to the Railway Administrations on the difficult questions on

which they require advice. Perhaps he will be good enough to consider in this connection the position of the Secretary of the Railway Board. The Railway Board occupied such a big position that its Secretary had the status of a head of a Department, which was higher than that of the Joint Director and lower than that of the Director of the Railway Board; but at the present time, I do not know what his status is. Some time ago, the Railway Board had only an Assistant Secretary. It has somebody of a higher status now; but I confess, I do not know what his position is. If the Railway Board is to function properly, it must have a Secretary whose status will enable him to correspond with heads of Railway Administrations. This is not a trivial question. Suppose the Railway Ministry had as its Secretary somebody who had the status of a Deputy Secretary. Would he ever be able to discuss any matter in a council of Secretaries on a footing of equality with the other Departments or Ministries? Obviously, not. I think, therefore, that this matter too requires attention.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR): The Chairman of the Railway Board or one of the Members of the Railway Board generally goes and attends committee meetings when other Ministries are concerned, or if there is anything equivalent to that.

SHRI H. N. KUNZRU: I gave it only as an example in order to show what I meant. The Secretary of the Railway Board will have to correspond with the various Railway Administrations, and unless, therefore, his status is a high one, his letters will not be attended to with the same attention and promptness as letters from an officer of a higher status.

Now, I come to the question of regrouping which was discussed at length last year. The Railway Minister has made certain observations on the subject in his Budget speech. He said:

"During the Budget debates last year, I had stated that I would

entrust the examination of various aspects of performance of the regrouped Railways to the Efficiency Bureau which had just then been set up. The Bureau's examination confirms that the work load of the Zonal Railways, after regrouping, has increased and in certain cases has become quite heavy."

He then paid a tribute to the working efficiency of the Railways about which I shall have something to say later and added:

"The work load aspect, however, is a matter which will need to be kept under continuous and careful review. In a developing economy, the organisational set-up of the Railways cannot obviously remain static and I can assure the House that it shall always be my endeavour to ensure that they are so organised as to be in a position to provide adequate transport and to maintain a high standard of efficiency."

When I read this passage, I thought that we would have in the Railway papers the report of the Efficiency Bureau which examined the question of regrouping at the instance of the Railway Ministry, but I was greatly disappointed to find that we had been given no information on this point. Surely, in view of the attention that has been given to this question in this House during the last three years, it was not only desirable but necessary that Members of Parliament generally, should be supplied with the report of the Efficiency Bureau on this question. I don't know why this has not been done. The Railway Minister is generally ready to give us all the information that we want and it is, therefore, a matter of great surprise to me that he has withheld information from us on so important a matter. However, not finding any paper relating to this matter in the set of papers supplied to us with his speech, I turned to the Railway Board for information. They have been good enough to send me charts showing the extent of the work in the present zone and compar-

ing the work in each zone with that of the corresponding previous Railway Administrations. Not having at my disposal the information that must have been collected by the Efficiency Bureau, I cannot discuss this question in detail but even a cursory glance at the graphs that the Railway Board have kindly supplied to me shows that the work of some Railway Administrations has increased considerably. I shall, on this occasion, refer only to the Eastern Railway whose work load seems to have increased by about 50 per cent. i.e., it is one and a half times what it was before the East Indian Railway was cut up into two parts. In the old days, the East Indian Railway was considered to be too heavy a charge for one General Manager. How does the Railway Ministry then expect us to believe that the work of the new Eastern zone is being carried on with even greater efficiency than the administration of the E. I. R. was carried on? There are some other zones too about which I could speak but the illustration that I have given will be sufficient to show that there is need and an immediate need for the consideration of this vital question. Now I gather from the passage that I read out from the Railway Minister's speech that he is keeping an open mind on this question. He realizes the importance of the matter, and what is more, he realizes that as our economy develops, the work load will become even heavier. It seems to me, therefore, that he gives us hope here that he may soon reconsider this matter and place the Railway Administrations in a position to deal effectively with the growth of traffic which we hope, will be the result of the first and the second Five Year Plans. Now, how long is he going to wait to consider this question? Will he wait till an actual breakdown has occurred or will he be warned sometimes by the information that has been supplied to him by the Efficiency Bureau and take action to prevent a breakdown? I am sure that he has no desire to sit still till a breakdown occurs and that he wants to take action

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as early as possible in order to strengthen the Railway Administrations, to cope with their growing responsibilities.

Now I shall come to the Budget before us. I shall say a word about the revised figures before I deal with the figures for 1955-56. According to the Explanatory Memorandum, the revenue was higher than the Budget figure by Rs. 9.55 crores and the expenditure was higher by Rs. 8.45 crores. It is clear, therefore, that the increase in revenue has been almost swallowed up by the increase in expenditure. Now the Explanatory Memorandum states the items on which extra expenditure was found necessary. It is not my charge that somebody has embezzled the funds of the Railways but I am bound to say that the explanation seems to me to be very unsatisfactory. It has been said with regard to the increased expenditure that there has been an increase under repairs and maintenance of about Rs. 4 crores and we are told that this is due to many things, two of which are, an increase of Rs. 77 lakhs on the periodical overhaul of locomotives and Rs. 84 lakhs on account of running repairs to locomotives and other rolling stock. How was it that when the Budget was framed, repairs of such magnitude were overlooked? Why were not they provided for in the Budget? Could it be that the Railway Administrations were unable to give accurate information to the Railway Board and found that the magnitude of the repairs and maintenance would be much greater than they had anticipated? Surely, some better explanation ought to be given of the wide departure between the budgeted and the revised figures than has been given in the Explanatory Memorandum. I take this occasion also to draw the attention of the Railway Administration to the growth of expenditure generally. It is obvious that when we are constructing new lines and undertaking new schemes for the development of the Railways, the railway expenditure should have to be

increased. But it seems to me on an examination of the figures, which certainly has not been very close, that our expenditure is growing faster than our revenues—a little faster than our revenues. It is not as if our revenues are going down, they are increasing; but unfortunately, the growth of the expenditure is such as almost to overtake the growth of revenues.

We have been told that in 1955-56, the surplus would be about Rs. 7.14 crores and the hon. Minister has proposed a readjustment of rates and fares which, the Railway Convention Committee's report had led us to expect would be of a minor character. My hon. friend the Railway Minister has based the readjustment of these rates and fares on the ground that long distance traffic requires some relief from the burden that is now imposed on it. He has very clearly expressed his view that both passenger and goods traffic require it, that it is not fair either to passenger traffic or to goods traffic that the present rates and fares should be maintained. But the fact is that what the Railway Convention Committee called a minor adjustment of rates and fares has incidentally led to an increase in the earnings from traffic, I think, of about Rs. 10 crores. Am I right there?

AN HON. MEMBER: Yes.

SHRI H. N. KUNZRU: It is about Rs. 10 crores. Obviously, therefore, we cannot consider so important a question merely on the basis on which the Railway Minister has put it. We have to look at the thing from quite another angle. What is the justification for this increase? The hon. Minister has drawn our attention to the report of the Railway Convention Committee and to its remark that if the railway revenues continued as they were and the Railways had to pay a contribution to the general revenues, they would be faced soon with a deficit of nearly Rs. 31 crores. Nevertheless, it did not recommend that the payment of the contribution should be discontinued. It expressed the opinion

that the growth of traffic as a result of the development of the resources of the country would be enough to meet the growing expenditure. I submit, therefore, that the Railway Minister can find no support in anything said by the Railway Convention Committee for the step that he has taken now.

The other question that we have to consider is whether our Railways are working efficiently. Are they so administered as to carry the maximum traffic and to yield the maximum earnings possible at the present time? I had occasion to dwell on this matter during the last Budget debate and to compare the figures relating to Railway efficiency relating to the year 1951-52 with those for the year 1952-53. I was not able then to convince the Railway Minister that the efficiency had gone down in the year 1952-53 as compared with the previous year. But I find from the pamphlet entitled "Indian Railways, 1953-54, Centenary Year" that we have been supplied with, that in order to show the efficiency in 1953-54, comparison has been made of that year's working with the year 1952-53. It is impossible for me to give all the figures that bear on this matter. I shall, therefore, select only a few in order to see to what extent our Railways have been administered as efficiently as they should have been. I wish there was some one figure which summed up all the aspects of Railway Administration and which I could place before the House in order to enable it to form its judgment on this question. But I fear that a number of figures will have to be quoted. I shall however give as few figures as possible so that hon. Members may not get confused.

One important matter to which Railway Administrations always pay attention, I believe, is engine usage, that is, the number of miles per day per engine on the line. Now, we have been told that engine usage has increased from 80 miles per day in 1952-53 to 83 in 1953-54. But we have to remember that this figure of 83 is a compound of various figures, relating

to engine usage on passenger trains, engine usage on mixed trains and engine usage on goods trains. I

therefore, tried to find out what the engine usage on goods trains was and

this was the result of my examination. In 1951-52 on the broad gauge the total engine miles per day were 95; in 1952-53 they were 94 and in 1953-54 they were again 94. It cannot be said here, therefore, that on the broad gauge there was any improvement compared with 1952-53 and it can be said that there was some deterioration as compared with 1951-52. The same tale is told by the figures relating to the metre gauge where the deterioration has been greater. The engine mileage has come down from 88 in 1951-52 and 87 in 1952-53 to 85 in 1953-54. Here again, there is nothing to show that the Railways have been more efficient in 1953-54 than they were in 1952-53.

Now I come to the figures relating to engine repairs in order to know the number of engines available at any time in order to move the traffic that is offering. Now, I find, so far as the broad gauge is concerned, that the position is slightly worse than it was in 1952-53 and almost the same as in 1951-52 but on the metre gauge there has been an appreciable deterioration. The percentage of engines under repair in shops and sheds was 15.83 in 1951-52 and 17.06 in 1952-53 while in 1953-54 it was 18.50. Now, I come to a figure to which the Railway Board themselves attach great importance and that is the net ton miles per engine hour. This is what the bulletin, called Monthly Railway Statistics, says on this point:

"It is the most comprehensive unit of efficiency in transportation which reflects the effects of other results of working, such as speed, wagon load, train load, wagon miles per wagon day, auxiliary services, etc."

Let us, then look into this figure. We find that on the broad gauge the net ton miles per engine hour were

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2055 in 1951-52, 1962 in 1952-53 and only 1930 in 1953-54. Hon. Members can see for themselves what the deterioration has been during the last two years and even as compared with last year. On the metre gauge, while in other respects there has been deterioration, in this respect there has, undoubtedly, been an improvement. The net ton miles per engine hour were 767 in 1951-52, 827 in 1952-53 and 850 in 1953-54, that is, there has been progressive improvement here, but as I pointed out earlier, there is no one figure complete enough by itself to give an idea of the administrative efficiency of the Railways. I, therefore, mention one other figure, the importance of which will not be denied by the Railway Minister, and that is the wagon miles per wagon day. On the broad gauge, the wagon miles per wagon day were 40.9 in 1951-52, 41.1 in 1952-53 and only 40.1 in 1953-54. The corresponding figures for the metre gauge are 32.4, 31.4 and 28.4, that is, wagon usage has declined by about 3 miles per day in one year and by about 4 miles per day in two years. But the pamphlet to which I referred, draws our attention to the fact that whatever the defects in the working of the Railways might have been, they have moved more traffic in 1953-54 than they did in 1952-53. This is true; they have and it appears to me that this is because of the fact that the wagons were more fully loaded in 1953-54 than they were in 1952-53 and also because the train loads were heavy, that is, the number of loaded wagons in a train has been increased but I shall take the figures as they are and see what the Railway Administration itself has to say in regard to the working of the Railways committed to its charge. It has been pointed out that although more traffic was moved, the number of wagons loaded was smaller in 1953-54 than in 1952-53. Now, why is it so? If we can move more traffic with fewer wagons why are we buying thousands and thousands of wagons every year? Surely we are buying them because we feel that the existing stock is not

enough for the needs of the traffic. I believe if we compare the figures for 1951-52 with those for 1953-54, we shall find that the wagon stock on both gauges has increased by about 16,000 and we are still adding to the stock. There must, therefore, be given some better reason for not loading more wagons in 1953-54. Can it be said that the Railways had moved all the traffic that was offering? I do not think that the Railway Minister will make any such claim. I, therefore, feel that the figures given in this pamphlet before us show that although more traffic has been moved, there has been slackness; otherwise, so many wagons could not have remained idle. It shows that all the traffic that should have been moved had not been moved.

I do not want to go on with an examination of the efficiency of the Railways any more; I do not want to tire the patience of the House by giving statistics upon statistics but there is one matter in which we are all interested, namely, economy in respect of coal. I drew the attention of the Railway Minister to this matter last year and I am glad to say that the coal consumed per one thousand gross ton miles has been less in 1953-54 than it was in 1952-53. The figure for 1953-54 is 163.5 lbs. and that for 1952-53 is 166.5 lbs. These figures relate to the broad gauge only. Let us compare the year 1953-54 with the year 1951-52; I compare these two years for the reason that the net ton miles in both the years were almost the same—they were slightly more in 1951-52—and yet the consumption of coal per one thousand gross ton miles was only 160.8 lbs. which compares very favourably with the figure of 163.5 lbs. for 1953-54. This relates, as I have said, to the broad gauge only. On the metre gauge, the traffic having improved, the consumption of coal would naturally be expected to be greater, but there too there has been deterioration in respect of the consumption of coal.

Now, in this state of things what are we to do? Are we to agree to the proposals of the Railway Minister

and say that the financial position of the Railways justifies the readjustment of rates and fares which will increase the railway revenue by ten crores? I am quite prepared to shoulder my responsibility and agree to a heavy increase in rates and fares provided it can be shown that there is sufficient justification for it. But I fear that if we agreed to the Railway Minister's proposals we should be putting a premium on inefficiency. We have been drawing the attention of the Railway Ministry though not of the present Railway Minister for some years, at least for six years, to the important matters that I have referred to in this debate, and yet I cannot say that the result has been satisfactory. The Railway Minister has told us that the working of the Railways has been more efficient in 1954-55. I hope it is so. I should be very glad if the figures at the end of the year, that is when we have the final figures, bear out his assertion. But when I think of his refusal to accept the fact of deterioration in railway efficiency in 1952-53, I am not disposed to take what he says at its face value. I hope, however, that he is in the right and that we shall be able to say next year that the Railways have definitely turned the corner and that the number in respect of all those efficient indices has improved. But at the present time, I am not in a mood to agree to the proposals of the Railway Minister—I think I am perhaps doing injustice to myself when I say that I am not in a mood to agree to his proposals. Facts have made me come to this conclusion. I have placed the facts before the House and let the House divest itself for a moment of all party considerations and say whether if there had been the old type of Government in existence, proposals of this kind would have been agreed to for a moment by any hon. Member.

SHRI V. K. DHAGE (Hyderabad):
No.

SHRI H. N. KUNZRU: I am sure that the reply would be in the negative. Although there is a responsible

Government now and the Railway Minister commands a majority in this House, his moral responsibility is no less than what the Railway Member's of the Viceroy's Executive Council was in the old days. I, therefore, demur and demur strongly to the proposals that he has made. If he can give relief to long distance traffic, if it is possible for him to do so without increasing the revenue, I have not the slightest objection to it, but I cannot, under cover of this plea allow him to get ten crores more without ensuring the efficiency of the Railways.

There is just one other point that I should like to mention before I sit down and that is with regard to the report on catering and the report on railway accidents. Why is it that the report on railway accidents has not been supplied to us? I asked the Railway Board myself for this report, but what they have sent me is the report of the Reviewing Committee and not the report of the Enquiry Committee. Surely this is not fair. The hon. the Railway Minister announced in his Budget speech last year that he had appointed a committee to look into these accidents. Why is it then that this document is regarded as confidential? We have every right to be acquainted with its contents and I hope that the Railway Minister will have the report circulated to Members of both Houses or at least to those who are interested in railway questions.

And now a word with regard to catering. He has referred to the proposal made by the Alagesan Committee. I find that it is not the intention of the Committee or the Railway Minister to do away with private catering. The object of the Committee is only to try departmental catering as an experimental measure in those Railways where there is no departmental catering at present. Now we should remember two or three things in this connection: (1) Railway catering does not make the supply of food-stuffs cheaper to the public. Where there is railway catering the rates are higher than those allowed in the case

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of private contractors. (2) The proper way of improving catering, i.e. the quality of the food supplied to the passengers, is not to do away with the private contractors but to see that they are not subjected to these illegal exactions, which everybody knows they are victims to. (3) Lastly, I should like the Government to remember that there is a large number of men whose livelihood depends on catering on railway premises. It would be odd, if we added to the volume of unemployment that exists already in the country. I do not want that there should be any inefficiency. I hold no brief for the private contractors, but not having found railway catering very efficient where it has been tried and bearing in mind the very difficult position that the railway contractors occupy vis-a-vis the railway officials I request the Railway Minister to consider this matter carefully before he makes any vital change in the present system.

MR. CHAIRMAN: Mr. K. B. Lall. Before I ask him to speak I should like to say that I have a long list of names. You can sit through the lunch hour; you can sit till 6 or 7. I have asked the Railway Minister to reply tomorrow morning, but Members will have to impose restraint on themselves. Mr. K. B. Lall.

[MR. DEPUTY CHAIRMAN in the Chair.]

SHRI KAILASH BIHARI LALL (Bihar): Sir, I do not feel like some of my friends who have criticised the Railway Administration because, I think, perhaps finding fault is an easier task than appreciating it for the well-being of the nation. Those who are interested in the task of management, they know better than those who are only to pick holes. That is the assumption with which I start and I have left it for future to work it out as it is being done. Of course, from a very small incident that occurred only a few minutes before here in this very House, you can form an idea of how some of us are prone to find faults

all at once without thinking in the least about what we are doing. When Dr. Kunzru was speaking the Railway Ministers were not here and at once one of the Members whose sword is always out of the scabbard to be used against the Government said, "That is democracy".

SHRI BHUPESH GUPTA: I said, "This is truant democracy".

SHRI KAILASH BIHARI LALL: Of course, I gave only a gist of what you said. Now democracy cannot be run only by the Ministers. Some responsibility rests upon us, upon the Members. What is the position, let us see. The Ministers might have had some business. Their presence might have been required during question hour in the other House and they might have calculated that because there are four pages of questions on our Order Paper reasonably this House would be making use of the full hour for questions. But what happened? The very gentlemen of his party who had put questions were absent and the business of the question hour collapsed.

MR. DEPUTY CHAIRMAN: You are losing time. Leave alone Mr. Bhupesh Gupta. Come to the Railway Budget.

SHRI KAILASH BIHARI LALL: I am only saying how we only pick holes and want a dazzling democracy before our eyes without contributing anything ourselves. I do not know; maybe some pattern of democracy from outside that may be in their minds which they might always be thinking about that that democracy should be here but they forget how they are themselves functioning and what they are doing. At least they ought to have realised that when questions were finished within half an hour in this House, it was not the fault of the Ministers if they had calculated that the Members of this House would be democratic enough to be able to keep the House occupied during the whole question hour. This is how their democracy was working.

They did not think about themselves; they only fell foul of the Ministers. So if we do want, we can consider the question impartially. After all, the Minister is our man and so far as the Railway Minister is concerned, among the few people in our country, he is the most indigenous man.

SHRI BHUPESH GUPTA: Why he alone? We are also indigenous.

SHRI KAILASH BIHARI LALL: I mean people imbued with indigenous spirit and not those who always think about foreign land and who are imbued with foreign ideas and foreign ideology. They are not indigenous people. It is in that sense that I used the word "indigenous". We have seen many things in the Railway Administration during the regime of the Railway Minister and for that reason I have got great admiration for him.

Now, big things have been said by big persons and those who want to pick holes but I only want to make my small contribution by offering some small suggestions to the hon. the Railway Minister. It is not by way of criticising but by way of offering some suggestions that I want to place these few points before him so that he can see how they can be worked out. It may be that in the very nature of things it may be difficult for him to put into operation all that I am placing before him but I do hope he will examine them and see how they can be adopted.

My first point is about the classes in the railway compartments. It was he who first gave the idea of abolishing classes in the railway compartments. That was a very noble idea but today I find that the classes are there, practically the same as they were before excepting for some little change here and there. I would very much like—just as C.R. said that the atom and the hydrogen bombs should be dumped in the ocean—that these air-conditioned coaches also should be dumped in the ocean. That will be a great relief to the people. After all,

how many people want these air-conditioned coaches?

SHRI BHUPESH GUPTA: They are required for the great indigenous people.

SHRI KAILASH BIHARI LALL: My friend may keep silent; otherwise he will take away my ideas and spoil my time unnecessarily. (*Interruptions.*) A friend says, "If we are given passes for air-conditioned coaches?" Even then I suggest that there should be only one class which may be equivalent to the present third class. It is the only one and one class that I want on our Railways. Let them make it as much comfortable as is possible for the Administration but there should be only one class.

SHRI H. P. SAKSENA (Uttar Pradesh): Classless Railways.

SHRI KAILASH BIHARI LALL: That is the real thing. If you keep in the name of first class the present second class and in the name of second class the present inter class and then have the third class also, the position remains the same. All the classes are there. So my suggestion is that the classes must be abolished altogether. I realise that there may be something working in the minds of some people who have been nurtured and brought up in the spirit of living in compartments. There are persons in our country who cannot accommodate themselves along with others in one class. Our past rulers fostered this feeling of classes in our country and some of our people have not been able to shake off that mentality even now. And the most ignominious thing that I am going to mention is that those who are habituated to.....

DR. D. H. VARIAVA (Saurashtra): Sir, I want to ask some questions for my information. My friend says that there should be only one class in the Railways, and thereby he wants a classless society. On that argument I think all the houses in India should also be of one class. There should be

[Dr. D. H. Variava.]
no palaces. Everything should be of the same type.

MR. DEPUTY CHAIRMAN: Order, order. That is not a question.

SHRI KAILASH BIHARI LALL: I agree with you but I will tell you about it at the time of the General Budget. Here, of course, I feel that there should be no classes and that we should work on that basis. But, as I was saying, those who are habituated to living in compartments they cannot tolerate this. I was going to give you one example as to how those people who are higher up feel a bit shy in being free with their own countrymen. They just put on an air of superiority and they would not like even to talk with the common people. Even when they are walking about on the platform they would like to show off that they are big officers. That is the attitude of some of the so-called servants. I wonder how these servants have come to occupy such high places. They are the servants of the nation but they are much more than the masters of the nation. You might have seen—just as I have—saloons attached to certain trains and in those saloons there are made such arrangements, dazzling furniture and dazzling electric lights, that I thought perhaps that only God was travelling in that. Quite a lot of village people were also on the platform and they were standing near the saloon to see what kind of a person there was in that compartment and it transpired that he was a big railway official.

SHRI BHUPESH GUPTA: But the Congress masters are greater than Gods, do you not realise that?

MR. DEPUTY CHAIRMAN: Come to the next point, Mr. Lall. You have only five minutes more.

SHRI KAILASH BIHARI LALL: Again the same story, Sir?

MR. DEPUTY CHAIRMAN: You lost five minutes in replying to Mr.

Gupta and another five minutes on classes.

SHRI KAILASH BIHARI LALL: I will ignore Mr. Gupta, but I must be left to myself. So when I saw that compartment I began to think how it fits in with our idea of a classless society and classless trains. I discussed this question with some persons and it was mentioned that those officials were required to work in the train because they were overworked and they had files to dispose of. I say that can also be done. Why, can't that be arranged? Mahatma Gandhi used to travel in third class. What was done was that some more space used to be reserved for him. Perhaps no man during the present days has lived to work so hard as Mahatma Gandhi. So, nobody can say that an official requires furnished, dazzling saloon for working. There may be some room set apart, some more space given to the official to work there. I would like to suggest that this can be done only if we start with the primary idea of having one class, of course, providing for the following precautions. There should be no overcrowding. Otherwise, it will be very difficult for persons to travel. It should not be the case that the higher class person should feel that those who are on the lower strata should be treated differently. The Railway is said to be a civilizing agency. So, when we are travelling along with our common, humble folk and countrymen, we should not put up an air of superiority and aloofness, but we should be humble. And we should teach by our own manners. The Railways will then become in the true sense the civilizing agency; and if we are good in our manners, the common people would emulate them. So, I want to avoid overcrowding. Sleeping accommodation for long distance passengers should be provided. Reserved accommodation for ladies should be there; and some reserved accommodation for officers who require to work with their files should also be provided. So, with these precautions we can plan for one class. That also, I am going to sug-

gest will be possible if we classify not the compartments into so many classes but if we classify the train. Let there be short distance trains; let there be long distance trains. Let there be trains upto 150 miles, to suit your three-legged telescopic rates. Let there be one leg upto 150 miles, let there be a second leg upto 300 miles; and again, another one above 700 miles or so. If you divide the trains like that upto 1500 miles and so on, let there be such classification. (*Time bell rings.*) And the persons who want to travel short distance should not be allowed to travel in the long distance train. That is my one suggestion.

MR. DEPUTY CHAIRMAN: Your time is up.

(*Time bell rings.*)

SHRI KAILASH BIHARI LALL: I do not regard, Sir, that there is so much difficulty in allowing a little time for me. When you have allowed so many hon. Members to speak for hours and hours I do not think I should be asked to stop. If you will be kind enough.....

MR. DEPUTY CHAIRMAN: You are not the only person. There are 31 persons.

SHRI KAILASH BIHARI LALL: Let the rule come into force after me. I have been submitting all along that this story could not be repeated with me. I stand in this House for justice. If we are not capable of observing any rule of justice in Parliament, what will the people say outside?

MR. DEPUTY CHAIRMAN: Order, order. From the very beginning, I have asked you to keep to your time.

AN. HON. MEMBER: This sort of remark should not be made.

MR. DEPUTY CHAIRMAN: That is why I want that you should observe the rule. Please finish peacefully.

SHRI KAILASH BIHARI LALL: Sir, I want to go on, but if you just ask,

I shall walk out of the House. Because I know this is the sort of justice.

MR. DEPUTY CHAIRMAN: There are 31 names before me. Even if they take ten minutes each, there will be five to six hours required. So, please be brief.

SHRI KAILASH BIHARI LALL: I agree with you. I was the man first to suggest to you not to allow this thing to be repeated in this House.....

MR. DEPUTY CHAIRMAN: You cannot make any reflection on the Chair. It is for me to decide.

SHRI KAILASH BIHARI LALL: I am not making any reflection on the Chair, but the Chair is reflecting upon me.

MR. DEPUTY CHAIRMAN: Please wind up your speech.

SHRI KAILASH BIHARI LALL: I will finish in five to ten minutes' time.

MR. DEPUTY CHAIRMAN: You have to finish in two minutes.

SHRI KAILASH BIHARI LALL: The other thing that I was suggesting was that it is proposed to open rest houses at hill stations for the railway servants. It is not in consonance with the spirit in which we should plan our administration. When we know how many persons there are in our country who would require going to a hill station, why should we specially make such provision for railway servants at the hill station? I would have dilated on this and given examples, but there is no time.

SHRI B. K. MUKERJEE (Uttar Pradesh): It is better that you don't talk about it as you know nothing about it.

SHRI KAILASH BIHARI LALL: Then, another important thing that I was going to suggest is that there is too much of lawlessness prevailing these days in the matter of pulling chains. I would have narrated at

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length one story that happened in the train in which I was travelling and I saw the people pulling chains. Of course, you will say that in this country we have a degree of freedom. I agree. I agree that our people now after getting independence are enjoying freedom in a loose spirit. But then there were two railway servants travelling with me and I told them, "If you take up the matter with the higher authorities and ask your railway authority to correspond with the State Government, the State Government can pull up the Police. They should hunt out those persons who are doing that." From Mokameh to Kiul the train was stopped at least twenty-five times and the train was late that day in reaching Bhagalpur by two hours. You can understand that the driver was helpless; the guard was helpless and they said, "What can we do?" Now, it is retorted to us, "This is the *Swaraj* you are getting." And even about the State Government it is said that they cannot do anything because they are afraid that they would not get votes. This is how it is being reflected upon the people themselves, on account of not properly handling the matter. So, the thing is not done through the proper channel. I would request the Railway Minister to take a particular note of it and ask the State Government to pursue the matter so strictly that there may not be repetition of such occurrences there. It will not only help the good administration of the Railways but it will help the general administration of the country as well. It will help the general cause of law and order in the country and even go to reform the conduct and character of the people also. So, it is from that point of view that I would request the Railway Minister to consider this.

There are two small things. One is the extension of the Bhagalpur-Mandara Railway to Deogarh or Jasidih. It would be paying. I would have explained the whole thing, but there is no time. It may be worked out by the Minister by enquiry and

ascertained whether it is paying to the Government or not.

Then the other point is that we read in the fare tables and everywhere that there is mail or express train and passenger train. But I do not know if there is any provision for passenger train for long distance. For long distance, I think there is perhaps no long distance passenger train, not a single one. At least in the Eastern Railway on our side from Howrah to Delhi, there is not a single passenger train and from that point of view I would request that the Upper India Express (*Time bell rings*) . . .

MR. DEPUTY CHAIRMAN: You should close, Mr. K. B. Lall.

SHRI KAILASH BIHARI LALL: That should be made a fast passenger; it would give relief to the ordinary run of people.

SHRI B. C. GHOSE (West Bengal): Unfortunately, Sir, unlike Members on the other side, we had not much time to congratulate the hon. Minister for his achievements. If, therefore, I refer to certain unsatisfactory features in the working of our Railways, it should not be understood that I am not conscious or appreciative of the fine job of work that he has been doing, particularly in regard to passenger and staff amenities.

While on the subject of passenger amenities—because I shall not have time later to refer to that question—may I draw his attention to the question of inter class passengers? We have rightly provided sleeping and other facilities to third class passengers. But I would draw his attention to the inter class passengers, so that they may not replace the third class passengers as the Cinderellas of the Indian Railways.

Now, coming to the points that I wish to place before you, my task has been made easier by Dr. Kunzru. He has referred to many points that I wished to speak about. Firstly, there is the question of regrouping. I do not

want to say anything on that excepting this that there exists in the mind of the public a considerable misgiving about the effects of this regrouping, particularly in certain areas. The hon. Minister has told us that he would assure the House that it would always be his endeavour to ensure that the Railways are so organised as to be in a position to provide adequate transport, and to maintain a high standard of efficiency. We have every confidence in the hon. Minister, but at the same time, we should ourselves like to know all the facts about the regrouped Railways, so that we ourselves may also be convinced about their efficiency; and I hope, the Railway Minister will place all the facts before us about the position of the regrouped Railways

Now the most important feature about the working of the Railways according to me is this that the railway has been unable to move the goods that it has been offered. In this small book, it is stated that the demands for the movement of goods continued generally to be in excess of wagon supplies, and in some cases, also in excess of the capacities for movement over some routes, and therefore, they could not, in all cases, be met currently. This means that there is traffic and there is scope for more earnings. But the railway is unable to utilise the traffic and increase its earnings. That is a very serious situation. And in this matter, I want to draw your attention to two facts. There are also other factors probably equally important, namely, line capacity and other technical matters. But the two facts that I want to draw your attention to are about the rehabilitation programme and about operational efficiency, about which Dr. Kunzru had spoken at length with such effect.

Now, it is rather unfortunate that we have not been given any information about the progress of the rehabilitation programme of the Railways during the last year. I believe the Railways were to have received or at least orders were placed for certain quantities of rolling stock such as loco-

motives, during the five years—in round figures—about 2,000, coaching vehicles about 6,000, and wagons about 60,000. How much have we already received, and how much do we expect to receive before the first Five Year Plan comes to a close? I should like to have figures on that because that is an important matter which would increase our capacity to move traffic.

Then in regard to operational efficiency, the various indices have already been referred to by Dr. Kunzru. I have a grievance against the Railways in the matter of presentation of this literature, and that is this that it only gives figures, but does not give any explanations as to why figures change. For example, as Dr. Kunzru has pointed out, efficiency had suffered in regard to various indices, but we are not told as to why there has been this deterioration. We have to ask it now. If this information had been given here, we probably would have been able to form some opinion as to how the Railways had been working.

I should like also to place before you a few more figures, about which I want certain explanations. For example, power utilisation is certainly an important matter. And Dr. Kunzru has referred to the figures since 1951-52. But reviewing the past figures, I find that in 1941-42 power utilisation, namely, engine miles per day on line, was 87. Now, why is it so low today? Even though we have improved, as compared to last year's, why is it only 83 today? I should have thought that our rolling stock is in a better shape today, because of replacements that have been effected, than it was in 1941-42. Or, am I wrong there? In the same way, if you turn to wagon miles per day, you will find that the mileage in 1944-45 was very much higher. It was in the Eastern Railway 403, in the B.B. & C.I. Railway it was 809, and in the G.I.P. Railway it was 630, whereas the present figure is about 440 or so. Now, why is this deterioration there as compared to the position which, say, obtained until about 1948-49? If our efficiency has

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been increasing, I do not see why the figures should still be so low? Now, that is in regard to increasing our revenues by improving our operational efficiency.

At the same time, there should be some efforts directed towards economising our expenditure. On that point also Dr. Kunzru has spoken. But I should like to have some information on certain things on which I find that the Railway Minister is keeping silent. The grievance that I have against him in this Budget is that whenever there seems to be some difficulty, he does not say anything. For example, I should like to know as to what has happened to the recommendations of the Shroff Committee, or of the Driver Committee. The Driver Committee is more important, as it has dealt with the question of fuel economy. I should like to know as to what were its recommendations and what economies have been effected as a result of those recommendations. Or, have those recommendations been pigeonholed? If I remember rightly, the Shroff Committee said that a saving of about Rs. 10 crores could be effected by reorganisation of the stores, or something of that kind. By reading this little book, I find that a saving of about Rs. 5 crores—a little below that figure—was effected. But I should like to ask: Why not a saving of Rs. 10 crores? What has been the difficulty there?

Then, I come to the question of fares. I am in agreement with the general principle of introducing telescopic rates of fares. But I disagree with the Railway Minister in regard to the basis on which this has been done. Of the three legs, I should have thought that the first leg should have been made the standard rate, and there should have been some progressive decrease in the second and third legs. Now, I say that in the interests particularly of the small man, the poor man, and of the small business and trade. I am sure the Railway Minister will agree that the increase in the rates and fares in respect of shorter dis-

tances, and also the surcharge which is going to be collected, will affect the small trader and the small business man, who do not move their goods in wagon loads. And I should like to ask: Is it the right policy to pursue, taking the whole national economic policy into consideration, which appears to be biased in favour of the small business man and trader? Is this in consonance with the policy that the Government have adopted?

Then, I should like to know as to what is the increase in fares that he expects from the introduction of these telescopic rates. There is an increase of Rs. 10 crores, I know; but not all of that would be due to the introduction of the telescopic rates. A portion of it might be due to the regular increase in traffic. Even last year, when there was no change in the rates, there had been an increase in goods traffic, and it is goods traffic that is really important and which has an expanding potential for getting revenue. I should like the hon. Minister to consider seriously as to whether it would not be desirable, if he retained telescopic rates, to make the first leg the standard rate. If he were to do this, let us know what would be the loss in revenue, because that would be of interest and we can then judge whether we can afford to lose that revenue and whether, as against that, the loss in the first leg would not be made up to a certain extent by the lowering of the rates in the other legs.

The rates and fares question, I think, is bound up also with the Railway Convention. The hon. Minister himself said something about this to which Dr. Kunzru also referred, but I do not agree with the interpretation of Dr. Kunzru. I think that, when the House were accepting the recommendations of the Railway Convention Committee, hon. Members were also acquiescing in an increase in the rates and fares. Let them be very clear in their mind about that.

SHRI LAL BAHADUR: It is quite correct.

SHRI B. C. GHOSE: That is what I have said, and Dr. Kunzru then said that that need not be so, that the improvement in railway efficiency would be so much, the traffic forthcoming would be so great.....

SHRI H. N. KUNZRU: I said 'should be so much' and not "would be so much".

SHRI B. C. GHOSE:would be so much that there would not be any necessity for any increases in rates and fares. That was, I feel now, a great mistake. I am not holding any brief for the Railways, but I feel that—I am quite clear in my own mind—even if the efficiency of the Railways increases, with the Railway Convention and with the dividend that we have to pay to the Government, the rates and fares have to be increased. What the general revenue is doing is to utilise the Railways for gathering taxes, and the Railway Minister has agreed to that, and he must, therefore, be prepared to bear the consequences of that agreement.

SHRI J. S. BISHT (Uttar Pradesh). That is only about Rs. 7 crores

SHRI B. C. GHOSE: I am coming to that. That will not be only Rs. 7 crores.

Lastly, I am coming to the finances, finances from the point of view of the Railways' working, from the point of view of the contribution to the general revenues and from the point of view of the resources necessary for economic development. As the Budgets of the last few years show, the surplus is decreasing, and I remember the Railway Minister saying—I believe in 1953—that he would see to it that the surplus under no circumstances came down below Rs. 9 crores. To what extent would he now adhere to that statement? This year's surplus is a little more than last year's, but the Railway Minister him-

self stated that as a result of the changes introduced in the Railway Convention he would get some relief. This year it is only about a crore of rupees, although I am not quite sure, but even if it is Rs. 1 crore, the surplus really comes to less than what it is now in the Revised Estimate for the current year. Now, the position in the Budget year is that we can make no contribution to the Development Fund. The surplus is being carried to the Revenue Reserve Fund, not for the other purposes which are entrusted to the Revenue Reserve Fund but primarily to make up the deficiency that would be felt in later years in paying the contribution to the Government. Whatever funds are necessary for financing works from the Development Fund will be obtained by way of borrowing from the Government. We have a moratorium for five years in regard to new works after completion, but the effect of all this will begin to be felt in some future years. Let the hon. Minister project himself into the future and say what the revenue position is likely to be, when these fall due, let us say, five or six years hence. Will the revenue position be sufficient for all these purposes? If it will not be, why should we maintain this payment to the general revenues which the railway finances are unable to bear?

SHRI H. P. SAKSENA: They are able to bear it.

SHRI B. C. GHOSE: I will be only too glad. If they can pay, let them certainly pay. You have a Development Fund to which certain amounts were being contributed so far year after year, but you will have seen that in the Budget year no contribution is being made to the Development Fund. Why?

SHRI J. S. BHIST: You can borrow.

SHRI B. C. GHOSE: If you borrow, you will have to pay later on. The last point that I want to refer to is the Railways' part in our economic development. It appears that the

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greatest bottleneck in the way of the progress of our Five Year Plans is likely to be the Railways, because they will be unable to move the goods which, if the plans are implemented, they will have to move from place to place. Certain financial journals have calculated what is likely to be the demand for traffic, say, at the end of the second Five Year Plan. The increase is likely to be about 50 per cent. but what will be the capacity of the Railways to carry that increase in traffic which is likely to arise? What are the Railways going to do about it? This is bound up, of course, with the development plan of the Railways. Even the development plan that has been envisaged will not be equal to the task, and that brings me to another question as to the finances for the development plan. We are told that the next Five Year Plan for the Railways would be of the order of Rs. 800 crores. How are the Railways going to find that Rs. 800 crores? Even in regard to the first Five Year Plan there is a short-fall in the contribution to be made by the Railways and the short-fall would be about Rs. 54 crores. During the second Five Year Plan, all that would be available would be the contribution to the Depreciation Fund and that would be about Rs. 175 crores, but not all of that is for purposes of development. I should like to have an idea from the Railway Minister, if he is preparing a plan costing about Rs. 800 crores, as to what are the finances that he expects would be made available from the Railways themselves. Or will he have to depend on the general revenues for everything or for a major portion of that expenditure?

1 P.M.

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): What is your suggestion? Do you want an increase in fares?

SHRI B. C. GHOSE: My first suggestion was: Don't pay the general dividend because that would have enabled you—that is very important—to

develop the Railways as otherwise it will be the most serious bottleneck in the next Five Year Plan. In fact, even now the difficulty in moving coal has been a serious handicap to the development of industries and much more traffic will be forthcoming. If the Railways cannot move the traffic offered to it, it will stand in the way of our progress. I don't think the hon. Members realise the great burden that the Railways have to bear in our economic development plans. It is not merely the question of production. There, of course, has to be production. But that production has to be moved and there the Railways come in and if the Railways are unequal to the task and if our Five Year Plans fail, I think our Railway Ministry will have to bear a large share of that failure.

SHRI LAL BAHADUR: That is not going to happen.

SHRI B. C. GHOSE: In the General Budget also there is a short-fall of a fair magnitude but that is not the point. What I am driving at is this. Does the Railway Minister feel so complacent that he can move all the goods that may be offered to him as a result of the economic development in the second Five Year Plan? If he is complacent, I am very sorry because the position is not so easy. I hope the Railway Minister will give us some information on all the points that I have raised and some consolation about our future prospects.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): Sir, to begin with, I would like to congratulate the hon. the Railway Minister on presenting a surplus Budget and also in always being meticulously anxious for finding out ways and means for attending to passenger amenities

[THE VICE-CHAIRMAN (SHRI V. K. DHAGE) in the Chair.]

I would deal with one of the aspects of passenger amenities which, as a woman Member, should attract my greater attention. Incidentally in deference to the wishes of one of the Ministers here on the floor of this House that women should devote more attention to such subjects, today I have decided to devote all my time to this particular aspect.

The hon. Member Dr. Kunzru referred cursorily to the way in which the Catering Committee's report was handled and has not been presented to the Members of Parliament or brought to their notice. When everything is done by the Government with the authority of Parliament, it is naturally and absolutely necessary that these new policies which Government wants to take up should be brought prominently to the notice of Parliament. There were no Members of either House on this Committee. The only Members were, the Deputy Minister; the Parliamentary Secretary; Member, Transportation of the Railway Board; the Director, Traffic (General); and later on the Financial Commissioner was also made a member. The Committee was appointed as long ago as on the 3rd November 1953 and submitted its report sometime in November 1954. So during all that time there should have been ample opportunities for them to follow the usual practice of all such committees of issuing questionnaire, calling for evidence, asking Members of Parliament to give written evidence etc. but what we find is that only 7 Members have submitted evidence and four of them happen to be from Madras and two from U.P. and one from Punjab. How they came to know of the sittings of this Committee and whether that evidence was to be submitted is rather difficult to understand. As a matter of fact, when the Committee was appointed, one of the terms of reference was to devise appropriate measures for an all-round improvement in catering arrangements and service on the Indian Railways and the Deputy Minister said that the recommendations were based on the

complaints made on the floor of this House. If that is so, there was a greater reason why some Members from this House and the other House interested in catering should have been associated with this Committee as members and also called for giving evidence. It is said that this report was in the Library but why it was not put on the Table of the House and why it was not prominently brought to the notice of Members after it was submitted is also not understood. Having come across the report I wrote to the Deputy Minister as long ago as on the 7th January in which I said:

"I am enclosing a note on the Catering Committee's report. I do hope that the report will be circulated to all M.Ps. Even Members interested in railway problems and passenger amenities, for example Members like Shri Deekinandan, did not know on the 24th December that the report was available in the library. The Minister for Railways said that some part of the report was already implemented. If as you said all new policies are subject to the control of the Parliament, as they should be, it is not understood how parts of the report are already implemented before Members have had a chance to look at the report and comment on it....."

Then I had enclosed a note with it. I will put this on the Table of the House after referring to it because it is a long note. I said in the note:

"What is stated so far should then be enough to show that a detailed revision of the Committee's report in the light of suggestions to be called from Members of Parliament is very important before any portion of it is implemented."

SHRI O. V. ALAGESAN: What is the note? It cannot form part of the proceedings.

DR. SHRIMATI SEETA PARNAND: That is an enclosure to the letter

SHRI O. V. ALAGESAN: That can be passed on to me. It need not be placed on the Table of the House.

DR. SHRIMATI SEETA PARMANAND: Where is the objection? I will deal with that at the end of my speech.

SHRI O. V. ALAGESAN: That way all undelivered speeches can be placed on the Table of the House. That is not the practice

DR. SHRIMATI SEETA PARMANAND: I would like to deal with the basis on which the Catering Committee proceeded and the recommendations it has arrived at viz., the desirability of extending catering as they have decided upon in this report that it should be extended. I would like also to point out before I deal with this that in this little book the Convention Resolution of both Houses dated the 16th and the 21st December is given in appendix on page 93. I would like to know why at least a gist of that report is not given in this book which was published on the 13th November. So I say that I feel that for some unknown reason there was no desire to bring this report to the notice of the Members. It is said that usually when a woman has an ugly child and a good-looking child, the ugly child is usually kept in the back or the child of which the parent may not be proud is not brought to prominent notice. I don't know whether after producing the report, the Deputy Minister thought that it was not a report of which he could be proud. (Interruptions.) I shall not give in because the time is short. With regard to departmental catering, I would like to point out this. The history of catering on the Indian Railways started from 1916. European catering was started in B.N.R. from 1916 and since then, to this day, it has been a record of continuous loss and to give the figures of only the last four years from 1945-46 to 1949-50, the loss has been to the extent of Rs. 1,68,000 in 1945-46 and in 1949-50 it was Rs. 3,69,025; and in the Puri and Ranchi hotels, aerated waters manufactured departmentally, restaurants and dining cars, the loss on

this Railway alone was Rs. 16,88,550 in four years and on the Eastern and Southern Railways the loss was to the tune of Rs. 8 lakhs per annum. In 1952-53 according to the report, on the Eastern Railway it was Rs. 2,14,648 and on the Southern Railway it was Rs. 5,99,938—thus making a total of Rs. 8 lakhs in one year.

SHRI T. V. KAMALASWAMY (Madras): What about the year 1945-46? Then they made a profit.

DR. SHRIMATI SEETA PARMANAND: I will find out; but I am told that it has been a continued loss. Not only that. The Railways run other concerns on some sort of departmental lines, coal mines for instance, and that also is being run at a loss. There may be patent reasons, and I do not deny them, perhaps our national character of running Government things with indifference. I mean the people who are in immediate charge of it are indifferent, they may be responsible for it. But the data at our disposal does not justify the Railways in taking up this Departmental catering just now. I for one have always held that all public utility concerns—and I would like this to be noted especially—should be nationalised. But until the Railways gain sufficient experience, it is necessary that this catering should be nationalised on a graduated basis. As they have not got the adequate personnel with the necessary experience, and especially as they have till now been running these concerns at a loss it would be desirable that they invite some of the present established caterers to come into partnership with them and in the course of five to seven years gradually eliminate the contractors, and take up departmental catering entirely. But that is not the way that is suggested in this report. With regard to Indian catering which began in 1919, the Railways ran it for about eighteen months and then gave it up, keeping only 3 stations in their hands. And then in 1930, they gave up all the stations. They again started it in

1938 and since that time on one railway line alone as the hon. Deputy Minister told me in reply to a question during last session, every year the loss has been to the tune of Rs. 2.5 lakhs and he was so unconcerned, or rather the Department or the Ministry was so unconcerned about the loss in those places that though they could have expected such supplementary questions, when asked, the hon. Deputy Minister gave the reply that he was not aware of the losses suffered at individual stations.

Sir, I would like in this connection to read out the remarks of the Public Accounts Committee which has bearing on this point. It is their 10th report, for the year 1953-54. The Committee says:

"From a statement showing the earnings, expenditure and loss incurred on Departmental Catering for the three years ending 1952-53 on the Eastern and Southern Railways where Departmental Catering is undertaken, furnished to the Committee (Appendix XXVI) they note that there has been a steep rise in the amount of loss and in 1951-53 the percentage of loss incurred in proportion to total expenditure went up to 19.9 per cent. during the previous year and 12.2 per cent. during the year under report."

Then, there is another aspect to be seen. If you read the report, it gives you a peculiar feeling as if it is being somewhat biased, and one wonders whether, finding that the departmental catering has been running at a loss, the Railways wanting perhaps to sacrifice a sacrificial goat to the goddess of efficiency, so as to get better results later on, thought it best to sacrifice the contractors as the sacrificial goat and so wish to take away some of the contracts, making a case against contractors. But that is not going to give you better results, as far as our country's interests are concerned, as far as the interests of the public are concerned.

They have also put forward the plea that these are being run departmental-

ly, on a no-profit and no-loss basis. But what about the money required for the replacements, the deterioration, the capital expenditure? All these things have to be considered. So where is the question of their running them on a no-profit and no-loss basis? The question of profit should be there.

The Railway Minister should remember that that report is a sort of one-sided report. So I want to make a plea that before.....

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): All the minutes are now over.

DR. SHRIMATI SEETA PARNAND: Just one more minute, and I shall wind up. The charges chargeable, as Pandit Kunzru has pointed out, by the Railways for the catering are very much higher, being Rs. 3 and Rs. 3/8/- per meal, while the charges from contractors are only Rs. 1/8/- and 14 annas if served in the refreshment room, the charge for a cup of tea is 4 annas departmentally and with the contractor it is only 3 annas and for a tray it is 9 annas with the departmental caterers and with the contractors it is only 6 annas. And then you have the bad service etc. at the departmental caterers, also the impudent behaviour of the bearers etc. I would like to bring to the notice of the hon. Minister that in a Government-run restaurant, the bearer talked in such a rude manner when one of the passengers complained about the charge for the tea being more. The bearer said, "Go to the Hindu place and you will get cheaper tea." In an independent country, no departmental bearer should talk like that and it should not be tolerated and there can be no greater rudeness than this. It is after all a personal factor, whether the servant belongs to a departmental caterer or a contractor, the question does not depend on that, but on the individual servant.

One more point. The Railway Corruption Committee has been appointed for there has been so much corruption among the officials. Before the report

[Dr. Shrimati Seeta Parmanand.] of that Committee is out, how can we judge how inspection which will be by an official, will be helpful in running these departmental catering establishments profitably? How can we know that before even the Vasisht Committee's report is made available? Of course that was not a committee, but there were three members, all of the Ministry who were sent to Russia at so much expense and their report also is not available to the Members of Parliament. Before these reports are available it is no use taking any action on this question of the catering policy. It is merely being done, I think, as a pet fad, to show people that something new is being thought of. But that will be playing with public funds. It is not the proper remedy. It will only amount to a sort of cutting one's own nose to spite another. In order to teach the contractors a lesson, you are unnecessarily taking on a responsibility on yourselves when you are not able to run these few existing shops and make a profit.

My time is up, otherwise I wanted to touch on a few more points. I will just mention one thing more. The railways, in order to prove that they have been careful to make up their losses in departmental catering, have increased the licensing fee to the extent of five times, during the last five years. They were Rs. 5 lakhs some five years ago and Rs. 17 lakhs the next year and two years ago they have been raised to as much as Rs. 25 lakhs. I have not been able to see whether they have been raised still higher after that. Similarly, they have the select catering. In this they should take up the smaller shops along with the bigger shops. They should not take away the cream of the business. If they want to prove that they can do the job profitably, they should do so by running the small refreshment rooms also. I think, those who are responsible for this idea of departmental catering extension should be responsible for making up the loss. I do not think the hon. Deputy Minister will take up

that challenge. The persons concerned should make ~~up~~ the loss if any, if the venture there is a loss.

SHRI T. S. PATTABIRAMAN (Madras): And Members of Parliament also.

DR. SHRIMATI SEETA PARMANAND: They have not placed these proposals before Parliament. That is my complaint. So I say there should be a fresh committee appointed, and the persons concerned should be asked to come forward and give evidence. You cannot, in a democratic free country deliver judgement *ex parte*. The contractors are as much citizens of this country as anybody else.

SHRI T. V. KAMALASWAMY: I think they are also heard.

DR. SHRIMATI SEETA PARMANAND: Government's policy has been to help small scale business people and even to start small business to invite shy capital and so, it would not be right to drive established people out of the business without giving them a chance to wind up gradually and without giving them adequate notice. In our democratic Government and in our Congress Government, there should be a complete sense of justice accepted by everybody. You, Sir, belonging to the Opposition are smiling but I am sure that our Government and our Ministers, when such things are brought to notice, will agree that if there is any sense of injustice felt, the cause of it should be removed and also see that the report of the Committee is revised before any of its recommendations are implemented.

In regard to placing this on the Table of the House, I have read out parts of this letter.

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): Is it a private letter which you have written to the Minister?

DR. SHRIMATI SEETA PARMANAND: No, Sir, it is an official letter.

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): But would you like to make it a public document?

DR. SHRIMATI SEETA PARMANAND: In what sense, Sir?

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): You could pass it on to the Minister. That would be best.

DR. SHRIMATI SEETA PARMANAND: This letter was sent on the 7th January. My main complaint has been (*Interruption*) that when I had requested the Minister to circulate copies of this report as early as the 7th of January to all the Members of Parliament so that they might be aware of the report, it had not been done and so I was forced to read it on the floor of the House and I do not see that anything more than what I have said here is there. Nothing would be lost in having these details but, whatever the ruling, it has to be done according to practice.

(*Interruption*)

SHRI O. V. ALAGESAN: In that case there have to be written appendices to every speech here.

DR. SHRIMATI SEETA PARMANAND: I thought there were certain remarks which would be useful; otherwise, there is nothing more than what I have said already.

SHRI T. S. PATTABIRAMAN: Sir, after hearing the Budget speech of the hon. Minister, I was not interested in speaking on this occasion, but, the provocation came from the speeches of some of the Members of the Opposition yesterday. It is most regrettable that my learned and respected colleague, Mr. Mathur, is not here now; my primary object in getting up here is to clear certain misunderstandings and misconceptions which he expressed in the House yesterday. He was making reference to the report of the Accidents Reviewing Committee and in that context I would like to submit a few words for the benefit of the House. Fortunately or unfortunately, I was a Member of the Committee and I am also responsible, to some extent, for the conclusions that have been reached. The first misconception of Mr. Mathur was that

he said that the Railway Ministry acted dishonestly—and he used names which I do not want to repeat now—in not allowing that report to be made public. Further, he thought that the original Shah Nawaz Khan Committee's report was shelved. To quote his sentence, "Something is managed and manoeuvred and that report never saw the light of the day and another managed report was published". I have very great personal respect for Mr. Mathur and it is a tragedy that he allowed emotion to sway over reason. It is a pity that he is not here to have his misconceptions cleared. First of all, it was not the Railway Ministry which appointed the Reviewing Committee but it was at the express and unanimous request of the National Railway Users' Consultative Council that the public should be associated with such an important committee reviewing accidents that this Committee was appointed. This was done so that the public may be taken into confidence about what the Railway authorities are doing to prevent accident on the Railways. It was at the express and unanimous request of the National Railway Users' Consultative Council that the Railway Minister kindly consented to and appointed a Reviewing Committee. In that Committee, I was the only layman and the others were experts. Mr. Shah Nawaz Khan who was the Chairman of the other Committee was also appointed Chairman of this Committee, then we had Shri L. P. Misra, a railway man who has spent most of his life in Railway Administration and who was the Chief Commissioner of Railways and Mr. Badhwar, Chairman of the Railway Board. That Expert Committee sat for some time and gave its approval. The conclusions are public property and the Government have accepted many of the recommendations and have arrived at decisions on many of the recommendations. It is not my duty to go into the details but I would like to point out one thing about which Mr. Mathur was very very indignant and that is with regard to the Government Inspectors of Railways. The history of this Inspectorate

[Shri T. S. Pattabiraman.] has to be narrated here. About half a century back, the Inspectors were appointed as part of the Railways themselves, to see that the safety regulations were properly adopted. At that time, almost all the Railways in the country were company managed and the Government had nothing to do with them. It was necessary to have a check over the company administrations and, as such, Inspectors were appointed and the Government Inspector of Railways continued to be part of the Railway Administration till the year 1941. In the year 1941, said Mr. Mathur, in order to make them independent, the Government Inspector of Railways was transferred to the Communications Ministry. Sir, it is not exactly correct, if I may be permitted to say so. It was in the year 1935 when the Government of India Act of 1935 came into operation that this proposal was made. That Act contemplated the setting up of an independent railway corporation, namely the Federal Railway Authority—and that corporation, if it had come into existence, would have been on the lines of the B.B.C. or D.V.C. The Government Railway Inspector was there in order to see that the regulations in the interests of the public were carried out and maintained. In 1941 they were transferred to the Communications Ministry. It was proposed at that time that the Communications Ministry would also include the Railways. It was never the intention to distrust the Railway Minister by placing these Inspectors under the Communications Minister. Unfortunately, the Federal Railway Authority did not come into existence, and as such the transfer of the Inspectorate to the Communications Ministry was not logical. After all, what are the functions of this Inspectorate? Mr. Mathur was saying that the Inspector was primarily responsible for the safety of the railway track and also for the safety of railway travel. I rather respectfully disagree from him. The Government Inspector of Railways is not mainly responsible for the safety of the travelling public; it is

the Railway Administration principally that is responsible for the safety of the operations of the Railways, for track maintenance, etc. Down from the gangman right up to the Chief Mechanical Engineer or the Chief Engineer of the railway—it is they who are responsible for the day to day administration and maintenance of the railway track.

SHRI H. C. MATHUR (Rajasthan): Who questioned that?

SHRI T. S. PATTABIRAMAN: It was not questioned. My hon. friend had a suspicion and that is why I am explaining. As a matter of fact, the Committee did not want its abolition; the Committee wanted that the Inspectorate should be continued but let us see the purposes. A thing might have been good in 1940 but the same thing cannot be good now because of the changed circumstances. What were the duties of the Railway Inspectorate? It is very necessary to go into that background. The first is to carry out certain external inspection, check safety standards laid down by the Railway Board; secondly, to ensure minimum passenger amenities; and thirdly, to conduct enquiries into major accidents. These were the three main functions that were done by the Government Inspector of Railways. Let us see how the Inspectors were recruited. It is drawn from a voluntary cadre of Civil Engineers of Railways. In actual practice, those engineers in the Railways who have any hope of higher posts like the Chief Engineer or the General Manager or Members of the Board, are reluctant to offer themselves for the Government Railway Inspectorate. So, persons who could not aspire for these posts came and settled down as Government Inspector of Railways. What is the cadre of the Inspectors? I do not want to cast any aspersion, but are they or will they be able to understand the standards of efficiency and safety that are being developed everyday in this world of technological progress and implement them? I would like the hon. Member to reply to me

or even ponder over the fact. Can it be said that the latest technological improvements in the matter of signalling, in the matter of interlocking are all available to these people who have left the actual railway engineering line long ago? It cannot be said that the day to day improvements in these technical matters are known to them. So, it is too much to expect them to give very good technological advice and it is impossible also for them to do it. And what is the function of the Railway Inspectors? The Railway Inspectors were given only routine and formal inspection work.

SHRI H. C. MATHUR. Is it the hon. Member's contention that the Railway Inspectors have been just playing about all these years? What have they been doing all these five years and what is the opinion of all the General Managers of the Railways taken only as far back as 1945?

SHRI T. S. PATTABIRAMAN: Sir, between 1945 and 1955 the history is different. In 1945 almost all the Railways were company managed. There was some authority of the Government to enforce the regulations laid down by the Government of India. In 1955 all the Railways are owned by the Government except a few Light Railways. That makes the fundamental difference, and what about the progress that has been made? The difference is that all the Railways today are Government owned Railways. And what is the function of the Railway Inspectors? His inspections have been formal and of a uniform nature. He does not go into details of the section. He does not carry out a detailed inspection. The function of the Railway inspector is to go and visit certain stations and he cannot cover all the stations; there are 36,000 miles of route mileage in this country. And does my hon. friend expect a Railway Inspector to inspect every inch of the railway throughout the year? It is too much and I do not think my friend admits that the Inspector is capable of making that inspection. One Inspector to go through

out the railway and that once a year is impossible. He cannot even travel the 36,000 miles once a year. It is impossible and my hon. friend thinks that with the Railways having one Government Inspector the whole safety can be maintained. How can it be done? How can the safety of the passengers and the safety of the Railway track be maintained by that one Inspector? In this connection, I may mention that the Railway Inspector formerly used to be the Great Moghul and when the Inspector went the General Manager of the Railway must go, the Chief Medical Officer must go, the Deputy General Manager must go. All the paraphernalia will go and he will travel in one big special train. Is it the paraphernalia that we want or is it the safety of the passengers and the safety of the railway track that we want? The members of the Committee were concerned more about the safety of the passengers and the safety of the railway track and its maintenance and wanted safety of operation than all this retention of paraphernalia. That is why we said that not that one Inspector will do as we have to see to the safe operation of the Railways but thousand others, right from the gangman at the bottom to the Chief Mechanical Engineer at the top should be made responsible and there is the Railway Board and the Railway Board has its own research section and the standards section. They make research and go into the field of progress on the technical side going on in other parts of the world and adopt all these things. They adopt the latest safety devices, interlocking measures and also signalling equipment. Is the Railway Inspector,—who is a civil engineer having left the field work years back—is he capable of finding out whether the latest technical progress is right or not? It is impossible for him. I personally know of an instance. When the Bombay electric section was opened sometime back the Inspector went there to make inspection; he did not know anything about the electric signalling equipment there and so he asked the railway subordinates, the

[Shri T. S. Pattabiraman.]
people who knew it, to draft him a report, and he signed it. Our contention is: Railways are primarily responsible for the safety of the people, for the safety of the travelling public. The Railway Board has the best resources, the research section and the standards section. These must be made responsible for safety of operation and that is why we say that the responsibility should be on the man who is on the spot. It should not be mere formality; it should be real. That is why we say that the responsibility should be on the men who actually man the Railways and not one person sitting at Delhi as a Great Moghul and who goes from the capital once a year to inspect. One cannot go out and inspect the 36,000 route mileage and that to.....

SHRI H. C. MATHUR: I am afraid, Sir, there is a lot of confusion. Even at present the responsibility is that of the Railway Board. He is only an inspecting body and an inspecting body does not take responsibility. He is an independent inspecting body. I would rather like the hon. Minister to clear it up. I think the hon. Member was also a member of the Reviewing Committee. What the Reviewing Committee has got to say is all before us fortunately or unfortunately. But the other side of the picture has been blacked out. That is our complaint, and the very fact that the Reviewing Committee's view is before us is being emphasised here by the hon. Member. We cannot expect anything else. He is only emphasising the fact which is already before us. The other view which has been blacked out is not being produced and Dr. Kunzru said the same thing.

SHRI T. S. PATTABIRAMAN: My hon. friend has come out with the real truth because he said that operation was one thing, supervision another thing and that the responsibility for safety should not be with the supervising men. Sir, the review makes rules, makes regulations and the responsibility.....

SHRI H. C. MATHUR: Again there is a misunderstanding. I had not directly said it. I said supervision certainly. Don't mix up supervision with inspection. That is what I said exactly.

SHRI T. S. PATTABIRAMAN: He is trying to have a very subtle difference. What is supervision and inspection? At one time such a costly man did sit at the saloon and supervised

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): Let us not go into the distinction of the words "supervision" and "inspection". He has expressed his views.

SHRI T. S. PATTABIRAMAN: My contention is that those who are responsible for laying down the rules should be also in charge of enforcing the same and see that they are properly maintained, that the rules are properly observed. Those who frame the rules should be also saddled with the responsibility of enforcing them. Otherwise there won't be any responsibility. I frame the rule and if another enforces it without being responsible for the actual carrying out of the rules what is the use? That is why the Reviewing Committee thought that the power to enforce the regulations that were made by the Railway Board should be with them. And secondly, this is one of the functions of the Inspector and the function is with regard to passenger amenities. Today we have progressed in this direction to a great extent that passenger amenities are not the concern of one man. It is the public concern and the public are more and more associated with them. There are so many passenger amenities and such an importance has been given to it that the public have been associated with it at every level—regional committees, national committees and also the zonal committee and all other bodies. Now each Railway has one man of the cadre of Deputy General Manager who looks after the amenities of passengers and the travelling public. So that

work also has been taken away from the hands of this Inspector.

Then, with regard to the enquiries into accidents. When an accident happens there is always an enquiry and that enquiry is held now by the Railway Inspector, and we suggested that instead of having that inspection by him, as in the case of motor accidents or in the case of air accidents or ship accidents, let it be done by a judicial officer, through the Home Ministry. We even do not want a railway man to be appointed; we want a judicial officer. My friend was apprehensive that railway officers as assessors would be associated with the judicial enquiry. The Reviewing Committee never said who should be the assessors. It is for the sitting Judge who will be appointed through the Home Ministry who will be an independent man and he will be at liberty to choose the assessors whom he wants to help in the enquiry, who will be of assistance to him. He will select persons of his own choice. So.....

SHRI H. C. MATHUR: From where?

SHRI T. S. PATTABIRAMAN: From anywhere in the world where they may be available. It is not for me to say it.

SHRI H. C. MATHUR: Not from the air.

SHRI T. S. PATTABIRAMAN: My friend forgets, rather he is very much agitated, I can understand it; he must also be reasonable. What I say is, if the judicial officer wants the assessors, it is for him to choose. He can choose them from retired officials, from the retired Railway Inspectors. He can choose them if he wants and it is for him to decide; we are not concerned with it. What we suggested was that the enquiry must be independent, must be able to tell the facts to the Railway Ministry and also the Government. It must be able to call a spade a spade and should not minimise things and that is what we want. The hon. Member attaches very much importance to the Government Inspector's

impartiality because he is in the Communications Ministry. After all the Railway Minister may become the Communications Minister another time and if a man is afraid he will try to curry favour with him. Let us assume he will be honest under all circumstances whether he is in this Ministry or that Ministry and not be afraid of saying real things. Why should he be afraid of the Minister if he is in the Railway Ministry? The Cabinet is jointly responsible for anything going wrong and there exists democracy and the Cabinet responsibility is there. In all the foreign countries where there are Railway Inspectors they are all under the Railway Ministry. Such is the case in Japan, in the United Kingdom, in the U.S.A., in Canada and in all the other advanced countries the Railway Inspectors are under the Railway Ministry. Similarly, in our own country my friend forgets the example and that is with regard to the air accidents, that an official inspector of the Communications Ministry itself goes and conducts the air crash enquiry and my friend takes no objection to that. If this is good why should the same principle be objected to in the case of railway accidents? What we suggested is that the powers of the Railway Inspector have diminished, the responsibilities of the Railway Inspector have diminished and it is necessary that they must be made to come closer to the Railway Administration. They should not just sit like the Great Moghul and try to pick holes but should co-operate with and co-ordinate the activities of the Railway Administration. We said that he need not even be placed under the Railway Board but suggested that he should be directly responsible to the Railway Minister. You must have faith in him. Without faith you cannot achieve anything. If you do not have faith in the Railway Minister, nothing can be done. Faith is the most essential thing. The Railway Inspectors are not necessary in the present context. Their position must be changed. We want that their position must be changed. There has been a great deal of progress in signalling.

SHRI H. C. MATHUR: When you say they are under the Railway Minister, I understand it, but am I to understand that the Railway Minister functions independent of the Railway Board? I want to know whether in your recommendation you envisage the position that these officers of the Inspectorate which is being placed directly under the Railway Minister will have a chance of promotion in the Railway Ministry and that they will always remain strictly under the Railway Minister and will have nothing to do with the Railway Board, the General Managers and the Chief Engineers whom they criticise.

SHRI T. S. PATTABIRAMAN: All that the Committee suggested was that they would have direct access to the Minister. They need not go through the Board. Whatever criticism of the Board and the Administration he wants to make, he can make. At present the Railway Inspector has nothing to hope for. As it is, he will retire as a Railway Inspector. Once having made a choice, there is no future for him and as such he need not be afraid of anybody. He can directly write to the Minister; he need not go through the Railway Board. The Railway Minister and himself will be in direct communication with each other and he will be directly responsible only to the Minister.

SHRI R. U. AGNIBHOJ (Madhya Pradesh): May I know what will be his utility?

SHRI H. C. MATHUR: Will he have any future career in the Railway Ministry and will he be open to influence by other officers in the Railway Administration or not?

SHRI T. S. PATTABIRAMAN: Sir, this a question which is beyond my power to answer.

SHRI H. C. MATHUR: Why, it is quite a relevant question.

SHRI T. S. PATTABIRAMAN: As I have been telling my friend, at present even under the Communications Ministry he has no avenues of promotion and as such what is the fun of giving him avenues of promotion in the Railway Ministry? At present he has no chance. He goes to the Inspectorate and retires as an Inspector. There is no promotion for him.

SHRI H. C. MATHUR: And he keeps his independence. That is good enough, is it?

SHRI T. S. PATTABIRAMAN: He has made the choice of his career. It is a voluntary cadre. A person volunteers; it is not a question of somebody pushing him there.

Sir, now I will finish in five minutes more. My friend asks, what about utility.

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): You want five minutes more?

SHRI T. S. PATTABIRAMAN: Yes, Sir; with your permission.

We can even abolish the Railway Inspectorate and we leave it to the Government.

Secondly, I just wanted to refer to only one point and that is with regard to accidents. Members need not be worried that accidents are on the increase. We found out that accidents have not been on the increase, but rather they have decreased and they appear very favourable in comparison with other foreign countries. I will, with your permission, give a few figures to prove this. The total number of accidents on Indian Railways in 1951-52 was.....

SHRI H. C. MATHUR: But are the conditions the same? You are comparing them with U.S.A. and the U.K. Are the conditions the same?

SHRI T. S. PATTABIRAMAN: The conditions are worse in this country. We had partition; we had the worst

material when we took over and we should be glad and proud of our achievement.

SHRI H. C. MATHUR: But conditions are not confined only to these.

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): Why not let him carry on?

SHRI T. S. PATTABIRAMAN: Mr. Mathur is an incorrigible pessimist. I cannot convince him.

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): You are losing time. Two minutes more.

SHRI T. S. PATTABIRAMAN: What can I do? You must try to pull him up. The total number of accidents on Indian Railways in 1951-52 was 16,498; in 1952-53 it was 13,146; and in 1953-54 it was 11,203. The train accidents were 3,146 in 1951-52; 2,693 in 1952-53; and 2,257 in 1953-54. The number of derailments during the three years were 1,419, 1,223 and 1,051 respectively. The total number of accidents up to November 1954 was 7,317. So, in the matter of accidents the figures are progressively going down and it is a matter of great pride especially when this has been the case when we have been increasing the train miles. The figures in respect of train miles are 191.5 million miles in 1951-52, 191.34 million miles in 1952-53, and 194.84 million miles in 1953-54. So, in spite of this increase in train mileage, accidents have decreased and the Railways should be congratulated on this score. And you will remember that some persons co-operated with the British in their war efforts and sold all that is good in the Indian Railways and what was left in the country was mere ruin and we had nothing to fall back upon. The Government has done a wonderful job in spite of worn-out engines, in spite of bad locomotives; because of their co-operation with the war effort, we were saddled with such responsibilities. In spite of all these they have done better. They can compare our Railways with any other country. No other country has done

better than us. I throw this challenge to the hon. Member to prove that other countries have done better.

SHRI H. C. MATHUR: I wish he was here to hear Dr. Kunzru.

SHRI T. S. PATTABIRAMAN: I am prepared to throw this challenge to any Member—not only Dr. Kunzru or Mr. Mathur because it is not a question of personalities. It is a question of facts and being convinced by facts. Our Railways have put up 802 broad gauge locomotives and 452 metre gauge locomotives; 2,532 broad gauge, carriages and 1,883 metre gauge ones; 20,595 broad gauge wagons and 13,243 metre gauge wagons. We have been improving and today we can be proud of our Railways. They have done an excellent job. Our Railways are the least costly. A comparison with other countries will show that ours is the cheapest railway in the whole world. My friend Mr. Bhupesh Gupta who is not here now knows that for the same uncushioned travel in Russia they will have to pay ten times the fare that we pay in India. Ours is also the cheapest of all countries even including Japan with regard to freight. So our Railways have done the best that is possible. I can understand the Opposition. They are short of material. They have not made any criticism about the policy of the Railways. Rather they went astray and they attacked personalities in very very regrettable language. They are not in a position to find out any loopholes. Just for opposition's sake they are fighting and they are fighting a losing battle. If they will only give considerable attention to the report of Railways they will be able to convince not only themselves but also the public that our achievement is really a thing that we can be proud of.

SHRI T. V. KAMALASWAMY: Mr. Vice-Chairman, this year's Budget is not without a few surprises. Railway fares both for passenger and freight have been increased, thus adding to

[Shri T. V. Kamalaswamy.]
the burden of the average tax-payer. But the surprise is not in the levy itself but in the manner of the levy. By mere jugglery of words and liberal use of catch-phrases like telescopic rates, long distance, short distance etc., the railway user is being made to pay more and more without his realising where it hurts him. It must be said to the credit of the Railway Minister that he has been more orthodox than the financial genius Sir Hugh Dalton in plucking the goose without its knowing. We have had from the Minister's speech a very rosy picture of the progress of the Railways, but I am afraid that the progress achieved is neither great nor impressive. Firstly, the post-war restoration of dismantled lines and construction of new lines has not been at the rate which it ought to be. We are in the eighth year of our freedom but still we find that the same principles that guided the British in opening new lines are still holding sway—that is the profits being still the deciding factor in the opening of new lines. With the acceptance of the principle of Welfare State and provision of equal opportunities for all, the Railways should open out backward and undeveloped areas to the public so that the unfortunate and the neglected people of those areas may also taste the fruits of freedom and democracy. In this connection I would request the hon. Minister to remember the promise he made during his visit to Salem and Madras recently that he would expedite the construction of the Salem-Bangalore, Virudhunagar-Manamadurai-Tinnevely and Trivandrum-Cape Comorin lines.

Coming to the transport position, it has been very unsatisfactory. The rolling stock needs speedy replacement. A large number of locomotives, wagons and coaches are over-aged and require urgent replacement. Specifically, I would mention the case of the WAC engines of war quality, numbering about 50, which have in their entirety been allotted to the Poddanur section in South India. These engines are a

major headache to the crew and to the engineers of that district because they are out-of-date, worn out and often they are considered a nuisance to the railway crew. Similarly, I am very sorry to note that the utilisation of engines has not been done most effectively. In 1947 the Kunzru Committee recommended that the Indian Railways should aim at the average of 100 miles per engine per day as the long term target, but the present position seems to be even worse than the war years. The highest average of engine miles per day per engine on line was attained in the year 1941-42, when roughly the average was broad gauge 90 miles and metre gauge 85 miles. In 1953-54 the engine mile per day was 83 for broad gauge and 74 for metre gauge. There has been a fall of more than ten miles per day. This low utilisation is very regrettable because with the addition of nearly 500 new locomotives, during the past five years one should have thought that the Railways ought to have improved the position.

There has also been deterioration in wagon usage. Wagons were hauled on an average of 40.1 miles in the broad gauge in 1953-54 as against 41 miles in 1952-53. There has been a reduction of one mile. The metre gauge recorded an average of 28 miles as against 31 in 1952-53. I think these points as well as those mentioned by Dr. Kunzru are very alarming and disturbing and it is up to the Railway Minister to institute an enquiry and see to it that full utilisation is made of all the present rolling stock; otherwise, the Railways will be guilty of the charge of squandering public money, because even if you are going to add thousands and thousands of more wagons and more rolling stock, unless they are used most effectively and economically, the position will not improve.

I had expected the Railway Minister to touch on the punctuality and the speed of both passenger and goods

trains. The performance of Indian Railways in regard to the above items certainly does not add any feather to their cap. As a result of improvement in 1949-50, the percentage of mail and express trains arriving on time was 78·90 for broad gauge and 67·33 for metre gauge. Now, there is a downward trend and it is very regrettable because in view of placing new and powerful locomotives and coaches, we should normally have expected much better performance. But in many cases, we find that the running time of many other trains instead of being shortened has been lengthened. Similarly, it has been computed that during 1942-1947, on an average a wagon was on the move only for four hours a day. The Railway Board was advised by the Kunzru Committee to increase the utilisation of the wagons during the coming years. The average speed of goods trains in 1950-51 was 10·1 miles on the broad gauge and 9·3 miles on the metre gauge. From 1951 onwards there has been a downward curve and the lowest was touched in 1953-54 when it was 10·2 miles on the broad gauge and 8·9 miles on the metre gauge. This is also an instance that the Railway Board has not fully utilised the rolling stock already in their charge to the best advantage. I hope the hon. Minister will explain why there has been a downward trend in this direction also.

Then I come to the question of the amenities to passengers. Dr. Seeta Parmanand was very vehement that the Department should not undertake the work of catering. From our experience for the past three years we have found out that private contractors are most unresponsive. The food and service are very bad, and unhygienic. In the Catering Committee's report, on page 4, there is a line as complaint against a caterer: "For instance, a Member of Parliament complained that he and four other Members of Parliament found a glass piece in the rice served in the dining car." Sir, I happened to be the most un-

fortunate member, but I think I was very lucky because that contractor explained that it was not intentional, that it came by accident. There are some caterers who hold about 157 contracts.....

SHRI B. K. MUKERJEE: Is that a copy of the report? I would like to know from where he got it.

SHRI T. V. KAMALASWAMY: I am a Member of the National Railway Users' Consultative Council and I got a copy as a Member of that. If you take more interest in the subject, you can get a copy.

SHRI H. P. SAKSENA: We never got it.

SHRI P. S. RAJAGOPAL NAIDU (Madras): Let the hon. Member lay it on the Table of the House.

SHRI T. V. KAMALASWAMY: This is published by the Government of India and I cannot spare it.

SHRI P. S. RAJAGOPAL NAIDU: Sir, on a point of order. When a Member refers to any document and if it is required to be placed on the Table of the House, it should be placed on the Table.

SHRI T. V. KAMALASWAMY: It is for the Railway Minister.....

SHRI LAL BAHADUR: A copy of this is available in the Library. If the hon. Members so want it, I am prepared to supply printed copies and circulate them among the Members.

SHRI T. V. KAMALASWAMY: Dr. Seeta Parmanand said that the Catering Committee did not interview.....

THE VICE-CHAIRMAN (SHRI V. K. DHAGE): Food is the thing that one has to deal with when one is travelling.

SHRI T. V. KAMALASWAMY: Dr. Shrimati Seeta Parmanand said that

[Shri T. V. Kamalaswamy.]

caterers were not interviewed by the Committee, but I find from this report that all of them were interviewed and their representatives were heard. Regarding Departmental catering.....

SHRI O. V. ALAGESAN: Sir, for the information of the House fifty copies have been placed in the Library. I am told that the information was asked to be included in the bulletin, but I am not sure whether it has been done.

SHRI T. V. KAMALASWAMY: Departmental catering is not costlier than the food served by the caterers. A cup of very good South Indian coffee served on the Southern Railway costs only 4½ annas; whereas what passes for coffee, a pot of coffee water and some tasteless and smell-less powder added to it is charged 8 annas by the caterer. I do not know whether what Shrimati Dr. Seeta Parmanand said is correct. Now, Departmental catering will be costlier, because the Railways have been losing money on this. But as the Catering Committee members have said, it can be made more economical. At present they are paying too generous wages to the people who work there, and also it is in the experimental stage. They have not expanded their activities sufficiently and over a compact area. I think that if these recommendations are carried out, Departmental catering (Time bell rings.) Just one or two minutes more, Sir. If these recommendations are carried out, then the public will be satisfied with the Departmental catering and it will be cheaper. And Railways also need not suffer loss on that account. I think the Railways cannot, from another aspect, absolve themselves of this primary responsibility to feed the passengers—as long as there are passengers travelling long distances, travelling for 24 hours or 48 hours at a time—on payment, good food which will not upset a man's health.

2 P.M.

We have seen that the Railways have not worked as efficiently as they ought to have done. The optimum use of the railway has not been achieved. The progressive decrease in the number of engine miles, the decrease in the number of wagon miles, all these things seem to point to a deep-seated controversy on the part of the Railway Administration and its workmen to adopt a go-slow policy. The result of these go-slow tactics on the part of the railway workers will be that more and more rolling stock will have to be purchased, more and more men will have to be recruited, and the cost of travel will ultimately be skyrocketed. If, for example, the Grand Trunk Express runs with the same speed as the Frontier Mail, and if the total duration of the journey is reduced from 48 hours to 38 hours, we can effect some retrenchment in our staff etc. But they want more and more staff. That seems to be one of the reasons as to why the Administration is very reluctant to speed up all the trains.

I have very great respect for the hon. the Railway Minister, and I know that he has got the courage to tackle these complicated and intricate problems facing the Railways, and to supply the essential amenities to the passengers. And I am sure that the hon. Members of this House will be taken into greater confidence by the Government as well as by the Railway Administration, and all the necessary reports etc. will be placed before this House. And, in view of the fact that the Railway expenditure runs into Rs. 250 crores, which is almost three-fourth of the General Budget, there ought to be some standing committee of the Members of Parliament which should be closely associated with the members of the Railway Administration, so that these complicated problems may be well understood by Members and tackled properly. Thank you, Sir.

श्री डी० नारायण (मुम्बई) : उप-सभाध्यक्ष महोदय, यह तो मानी हुई बात है कि गत दो तीन वर्षों में रेलों के मामले में काफी उन्नति हुई है। जो कुछ अच्छा काम हुआ है उसको बार बार दोहराने की कोई आवश्यकता नहीं है, ऐसा मैं मानता हूँ और न इसकी कोई खास जरूरत है, क्योंकि हमारे माननीय मंत्री जी जिनकी वजह से यह उन्नति हुई है वे न तो किसी की तारीफ की अपेक्षा रखते हैं और न किसी की रत्ति की। इसलिए मैं अपना ज्यादा वक्त उनकी तारीफ में किसी तरह से गवाना नहीं चाहता। मेरी शिकायत शुरू में खास तौर से यह है कि माननीय मंत्री जी ने किरायों में जो तब्दीली की है वह ठीक नहीं है। माननीय मंत्री जी को कोई ऐसा रास्ता निकालना था जिससे गरीबों के ऊपर बोझ कम पड़ता और भागवानों के ऊपर बोझ बढ़ता। परन्तु हुआ उलटा। जब कोई बाजार में जाता है अगर वह मन भर चीज लेता है तो उसे वह सस्ती मिलती है और जो बेचारा थोड़ी सेर, आध सेर चीज लेता है उसे महंगी मिलती है। वही कायदा माननीय मंत्री जी ने भी यहाँ अख्तियार किया दिखाई देता है। अब आप देखिए कि पाव पाई यानी एक चौथाई पाई बढ़ा देने से गरीब के ऊपर कितना बोझ बढ़ा है। आज उसे सात मील के सफर में तीन आना देना पड़ता है कल से उसे चार आना देना पड़ेगा और इसी तरह से वह बढ़ता जायगा। आज हिसाब किया जाता है कि अगर एक पाई बढ़ती है तो एक आना हो जाता है। और अब कल से क्या होगा? एक चौथाई पाई बढ़ जाने से एक आना लिया जायगा, यानी आप यही देख लें कि सात मील, पांच पाई फी मील के हिसाब से ३५ पाई होती है और सवा पांच पाई फी मील के हिसाब से पाँचे ३० पाई होगी यानी पाँचे दो पाई तीन आने के ऊपर। इस पर उससे चार आने ले लिये जायंगे। इस दर से आप देखेंगे कि आगे १५० मील तक एक सा बढ़ता जायगा। मैं यह देख रहा था कि माननीय मंत्री जी अपने भाषण में इस तब्दीली का कोई कारण बतलायेंगे, परन्तु सिवाय इसके कि दूर के मुसाफिरों को

कुछ सहूलियत मिल जाय और कोई दूसरा कारण नहीं दिखलाया गया। न यही कहा गया है कि इससे कोई अधिक आमदनी बढ़ेगी क्योंकि मंत्री जी ने अपने भाषण में कहा था :

"I do not expect any substantial increase in passenger receipts as a result of these adjustments, designed largely to afford some relief to long distance travellers."

यानी इससे कोई खास आमदनी बढ़ेगी ऐसा नहीं है। परन्तु जो कुछ बढ़ेगी वह इस एक चौथाई पाई से ही बढ़ने वाली है। क्योंकि यह आप न भूलें कि तीन साँ मील से ऊपर के जो मुसाफिर होंगे उनका किराया कम कर देने से आमदनी बढ़ने वाली नहीं है जो कुछ बढ़ेगी वह सिर्फ एक चौथाई पाई से बढ़ेगी। इसलिए मेरी खास शिकायत यह है कि यह बोझ खासकर गरीबों के ही ऊपर पड़ने वाला है क्योंकि आप यह देखेंगे कि गरीब लोग लाखों की तादाद में पांच मील से लेकर चालीस या पचास मील तक ही सफर करते हैं, खासकर बाजार और हाटों में जाने के लिए। आप सब लोगों को मालूम है कि रेलवे को ज्यादातर आमदनी गरीबों से ही होती है, जो कुछ पैसा इस समय रेलवे को मिल रहा है वह गरीबों से ही मिल रहा है। इस समय दूर के मुसाफिरों के लिए रियायत करने की जरूरत नहीं थी बल्कि मेरे हिसाब से तो उनके ऊपर कुछ ज्यादा ही बढ़ाना था। लम्बा सफर काँन करता है? आप एयर कंडीशंड को ले लीजियें, जो लोग उनमें सफर करते हैं उनके लिए दो पाई कम कर दिया गया है।

श्री एच० सी० माथुर : एयर कंडीशंड में कम नहीं किया गया है।

श्री डी० नारायण : उसमें ३४ पाई प्रति मील के बजाय ३२ पाई प्रति मील कर दिया गया है। पहले ३०० मील के लिए ३४ पाई लिया जाता है और उसके बाद उसको ३२ कर दिया गया है।

श्री लालबहादुर : पहले ३० पाई लिया जाता था ।

श्री डी० नारायण : मरं कहने का मतलब यह है कि जो कुछ भी किरायों में कमी की गई है वह दूर का सफर करने वालों के लिये ही की गई है । अगर एयर कंडीशंड डिब्बों में सफर करने वालों पर ४ पाई बढ़ा दिया जाता तो कोई हर्ज नहीं था ।

श्री एच० सी० माधुर : कुछ नहीं मिलता ।

श्री डी० नारायण : यह कहने की बात है क्योंकि जो एयर कंडीशंड में जाते हैं वे चाहे चार पाई बढ़ा भी दिये जायें तो भी उसी से सफर करेंगे, वे तो उस भागवान जमात में से हैं जो कि एयर कंडीशंड से इसलिए जाते हैं कि जिससे उनको केवल सुविधा ही नहीं मिले बल्कि उनकी प्रतिष्ठा भी बढ़े । इसलिए मैं माननीय मंत्री जी से यह आशा करता हूँ कि जब वे गरीबों की तरफ हर वक्त अपनी निगाह रखते हैं तो इस बात को फिर से सोचें कि गरीबों के ऊपर से किस तरह से किरायों का बोझ कम किया जा सकता है । यदि रेलों से अधिक आय की जरूरत ही समझी जाय तो उन भागवानों के ऊपर किराया ज्यादा बढ़ाया जाना चाहिए जो कि फर्स्ट, सेकंड और एयर कंडीशंड में सफर करते हैं ।

दूसरी बात जिसकी ओर मुझे माननीय मंत्री का ध्यान खींचना है वह यह है कि रेलवे एडमिनिस्ट्रेशन में खर्चा दिनों दिन बढ़ रहा है । कहा जाता है कि काम बढ़ रहा है, आमदनी बढ़ रही है, तो साथ साथ खर्च भी बढ़ेगा, परन्तु खर्च का परसेंट तो नहीं बढ़ना चाहिये । इस सम्बन्ध में जो मुझे कहना है वह यह है कि आप एडमिनिस्ट्रेशन के खर्च को ही ले लीजिये । सन् १९५३-५४ में एडमिनिस्ट्रेशन का खर्च १०.१६ था और इस बजट ईयर में जो खर्च दिखलाया गया है वह १०.५६ है, यानी आधा परसेंट बढ़ गया है । आधा परसेंट बढ़ जाने से लाखों रुपया खर्च में बढ़ जाता है, इसलिए

मैं जानना चाहूंगा कि यह एडमिनिस्ट्रेशन का खर्चा इतना क्यों बढ़ रहा है ? मैंने गत वर्ष यह शिकायत की थी कि रेलवे के मइकमे में बहुत से ऐसे आफिसर्स हैं जिनको बहुत अधिक तनखाह मिलती है—तीन हजार और चार हजार । अच्छा हो कि इनकी तनखाहें कुछ घटाई जायें या वे आफिसर्स ही खुद उसको घटा लें क्योंकि हमारे मंत्री जी का उदाहरण उनके सामने है । माननीय मंत्री जी ऑर्डिनरी सेकंड क्लास में चलते हैं और हमारे आफिसर्स स्पेशल सेल्सुस में चलते हैं । मैं तो आफिसर्स से भी आशा करता था कि वे हमारे माननीय मंत्री जी का अनुकरण करेंगे परन्तु दुर्दैव है कि कोई इस तरह का अनुकरण होता दिखाई नहीं दे रहा है ।

तीसरी बात जो मुझे कहनी है वह कंटेरिंग के बारे में है ।

श्री उप सभाध्यक्ष (श्री बी० कं० धंगे) : और कितनी बातें हैं ?

श्री डी० नारायण : अभी कई बातें हैं । मैं आपका बहुत समय नहीं लूंगा । औरों को जितना समय दिया गया है उससे कुछ थोड़ा ही समय की आपसे अपेक्षा करूंगा । आप इस कंटेरिंग के काम को डिपार्टमेंटली करें या कंट्रैक्टर्स की मार्फत करें यह मेरी निगाह में बहुत महत्व नहीं रखता । महत्व यह रखता है कि किस तरह से अच्छा खाना मिल सकता है, किस तरह से स्टेशनों पर अच्छी चीजें मिल सकती हैं और किस तरह से वे आरोग्यकारक और स्वच्छ मिल सकती हैं, और ठीक दामों में मिल सकती हैं । आज तो हालत यह है कि अगर आप सोमचे वालों को देखें तो न तो उनके बरतन साफ होंगे, न उनके कपड़े साफ होंगे और न हाथ साफ होंगे । ये तमाम चीजें गंदगी से भरी हुई रहती हैं और मक्खियां भिनीभिनाती रहती हैं और ये खाने की चीजें स्टेशनों पर ऐसी हालत में बंची जाती हैं । तो मैं मंत्री महोदय से यह प्रार्थना करूंगा कि वे खाने पीने की चीजों के बारे में पहले सफाई और स्वच्छता को

लायें। जो बचने वाले होते हैं इनकी भी कोई एक खास वर्दी, जिस तरह से कि बटलरों की होती है, होनी चाहिये। ये जो रोटरी बचने वाले होते हैं, पराठ बचने वाले, साग बचने वाले या पूरी बचने वाले होते हैं उनके हाथ और कपड़े इतने गन्दे होते हैं और उनका रहन सहन इतना गन्दा होता है कि उनके हाथ से चीजें लेने में भी एक तरह से दिक्कत मालूम होती है। इसीलिये कंटेरिंग आप चाहे डिपार्टमेंटल रखें या कंट्रैक्टर्स की मार्फत रखें परन्तु हमें ठीक कीमत पर ठीक चीजें मिलनी चाहियें और वे स्वच्छ और आरोग्यकारक मिलनी चाहियें। इसके लिये लोकल कर्मियों की स्थापना कर दी जाय, जैसी कि सिफारिश हुई है, तो मैं समझूंगा कि इसमें बहुत कुछ तरक्की हुई।

अब मुझे कुछ दो तीन बातें अपने यहां की मंत्री महोदय के सामने लानी हैं। एक जो हमारे यहां पाचारो-जामनेर नौरो गेज रेलवे लाइन है उसकी बात है। इस लाइन को तैयार हुये 80 वर्ष हुये परन्तु जिस दिन से यह लाइन रेंसार हुई है उसी दिन से न तो कोई लोकोमोटिव में बढ़ती हुई, न पैसेंजर डिब्बों में हुई और न गुड्स के डिब्बों में बढ़ती हुई। जो चीजें 80, 85 वर्ष पूर्व लाई गई थीं वही चीजें आज भी मौजूद हैं और आप जानते हैं कि जमाना तब से कितना बदल गया, शहर बढ़ गये और तादाद बढ़ गई। इस 35 मील की रेलवे लाइन के अन्दर पांच स्टेशनों हैं और इन पांचों स्टेशनों पर फ्रैक्टीरीज हैं। पांच स्टेशनों पर आयल मिल्स हैं, इन पांच स्टेशनों पर 30 हजार रुई की गांठ बनती हैं इन पांच स्टेशनों से केले के तीन सौ वेंगस रवाना होते हैं और इतने गाउंडनट्स पैदा होते हैं कि करीब चार सौ वेंगस भर कर जा सकते हैं। इसके अलावा इस तहसील से करीब 6 हजार बैंग्र ज्वार और बाजरा बाहर जाता है। इतना फर्टाइल वह प्रदर्श है परन्तु वहां के लोगों को इस गाड़ी से कोई फायदा नहीं मिलता है क्योंकि डिब्बे इतने कम हैं कि अगर वे वर्ष भर बरतें जायें तो भी कोई कामयाबी नहीं हो सकती है।

श्री उप सभाध्यक्ष (श्री बी० के० धंगे) : उस लाइन पर 'बिठ्ठल रुकुमाई' भी है ?

श्री डॉ० नारायण : नहीं, बिठ्ठल रुकुमाई नहीं है। उस लाइन के बारे में मैं अभी कहने वाला हूं। इस पाचारो-जामनेर लाइन पर पैसेंजर डिब्बे इतने कम हैं कि गुड्स के डिब्बे पैसेंजर्स के लिये बरतें जाते हैं। यह चीज मैं खास कर के मंत्री महाशय के सामने लाना चाहता हूं। मुझे कहना है कि वहां के लोगों की यह इच्छा है कि इस लाइन को नौरो गेज से ब्राड गेज बना दिया जाय ताकि लोगों को सहूलियत और सुविधा हो जाय और खास कर के नौरो गेज से ब्राड गेज में ट्रांशिपमेंट का जो अब एक बड़ा झगड़ा है वह मिट जाय। आज जिस वक्त नौरो गेज से ब्राड गेज में केले को ट्रांशिप करते हैं तो इतना नुकसान होता है और इतने केले खराब होते हैं और इतना पैसा देना पड़ता है कि बेचारे वहां के लोग हैरान हो गये हैं और डिब्बों की कमी के कारण यह हो गया है कि ट्रक्स बहुत चलने लगी हैं और ट्रक्स में दूना किराया देना पड़ता है। कल किसी भाई ने कहा कि मद्रास में रेलों से ट्रक्स और बसेब का किराया कम है परन्तु मैं नमू निवेदन करूंगा कि बम्बई स्टेट में बसों का किराया 6 पाई फी मील है और ट्रकों का किराया भी गुड्स के फ्रेट से दुगुने के करीब है। इसीलिये वहां से जो चीजे रेल से नहीं जा सकतीं उनको मोटरों से भेजना पड़ता है और वे इतनी महंगी पड़ती हैं कि वे मुनाफे से बिक नहीं सकती हैं। इसीलिये वहां के दहातियों की यह खास शिकायत है कि मंत्री महोदय इस पाचारो-जामनेर लाइन को किसी तरह से दुरुस्त करें और कम से कम पैसेंजर्स और गुड्स के डिब्बे जल्द जरूर बढ़ायें।

आपने पंढरपुर, बिठ्ठल रुकुमाई, की याद की। इसकी याद तो हर एक आदमी को रोजाना आती है। उनके दर्शन के लिये लाखों आदमी जाते हैं। मंत्री महोदय से गत वर्ष मैंने यह प्रार्थना की थी कि माल के डिब्बों में भरे कर पैसेंजर्स को पंढरपुर की यात्रा के लिये न ले

[श्री डी० नारायण]

जाया जाय । परन्तु गत वर्ष क्या हुआ ? फिर वही माल के डिब्बे चलाये गये । मैं मानता हूँ कि जवाब में मुझसे यह कहा जायेगा कि बम्बई स्टैंट ने हमसे कहा और इसलिये हमने माल के डिब्बे वहाँ चलाये । परन्तु जब मैंने गत वर्ष शिकायत की थी तो मैंने आशा की थी कि वहाँ पैसेंजर्स के डिब्बे बढ़ाये जायेंगे ताकि यह मौका ही न आवे कि यात्रियों को किसी तरह से माल के डिब्बों में भेड़ों की तरह भर कर भेजा जाय । मेरी मंत्री महोदय से फिर प्रार्थना है कि इस बारसी लाइट रेलवे में, खास कर के पंढरपुर के लिये, पैसेंजर्स के डिब्बे बढ़ाये जायें और किसी वजह से भी माल के डिब्बों में यात्रियों को भेड़ों की तरह भर कर न भेजा जाय ।

इसके बाद हमारी ताप्ती वेली लाइन की बात आती है जिसके ऊपर मेरे ख्याल से रेल अधिकारियों का जितना दुर्लक्ष्य है उतना शायद ही किसी लाइन के ऊपर होगा । इस लाइन पर जितनी चोरियां होती हैं उतनी शायद ही किसी लाइन पर होती हों, इस लाइन पर जितनी टिकटलेस टूर्वलिंग होती है उतनी शायद ही किसी लाइन पर होती हो । मैं मंत्री महोदय को धन्यवाद दूंगा कि उन्होंने वहाँ एक तीसरी ट्रेन शुरू कर दी है परन्तु साँतले बेटे के साथ जिस तरह का बरताव किया जाता है उसी तरह का इस लाइन की तरफ बरताव किया जा रहा है क्योंकि जब इस लाइन की गाड़ियां सेंट्रल रेलवे की लाइन को जलगांव में मिलती हैं तो अक्सर यह देखा गया है कि गेजाना घंटा भर ये गाड़ियां डिस्टैंट सिगनल पर खड़ी रहती हैं और प्रायः रटी में लाइन की गाड़ियों को दी जाती है । इस वजह से ये गाड़ियां डिस्टैंट सिगनल पर घंटों आध घंटे तक पड़ी रहती हैं और वहाँ जितने पैसेंजर्स बिला टिकट होते हैं वे उतर जाते हैं । उनको पता रहता है कि गाड़ियां ठहरने वाली हैं और वे सब बिला टिकट वाले उतर सकते हैं । इसलिये मंत्री महोदय से मेरी प्रार्थना है कि जलगांव में एक तीसरा प्लेटफार्म बनाया जाय जिस पर कि ये गाड़ियां सीधी ले ली जायें और

ऐसा न हो जैसा कि अब हो रहा है कि सेंट्रल लाइन की पैसेंजर्स के लिये यहाँ तक कि माल गाड़ी तक के लिये, ये गाड़ियां डिस्टैंट सिगनल पर घंटों ठहरी रहें ।

मंत्री महोदय को मैं एक खास बधाई देना चाहता हूँ और वह खादी के बारे में है । मुझे बड़ी खुशी है कि उन्होंने अपने रेलवे में खादी को ज्यादा से ज्यादा दाखिल करने की कोशिश की है । मैं मंत्री महोदय से प्रार्थना करूंगा कि वह चौथे क्लास के लोगों के लिये ही यह न करें । जितने स्टेशन मास्टर्स हैं, गाड्स हैं, टिकट कलेक्टर्स हैं, इन सब को खादी की वर्दी क्यों न दी जाय ? कोई कारण नहीं है कि इन सब को खादी की वर्दी न दी जाय । यह कोई मिलिट्री नहीं है जहाँ कि बिल्कुल रंजीमेंटेशन होना चाहिये, न पुलिस है जहाँ कि रंजीमेंटेशन की आवश्यकता है । ये तो तमाम सिविल आफिसर्स की तरह से हैं और इनके लिये खादी पर्याप्त मात्रा में मिल सकती है । मेरी मंत्री महोदय से यह प्रार्थना है और मुझे आशा है कि वह यह जरूर करेंगे क्योंकि खादी के लिये उनको वही प्रेम है जो कि किसी और देशभक्त को हो सकता है ।

श्री उप सभाध्यक्ष (श्री बी० के० धंगे) : वक्त हो गया ।

श्री डी० नारायण : केवल तीन, चार मिनट और लूंगा ।

I shall just finish.

जब से यह सेकेंड क्लास का टिकट हम लोगों को मिला है, हम लोगों को भी सेकेंड क्लास में चलने का मौका मिल गया है । मुझे यह कहना है कि सेकेंड क्लास के डिब्बों में आज तक लैटरिन्स की जो व्यवस्था है वह अंगूजों के जमाने की चली आ रही है, कमांड सिस्टम, जिसका कोई उपयोग हम लोग नहीं कर पाते । आखिर हिन्दुस्तान में हिन्दुस्तानी बसते हैं, अंगूज तो अब बसते नहीं । इस लिये मेरी प्रार्थना माननीय मंत्री से यह है कि वे यह

कमांड सिस्टम दूर करें और हिंदुस्तानी सिस्टम दाखिल कर दें।

एक माननीय सदस्य : आदत पड़ गई हैं।

श्री डी० नारायण : बहुत कम ऐसे लोग हैं जिन का कमांड के बगैर काम चल नहीं सकता। अधिकतर आप में से ऐसे लोग हैं जो कमांड सिस्टम का प्रयोग नहीं कर सकते हैं।

श्री उप सभाध्यक्ष (श्री बी० कं० धंगे) : आपका मतलब है कि मिनिस्टर साहब इस तरफ तबज्जह करें ?

श्री डी० नारायण : जी हां, यही तो मैंने प्रार्थना की।

आजकल हमारी पैसेंजर ट्रेन्स में भिखारियों यानी भीख मांगने वालों की तादाद बढ़ती जा रही है। टिकटलेस ट्रेवलर्स कम हो गये हैं परन्तु भीख मांगने वाले कम नहीं हुये हैं। इस ओर भी जितना अधिकारियों का ध्यान जाना चाहिये उतना नहीं गया है।

आखिरी बात में स्लीपिंग कार्स की कहना चाहता हूँ। स्लीपिंग कार्स के लिये जो तीन रुपया किराया रखा गया है वह बहुत ज्यादा है। हो सकता है कि आप लम्बे सफर वालों के लिये किराया कुछ थोड़ा बढ़ा दें और उन्हें यह सहूलियत दें कि उन्हें रात में सोने की सुविधा मिल जाय कर ताँ बँहतर हो। रात का सफर जो करना चाहेंगे, वे तो पैसा दें सकते हैं और दें सकेंगे, तो आप यही क्यों न करें कि आम तौर पर दूर जाने वालों का किराया कुछ बढ़ा दें और उनको यह सोने की सहूलियत दें दें, और यदि आप कुछ कम ही करना चाहते हैं तो इस तीन रुपया को एक रुपया कर दें ताकि सब को इससे लाभ मिल सके और सब लाभ ले सकें।

मंत्री महोदय से आखिरी प्रार्थना फिर मुझे यही करनी है और मुझे उनसे पूर्ण आशा है क्योंकि वे एक सेवामूर्ति हैं, सेवा परायण हैं, गरीबों की ओर उनका ध्यान है कि हर वक्त

रेल का काम द्रुत होयें या कहीं होते हुये भी आप गरीबों की ही ओर अधिक ध्यान दीजिये और ये जो क्लासेज हैं इनको कम कर दीजिये। यह आश्वासन आपने दो वर्ष पहले दिया था कि हम क्लासेज कम करने के रास्ते में हैं। परन्तु अब मैं यह देख रहा हूँ कि वे क्लासेज कम नहीं हुये बल्कि जितने थे उतने ही कायम रहे। आज भी एयर कंडीशन्ड, फर्स्ट क्लास, सेकंड क्लास और थर्ड क्लास कायम हैं। एक इंटर क्लास बीच से चला गया है। परन्तु एयर कंडीशन्ड दाखिल हो गया है। इस प्रकार आज जो विषमता है वह न तो सब क्लासेज के एक गेट से जाने आने से दूर होने वाली है और न डाइनिंग कार्स में एक जगह जाने से दूर होने वाली है। वास्तव में हमारी दृष्टि से दिलों से, विषमता दूर होनी चाहिये और मैं आशा करूंगा मंत्री महोदय से और खासकर शास्त्री जी से कि वे इस ओर ध्यान दें और इस ओर ध्यान दें हुये आगे बढ़ें और गरीबों का बोझ हर वक्त कम करते रहें।

JANAB M. MUHAMMAD ISMAIL SAHEB (Madras): Mr. Vice-Chairman, I am grateful to you for calling me at this stage. The people of Malabar on the West Coast of Southern India have been agitating and pressing for certain extensions of railway in their area. For example they wanted a connection from Nilambur to Hasan in Mysore and from Nilambur to Feroke on the existing West Coast Railway. Again they wanted another connection in the north of the district but seeing that there was no sign of the implementation of their desire, they are now concentrating their demand on a small line to be constructed between Malathuron Nilambur side to Feroke. I am given to understand that the authorities have noted this request for inclusion in the Second Five Year Plan. The area through which this railway line is asked to be constructed is an undeveloped area through an intensely agricultural one.

[MR. DEPUTY CHAIRMAN in the Chair.]

[Janab M. Muhammad Ismail Saheb.] It produces very important articles of agriculture, and the proposed line will open up the area to the markets and other centres. Again this region has got a big trade in such valuable articles as timber, coconuts and other and this trade will be facilitated and benefited immensely by such a line as is demanded by the people. Therefore, I think instead of waiting for the Second Five Year Plan, it is very desirable and necessary that this line is taken up at an early date. It will develop the country which has so far been neglected and as the people have already waited long enough, it should be taken up at least without any further delay.

Then coming to the existing railway line, Calicut is the most important station in the Malabar district but it has one of the most antiquated and anachronic stations. For the last 25 years I am seeing that station now and then but I don't see any visible or appreciable change worth mentioning in that station. Then several stations on that line on the West Coast have no upper class waiting rooms with lavatory. Again the bogies, particularly the inter-class bogies that are run on several trains on the West Coast, have no proper ventilation as they have fixed windows and the bath-rooms in those compartments are not very helpful to the people. The water basin is too far away for being reached from the commode. They may say that they had provided such bath-rooms with pots; the pots may be on record but they are not in the bath rooms. That is the case with very many bath-rooms, not only on this line but on other lines as well. I hope the Railway Authorities will pay attention to these defects.

Turning to the South East line of the Southern Railway, the grievance is that the original builders of this line did not construct it as a broad gauge line so that it may be on a par with the other important lines of the country. That this South East line is not less important than any other line in the country

can be seen from the volume of traffic and earnings. However, I am not going to persuade the Government to convert this line of about 400 miles or so into a broad gauge one. But some more attention might be given to the needs of this line. I don't see that the needs and requirements—even the pressing ones—have been attracting sufficient attention of the Authorities. Take for instance the Trichy-Karaikudi line. The re-laying of rails on this line is long overdue and nobody knows when it is going to be taken up. Again taking the line from Mayavaram to Trichy—a distance of about 90 miles—it is one of the heaviest sections of the railway, I may say, in the country. 25 trains up and 25 trains down are passing this line everyday not to speak of the many goods trains. There are stations at every 2 or 3 miles on this line. The numerous trains that run on the line exert a terrific strain on it and it has to be taken better care of than is being done now. Again the trains have to slow down and stop at the numerous stations in this section and a number of crossings have to be effected; thereby the speed is effected and the time of the people wasted. The remedy for this would be to provide a double line in this section. This ought to have attracted the attention of the authorities long ago and I do not know why this has not been attended to so far. In the matter of earnings, as I said, this section is not in any way less paying or less important than any other section.

Then, I come to Kumbakonam which is a very important station on this section. It is one of the busiest stations having one of the heaviest traffic, the daily figure being 3,000 in and 3,000 out so far as passengers are concerned and the daily earnings being anything between Rs. 5,000 to Rs. 6,000. But if you were to see that station, you will find that it is one of those stations which perhaps were built decades and decades back. There is congestion not only for the passengers but also for the staff. If you see the booking

office, you will find that the members of the staff find it difficult even to move about. And as for the passengers, if they want to go from one point of the platform to another, it takes them two or three minutes for they have practically to wade through a large number of other passengers. The remedy would be for that station to be remodelled with an island platform. In this connection, I would also like to mention that a separate telegraph clerk has to be provided at that station. While on this station, I would like to refer to another point. There is a very busy road to the east of this railway station over which an over-bridge has been long overdue. This has to be constructed so as to relieve the people who are using that road from the great hardship that they are undergoing at present.

Now, in order to make the South-East line from Madras to Trinnevely more useful and more up-to-date, they have to fill up a gap that is existing for a long time; I mean that a railway line has to be constructed between Manamadurai and Maniyachi. This is a line of whose survey was taken up before World War II and I am given to understand that it was also sanctioned at that time. But what happened after that, I do not know. No mention has been made of this very important line by the Authorities. This link is very important not only from the point of view of opening up the country through which it would pass; but it will also benefit the whole region, for this line, chord line you may call it, if it is constructed, from Manamadurai to Maniyachi, will shorten the distance from Madras to the farthest end in the South. Express trains running on all the chord lines that is to say, from Villupuram to Tiruchi and from Tiruchi to Manamadurai and from Manamadurai to Maniyachi, would shorten the time by about four to five hours. That means that one who goes from Madras to Tinnevely—almost the southernmost part of the country—will cover the

distance in about ten to eleven hours, whereas now it takes him not less than 16 hours. And owing to this shortening of the time, there will be greater traffic and more people will travel to and from Madras, thereby serving themselves as well as in increasing the revenues of the Railways. Then again, this will also serve the tourists and pilgrims for many people who go to Rameswaram will find it very convenient to go to Cape Comorin through the Manamadurai—Maniyachi section. That is another reason for taking up this line for construction. It is for these reasons that originally years ago, the construction of this line was sanctioned. I do hope that the Authorities will take up this line as early as possible and fill up this gap which is making the existing railway line much less serviceable to long distance passengers for one thing.

A minute back I referred to Cape Comorin. It is a pity—a great pity—that this famous and beautiful place of our country, this place of pilgrimage to which many people yearn to come to not only from the South, but from almost every other part of the country, has not yet been connected by train. It is gratifying to know that the authorities are now considering the question of connecting the Cape with either Trivandrum or Tinnevely. I would however, urge—and it is also the desire of the people—that Cape Comorin must be connected with both these places—Trivandrum and Tinnevely. Of course, Tinnevely has got this point in its favour; that is, those who want to go to Cape Comorin on pilgrimage or as tourists, or on business and who are going from or via Madras, will find it much easier and more convenient to go through Tinnevely, particularly when the Manamadurai—Maniyachi chord is constructed.

Then, I come to the question of over-bridges. I have already mentioned the case of the over-bridge that

[Janab M Muhammad Ismail Saheb] has to be constructed immediately near Kumbakonam railway station. But in the very city of Madras, the question of constructing over bridges has been a crying need for many years now. In a city people have to work—whether they be rich or poor—according to a time schedule. But these crossings come in the way of thousands of people and it is a great nightmare for them and they are worried whether they would be able to reach their destinations in time. Therefore, there should be over bridges at the important level-crossings in the city of Madras. One such spot is the crossing on the Marina Road and another in Periamet and yet another at Chetput and these are causing terrible amount of inconvenience and hardship to the people, to the pedestrians to the users of cycles as well as vehicle owners. Therefore this has to be attended to as quickly as possible. In this connection we are confronted with some convention that exists between the Railway Authorities on the one hand, the local Government and the local boards on the other. But I submit that this convention was created when the Railways were owned by private companies. Now, that they have become State properties, in all fairness that old convention ought not to be sought to be enforced at this time. Moreover the difficulties to the people have been caused by the Railways and therefore I think it is the responsibility of the Railways to have these over bridges constructed particularly in view of the fact that the local boards and the local Government are suffering for want of funds even for such elementary purposes as public health, education and so on. Therefore the Railway Authorities would be doing a great favour and they would be giving the people their due in constructing these overbridges as soon as possible.

MR DEPUTY CHAIRMAN: It is time

JANAB M MUHAMMAD ISMAIL SAHEB Sir, I will finish in one or

two minutes. It is really pleasing to note that there is a proposal to construct a line between Katpadi and Canjeevaram or Vellore and Canjeevaram. Whatever may be the point at which they start the construction, I urge this line should pass through such important places as Melvisharam, Arcot and Ranipet and certain other points. Now I want to endorse the view expressed by certain Members criticising the increase in the fares for short distance passengers and also the increase in the rates for smalls. These increases will create hardship for the people and, at the same time, it will not ultimately give any additional revenue to Government. Before they learn this thing by experience, it is highly desirable that they revise their policy even now.

Then, relief, to food grains has been

given and it is good so far as it goes but I think it is not sufficient in the important matter of foodgrains. I do not even speak of food-stuffs but I speak only of foodgrains. There may be a provision by which any substantial fluctuation, as is being experienced now, may be responded to automatically by the authorities concerned without having to wait for the Budget to revise and readjust thing. For example the regional Authorities may be empowered to act and to give relief if the railway freight happens to go beyond say 1/3 or 1/6th of the market value of these food grains.

SHRI O V ALAGESAN Mr Deputy Chairman I should thank hon Members who have participated in this debate and offered their helpful suggestions and constructive criticisms. One hon Member—I think he is not here now—from Vindhya Pradesh described the Budget as a cheerful Budget. I think, it is a very happy and an apt description. The Railways are nearing completion of the phase of rehabilitation and are confidently looking forward to the next phase, namely, expansion. Difficulties have been overcome, deficiencies have been made up and despondency is over.

I should apologise to the great veteran student of railway affairs—I mean Pandit Hirday Nath Kunzru—for not having been present here for most part of his speech. I do not know when the springs of supplementary questions died in this House. I myself have answered supplementary questions, even a few questions used to keep this House going for the full one hour and always questions used to be left out. I based my calculation on that old experience of mine and I was sorry that the Question Hour collapsed today and I lost the great opportunity of hearing Pandit Kunzru. He quoted, as usual, figures, of course, these figures are confusing and I have to quote figures in answer to that, shortly I shall be presenting a few figures and also the picture of the Railways which will, I hope, strike a note of confidence.

I think, I can safely claim that the country has welcomed this note of confidence that is seen in the Railway Budget presented by the hon Minister. As the hon Minister said in his Budget speech, the Railways, during the current year—I think I can safely claim—have turned the corner and their endeavours and achievements in the field of wagon transport to meet the current needs of trade and industry appear to be progressively producing results. The bottle-necks which have been the cause of complaint and irritation in the past for the trading public appear to be fast diminishing.

Now, I should compare the year 1953-54 with 1952-53 and give some explanation why results have not been so satisfactory in that year. A drop in loadings during 1953-54 as compared to 1952-53 both on the metre gauge and broad gauge was mainly due to the regulation of goods traffic during busy seasons—I mean December 1953 to February 1954—due mainly to the special arrangements required to

deal with the Kumbh Mela traffic. This involved transfer of a considerable number of engines from the various Railways to the Northern Railway to deal with the heavy passenger traffic. This appreciably affected the clearance of traffic on the Eastern, Northern and North Eastern Railways. Again, sugarcane season in 1953-54 was poor, the acreage was less by 16 per cent and the yield was less by 8 per cent. Similarly the acreage of jute was less by 34 per cent and the yield was less by 10 per cent. This affected adversely the loading position on the Railways. Further, the pattern of traffic in 1953-54 was altered owing to less imports of food grains which used to move from the ports where a large number of empty wagons were always readily available for being back loaded. This year, before the busy season commenced, special attention was paid to improve the availability of transport with the existing facilities, by rational use of transport facilities and thereby improve the capacity on certain routes especially on the metre gauge. In this way movement to Assam, North Bengal and Bihar was stepped up *via* Manduadih from 60 to 120 wagons per day. Several special adjustments in the routing of traffic for improving metre gauge wagon availability have been made such as piece-goods from Ahmedabad which used to move by the all metre gauge route are now being moved by broad gauge to Manduadih. Similarly, salt from Sambhar to North Bihar and Assam is moved that way this is true of gypsum also. The movement of public coal to Saurashtra area has been augmented from 22 to 39 wagons per day and of general goods from 20 to 39 wagons per day. The transshipment capacity of Sawai Madhopur has been stepped up from 15 wagons to 30 wagons per day. The heavier engines are carrying loads of 170 wagons per day against 350 *via* Bezwada to the South. On the Ratlam-Godhra section, it has been possible to move 50 more wagons a day by making certain adjustments. The increase in wagon routing on broad gauge in 1954-

[Shri O. V. Alagesan]

55—during the busy period, October-January—is 5.29 per cent over the figures of 1952-53 and 7.48 per cent over the figures of 1953-54. I give the percentage over 1952-53 because it was a better year than 1953-54. On the metre gauge, it is 4.19 per cent over the figures of 1952-53 and 6.71 per cent over the figures of 1953-54. Transshipment performance has improved substantially during October 1954 to January 1955 as a result of certain special steps taken. The daily average number of broad gauge wagons transhipped across the Ganga was 273 as compared with 221 in the corresponding period of last year. In the Southern region it had risen from 207 to 251 on the broad gauge and from 273 to 311 on the metre gauge. In Saurashtra area, the wagon loading has improved from 157 to 162 on the broad gauge and from 159 to 183 on the metre gauge. In Rajasthan area the daily average number of wagons transhipped has risen from 137 to 149 on the broad gauge and from 184 to 260 on the metre gauge. It is being planned for the busy season of 1955-56, that is, next year to move 10 per cent more coal and 10 per cent more goods on the Eastern Railway and 20 per cent on all other Railways as compared with the busy season of the current year. Mr Ghosh also expressed doubts as to the capacity of the Railways to move additional traffic over the next Five Year Plan period. I want to assure the hon. Member and this House that we are taking every step to see that the railway does not lag behind but in fact walks ahead of the economic development in this country.

Again, however dry these figures are I should quote certain other figures too. In these figures I am comparing the period April to December of 1953 with the corresponding period of 1954. The train miles are in thousands.

SHRI H. N. KUNZRU With what are you comparing?

SHRI O. V. ALAGESAN I am comparing the period of April to December of the year 1953 with that of 1954. As regards train miles I do not want to weary the House and I shall give the total figures for both broad gauge and metre gauge. For 1953 the figures is 72,776 and the figures are all in thousands. In 1954 it was 74,260, an increase of 2 per cent. *Goods and proportion of mixed*—The total is 51,877 in 1953. In 1954 it was 53,947. This is an increase of 4 per cent. *Revenue earning net ton miles in millions*—The total for the year 1953—13,608, for the year 1954—14,116, an increase of 4 per cent.

SHRI J. S. BISHT Is it for the whole year or for April to December?

SHRI O. V. ALAGESAN April to December in both the cases.

Then *wagon miles per wagon day*—1953—40.3, 1954—43.8. This represents an increase of 9 per cent. *Metre gauge*—1953—29.4 and 1954—30.8. This represents an increase of 5 per cent.

SHRI H. N. KUNZRU Increase of what?

SHRI O. V. ALAGESAN Wagons miles per wagon day.

Net ton miles per wagon day—Broad gauge in 1953 was 486, in 1954—529. This represents an increase of 9 per cent. Over the metre gauge it was 199 in 1953 and 214 in 1954, that is an increase of 8 per cent.

Vehicle miles per vehicle day:—Here there is an increase of 2 per cent.

I quoted the figures to show that there is all-round improvement noticed during the current year and we will do our best not only to maintain this improvement but also still further accelerate.

Again the question of overcrowding was mentioned. I was dealing with operation as far as goods movement.

was concerned. Now coming to passengers it is common knowledge that overcrowding has been considerably reduced. Additional passenger trains have progressively increased from year to year, as will be evident from the increase in passenger train miles. 45 additional passenger trains leaving out cancellations, etc. were introduced up to the 10th December involving an increase of 2,616 daily train miles. In addition 125 existing trains were extended during the same period which represents an increase of 3265 daily train miles. Taking 1950-51 as the base year and giving it the figure 100, the number of passengers has gone down to 93·6, that is a reduction of 6·4 per cent. while the number of seats has gone up by 10·5 per cent. This indicates an overall improvement roughly of 17 per cent. When I say this I don't claim that overcrowding has been altogether eliminated. We are taking steps in that direction and we hope to progressively improve the position. This picture should be kept in mind when hon. Members criticise the Budget.

I should say, the Railways present a very heartening picture and the word "cheerful" used by the.....

SHRI BHUPESH GUPTA: The Deputy Minister looks cheerful; there is no doubt about it.

SHRI O. V. ALAGESAN:.....hon. Member on this side correctly depicts the mood and the sentiment of the Budget.

My friend, Mr. Mathur,—I hope he will walk in soon—is not here, and he was taking exception to what we have been doing in respect of educating our own countrymen in what the Railways are trying to do. Sometime back a party of gentlemen of the press were taken round. They not only saw the various railway projects, they saw the other nation-building activities and they have contributed articles setting out their impressions. Now, Mr. Mathur was kind enough to refer to this as a conducted tour, the inspira-

tion for which, he suspected, came from the visit that some of our officers paid to Russia only recently. I can assure him, Sir, that he need not labour under that suspicion. In fact I should say that the Railway Ministry does not know how to beat its own drum.

SHRI BHUPESH GUPTA: That itself is a drum.

SHRI O. V. ALAGESAN: I do not know. In fact all these years the Railways have been grappling with the various problems and difficulties and trying to overcome them. There have been criticisms well-intentioned and ill-intentioned and most of the criticism was due to ignorance of what was being done. But now, we have got into the habit of sending batches after batches to foreign countries to notice, to observe and to take note of the achievements of foreign countries. In fact I shall not be wrong when I say that many of our own friends, some of them may be sitting in Parliament too, know more of China and Russia than of their own country and the responsibility for that partly at least lies on Government. I think, now Members have been rightly making use of the railway pass and I was glad to note.....

SHRI BHUPESH GUPTA: Can we go to the Soviet Union by your railway pass?

SHRI O. V. ALAGESAN: I am not so much interested in Russia as you are. I am more interested in my own country.

SHRI BHUPESH GUPTA: Whether the pass relates to them that is what I am interested in.

SHRI AKBAR ALI KHAN (Hyderabad): He wants to be issued free passes to go to Russia.

SHRI O. V. ALAGESAN: I heartily endorse the request. Now, many of

[Shri O. V. Alagesan,]
my friends from the North have gone to the South. They went there just for the first time and they are coming to know what is in the South and many of them have been very pleasantly impressed because they saw a completely new picture of India. I do not mean to say that we are so vastly different but it is good to travel from one place to another and know our own country first before we venture to other lands and venture opinions about other lands in this country and this should be remembered when we criticise the actions of our own Government, and the doings of our own people.

SHRI M GOVINDA REDDY (Mysore) Even those who had gone out and seen other countries have thought of our Railways as the pride of the country.

SHRI BHUPESH GUPTA: The hon Deputy Minister seems to be labouring under an illusion. I do not know who the Deputy Minister of the Soviet Union is. Nothing I know of them. But I know him very well, see him every day cheerfully talking and going on.

MR DEPUTY CHAIRMAN: Order, order.

3 P.M.

SHRI O V. ALAGESAN: I know, Sir ...

DR SHRIMATI SEETA PARNAND. Why has not the report of the people who visited Russia been made available to Parliament?

SHRI O V. ALAGESAN: It is my normal lot to bear interruptions relevant and irrelevant from my friend Mr Bhupesh Gupta, but I shall pay sufficient attention to him. He need not be in a hurry. Now, I am glad about the remarks of my hon friend Shri Govinda Reddy. He said that even those who had gone to other countries and

seen their Railways were able to express the opinion that our Railways were much better than those Railways. I think he himself visited China and his opinion is related to China.

So, it was our bounden duty to educate our own people in what we were doing and it was with that intention that we took a party of pressmen. They went round and saw things. One of them confessed that he did not know that all these things were being done here and when the same gentleman had been to China earlier, he had imagined that things were much better in China than in India. That was because he had no opportunity of seeing what India has been doing. So this was the purpose and I think the purpose was well served, because the press is the most powerful medium of instruction and education today in India. There may be the Radio, there may be the Film, and I & B Ministry is doing a good job of it. We are having more and more documentaries which depict Indian life, Indian achievements and Indian culture but still the fact remains that the press is the most powerful medium of public education.

SHRI H P SAKSENA Sir, how much time have you allotted to the Deputy Minister?

SHRI O V ALAGESAN: So, those pressmen expressed their own opinion. It is not a controlled press that obtains in our country. They are free to express whatever impression they gather. They expressed their opinions and it is with that my friend, Mr Mathur, wants to quarrel.

Then he referred to the meeting of the Consultative Council of the National Railway Users which was held just before Parliament session. He referred to this as if this was stage-managed to produce an impression just before the Budget.

Budget The Council has been constituted by a resolution and Members of this House as well as of the other House sit on that and make constructive suggestions at the meetings As such there is no question of stage-managing a meeting They are as **responsible**.....

SHRI AKBAR ALI KHAN Is there only one meeting in the whole year?

MR DEPUTY CHAIRMAN Let him go on Please do not disturb, Mr Akbar Ali Khan

SHRI O V ALAGESAN. They have two meetings

Now, Mr Mathur made another remark that all the figures, all the information, that were contained in the press articles were not correct and he did not know from what source they were obtained whether from heaven or from the Railway Board The press people are able to cull the various points from reports and other sources So it is not any information which is not vouchsafed to the public Again, I am sorry, Mr Mathur has not walked in as I expected he would He made a very gloomy performance yesterday he used the word 'poison' many times in his speech It is very unfortunate that he should be so bitter I do not know why he is so As far as we are concerned, both the hon Minister and myself have been making deliberate efforts to woo him and win him over if possible Perhaps the very considerateness that is being shown, he is trying to use against us and accuse us about I for one cannot understand the cause of his bitterness I know this that he has been associated for long with the now extinct feudal order I can come only to one conclusion, namely, that perhaps the very atmosphere of democracy irritates him I can come to no other conclusion about it

Now, about my other friend who is sitting here, he is also a very

strong critic of Government He always thunders what he holds as opinions but what we think always is abuse at us Yesterday he did it very well and very fully too But I should say this—and this is due to him—that he has no bitterness in him He just performs to command, he echoes his master's voice, he just toes the party line

SHRI BHUPESH GUPTA What line are you toeing here? Is it the line of some other party or the Congress party? The Deputy Minister has no

MR DEPUTY CHAIRMAN Order, order Please do not disturb, Mr Gupta

SHRI BHUPESH GUPTA He should not make such allegations

SHRI O V ALAGESAN I thought I was paying a compliment to my friend I do not know why he should become angry

MR DEPUTY CHAIRMAN It depends on the way you take it

SHRI BHUPESH GUPTA It depends on the fun he is making. (Interruptions)

SHRI O V ALAGESAN He is very attractive to me even in his anger Anyway, whatever may be the bitterness on the part of Mr Mathur we do not propose to return it On the other hand, we propose to engulf him in the nectar of our love

He made much about two points—one with reference to the publication of the report of the Accidents Enquiry Committee and the other with respect to the ex-State Railway officers As far as the first one is concerned, even Pandit Kunzru was anxious to know why the report was not published My hon friend, Shri Pattabiraman has lightened my task in this connection He has

[Shri O. V. Alagesan.] answered most of the criticisms. There is nothing much in it to make Parliament get perturbed over it. The Reviewing Committee which was appointed as a result of a suggestion made by the National Railway Users' Council went into this report very thoroughly. The conclusions of the previous Committee are not hidden. They are there with the comments of the Railways as well as the conclusions of the Reviewing Committee. It is not as if that report is hidden from Parliament or the public. Again, Mr. Mathur was referring to another Committee in connection with the ex-State Railway officers and was complimenting the Ministry for trying to improve upon the recommendations of that Committee.

MR. DEPUTY CHAIRMAN: The charge is that you have not supplied copies to Members.

SHRI H. N. KUNZRU: I think I may go further and say that the Ministry is still not prepared to supply copies of that report.

SHRI O. V. ALAGESAN: I shall give the reasons. As the conclusions are given it is not as if we want to hide it from Parliament. Certainly we have to take into consideration whether the reasoning and the arguments and the matter that is contained in the report are correct factually, and whether it is proper to place such a document in the hands of the public.

SHRI BHUPESH GUPTA: It is for the Parliament to judge by looking into the reports. Therefore, the reports should be supplied first and then it will be for us to say as to what we think of them and the Minister can then have his say when we discuss that.

SHRI O. V. ALAGESAN: It was for that reason that the Reviewing Committee's report has been released. I was referring to this, that Shri

Mathur is pleased that with reference to another Committee's recommendations we are trying to make improvements on it, but in this case.....

DR. SHRIMATI SEETA PARMANAND: Sir, is the reference made to the Catering Committee or the Shah Nawaz Accidents Enquiry Committee?

SHRI O. V. ALAGESAN: My hon. friend is too much obsessed by "catering". I am coming to that.

DR. SHRIMATI SEETA PARMANAND: Dr. Kunzru was referring to both the reports. To which of the two are you referring?

SHRI O. V. ALAGESAN: I am referring to what Shri Mathur said yesterday. And so, I just wanted to draw his attention—unfortunately he is not here—that we are doing exactly the same thing with reference to this Accidents Committee's report, that is, we are trying to improve on it. In fact, I may furnish this information to the House. There were 183 recommendations or conclusions of the previous Committee: of which, the recommendations of the Accidents Enquiry Committee which have been accepted by the Reviewing Committee and the Ministry of Railways on which action for implementation is already in progress or will be initiated is 99.

SHRI H. N. KUNZRU: But where is the report?

SHRI O. V. ALAGESAN: I thought I was speaking about it all the while. The number of recommendations which have been accepted by the Reviewing Committee as being already the standard practice on the Railways is 30. Recommendations accepted by the Reviewing Committee which are under examination by the Ministry of Railways with a view to taking decisions as

to their acceptance and/or implementation are 18

SHRI B C GHOSE Nobody wanted this information

SHRI O V ALAGESAN This only shows how the recommendations are being implemented

SHRI BHUPESH GUPTA Now, one hundred recommendations have not been accepted He should explain that

SHRI O V ALAGESAN The number of recommendations of the Accidents Enquiry Committee not accepted by the Reviewing Committee on which no action is so far called for is 21 Recommendations of the Accidents Enquiry Committee regarding which the Reviewing Committee have made their own revised recommendations are 4 Items which contain only factual information are 11 This shows that we are already implementing the relevant recommendations of both these Committees

SHRI B C GHOSE Sir, the other Committee was presided over by the Parliamentary Secretary to the Railway Minister Was the report so irresponsible as all that?

SHRI O V ALAGESAN Both the Committees were presided over by the Parliamentary Secretary

SHRI B C GHOSE Was the report so irresponsible that it could not be placed before Members of Parliament?

SHRI O V ALAGESAN I never said that I never used the word "irresponsible"

SHRI B C GHOSE The arguments do come to that

MR DEPUTY CHAIRMAN It is for the Government to place it or not place it I cannot compel him to place it, unless it has been referred to in the House

SHRI H N KUNZRU It has been stated by the Railway Minister himself

that a Committee of that kind has been appointed by him

MR DEPUTY CHAIRMAN That is true but it is entirely for the Government to place it on the Table or not

SHRI H N KUNZRU What is the good of announcing that fact to the House?

SHRI BHUPESH GUPTA I would ask the hon Minister to give you at least some satisfaction as to why this whole matter is being withheld from us as to why so many recommendations have not been accepted by the Government He should give some reasons

SHRI O V ALAGESAN I thought he heard the reasons that I gave but whether he wilfully does not want to hear or not I do not know

I shall pass on to the next thing Shri Mathur was making much and accusing us of discrimination against ex-State Railway Officers which I emphatically repudiate It is true that there has been some delay in this matter and the delay has occurred because we were ready at every step to consider all suggestions that came from quarters interested in the subject and wanted to accommodate If we are to be accused for that, then, I plead guilty to the charge I shall briefly give the history of this matter Originally it was decided to vet each individual officer by a Committee presided over by a Member of the UPSC Then on that several representations were made that that was not the proper thing to do and that they should be taken as they were Then it was decided to equate the posts that have been held by these officers on the ex-States Railways to the corresponding posts on the Indian Government Railways This equation was done While this was being done, again representations were made by Members of Parliament and by others who were intensely interested in the subject that this was not satisfactory and it should be again reviewed And so the Minister appointed a Committee on which

[Shri O V. Alagesan]
the Member (Staff) of the Railway Board and the Secretaries of the Home and State Ministries sat. They had, in fact, nothing to say about the equation, but they made other suggestions by which a greater number of the ex-State Railway Officers would be benefited. That, again, was not found to give complete satisfaction to Members interested in the subject and they again wanted that that report should be improved upon as Shri Mathur was telling us yesterday.

I am glad at least he is coming at the fag end of my remarks about him—about what he said, not about him—and so that is now under consideration. And for this, for trying to be responsive, for trying to accommodate the views of responsible Members of Parliament, who are interested in it, we are being accused and all sorts of wild allegations of discriminatory treatment, etc are being made. I am not going into the electricity charges, chairs, tables, furniture and all those sort of things. And we were accused of being not fair to these officers.

SHRI H C MATHUR: Would it not be better, Mr Deputy Chairman, if the hon Minister gives the insignificant facts which have been placed before the House by me rather than make a general reply?

MR DEPUTY CHAIRMAN: He refutes your facts.

SHRI O V ALAGESAN: I am sorry the hon Member was not present and I should not like to allow my speech.

SHRI BHUPESH GUPTA: You can pass on the papers you are reading out.

SHRI O V. ALAGESAN: Thank you for your suggestion. So, I can only say that he has agreed yesterday that the whole matter can be again referred to UPSC. I know that there are certain others who are not of the same view and I do not know how far he holds

the brief for the ex-State Railway Officers, and how far they will back him. If we can know that he is their sole representative and it is to him that they have confided all their interests, etc., certainly it is a matter that can be considered. As the hon. Minister said yesterday, it can be again referred to the UPSC, and this matter will be considered and decided in a fair way to all concerned.

SHRI H C MATHUR: Sir, on a point of information.

MR DEPUTY CHAIRMAN: No disturbance, please.

SHRI H C MATHUR: No, Sir. I am not interrupting. The hon Minister has said that the matter has already been decided in his Budget speech and my friend says that "it will be decided". So, I think it will be better if some light is thrown on it.

SHRI O V ALAGESAN: He has not said so. Kindly read the speech. There are two factors to be taken into consideration. In arriving at a decision, we should also take care to see that the Indian Government Railway officers are not adversely affected. And so, all these interests and the relevant considerations have to be balanced and a decision has to be taken in this matter. And we will try to expedite a decision in this respect.

Then, my friend, Shri Rajagopal Naidu, expressed concern over the increasing working expenses. We cannot want the Railways to expand, and at the same time, not like expenses also to go up. I should like to say that a portion of this increase is related to the increased transportation, both passenger and goods, and the bulk of it is due to other factors. You would also be interested to know why the total ordinary working expenses during 1955-56 are estimated to be Rs 41.36 crores higher than those obtaining in 1950-51. Of these Rs. 41.36

crores, Rs. 30 crores is due to additional staff; charges made up of implementation of the C.P.C. scales on ex-State Railways, which is Rs. 1 crore; Adjudicator's award Rs. 2 crores; increase under "Provident Fund" and "Gratuity" due to merger of dearness allowance in pay Rs. 3.65 crores; increments to staff Rs. 5 crores, and this is bound to go up every year; implementation of J.A.C.'s recommendations Rs. 2 crores; house rent, compensatory and travelling allowances Rs. 16.3 crores; increase in maintenance other than the staff element account for Rs. 6.87 crores; and increase in fuel Rs. 4.66 crores. The increase in maintenance is the natural corollary to the progressively increased amenities to the travelling public including rolling stock and frequency of train services. I do not mean to say that there is no item that does not need looking into, where economy is not possible.

Then, Shri Naidu raised the question of the speed of the Grand Trunk Express. I think, Shri Kamalaswamy also referred to the same matter.

SHRI H. C. DASAPPA (Mysore): Even the hon. Deputy Minister would agree with that view, I am sure.

SHRI O. V. ALAGESAN: It is not any unwillingness on anybody's part to make this train run more speedily, or increase the speed of this train. But, speed depends upon various factors like the doubling of a particular route where it is single, the system of interlocking, the number of halts, signals, etc. There is always a conflict between some friends who want more halts and some friends who want the train to be speedier. The total mileage of the route is 1,361, whereas in the case of the Delhi-Howrah Mail, the route is 895 miles, and 70 per cent. of this length is double line. On the other hand, in the case of the Grand Trunk Express, only 10 per cent. of the length is double line. And, Sir, the number of halts is 38 on the Grand Trunk Express, which swallow 8 hours and 20 minutes. The number of halts

11 R. S. D.

on the Delhi-Howrah route is only 18, and it takes 3 hours and 27 minutes.

PROF. G. RANGA (Andhra): Is it not a fact that it has got long stoppages at Vijayawada, Wardha, Kazipet and other places? You can speed up the train, but you are not doing it.

SHRI O. V. ALAGESAN: If the same conditions obtain on the Delhi-Madras route, it can be done within 38 hours. (Interruption.) But, in spite of these difficulties, we have been trying to reduce the time of the journey of this train. On 15th May 1952, the total journey time taken by this train was 49 hours and 15 minutes, whereas, on and after 1st October 1954, the total time taken by this train is 46 hours and 45 minutes. So, there has been some reduction in the number of hours. But, we will also go into the question of further reduction and try to remove the inconvenience to hon. Members of Parliament.

SEVERAL HON. MEMBERS: The inconvenience to the public.

SHRI O. V. ALAGESAN: I take it that the interests of the hon. Members of Parliament are the same as those of the public.

MR. DEPUTY CHAIRMAN: You represent the voters.

SHRI O. V. ALAGESAN: I should now come to my friend, Shri Bhupesh Gupta. He was talking all sorts of things. He was finding fault with us for making phrases like "socialistic pattern of society", "egalitarianism" etc.

SHRI BHUPESH GUPTA: And "telescopic fares".

SHRI O. V. ALAGESAN: Then, I asked him—he did not catch me yesterday—whether he accepted the slogan of 'co-existence'.....

SHRI BHUPESH GUPTA: We do; but we would like to have that side of the House to have co-existence with this side for a while.

MR. DEPUTY CHAIRMAN: He accepts it on his own terms.

SHRI O. V. ALAGESAN: He also accepts the phrase "Panch Shila". He accepts both these phrases heartily, because the stamp of foreign approval is on them. But if we make phrases...

SHRI BHUPESH GUPTA: Why do you accept "Railways"? They are also of foreign origin. Why do you accept them? Let us ride on the bullock-carts in that case.

SHRI O. V. ALAGESAN: It is difficult for him to accept anything that springs from the conditions obtaining in this country. He is like a man who keeps flowers made of paper in a vase, but we are after fresh flowers. We have got a very good gardener—the hon. Prime Minister—who fetches us fresh flowers from his garden every day. But our friend admires only these foreign slogans, imported slogans, as one admires flowers made of paper.

SHRI BHUPESH GUPTA: I think, the hon. Deputy Minister should talk a little more seriously. I was talking about the Railway freights and fares. These are not slogans.

MR. DEPUTY CHAIRMAN: You spoke of egalitarianism and all these things.

SHRI BHUPESH GUPTA: But even then, I would ask him to be a little serious.

SHRI O. V. ALAGESAN: I confess, I am not as smart as my hon. friend. But he used these phrases a hundred times, if I remember aright—I have not counted actually.....

SHRI BHUPESH GUPTA: You count.

SHRI O. V. ALAGESAN: And, if a live phrase, which depicts our present stage of progress, is made out, he won't accept it.

SHRI BHUPESH GUPTA: What is that phrase?

SHRI O. V. ALAGESAN: One thing, I should like to mention in reply to what my hon. friend has said. I should like to say that in his blindness, which is usual, he has missed one major fact. He was saying that we were not looking after the people, etc. But he has forgotten that the third class passengers, as far the Railways are concerned, have come into their own. The present era of the Railways is the era of the third class passengers.

SHRI BHUPESH GUPTA: The era of Mr. Alagesan.

SHRI O. V. ALAGESAN: The provision of sleeping coaches is a very far-reaching one and I do not know whether we can use the word "revolutionary" in this connection. I do not know whether Mr. Bhupesh Gupta will accept it, because in his dictionary a revolution is always accompanied by the breaking of heads and the shedding of blood.

SHRI BHUPESH GUPTA: It is accompanied by a good meal and a good sleep after that.

SHRI O. V. ALAGESAN: He was saying that we were purchasing our requirements from British concerns. I do not know of what year he is thinking. For all our purchases of rolling stock etc., we put out global tenders. Every country in the world tenders, and we have been purchasing our locomotives, wagons, etc. from all the countries—from Japan, Germany, Belgium, France, Italy, etc., in fact from all sources.

SHRI BHUPESH GUPTA: From Canada.

SHRI O. V. ALAGESAN: From Canada also.

SHRI T. S. PATTABIRAMAN: Soviet Russia also?

SHRI O. V. ALAGESAN: If they tender and if their conditions are favourable, certainly we would purchase from them also.

SHRI T. S. PATTABIRAMAN: Mr. Bhupesh Gupta will tender for them.

SHRI O. V. ALAGESAN: I don't know how he got the impression that we are purchasing from British concerns on y.

SHRI BHUPESH GUPTA: Because you had named certain firms like Braithwaites, etc., in your publications.

SHRI O. V. ALAGESAN: I would next like to answer the points raised by Shrimati Seeta Permanand, but she is not here. Before that, I would like to refer to the point raised by Mr. Mazhar Imam.

SHRI BHUPESH GUPTA: Only the Members of the Rajya Sabha can speak here, unless the persons concerned are Ministers.

SHRI O. V. ALAGESAN: Mr. Mazhar Imam said that the Bukhtiarpur-Bihar Light Railway should be taken over by the Government. This is a narrow gauge line, 33 miles long, which connects Bukhtiarpur, a station on the Eastern Railway, to Rajgir, and lies wholly within the Bihar State. Since its opening in 1903 the Railway, which was the property of the Bukhtiarpur Bihar Light Railway Company was managed by Messrs. Martin & Co. But in November 1948 the management was taken over by the Orient Bank of Patna. As their management was not satisfactory, the District Board of Patna acquired the line on 25th June 1950 in terms of the Railway's contract. Since then the line is owned and managed by the District Board of Patna. It is not our policy to acquire small narrow gauge lines. But in pursuance of a general decision on the subject, the General Manager, Eastern Railway, has been asked to study very carefully the position of this line and report whether the line should continue or not, and, if not, whether the line should be replaced by a broad gauge, or metre gauge railway or by a roadway. The report is awaited and we hope take action after the report is received.

DR. SHRIMATI SEETA PARMANAND: I am here. I thought my hon. friend wanted to give a reply to my points

SHRI O. V. ALAGESAN: In fact, I am bound to give a reply to my friend, Dr. Seeta Parmanand. She has been taking a good deal of interest in the subject of catering. I am only sorry that I did not have her considered views when we were on this subject. I think the matter was sufficiently known to many Members of Parliament who also wrote to us. There have been a number of questions both in this House and in the other House and I thought that the matter was as public as anything could be.

DR. SHRIMATI SEETA PARMANAND: More Members should be associated because of the way in which the matter should be dealt with.

SHRI O. V. ALAGESAN: On every conceivable occasion when the Railway Budget was discussed in this House as well as in the other House, there have been loud complaints about the contract caterers. Dr. Kunzru also mentioned this matter and wanted to know whether it was the intention of the Government to abolish private catering.

SHRI H. N. KUNZRU: I did not say that. I said that from the report it was seen that it was not the intention of the Government to abolish private catering just now.

SHRI O. V. ALAGESAN: As the hon. Member has said just now, it is not the intention to abolish private catering. The private caterers—some of them—have been giving very good service and they have been associated with the Railways for a very long time. On the Southern Railway, Departmental catering has functioned satisfactorily and this satisfaction has been expressed by all concerned.

SHRI BHUPESH GUPTA: But the charges are higher.

SHRI O. V. ALAGESAN: Very low. It would be much better if my hon. friend confines himself to Russia only.

SHRI B. K. MUKERJEE: May I know if there has been any complaint against Departmental catering also?

MR. DEPUTY CHAIRMAN: I am not allowing any interruption. He is talking about the Southern Railway.

SHRI O. V. ALAGESAN: On the Southern Railway there are 43 Departmental establishments, whereas the private caterers' establishments number only 63. There, a certain level has been reached in private catering also as a result of the successful and satisfactory functioning of Departmental catering.

DR. SHRIMATI SEETA PARMANAND: But what is the loss to the Government on Departmental catering.

SHRI O. V. ALAGESAN: The hon. Member has quoted all those figures.

DR. SHRIMATI SEETA PARMANAND: How can you say then that it is satisfactory?

SHRI O. V. ALAGESAN: She has made her speech and the entire speech was taken up by this subject. When I am trying to answer her questions, there is absolutely no necessity for the hon. Member to interrupt me. There on the Southern Railway there are both Departmental establishments and private establishments, and the service given by the private caterers there is satisfactory because of the satisfactory and successful working of Departmental catering. The position on the other Railways is not so, because there is no standard to measure up to. The idea is to take up Departmental catering on Railways on which it does not exist at present, on an experimental scale and push it gradually, so that a visible standard is there for private caterers also to live up to.

DR. SHRIMATI SEETA PARMANAND: I must ask one question.

MR. DEPUTY CHAIRMAN: I will not allow any questions now.

SHRI O. V. ALAGESAN: Even at the risk of being considered non-chivalrous, I would refuse to yield. That is the intention. The report is there. I am sorry that the number of copies were not sufficient so that I could send one to each Member of Parliament, but I can inform hon. Members that we have arranged to place 50 copies of the report in the Library. The report can be gone into. My hon. friend was saying that I was trying to keep the report hidden because I was ashamed of it or something to that effect, as a parent would be ashamed of his ugly child. I don't think that any parent would be ashamed of his child. I don't know how many children the hon. Member has, but I can tell her that parents are not ashamed of their children, whether they are beautiful or not. In fact, there is a proverb in my language which says that to the crow its young ones are golden ones.

SHRI BHUPESH GUPTA : As in the case of our Ministers.

MR. DEPUTY CHAIRMAN : It applies to all including Mr. Bhupesh Gupta, if he has a child.

SHRI O. V. ALAGESAN: I am not ashamed of this report. It is not a biased one and one has only to read it to see what great care we have taken to see that a balance is obtained as between Departmental catering and private catering. One point which was also mentioned by some hon. Members here is regarding the size of the present holdings that are held by private caterers.

SHRI H. P. SAKSENA: How is Mr. Alagesan...

MR. DEPUTY CHAIRMAN: I don't allow any interruption.

SHRI O. V. ALAGESAN: Some of the private holdings have grown into very enormous size that they have

become monopolists covering many Railways. So much so, that a vested interest, so to say, has been created in this job and the main object of private catering has been forgotten and thrown to the winds viz., satisfactory services to the public. It is to correct that state of affairs that certain targets have been mentioned for various kinds of catering, and it is not the intention to drive away the honest caterer and the honest caterer will continue to serve the Railways and then will be no break in that. If some caterers think that by putting pressure on us by various means they can alter this decision to start Departmental catering and to impose, as it were, a ban on the taking of this step viz., of spreading Departmental catering on other Railways, then I can only say that they are very sadly mistaken.

SHRI BHUPESH GUPTA: You should spread it to the other Railways.

SHRI O. V. ALAGESAN: I know that I have the support of even my friend Shri Gupta and I need not go elsewhere. I know that both the Houses of Parliament are solidly behind this measure and will support it and it is in that confidence that we will try to take further steps. I don't want to say more about it nor go into personalities. It will not be right. Every thing has been put in this report and hon. Members know much more than what is actually said in this report. Sir, I wish to leave it at that and wish to thank you and the House for the indulgence shown to me.

MR. DEPUTY CHAIRMAN: Shri Basappa Shetty

SHRI H. P. SAKSENA: Mr. Deputy Chairman, I have to make a submission and I want a reply. If we are to adjourn at five, we have only an hour and a quarter left. May I request you to divide the remaining time amongst all those persons who

have not yet got an opportunity to speak and allow only two or three minutes each so that each one who wanted to speak may be accommodated? We should pay a penalty for the time that we allowed to previous speakers.

MR. DEPUTY CHAIRMAN: We proceed till six, Mr. Saksena, and I am just giving a chance to representatives of States who have not spoken.

SHRI BASAI PA SHETTY (Mysore): Mr. Deputy Chairman, I should like to make a few observations on the Railway Budget so ably framed and presented by the hon. Minister for Railways. I would like to submit that the working expenses of our Railways are mounting year by year and the problem is how to meet them. No doubt there is tremendous improvement in both goods and passenger earnings. In addition to this, instead of flat rate basis, it is now decided to revert to rates which implies increase in the cost of journeys up to 150 miles and also in the airconditioned travel.

As against this, other measures such as relief to long distance travellers and concessions to group travellers are adopted. Again in the interests of agriculturists and consumers of goods, freights are reduced to facilitate easy transport of grains, pulses and fertilisers from place to place. Certainly reduction in long distance freights is a welcome feature of the Railway Budget. This reduction stimulates producers and the movement of these necessary items from surplus areas of North to deficit areas of the South. It is heartening to note that a special committee would be set up to review the freight structure. As per Budget estimates, the gross receipts for the year 1955-56 would be stepped up by Rs. 9.7 crores and thus it would be possible to meet the working expenses and other development works. It is gratifying to note that with the object of mitigating frequent railway

[Shri Basappa Shetty.]
 accident and ensuring safety and security to the travelling public, one crore of rupees have been set aside to devise means of safety. From the point of interests of trade and industries, shortage of transport seems to have been keenly felt by the public and in this connection I should like to suggest that this problem can be solved by encouraging private sectors to increase productive capacity of their concerns and assuring them that the Central Government would annually purchase definite number of wagons and all that. As development of economy of a country depends mostly on transport facilities, provision should be made in the Budget for capital expenditure. I am glad to note that a sum of Rs. 95.5 crores has been provided toward capital expenditure in the current year's Budget and it is creditable that this target has been achieved. They have planned also to spend Rs. 126.7 crores in the next year also. This means that not only will they achieve the target expenditure but they will also spend Rs. 18 crores over and above the target figure of Rs. 400 crores of the Plan period. Therefore, our hon. Minister for Railways richly deserves our congratulations on his reaching this target figure before the period of the First Five Year Plan expires. In the Budget estimates, a sum of Rs. 10 crores only has been provided for construction of new lines. In my opinion this is a very inadequate sum for a sub-continent like India. At this slow rate we cannot expect rapid strides of development of Railways. What is needed is a bold policy of development and expansion. We are very happy to note that you have attached great importance to staff and labour welfare. The cost of staff amounts to Rs. 135.31 crores as against Rs. 126.27 crores in 1952-53. During the three years 1952 to 1955, 24,000 quarters have been completed and a provision of nearly 10,000 quarters in the Budget year of 1955-56 has been

provided. This shows what a substantial contribution has been made by the Railways towards the solution of housing problems relating to staff and labour. We are immensely happy to see that you have provided 3 crores of rupees for passenger amenities like improvement of latrines, protected water supplies, construction of third class waiting halls, provision of bathing facilities, improved lighting, etc. In addition to these facilities they have thrown open restaurant cars and retiring rooms hitherto available for upper class passengers only, for use of all classes of passengers. They have provided a number of sleeping cars for third class passengers on a number of trains and it is really a further step in the progress of amenities provided for common masses who are our masters. To add to this 9,126 fans have been provided for the use of third class passengers.....

MR. DEPUTY CHAIRMAN: Let us have your suggestions, Mr. Shetty.

SHRI BASAPPA SHETTY: We want to show to what extent the Railways Minister has.....

MR. DEPUTY CHAIRMAN: Time is very short.

SHRI BASAPPA SHETTY: To avoid over-crowding in the lower classes, you have introduced 136 new trains and 117 trains extended. To provide minimum standard of amenities, special officers of the status of Deputy General Managers are appointed to provide minimum standard of amenities to the travelling public. This shows that the discrimination and partial treatment till now existing between the upper and the lower class passengers is gradually disappearing and all these factors go to prove that the hon. Minister has begun to implement the resolution on the socialistic pattern of society as passed at the Avadi Congress Session and I wish his sincere effort all success.

Lastly, I will be failing in my duty if I do not draw your earnest and immediate attention, to the most important requirement of my constituency, that is to say the construction of the railway line between Kadur and Saklaspur via Chikmagalore and Mudigere. In the first year of this Parliament, a deputation consisting of important citizens of Mysore, Chikmagalore and all the Members of Parliament from Mysore, including the General Secretary of the Congress—Shri Maliah—waited upon you, Sir, and represented to you.....

MR. DEPUTY CHAIRMAN: No, not to me. You are addressing the Chair, Mr. Basappa Shetty.

SHRI BASAPPA SHETTY: Yes, Sir, They waited on the hon. Minister for Railways and after a full discussion of the question for more than one hour, the Chairman of the Railway Board and others were convinced of the necessity and importance of this line and the hon. Minister was pleased to assure us that he would try to include this line in the First Five Year Plan itself. In case that was not found possible, he promised that he would definitely include this line in the Second Five Year Plan.

They have now set up a special officer to formulate the railway plans for the Second Five Year Plan and the Railway Minister has stated in his speech that the programme has to be planned on a big scale to open up new areas which so far have remained without rail transport facilities. My constituency comes under this category. The policy of the Indian Railway, I believe, is to give top priority to under-developed and hilly areas of the country. The railway line I have proposed passes through Malnad area which is very backward economically and socially

SHRI H. P. SAKSENA: I suggest that the rest of the speech be taken as read.

SHRI BASAPPA SHETTY: But it is unfortunate that the survey of this line is not included in the list of proposed surveys for fresh lines to be taken up in the Budget of 1955-56. Probably by oversight, it must have been omitted from this list. Now on behalf of my constituency, I request the hon. Minister for Railways to announce the inclusion of this line in the list of the surveys to be taken up shortly. The people of my constituency are now very anxiously looking at Delhi and at what the hon. Minister for Railways would say in this matter. This is a question which has been pending now for more than 35 years and people have been ever since paying railway cess in the fond hope of getting this railway connection. Actually this line was sanctioned by the Mysore Government in the year 1926 when it was in their possession, but later on it was abandoned owing to difference of opinion as regards the alignment between the Revenue Department and the Engineering Department. I need not repeat here the previous history of this line, as the hon. Minister I am sure, is already aware of it, and he is thoroughly posted with the detailed history of it. My appeal to him now is to take up the survey work of the Kadur-Saklaspur link along with other lines and to kindly make the Authorities construct this railway line in the Second Five Year Plan. I know, the Deputy Minister toured the Malnad parts and he was presented with a number of addresses in which the most important subject dealt with was this connecting railway line between Kadur and Saklaspur. In every one of those addresses, that was the most important subject referred to. The Deputy Minister knows that and I am sure he must have informed the hon. Minister also about it. I am sure he will not show any step-motherly affection to this line but he would remember and positively include this project in the Second Five Year Plan for execution.

MR. DEPUTY CHAIRMAN: Yes.

SHRI BASAPPA SHETTY: Before concluding my speech, I would like to say a few words regarding the ex-Mysore State Railway officers. The question of these officers has not been, I believe, considered fully, in accordance with the agreements entered into between the State Government and the Central Government in regard to the absorption of the existing staff. I should like to say that the question of their scales of pay, seniority and gazetted ranks do not seem to have been considered fully. I learn that an *ex-parte* decision has been given and even though those who had put in eight to nine years of service in gazetted ranks have been forced to revert to Class III non-gazetted cadres, who in the usual course under the Government of Mysore, would have risen to quite high ranks. The equality of status and of opportunities that existed before the integration and as guaranteed by our Constitution should be extended to them also. I would earnestly request the hon. Minister to take up this question of the ex-Mysore State Government Railway officers in all seriousness and earnestness—it is after all a small number—and review the whole question threadbare and do justice to them.

With these few words, I resume my seat.

MR. DEPUTY CHAIRMAN: Dr. Raghubir Singh. You have to be very brief please.

DR. RAGHUBIR SINGH (Madhya Bharat): Yes, Sir, I know the fate of Shri Kailash Bihari Lall.

Mr. Deputy Chairman, it is a matter of genuine satisfaction that Shri Lal Bahadur Shastri continues to score firsts, and he has done so this time also. It may be just a sequence of events or the logic of dates, but he has been able to present to this House the Explanatory Memorandum of the Railway Budget in Hindi. He has stolen a march over Shri Deshmukh by a few days. It is a very satisfac-

tory matter. Very few persons know and so many of us do not fully realise the great effect, or rather the great progress that Hindi is making as a result of the use of the Devnagari script on the railway stations and of what is being done by the Railways in this direction. Therefore, I say, we are very grateful to Shri Lal Bahadur Shastri in this respect.

It is a matter of genuine satisfaction also to find that there has been all round progress in the Railways. It cannot be denied that the Railways have turned the corner and now we are on the eve of a great scheme of further expansion. It is a matter of real pleasure and of great satisfaction to read in the speech of the hon. Minister that the programme that is going to be made in the Second Five Year Plan is going to be on a big scale not only to meet the needs of the developing economy, but also to open up new areas which so far have remained without this transport facility. My only submission in this connection would be that in making these plans the Minister should not be swayed by personal appeals, as have been made many times in this House, but we have got to see the picture of the whole of India from a different angle. The impression is that a few personal appeals and real pulls do definitely matter. But I would earnestly request the hon. Minister that instead of making a plan for a few years only, let them make a master-plan. Let them get such a master-plan prepared. Let the Railway Board then decide as to what the railway map of India should look like in the future, the picture being more or less complete so far as the opening up of all the new railway lines are concerned. In that case we will be able to draw up and plan out the entire development of the Railways on right lines. In this connection I would like particularly to draw the attention of the hon. Minister to the fact that the development of our Railways during the past few decades has not at all, been on right lines especially in those areas which were former Indian States. There are

routes and blatant gaps which have got to be filled up and these should be taken due note of in the new planning. In this connection, I would like to bring to the notice of the Railway Minister two instances and I can mention them with satisfaction because they do not relate to my own State. Firstly, a railway line from Jaipur to Sanganer and Toda Rai Singh is being pushed on without any definite idea as to where it is going to be finally connected up. Secondly, in the list of new lines that are to be surveyed I find two lines, one from Ajmer to Kotah and another from Chitore to Kotah are proposed. Now, this duplication in one area and the consequent omission in certain other areas is most certainly not very advisable. Similarly, there is another dead end which goes from Udaipur to Mavli and then on to Bari Sadri. Now, these loose ends and big gaps on the lines must be connected up.

I am very much satisfied to find a remark in this speech of the hon. Minister that an effort is going to be made for the proper linking up of railway transport with inland water transport. I personally feel that unless fullest use of inland water transport is made, we will not be able to do justice to the possibilities that are available to us from these Railways. It is a very well known thing, Sir, that before the Railways came in, much of our transport was being carried on the rivers and that is why we find that in Northern India, as well as in the South, many of the big cities are all located on the banks of big rivers. During the early years of railway development in India a definite effort was made to stop or greatly discourage inland water transport; but now we have got to reverse that process and we must do it fully and immediately. I do hope that the hon. Railway Minister will particularly look into this matter.

I think Shakespeare has written somewhere—I think it is in *Romeo and Juliet*—"What is there in a name". I believe our Railway Ministry does not agree with the great poet and

that is why we are going back to what is called the first, second and third classes in our Railways. The renaming is being thought of now. I have no objection to their doing so but I have only one appeal to make and that is in respect of the passengers who will now travel in the new second class i.e., who will be travelling in the old inter class. I find that while the Railway Ministry is over kind or is trying to be over kind to the third class passengers, no attention is paid to these poor inter class passengers. I have got with me, a railway time table in which there are various rules published and I find that the poor inter class passengers are not entitled to reserve any berths for themselves. They are not entitled to any sleeping accommodation. I believe, that things would not have been so bad if one clause had not been there. I will read that particular clause for the benefit of hon. Members. It says: "Once the reserved seat is provided at the starting station, the passenger is himself responsible for keeping the seat for the rest of his journey". You can imagine, the terror of the inter class passenger who has got to face the on-rush of the passengers and who does not know whether he is going to lose his seat also once he has been pointed out a seat. I do hope that once the inter class is turned into the second class, some of the advantages that are given to the present day second class passengers will be made available to the future passengers of that class also.

Finally, I have only one more thing to mention. We are going on with big plannings, making all sorts of amenities and constructing big stations etc. I have had the advantage of just going into one of the new stations which has been recently built. It was by chance that I went there and I found some very serious omissions in the construction. I refer to the newly built station of Mathura. I went into the upper class waiting hall. It is a very big hall but attached to it, there is only one lavatory and there too, there is no flush. There is only one lonely commode. There is only

[Dr. Raghubir Sinh.]

one bath which has got no tap; there is only one small iron tank from which one can take some water. The hall is so big that it can accommodate a good many persons. I can state this, without any fear of contradiction that the old first class waiting hall which has now been dismantled, had two to three lavatories and the commodes also were more. The condition that I saw of all those lavatories there was simply hopeless. I cannot imagine the condition of the lonely lavatory now, with a much more spacious hall. In the old station building, they had two different halls; they had a separate hall for the first class passengers and a separate hall for the second class passengers and there were a good many lavatories attached to each of them, but now passengers of both of them are grouped together into one hall while the number of lavatories has been reduced to just one. I cannot imagine the condition of that lavatory in the morning. I can, in this connection, only repeat what once somebody said very ably that the crux of civilisation is to be seen from the bath-rooms and lavatories. May I hope that the Railway Ministry will see that no such omissions happen in future?

MR. DEPUTY CHAIRMAN: Yes, Mr. Akbar Ali Khan. Just five minutes.

SHRI AKBAR ALI KHAN: Mr. Deputy Chairman, I stand here to express my views regarding the Budget that has been presented by the Railway Minister. I do not share the fear, the apprehension and the distrust that has been expressed from the side opposite. I say, in the short period that we had to manage this very big and important national industry, with all the difficulties. A serious and honest endeavour has been made by the Railway Ministry to improve the conditions.

Now, as time is limited, I would curtail my general observations but I must say that in view of the tone in which some of the Members from the side opposite have spoken particularly

trying to make fun of the socialistic pattern or the other society that we are shaping—that they must understand that for hundred years we had a certain way in which we have developed our Railway Department and it has been an efficient Department. We must accept that during the British regime also it was an efficient Department. With all the difficulties, we had to perform two very important functions. One was to Indianise the Railway Administration. You must remember that it was, more or less, the monopoly of the Europeans. We have done that and the other thing which was equally important was to see that the efficiency did not suffer. I am glad to say that after coming into Indian hands we can say with satisfaction that efficiency has not suffered. That is a great thing. Now my hon. friends want the salaries to be reduced; they want everything to be done in such a drastic way. I am sure human beings are human beings. It is true that the Congress Ministers have set an example of a very limited salary but you cannot expect all the highly technical persons to accept reduced salaries. In the light of that, I would say that the high salaries that we are paying in view of the highly technical requirements are perfectly justified and unless the whole society is tuned up to sacrifice and inspired with all the ideals which the Father of the Nation preached, we will have to recognise that to maintain efficiency we will have to keep up the high salaries in this Department.

I am glad to see that this has been a happy year from the point of view of the happy relations that exist between labour and the Administration. I am happy that some sense of realism and adjustment has prevailed. In future also both the Administration and the labour leaders will have the country first and try to adjust their difficulties.

Now coming to a definite proposal of the Railway Minister, I must say I share the views of the learned friends

who have opposed the increase of fare in the first leg of 150 miles, whether it is passenger fare or whether it is freight. I am sure there has been some miscalculation or no proper understanding of the affairs. If the hon. the Railway Minister would have given a little more thought to this matter, I am sure he would not have increased the fares regarding the first 150 miles and regarding small transactions and small freight. Congressmen are second to none *vis-a-vis* other parties to demand from their own Government the legitimate thing which they feel that the country needs and their conscience demands. So I appeal to the Railway Minister through you, Sir, to consider this matter and to do away with the first leg because three-legged race is always a difficult race and as regards the second leg and third leg as proposed by the Ministry I have nothing to say. But I feel that a lot has to be done to develop and improve this Department of Railways, but the top priority must be given to guarantee sitting accommodation to all third class passengers.

Now, I think I had better pass on for the moment to my local problems. Regarding that I have to say something very definite. I won't take you through facts and figures although I have got the figures with me because my time is limited. Further it is not necessary because the Railway Minister must be knowing them as the Railway Ministry is in possession of all these facts. When Hyderabad handed over the Administration of its Railway to the Union, it was financially as sound as any other first-class Railway Administration in any State or unit of the Indian Railway. So, with that contribution that we have made, we can expect from you that full attention, sympathetic attention will be given to the needs and requirements of that State.

Now, regarding the opening of new lines certain proposals have been submitted to you through our Government. We have also submitted a note to you. I am sure those things are

not only from a narrow patriotic point of view but when we have given those proposals, we have got the all-India picture in our mind. Those are our urgent demands. Those parts have not been developed, I mean particularly the Mahratta territory of Hyderabad State of the districts which will fall in the line that we have suggested, namely, Jalna to Sholapur and connection with Parlivajinath line touching Mominabad and Latur. It is a long standing requirement of our State. Now the other line is Ramagundam to Nizamabad where there is coal and there is a huge scheme for electricity and there is urgent need for the industrial development and economic progress of that part of the country. Now apart from that I have got also to say that somehow or other—I know it is not intentional but possibly inadvertent—the treatment that the Central Government has given to Hyderabad in matters of wagon and in treating the Hyderabad Railway Officers and similar other things, has led to the feeling that the Railway Authorities are giving a step-motherly treatment to Hyderabad officers. I won't go to the extent of saying that Sholapur, Jhansi and all other places have been treated very liberally at the cost of Hyderabad. If any unit has not been properly treated it is Hyderabad. I will not quote those huge figures because the time is short and so I will not go into them. The unequal treatment of our railway officers after integration deserves very careful and first consideration at the hands of the Railway Ministry and Railway Authorities.

SHRI LAL BAHADUR: There are other States who compete with you, maybe they are joining hands with you.

SHRI AKBAR ALI KHAN: It is natural that all aggrieved persons should make a common cause; let justice be done. One thing I want specifically to mention. Oil industry is our main industry and on account of the bottleneck of wagons which have not been supplied to us it has suffered considerably. In the light of that also I would appeal through you

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to the Railway Ministry to come out immediately and see that at least next year when we or somebody from Hyderabad, whoever may be here, when he stands up in this House he will be in a position to say: Yes, the urgency to which attention had been drawn has been looked into by the Railway Administration, and justice meted out.

Now, before I sit down I must also draw attention to the fact that so far as the yards and godowns at Secunderabad and Hyderabad are concerned, there is a great difficulty there, a great bottleneck there to development in trade. They are not as spacious as the trade and importance of these places require.

So in view of what I have stated, in respect of the opening of the new railway lines, the providing of more wagons and giving of other facilities I hope that the Railway Minister will give his fullest consideration to these demands, other development works, and urgent requirements of the Hyderabad State.

MR. DEPUTY CHAIRMAN: Yes, Dr. Variava. Just five minutes.

DR. D. H. VARIAVA: Mr. Deputy Chairman, I must say that the facilities that we are now getting on the railway are really very pleasant. I have been travelling in many places and I find that water supply, extension of platforms, shelters for third class passengers, courtesy of the staff and cleaning of the compartments are certainly very good and are very heartening. The only thing that I would suggest is that in our compartments I think the door fasteners are rather loose and a lot of dust comes in but I am sure that the Department will see to it that the doors are made more tight so that little dust comes in. It is only in the air-conditioned compartment that we are free of dust but in other compartments in spite of closing both the windows dust comes in very much. So if this can be done I think that will be a great boon to the second class passengers.

Another thing is that just now to abolish all the classes as my friend just suggested, I think, is not feasible. I think it has been tried and it has been scrapped. Things can be made more equal by providing more facilities to third class passengers, and it is being done and I must congratulate our Minister for paying more attention to the third class passengers.

Now I will come to the question of Saurashtra. Now in Saurashtra there is not a single broad gauge railway line. You know, that Saurashtra is industrially now advancing very much and now if we have a broad gauge railway between Bhavnagar and Tarapore and Rajkot then it will be creating facilities for transport of goods from one place to another and will save a great deal in what is called haulage charges. I must say that there was some difference among, I think, Saurashtrians about this Bhavnagar-Tarapore-Rajkot broad gauge railway and for that the engineering survey proposal is held up for the Bhavnagar-Tarapore line. But I say that both these questions should be taken up and the engineering survey proposal for the line should be taken up now and not postponed till this question is settled so that as soon as this question is settled the work can begin.

Now this broad gauge alignment need hardly be emphasised to the Government. Not only the people residing in Saurashtra and Gujrat but also people of far off States like Bengal, Bihar, Assam will greatly benefit by the construction of this broad gauge line in Saurashtra. At present salt about three lakh tons is being exported out of Saurashtra to Zone No. 8 by sea-cum-rail route which greatly enhances the cost to the consumers there. Zone No. 8 comprises Uttar Pradesh, West Bengal, North Bihar, South Bihar, Sikkim, Assam, Manipur, Tripura, Bhutan and Nepal. The present freight per ton by sea-cum-rail route is Rs. 58 and it will be only Rs. 38 per ton if it is moved by the broad gauge railway so that there will be a saving of Rs. 20

per ton in freight and there will be a saving of Rs. 60 lakhs to the consumers of salt in this Zone No. 8. The Railways too will be greatly benefited in the haulage of coal for the Gondal region of Western Railway. About 5,67,000 tons of coal are being brought into Saurashtra every year by circuitous routes due to bottlenecks at Sabarmati and Viramgam. In the year 1952-53 alone, the Railways were compelled to import about 81,000 tons of coal by sea-cum-rail route at an extra cost of Rs. 22 lakhs. The question of linking Saurashtra with the rest of India by a broad gauge connection becomes more urgent when we find that the Railway would have saved Rs. 1:28 crores. Had there been a broad gauge link, this extra amount could have been saved. The present freight for coal per ton by circuitous routes comes to Rs. 57-8-0 while it will be only Rs. 22-8-0 per ton which means a saving of Rs. 35 per ton. Thus the railway will be able to save Rs. 30 lakhs annually in coal alone even if we do not take into account the huge saving in coal to industries in Saurashtra whose requirement in coal is fast increasing due to rapid development there. The textile and other industries are making great headway in Saurashtra and it will help the transport of these things from Saurashtra. By this Bhavnagar-Tarapore-Rajkot link Ahmedabad will be brought nearer than Bombay. Ahmedabad is a leading textile centre in India which consumes as many as 3 lakh bales of imported cotton from Egypt, Africa and U.S.A. and exports cotton piece-goods to the order of 1½ lakh bales every year, not to mention an annual export of 75,000 bales of cotton waste. The Ahmedabad textile industry would thus be saving Rs. 30 lakhs annually in freight charges, in the import of raw materials and export of finished goods, cotton waste etc. So I want to impress upon the Railway Minister that this broad gauge railway does not comprise more than altogether about 125 miles. The Tarapore-Bhavnagar link is 75 miles of which a major portion is in the Bombay State and only 25 miles in Saurashtra. If we

just link up Rajkot by broad gauge with Bombay, then it would not come to more than 70 miles and I hope these things will be taken up as early as possible so that this difference of opinion can be removed. It will benefit not only Saurashtra but other States also. With these words I support the Budget.

MR. DEPUTY CHAIRMAN: I believe we are sitting till six. The House is agreeable.

(No hon. Member dissented.)

SHRI J. S. BISHT: There is only one point. There is a party meeting at 5 o'clock on the General Budget.

MR. DEPUTY CHAIRMAN: You have to forego one or the other. That is why I asked the opinion of the House. Now, Mr. Sekhar.

SHRI N. C. SEKHAR (Travancore-Cochin): Sir, we were allowed one hour and.....

MR. DEPUTY CHAIRMAN: Mr. Bhupesh Gupta has taken 55 minutes, I think. Anyhow, go on. Let us not waste time.

SHRI N. C. SEKHAR: Sir, first of all, I do share the views expressed by most of our hon. Members regarding the increase in fares and freights. Our friend Mr. Rajagopal Naidu has already explained how it would affect short distance passengers who are comprised of the common people, mostly peasants and small traders. Also the increase in freight, particularly, the surcharge of 12½ per cent. on smalls is going to affect the small industrialists. For instance, in our part of the country, there is the handloom industry. It is a very very small industry run by small owners who send their consignments to Calcutta, Delhi, Bombay and other distant markets. Of course, they cannot send these consignments in wagon loads; they send only small consignments sometimes below 20 maunds, sometimes 20 maunds. If the Railway is going to

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increase the levy by 12½ per cent. surcharge, certainly the industry is going to suffer because already the price of handloom goods has fallen very steeply and proportionately the price of yarn has not fallen. Under these circumstances this freight increase is certainly going to tell very heavily upon such small industries and small businessmen. Similarly there are small traders who send consignments of pepper and coconuts from Vadagara and Calicut to Ernakulam and other markets nearby and they will also be affected by this increase in freight. Even though the Minister can justify by saying that it will accrue only a small amount of money to the railway revenue, it will affect a large number of our common people, particularly businessmen and cultivators.

Then in the matter of increase in fares, it is divided into three legs. One is made to stand on three legs; that is how we are going to limp. We are two-legged animals and now we are going to stand on three legs with one hand of ours bending and touching the earth making into a third leg. That is how we will stand on three legs. That means we are going to bend the spinal cord of the peasants and cultivators and the small traders who are the hope of our country. Even the railway is a part and parcel of the general economy of India and it should be looked at from this point of view. That is why it is criticised in a way not liked by the Budget-makers because it is so framed as to benefit the big monopolists who are given greater concessions than the ordinary people who actually require such concessions. The poor people are not going to get any concession or amelioration at the hands of this Government.

Then, the whole policy inlaid in this Budget is as usual. The Government is putting the heavy burden of taxation upon the common man while at the same time giving tax concessions

to those people who are in a position to pay more taxes. I remember now how a correspondent—with the pen name of Touchstone—of the Hindustan Times characterised this Budget. He said, "It is a bag of tricks" and I fully agree with him, because it is a trick against the common people while it is a boon to those who are in a position to pay more to the State exchequer. And that is what is being done in the General Budget also as we understand it from the speech by the Finance Minister in the other House.

Then the Minister has tried to make out that they have been giving more and more amenities to the labour as well as to the passengers. With regard to the labour, my friend said that the relationship between labour and the Department is very very satisfactory. But let the Railway Board or the Ministry count the number of representations made by each category of the employees in the railway. Here, in front of me there are a number of copies of the representations made before the Ministry. I do not want to describe those things, but what is the case of the ticket examiners? You have, of course, given some concession with regard to the ticket examiners on the Southern Railway. But what is their lot after all on an all-India scale? They complain that no quarters are provided to them; at the same time, the rent allowance so far given to them was withdrawn from those who have reached the rate of Rs. 100 per month or so. Why such discrimination is made against such category? What is the difficulty for the Department to provide quarters to these ticket examiners who form a big part of railway employees. They have their own complaints. So, the case of the ticket examiners should be considered by the Ministry, particularly their complaint is that they are not being made 'essential staff' whereas all the others are made part and parcel of the essential staff. At the same time, the service rendered by the ticket examiners seems to be

very essential. Particularly, you ask these ticket examiners to go about in a special squad to find out whether ticketless travellers are there in the train; and also to find out whether the other ticket examiners pocket the money without issuing tickets, after taking the money from the ticketless travellers or account for it. This is the kind of work done by these people. And those squads who have worked and who have been working on the Southern Railway were given some concession of Rs. 30 or Rs. 40 extra pay. Now, that is withheld, and the case is pending in the Madras High Court. Why this trouble, I am asking whether the lot of the workers is being improved at the hands of the Ministry or at the hands of the Railway Board.

The second thing is with regard to the question of confirmation. From the particulars given in the Railway Board's Administration report, it is seen that something about 90,000 temporary employees are yet to be confirmed by the Ministry and their service varies from not less than eight years. They have got eight years and more service. Such vast number of employees are still waiting to be confirmed and they have made several representations to the Railway Board, but instead of taking their representations into consideration they have been put into cold storage.

Another question relates to "selection" and "non-selection" posts. In regard to non-selection posts, the employees were given to understand that no selection will be made. Rather according to the existing system or the system which existed then, promotion would be given on the basis of seniority. Now, individual Railways were asked—whether it is a fact or not—but selection is being made from "non-selection posts". That is a very serious complaint. That is a just complaint worthy of consideration. (*Time bell rings*). After all, the combined seniority list and such lists are there.

Then, there is another complaint from certain category of workers. Then there is the staff benefit fund. In this respect there has been curtailment of privileges. Here in the reports as well as in the Budget speech which the Minister has made, medical concessions and privileges and those things have been mentioned. But the actual experience is different. For example, you go to Calicut, Shoranur, Trivandrum and Quilon. You will find no essential medicine there which is needed by the sick men. Every hospital, so far as I know, is in want of medicines. So, why the Department is taking such an inhuman attitude in not supplying necessary medicines to these hospitals? As a consequence of this, these railway employees have to go to outside doctors for getting treatment. Now, they have started to demand that instead of these useless hospitals and dispensaries, let the Railway Ministry pay them medical allowance, so that they may go to private doctors for proper treatment. Another discrimination is that while they are allowed to take their wife and children (*time bell rings*)..... the father or mother is not allowed to get medicine for the reason that the father and mother are not his wife and children. So, this discrimination is certainly not justified. Such complaints are there. I have to state some more points.

MR. DEPUTY CHAIRMAN: It is time, Mr. Sekhar. You have taken your time. Ten minutes are over.

SHRI N. C. SEKHAR: I want to say something about the Quilon-Shencotta and Quilon-Trivandrum line. On 2nd September 1954, I asked a question regarding the remodelling of stations and platforms. Then the Deputy Minister replied in such an attitude. This is the reply:—

"Apparently the hon. Member is referring to the remodelling of stations with a view to provide passenger amenities. Such amenities are provided on a programmed basis on all sections including the

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Shencotta-Quilon and Quilon-Tri-vandrum sections."

But, I have examined the whole report in which no mention has been made as to what they have done on the question of re-modelling these stations and platforms. That line is badly in need of re-modelling and raising of platforms and lengthening of platforms on which the Railway Ministry has not so far taken any action. Even I say that they are not going to take any action in the near future. I am asking whether the Ministry is going to take up this question as early as possible?

(Time bell rings.)

MR. DEPUTY CHAIRMAN: Yes, all right Mr. Sekhar. Time is over. Sardar Budh Singh.

سردار بدھ سنگھ (جموں اور

کشمیر) : جناب ڈپٹی چیئر مین

صاحب، تین سال سے متواتر جموں

اور کشمیر کے لوگوں کی دردناک حالت

جو ان کو آنے جانے میں

تکلیف ہوتی ہے اور جو تجارت میں

نقصان ہوتا ہے اسکو مدنظر رکھتے ہوئے

ہم یہ اپیل کر رہے ہیں کہ وہاں ریلوے

کا ہونا انتہائی ضروری ہے لیکن

اسوقت تک ریل نہیں لے جانی گئی۔

ہمارے ۸۴ ہزار مربع میل رقبہ میں

جو کہ پانچ سو میل لمبا اور چار سو

میل چوڑا ہے ایک گز بھی ریلوے لائنیں

نہیں ہے۔ پہلے بہت سے راستے تھے

سات آٹھ راستے تھے جن پر سے ہم ریل

کو پکڑ سکتے تھے اور ہمیں آنے جانے

میں سہولت تھی۔ اب وہاں صرف

ایک راستہ ہے۔ ریلوے منسٹر صاحب

یہاں نہیں ہے لیکن میں ان سے اپیل

کروں گا کہ انہیں معلوم ہونا چاہئے کہ

کافنی رپورٹ کرنے کہلئے میں نہیں

کہوا ہوا ہوں بلکہ ان کے دل و دماغ

میں میں یہ چیز لانا چاہتا ہوں کہ

وہ اس بات کو محسوس کریں کہ

ریلوے کی اس جگہ زیادہ ضرورت ہوتی

ہے جہاں ٹیفنس کرنا ہوتا ہے۔ جنگ

کی وجہ سے ہمارا ادبوں روپیہوں کا

نقصان ہو گیا ہے۔ آپ نے ہمارا

ٹیفنس کیا، آپ نے ہمارا بچاؤ کیا، آپ

نے ہماری مدد کی ہم اس کے لئے آپ کے

بڑے شکرگزار ہیں۔ لیکن ایک ریلوے

لائن جو پہلے ۱۸ - ۲۰ میل جموں تک

آتی تھی وہ جنگ کے بعد نہیں رہی۔

تو بجائے اس کے کہ کوئی اور نئی لائن

بنائی جانی پہلے ہی والی لائن نہیں

بہال کی گئی۔ ہم چاہتے تھے کہ

ہمیں جو فسیلیٹیز اور آرام مہیا تھے

وہی کم سے کم فی الحال پورے کر دئے

جائیں۔ آپکو معلوم ہونا چاہئے کہ

وہاں لوگوں کو آمدورفت میں کتنی

تکلیف ہے۔ دو تین سو میل کے فاصلے

پر سے غریب لوگ برجھ اٹھا کر آتے

ہیں اور بڑی مشکل سے ریلوے

ستھشنوں تک پہنچتے ہیں۔ اس کے

علاوہ چالیس پچاس لاکھ کی آبادی

میں کم سے کم آدھے ایسے لوگ ہوں گے

جنہوں نے ریل کا نام نہ سنا ہے لیکن شکل

نہیں دیکھی ہے۔ آپ نے ہمکو ایک

نقشہ ریلوے انڈیا کا دیا ہے جس میں

ریلوے کا جال بچھا ہوا ہے اور جو بڑا

ہی دل خوش کرے اور خوبصورت ہے۔ اس کو دیکھ کر ہمیں حسد نہیں ہے بلکہ ہم رشک کرتے ہیں کہ کیا اچھا ہو کہ ہمارے جسموں اور کشمیر میں بھی اس طرح سے دیلوے کا جال بچھا دیا جائے۔ اسوقت وہ نقشہ ہماری کتابوں میں بند ہے ہم اسے کھول نہیں سکتے۔ کیونکہ ہم سے لوگ پوچھتے ہیں کہ بتائیے ہمارے ملک میں کہاں دیلوے لائن ہے۔ ہماری پہلی ایپلوں کا شاید یہ اثر ہوا ہے کہ آپ نے پٹھانکوٹ سے مادعو پور تک لائن بنانی شروع کی ہے، اگلے لئے ہم آپکے بڑے مشکور ہیں۔ دیلوے منسٹر صاحب نے یہ کہا تھا کہ اس سے جسموں اور کشمیر کے لوگوں کو آنے جانے کی فسیلتیں ہو جائیں گی لیکن اس سے ہمیں تو کچھ فائدہ نہیں ہو سکتا کیونکہ ابھی ہمارے ملک میں تو یہ جائے گی نہیں۔ اور وہاں سے صرف کٹھوعہ تک سروے کرنے سے کچھ فائدہ نہیں ہے۔ دیلوے منسٹر صاحب کہتے ہیں کہ ہمیں محکمے سے آمدنی ہو گئی ہے۔ لیکن خزانہ ایک ہے، ملک ایک ہے ملک کا نفع، نقصان ایک ہے اور ملک کی ترقی و تذبذبی کا اثر ایک جیسا پڑتا ہے۔ تو پھر دیکھنا چاہیے کہ ہمارے ہاں جو فوج ہے اس کا سامان ہر قسم پہنچانے پر پٹرول وغیرہ لے سلسلہ میں کروڑوں روپیہ خرچ ہوتا ہے۔ اسکی علاوہ یہ کتنے افسوس کی بات ہے کہ ہم کو لکڑی دوسو میل سے ٹرکوں پر لانی

پڑتی ہے جس پر بہت بڑا خرچ ہوتا ہے۔ اس نے ساتھ ساتھ جو وہاں مہوہ ہوتا ہے فروت ہوتے ہیں پھل ہوتے ہیں وہ راستے میں جب کبھی سڑک بند ہو جائے کل سڑ جاتے ہیں اور آمدورفت میں بھی بڑی سخت مصیبت ہوتی ہے۔ جب آپ نے ہمارا ڈیفینس ایپ لے لیا ہے تو پولیٹیکل نقطہ نگاہ سے بھی یہ نہایت ضروری ہے اور آپکا یہ فرض ہے کہ آپ وہاں ریلوں کا انتظام کریں۔ کوئی ملک یا قوم زندہ نہیں رہ سکتی اور وہ اپنی آزادی کو قائم نہیں رکھ سکتی جب تک کہ وہ اپنے فرنٹ (سرحدات) کی حفاظت کیلئے ٹرانسپورٹ کا اعلیٰ انتظام نہ کرے۔ اس لئے وہاں ریل کا جلدی بنانا نہایت ضروری ہے۔ اس کے علاوہ ہمارے یہاں مائنس ہیں، کانیں ہیں، نیلام ہے کوئلہ ہے، لوہا ہے، المونیم ہے اور کئی قسم کی قیمتی کانیں ہیں یعنی اتنا بڑا خزانہ زمین کے نیچے ہے کہ اگر ریل چلی جائے تو ہم اسکو نکال سکتے ہیں اور اس سے ہمارے ملک کو اور ہندوستان کو بڑا فائدہ ہو سکتا ہے۔ یہ چیزیں ریل کے بغیر نہیں نکل سکتیں۔ اس لئے بھی ریل کی ضرورت ہے۔ ان سب باتوں کے باوجود سمجھ میں نہیں آتا کہ آپ وہاں جلد ہی ریل کیوں نہیں بناتے ہیں۔ نہ معلوم آپ کے دل و دماغ میں کیا ہے۔ اب شک و شبہ

[سرور بدھ سنگھ -]

واندیشہ کی گنجائش نہیں ہم
اب اپنی قسمت کا فیصلہ کر دیا ہے -
اب ہماری قسمت آپ کے ساتھ وابستہ
ہے - جموں اور کشمیر ہندوستان کے
ساتھ شامل ہو گیا ہے اور یہ ہمارا
فیصلہ الحاق اتل ہے اسکو کوئی بدل
نہیں سکتا - آخر بدل کیسے سکتا ہے
جب ہم نے اور سارے ملک نے سوچ
سمجھ کر فیصلہ کر لیا ہے ہم کوئی
بھیڑ بکری نہیں ہیں کہ کوئی دوسرا
آدمی ہمارا فیصلہ کرتا رہے گا - یہ
کوئی سودا بازی نہیں ہے کہ کشمیر کے
سوال پر کوئی سودا کیا جائے - وہ
ملک ہمارا ہے اور آپ کے ساتھ شامل
ہے اس خیال سے آپ کو اس جگہ بہت
جلد ریل بنانی چاہیئے کیونکہ وہاں
ہر لحاظ سے وہاں ریل بنانا بہت
ضروری ہے - اقتصادی حالت کو
سمجھانے اور لوگوں کے مفاد کیلئے
آمدورفت کیلئے تجارت کے لئے قیفلے
کیلئے غرضیکہ ہر خیال سے وہاں ریل
کا ہونا انتہائی ضروری ہے -

میں ریلوے منسٹر صاحب سے
یہ کہنا چاہتا ہوں کہ آپ وہاں
جلدی ریل بنائیئے - آج جس رفتار
سے کام ہو رہا ہے یہ نہیں کہا جا
سکتا کہ کتنے برسوں میں وہاں ریل
بن سکے - شاید پچاسو برس لگ
جائیں - مہربانی کر کے آپ جلدی
کیجئے تاکہ میرے جیسا بوزہ آدمی
بھی ریل کا فائدہ اٹھا سکے - اور وہاں

کے لوگوں کو آرام پہنچ سکے - اب
رہا یہ کہ یہاں کے لوگ ریل کا
فائدہ اٹھاتے ہیں اور نکتہ چینی
کریں مزید سہولیتیں مانگیں انکا
حق ہے لیکن ہم تو صرف درخواست
کر سکتے ہیں اس میں کوئی شک
نہیں ہے کہ ریلوے منسٹر صاحب
کو ہم لوگوں سے بہت ہمدردی ہے
اور وہ قومی خادما ہیں - ایسے قومی
خادم کیلئے یا جو ملک کی بھلائی
چاہتے والا ہو اس کے لئے کسی
شہرت یا دولت کی ضرورت نہیں
ہے نہ وہ پسند کرتے ہیں - جیسا
کہ کہا گیا ہے کہ ایسے آدمی :

”وہ دولت کے خواہاں نہ طالب ثناء کے
شہرت سے بیزار دشمن دیا کے“
لیکن ایک میں یہ کہنا چاہتا ہوں
کہ جو انہوں نے کرایا بڑھایا ہے یہی
بڑھانے کا لفظ تک اس ملک میں
لوگ سنا برداشت نہیں کر سکتے -
اس طرح مخالفین کی طرف سے
عام لوگوں کو ایکسپلانیت کہا جا سکتا
ہے اور انہیں بھڑکایا جا سکتا ہے -
اور پھر وہ اس قابل بھی نہیں ہیں
کہ زیادہ کرایا دے سکیں - آپ نے
بہت خوبصورت بجٹ بنایا - اتلی
عائیں بھی دیں لیکن کرایا بڑھا
کر آپ نے اس میں ایک داغ لگا
دیا ہے اس پر گر دی ہے ڈال
اور اس سے آپ بدنام ہوتے ہیں -
اس لئے کسی صورت میں کرایہ بڑھانا
نہیں چاہیئے -

دیہتی ریلوے منسٹر صاحب نے ہمارا کچھ علاقہ دیکھا ہے وہ سری نگر گئے تھے وہاں دفتر کھولا تقریر دی اور چلے آئے - انکو معلوم ہوگا کہ وہاں لوگوں کو کیا کیا مشکلات پیش ہیں - میں ریلوے منسٹر صاحب سے بھی اپیل کروں گا کہ مہربانی کر کے ایک دفعہ وہ بھی ہمارے ملک کو جا کر دیکھیں کہ وہاں لوگوں کو ریلوے کی عدم موجودگی میں کتنی تکلیفیں ہیں اور انکی کیا فوری ضروریات ہیں - منسٹر صاحب یہاں اس وقت موجود نہیں ہیں لیکن میں انکی روح سے اپیل کر رہا ہوں کہ مہربانی کر کے لاکھوں آدمیوں کی بھلائی کے لئے اور ملک کی حفاظت کے لئے وہ اناؤنس کریں، اعلان کریں کہ جتنی جلدی ہو سکتا ہے کم سے کم چاروں تک ضرور ریل بنی دی - لے گی - اشد ضرورت کے لحاظ سے تو اہم پور تک ریل بنانی چاہیئے کیونکہ وہ ایک بہت بڑا امپارٹنٹ اسٹیشن ہے - ایک طرف آپ دو ڈیڑھ سو میل کے فاصلہ پر بانہال پاس میں تنہا بنا رہے ہیں اور یقیناً وہاں بھی ریلوے کے لئے آپ گڈ جائیں رکھیں گے تو درمیان کا راستہ کافی لمبا کیسے طے ہو جائے گا - اس لئے وہاں ریلوے کا بننا جلدی سے اپنی شروع ہونا چاہیئے تاکہ وہاں تک ریل جا سکے - اس کے علاوہ آپ کو چاہیئے کہ آپ

وہاں ٹیلیفون، ٹیلیگراف اور ریل کا جال بچھا دیں - آپ اوقت تک وہاں کنٹرول نہیں کر سکتے خاطر خواہ حفاظت نہیں کر سکتے اور نہ آزادی قائم رکھ سکتے ہیں جب تک کہ ٹیلیفون، ٹیلیگراف اور ریل کی سہولیتیں وہاں بہم نہ پہنچائیں - آپ جانتے ہیں کہ سات آٹھ سو میل کا ہمارا فرنٹ ہے لمبی سرحد ہے اور وہاں فوجیں کھڑی ہیں تو اسی حالت میں سرحد کی حفاظت کے لئے اس قسم کا انتظام کرنا بیحد ضروری ہے - اگر کشمیر و جموں محفوظ ہے تو یہ دہلی اور ہندوستان بھی قائم ہے اور یہ جھنڈا بھی قائم ہے - اس لئے ریلوے منسٹر صاحب کو چاہیئے کہ جہاں ازحد ضرورت ہے پولیٹیکل لحاظ سے، ڈیفنس کے لحاظ سے، لوگوں کے آرام کے خیال سے وہاں پہلے ریل بنانی چاہیئے -

+ [सरदार बुध सिंह (जम्मू और काश्मीर): जनाब डिप्टी चेंबरमैन साहब, तीन साल से मुत्तवात्ता जम्मू और काश्मीर के लोगों की दर्दनाक हालत जो उनको आने जाने में तकलीफ होती है और जो तितजारत में नुकसान होता है उसको मदद नजर रखते हुये हम यह अपील कर रहे हैं कि वहां रेलवे का होना इंतहाई जरूरी है। लेकिन इस वक्त तक रेल नहीं ले जाई गयी। हमारे 58,000 मुरब्बा मील रकबे में जो कि 400 मील लम्बा और 800 मील चौड़ा है, एक गज भी रेलवे लाइन नहीं है। पहले से रास्ते थे, सात आठ रास्ते थे जिन पर से हम रेल को पकड़ सकते थे, और हमें आने जाने में सहूलियत थी। अब वहां सिर्फ एक रास्ता है। रेलवे

[सरदार बुध सिंह]

मिनिस्टर साहब यहां नहीं हैं, लेकिन मैं उनसे अपील करूंगा कि उन्हें मालूम होना चाहिये कि कागजी रिपोर्ट करने के लिये मैं नहीं खड़ा हुआ हूं बल्कि उनके दिलों दिमाग में मैं यह चीज लाना चाहता हूं कि वे इस बात को महसूस करें कि रेलवे की उस जगह ज्यादा जरूरत होती है जहां डिफेंस करना होता है। जंग की वजह से हमारा अरबों रुपया का नुकसान हो गया है, आपने हमारा डिफेंस किया है, आपने हमारा बचाव किया, आपने हमारी मदद की, हम इसके लिए आपके बड़े शुक्रगजार हैं, लेकिन एक रेलवे लाइन जो पहले १५, २० मील जम्मू तक आती थी, वह जंग के बाद नहीं रही। तो बजाय इसके कि कोई और नई लाइन बनाई जाती, पहली ही वाली लाइन नहीं बहाल की गई। हम चाहते थे कि हमें जो फौंसिलिटीज और आराम मुहय्या थे वही कम से कम फिलहाल पूरे कर दिये जायें। आपको मालूम होना चाहिए कि वहां लोगों को आमदोरफ्त में कितनी तकलीफ है। दो तीन सौ मील के फासले पर से गरीब लोग बोझ उठा कर आते हैं और बड़ी मुश्किल से रेलवे स्टेशनों तक पहुंचते हैं। इसके अलावा चालीस पचास लाख की आबादी में कम से कम आधे ऐसे लोग होंगे जिन्होंने रेल का नाम सुना है लेकिन शकल नहीं देखी है।

आपने हमको एक नकशा रेलवे इंडिया का दिया है जिसमें रेलवे का जाल बिछा हुआ है और जो बड़ा ही दिलखुशकून और खूबसूरत है। उसको देखकर हमें हसद नहीं है बल्कि हम रश्क करते हैं कि क्या अच्छा हो कि हमारे जम्मू और काश्मीर में भी इस तरह से रेलवे का जाल बिछा दिया जाय। इस वक्त वह नकशा नपारी किताबों में बन्द है, हम उसे खोल नहीं सकते, क्योंकि हमसे लोग पूछते हैं कि बताइये, हमारे मुल्क में कहां रेलवे लाइन है? हमारी पहली अपील का शायद यह असर हुआ है कि आपने पठानकोट से माधोपुर तक लाइन बनानी शुरू की है। इसके लिए हम आपके बड़े मशकूर हैं। रेलवे मिनिस्टर साहब ने यह कहा

था कि इससे जम्मू और काश्मीर के लोगों को आने जाने की फौंसिलिटीज हो जाएंगी, सहूलियतें हो जायेंगी, लेकिन उससे हमें तो कुछ फायदा नहीं हो सकता क्योंकि अभी हमारे मुल्क में तो यह जायगी नहीं और वहां से सिर्फ कठुआ तक सर्वे करने से कुछ फायदा नहीं है। रेलवे मिनिस्टर साहब कहते हैं कि हमें महकम से आमदनी हो गयी है, लेकिन जब खजाना एक है, मुल्क एक है, मुल्क का नफा नुकसान एक है और मुल्क की तरक्की व तनज्जुली का असर एक जैसा पड़ता है तो फिर देखना चाहिये कि हमारे वहां जो फौज है उसका सामान हर किस्म पट्टुचाने पर पेट्रोल बर्गैर के सिलसिले में करोड़ों रुपया खर्च होता है। इसके अलावा यह कितने अफसोस की बात है कि हमको लकड़ी दो सौ मील से ट्रकों पर लानी पड़ती है जिस पर बहुत बड़ा खर्च होता है। इसके साथ साथ जो वहां मेवा होता है, फ्रूट होते हैं, फल होते हैं वह रास्ते में जब कभी सड़क बंद हो जाय, गल सड़ जाते हैं और आमदोरफ्त में भी बड़ी सख्त मुसीबत होती है। जब आपने हमारा डिफेंस अपने जिम्मे ले लिया है तो पोलिटिकल नुकताएनिगाह से भी यह निहायत जरूरी है और आपका यह फर्ज है कि आप वहां रेलों का इंतजाम करें। कोई मुल्क या काँम जिंदा नहीं रह सकती और वह अपनी आजादी को कायम नहीं रख सकती जब तक कि वह अपने फ्रंट, सरहदात की हिफाजत के लिये ट्रांसपोर्ट का आला इंतजाम न करें, इसीलिये वहां रेल का जल्दी बनाना निहायत जरूरी है। इसके अलावा हमारे यहां माइंस हैं, कानें हैं, नीलम हैं, कोयला है, लोहा है, अल्यूमीनियम है और कई किस्म की कीमती कानें हैं यानी इतना बड़ा खजाना जमीन के नीचे है कि अगर रेल चली जाय तो हम उसको निकाल सकते हैं और उससे हमारे मुल्क को और हिन्दुस्तान को बहुत बड़ा फायदा हो सकता है। ये चीजें रेल के बगैर नहीं निकल सकतीं, इसीलिये भी रेल की जरूरत है। इन सब बातों के बावजूद समझ में नहीं आता कि आप वहां जल्द ही रेल क्यों नहीं बनाते हैं। न मालूम आपके दिलों-

दिमाग में क्या है। अब शक व शुबहा व अंदश की गुंजाइश नहीं। हमने अब अपनी किस्मत का फैसला कर दिया है, अब हमारी किस्मत आपके साथ वाबिस्ता है। जम्मू और काश्मीर हिन्दुस्तान के साथ शामिल हो गया है और यह हमारा फैसला इलहाक अटल है, इसको कोई बदल नहीं सकता। आखिर बदल कैसे सकता है जब हमने और सारं मुल्क ने सोच समझ कर फैसला कर लिया है। हम कोई भंड बकरी नहीं हैं कि कोई दूसरा आदमी हमारा फैसला करता रहेगा। यह कोई साँझाजी नहीं है कि काश्मीर के सवाल पर कोई साँझा किया जाय। वह मुल्क हमारा है और आपके साथ शामिल है, इस ख्याल से आपको उस जगह बहुत जल्द रेल बनानी चाहिए क्योंकि हर लिहाज से वहां रेल बनाना बहुत जरूरी है। इक्तसादी हालत का सुधारने और लोगों के मफाद के लिये आमदोरफत के लिये, त्रिजारत के लिये, डिफेंस के लिये, गर्जेक हर ख्याल से वहां रेल का होना इंतहाई जरूरी है।

मैं रेलवे मिनिस्टर साहब से यह कहना चाहता हूं कि आप वहां जल्दी रेल बनाइयें। आज जिस रफ्तार से काम हो रहा है, यह नहीं कहा जा सकता कि कितने बरसों में वहां रेल बन सके। शायद पचासों बरस लग जायें। महरबानी करके आप जल्दी कीजिए ताकि मेरे जैसा बड़ा आदमी भी रेल का फायदा उठा सके और वहां के लोगों को आराम पहुंच सके। अब रहा यह कि यहां के लोग रेल का फायदा उठाते हैं, और वह नुकताचीनी करें, मजीद सहूलियतें मांगें, उनका हक है। लेकिन हम तो सिर्फ दुस्वास्त कर सकते हैं। इसमें कोई शक नहीं है कि रेलवे मिनिस्टर साहब को हम लोगों से बहुत हमदर्दी है और वह कॉपी खादिम हैं। ऐसे कॉपी खादिम के लिये, या जो मुल्क की भलाई चाहने वाला हो उसके लिये, किसी शोहरत या दौलत की जरूरत नहीं है। न वह पसंद करते हैं जैसा कि कहा गया है कि ऐसे आदमी :

न दौलत के स्वाहां न तालिब सना के, शोहरत से बेजार दुश्मन रिया के। लेकिन एक बात में यह कहना चाहता हूं कि जो उन्होंने किराया बढ़ाया है यहीं बढ़ाने का लफज तक इस मुल्क में लोग सुनना बर्दाश्त नहीं कर सकते। इस तरह मुखालफीन की तरफ से आम लोगों को एक्सप्लॉइट किया जा सकता है और उन्हें भड़काया जा सकता है। और फिर वे इस काबिल भी नहीं हैं कि ज्यादा किराया दें सकें। आपने बहुत खूबसूरत बजट बनाया, इतनी रियायतें भी दीं लेकिन किराया बढ़ाकर आपने उसमें एक दाग लगा दिया है, इस पर गर्द डाल दी है और इससे आप बदनाम होने हैं इसलिए किसी सूरत में किराया बढ़ाना नहीं चाहिए।

डिपुटी रेलवे मिनिस्टर साहब ने हमारा कुछ इलाका देखा है। वे श्रीनगर गये थे, वहां दफ्तर खोला, तकरीर की और चले आए। उनको मालूम होगा कि वहां लोगों को क्या क्या मुशकिलात द्रपेश हैं। मैं रेलवे मिनिस्टर साहब से भी अपील करूंगा कि महरबानी करके एक दफा वोह भी हमारे मुल्क को जाकर देखें कि वहां लोगों को रेलवे की अदम मौजूदगी में कितनी तकलीफें हैं और उनकी क्या फौरी जरूरियात हैं। मिनिस्टर साहब यहां इस वक्त मौजूद नहीं हैं लेकिन मैं उनकी रूह से अपील कर रहा हूं कि महरबानी करके लाखों आदमियों की भलाई के लिये और मुल्क की हिफाजत के लिये वोह एनाउंस करें, एलान करें कि जितनी जल्दी हो सकता है कम से कम जम्मू तक जरूर रेलवे बना दी जायगी। अशुद्ध जरूरत के लिहाज में तो ऊधमपुर तक रेल बनानी चाहिए क्योंकि वह एक बहुत बड़ा इंपोर्टेंट स्टेशन है। एक तरफ आप दो ढाई सौ मील के फासले पर बनिहाल पास में टनेल बना रहे हैं और यकीनन वहां भी रेलवे के लिये आप गुंजाइश रखेंगे, तो दुम्यानि का रास्ता काफी लम्बा कैसे तय हो जायगा ? इसलिए वहां रेलवे का बनना जल्दी से अभी शुरू होना चाहिए ताकि वहां तक रेल जा सके। इसके अलावा आपको चाहिए कि

[सरदार बुध सिंह]

आप वहां टेलीफोन, टेलीग्राफ और रेल का जाल बिछा दें। आप उस वक्त तक वहां कंट्रोल नहीं कर सकते, खातिरस्वाह हिफाजत नहीं कर सकते और न आजादी कायम रख सकते हैं जब तक कि टेलीफोन, टेलीग्राफ और रेल की सहाय्यतें वहां बहम न पहुंचायें। आप जानते हैं कि सात, आठ सौ मील का हमारा फ्रंट है, लम्बी सरहद है और वहां फौजें खड़ी हैं। तो ऐसी हालत में सरहद की हिफाजत के लिये इस किस्म का इंतजाम करना बेहद जरूरी है। अगर काश्मीर व जम्मू महफूज हैं तो यह दिल्ली और हिन्दुस्तान भी कायम हैं और यह झंडा भी कायम है, इसलिए रेलवे मिनिस्टर साहब को चाहिये कि जहां अजहद जरूरत है, पोलिटिकल लिहाज से, डिफेंस के लिहाज से, लोगों के आराम के ख्याल से, वहां पहले रेल बनानी चाहिए।]

MR. DEPUTY CHAIRMAN: Yes Mr. B. K. Mukerjee.

SHRI B. K. MUKERJEE: Sir, if the time-limit is five minutes, I think I should thank you very much and resume my seat, because others are very anxious to speak about their own grievances. And let them speak.

MR. DEPUTY CHAIRMAN: All right, thank you.

SHRI K. C. KARUMBAYA (Ajmer and Coorg): Mr. Deputy Chairman, I congratulate the hon. Railway Minister for the progressive Budget which he has presented to the House. To avoid repetition and to save time, I do not want to go into the details of the Budget. I have got only one or two suggestions to make.

Ours, is a Welfare State, and our goal is a socialistic pattern of society. And, therefore, I want to give a suggestion that all the classes in the Railways must go. There must be only one class. That is my suggestion. And my other suggestion is this. You will agree that a major portion of the railway receipts comes from the poor

agriculturists who have uneconomic holdings, and it is they who contribute the most. And the rate is enhanced for them—for short distances. Whatever the increase may be whether in pies or annas or rupees, it is a big thing for them. In a Welfare State, in which our goal is a socialistic pattern of society, to charge that class of people who are poor and backward, and who contribute the most to the exchequer, I think, that is not in conformity with our goal. So, I request the hon. Minister to think seriously over that increase and see whether he can do anything in the matter.

And now, I will give to the hon. Members a piece of very surprising news. I come from Coorg. Coorg is the only State in India which has not been connected with other parts of the Union by Railways. There is no railway line. Probably, 70 to 80 per cent. of the people there have not seen a train. They do not know what a railway line is. And, in agricultural produce it is a surplus State. It has a rich forest which yields about Rs. 50 to 60 lakhs per year to the Government exchequer. And educationally probably it is very much advanced. It is second to Travancore-Cochin. And its administration is very good and is praised by all. And even then it has not got a railway line. I must say it has been given a step-motherly treatment.

SHRI KAILASH BIHARI LALL: Then you would be deprived of food.

SHRI K. C. KARUMBAYA: I say, it is a surplus State. We on the contrary export things from there. We export lot of timber, lot of coffee, lot of cardamon, and so many other things. And the question of having a railway line through Coorg has been before the Government of India probably for the last 50 years or so. Mercara is the capital of Coorg, and the distance from Coorg to Mangalore, the nearest sea-port or the railway station, is 80 miles. In this connection, I have tried to see the hon

Railway Minister also he is not here now. But in the next Five Year Plan also no mention has been made about this matter. I think this is an old demand and serious attention must, therefore, be given to it in the next Five Year Plan. In fact, I want the hon. Minister to make a statement on the floor of this House to this effect. I suggest that this should at least be included in the next Five Year Plan. I do not want to take any more time of the House, but I again congratulate the hon. Minister for this Budget.

SHRIMATI LILAVATI MUNSHI (Bombay): Mr. Deputy Chairman, allow me to welcome the Budget and congratulate the Minister for some good things that he has provided in this Budget. There are many good amenities that he has provided. They are the good points of the Budget. Amenities like rest homes for the workers, return tickets, medical facilities for the workers, and one-anna platform tickets, etc., have been provided in this Budget. And passenger amenities also—sleeping coaches, new type of retiring rooms, are some of the good features of the budget.

Sir, I wanted to touch on a number of points in this Budget, but as the time is short the point I wanted to mention last, I shall deal with first, and that is about catering in which I am very much interested. In the morning it was stated by the Chairman that the Minister was going to reply only tomorrow, but his reply has come in the middle, and, therefore, his replies could not cover the points I have to urge. It was pointed out that two Committees were appointed, but only one report was put on the Table, to which many hon. Members have referred. We do not know anything about the other Committee. We only heard about it in the press, but at least no woman was associated with it on a vital subject like catering.

SHRI H. P. SAKSENA: No man and no woman.

SHRIMATI LILAVATI MUNSHI: Still a woman should have been there. The hon. Minister must know that we are very much vitally concerned with it. Personally speaking I, being connected with the All India Women's Food Council, am very interested in this subject. We are trying to give good, nutritious and healthy food to people at cheap rates and we are doing propaganda for it. When Mr. Gopalaswami Ayyangar was alive and even when our organisation was very young—the organisation was just then started—he gave us one dining car and it is now running between Delhi and Madras with the Janata Express. After that we have not made any progress. I wrote to the Minister on the subject a long letter a few months back, saying that we should be able to handle 20 stations in a few months' time as we have now started a catering college where we are giving training in catering and that one batch will be coming out in the month of April. We would like to set an example in catering and we would show whether it could be done fruitfully. We have heard in this House that the Government is losing about Rs. 5 lakhs on catering. If they gave so much money to us, we could do it much better than what they are doing, but we are not asking them for money.

DR. SHRIMATI SEETA PARMANAND: The loss is not Rs. 5 lakhs but Rs. 10 to 12 lakhs.

SHRIMATI LILAVATI MUNSHI: We are only asking you for refreshment rooms on stations and we are confident that we shall run the catering without any deficit, but the hon. Minister has not much time to think over this matter. At least the Deputy Minister for Railways just talks about it, but not the Railway Minister. Probably he is a very shy man or is very shy of women, or probably he thinks that we are going to ask him

[Shrimati Lilavati Munshi.]
for money. Whatever be the reason, I was not able to create any interest in him in this subject, as much interest as he has in Departmental catering or in contractors. We do not claim that we are perfect, because we are a new organisation, but at least give us a chance. We are an organisation which works on no profit basis. Whatever profit is there it goes to good causes, e.g., for welfare schemes or in supporting good causes. Here there is no personal gain for anyone. Whatever profit we get is either ploughed back or it goes for nation-building activities. Instead of encouraging such an organisation, you just bent upon having Departmental catering in which you are losing money or having contractors about whom everyone is speaking so badly. From the point of view of the price factor, with us people are going to gain. From all these points of view, I don't know why this point has not been considered.

(Shri Lal Bahadur entered the Chamber).

MR. DEPUTY CHAIRMAN: The charge against you is that you are shy of women.

SHRI H. P. SAKSENA: The hon. Member is misinformed on the shyness of the hon. Minister for women.

SHRIMATI LILAVATI MUNSHI: If he says so, I will accept it.

SHRI AKBAR ALI KHAN: He is shy of the Annapournas.

SHRI LAL BAHADUR: That is not a fact.

SHRIMATI LILAVATI MUNSHI: I don't think he is shy of the Annapournas, but as I said, he is shy of

women. Here, we are a kind of welfare organisation, even a registered body, wedded to charitable objects. At least a Welfare State like ours should encourage us by associating us in meetings where they discuss these matters, and encourage us by giving some scope to us here and there. Of course, we have some scope. Mr. Gopalaswami Ayyangar gave us a dining car and now two stations, Lucknow and Ghaziabad are given to us. As I said, we are now running a college of catering. I read the other day in the papers that the Railway Department also was going to run a catering college. But here we are already running a college. One of the Government Departments also is behind it. We are as much of the Government as any of the Departments and yet an independent body bringing our own outlook to bear on the subject. So, you have a double advantage in helping us in this matter. As you are already looking at the watch, I do not want to dilate upon this subject, and I hope that the hon. Minister will give thought to the matter that I have raised.

The other point is about the increase in rates on the first leg of the three legs mentioned. There has been unanimous rejection of this, and if our Government is a democratic Government, then they should consider the unanimous view expressed here, not only by one party but all the others, and should not increase the rate. It has been made out that ninety per cent. of the travelling public travel less than 30 miles and only 10 per cent. travel longer distances. Now, for the first 150 miles there is an increase in the rates. For the second 150 miles, there is no increase, but if somebody travels beyond 300 miles, there is a decrease. But only 10 per cent. of the people travel this distance. So, there is really no concession. It is all illusory. The word "illusory" is not mine. I think that Dr. Kane used it. But I think it is so.

5 P.M.

The report is that the Railways run as a good business concern—I have no doubt about it—but then what is the difference between a private capitalist and the Railways Department if we are only going to run for profit? Besides we have profits. We have Rs. 7 crores or so surplus this year and as passengers are increasing and freight also is increasing, we are automatically going to have more and more profits. So I don't think that the hon. Minister should enhance the rates and hit the poor man who is likely to suffer most by this. Really speaking one hon. Member made out the point that it is really Rs. 12 crores because Rs. 5 crores more we have taken in the Reserve Account. So our net surplus is not Rs. 7 crores but it is really Rs. 12 crores. I can understand that if we were losing the money or if we have a deficit then certainly there is case for increase, but when we are not losing, then I don't think there is any case for it.

Then there is a point about classification. There are many frequent changes in the classification but I wonder what will happen to the second class of the Members of this House. Are they going to be promoted to first class?

AN HON. MEMBER: Yes.

SHRIMATI LILAVATI MUNSHI: You are quite sure of it?

That is again illusory. Because that illusion is that you are going to be raised to first class and so probably the Members are not raising any objections but these frequent changes are rather confusing.

Then I would like to say about cleanliness in the bath-rooms because I am a frequent traveller and almost every fourth day I travel from one place to another. The

cleanliness of the bath-rooms and the compartments must improve. Although often I travel as Governor's wife and so they see to it that my compartment is kept clean, even then I find it is not upto the mark. Last time I was going from Madras to Madurai when I was not travelling as Governor's wife. There was only one second class compartment and there were 5 children and two ladies in the compartment myself as the third and I did not know what to do about the bath-room. Of course, they were good women I have no complaint about their behaviour—but the fact is that about the cleanliness of bath-room. Now they are getting improved, but still there is room for further improvement. One more point about lights and latches. Only the other day, I cut my finger and I was suffering for a month because a window fell down. These are small things but these are the things which require to be looked into. As it is you have been very lenient to me and I don't want to take any more of the time of the House.

DR. D. H. VARIAVA: Will the Women's Council cater for vegetarians only or for non-vegetarians also?

SHRIMATI LILAVATI MUNSHI: Wherever we have kitchens for both, we will cater for both. Where we don't have facilities, then we will cater only for vegetarians, but we have no compunction in catering for non-vegetarians.

SHRI RAJENDRA PRATAP SINHA (Bihar): Sir, I am grateful to you for giving me this opportunity to speak today. The Railway Minister has presented to us a Railway Budget which I regard is like a sugar-coated pill. We have to swallow many bitter things under the camouflage of concessions and reliefs—concession in rates on the one hand and increasing Budget surpluses on the other. The hon. Minister has given

[Shri Rajendra Pratap Sinha.]
a very rosy picture of the improvements achieved in the matter of net revenue and surpluses but the disquieting feature is the mounting increase in the working expenses. The country is entitled to ask whether the biggest national undertaking—I mean, the Railways, are running efficiently and on sound financial basis. Railways are a challenge to the State and its capacity to manage industrial undertakings efficiently. The Railways should set up standards for efficient management and as a commercial undertaking, they must justify their existence on a profitable basis and lastly, as a utility concern, they must provide service at reasonable cost.

Greater earnings and greater surpluses are no indication that the Railways are operating efficiently. My other friends have dealt with in detail the point as to whether the Railways are running efficiently or not. So far, financially speaking, we find that the operating ratio is going up steeply year by year. This shows that the output and efficiency are not keeping pace with the rise in the cost of operation. But the operating ratio is not a very correct test to judge the efficiency of the Railways. I have drawn an index which I will submit to you for your consideration. The real test for the efficient working is the ton mile carried by every wagon which is on the lines, so far as goods traffic is concerned. This means that a rise in the index will indicate efficiency on the part of the staff and management; in other words, with the same wages, more goods are being handled by every wagon. The volume of traffic as given by the ton miles operated from year to year is increasing but that is a poor indicator. The real index is the ton-mile per wagon which shows a declining trend. In 1951-52 according to me, it is 1,82,000; in 1952-53 it is 1,75,000; and in 1953-54 it is 1,72,000. This indicates that in 365

days one wagon carried 10,000 tons of load in 1953-54—one mile only less as compared to 1951-52. My hon. friends have referred in detail to other points by which the inefficiency of the Railways is proved. I would appeal to the hon. Railway Minister that he should give his attention and see that the technical efficiency is improved and brought on par with the other industrial undertakings in this country. I know that my hon. friend is a silent but solid worker. I am sure that if only he gives his attention to it, matters will improve.

Then my hon. friend the Deputy Minister said that the rehabilitation programme had been completed and the bottle-necks had been removed in the matter of transport. He said that we had embarked on a period of expansion. I don't know how he justifies his claim. I know that the Planning Commission had anticipated that an increase of 10 per cent. over the freight traffic was needed at the end of the Plan period to meet the increased demands on the rail traffic and they thought that with the completion of the rehabilitation programme, the Railways would be able to meet the entire demand made on them. I will draw the attention of the Railway Minister to the report submitted by his Ministry and I will read out only one sentence of it. On page 19 Chapter III they say:

"The demands for the movement of goods continued generally to be in excess of wagon supplies and in some cases also in excess of the capacities for movement over some routes and therefore, could not in all cases, be met currently."

He has said just now that all current demands were met.

SHRI O. V. ALAGESAN: I did not say that.

SHRI RAJENDRA PRATAP SINHA: I have taken notes and I am quoting from that.

SHRI O. V. ALAGESAN: Then his notes are wrong.

SHRI RAJENDRA PRATAP SINHA: It can be referred to in the statement made. I am glad you have corrected that. In this Chapter you will also find that mention has been made that in all the Railways both in the broad and metre gauge, the wagon supplies were not adequate to the demands made for loadings. Sir, the Railway Minister has said, if I remember correctly, because he now thinks otherwise, that the Railways are today in a position to meet the entire traffic offered to them. I will, however, draw the attention of the hon. Minister to an interesting article published in the *Eastern Economist* of the 25th February in which they have calculated certain indices and they state that the index of industrial production with 1951 as the base has risen in 1954 to 123 and net ton—miles carried on the same base has risen to 107. And then they have calculated, on the assumption that most of the production targets are achieved—and you know that in many sectors of our economy the target of production has not only been reached, but surpassed—they have calculated what were the offerings made to the Railways by these increased productions. You will find that whereas an increase of something between 15 to 17 per cent. in the volume of traffic actually offered in 1954-55 has taken place, as disclosed in Table II—I am not quoting all the figures here—the actual capacity provided by the Railways has increased by only 7 per cent. In other words, the shortfall in the capacity of the Railways to absorb the traffic has been as high as 10 per cent. Therefore, my submission is that even in the last year of the Plan, we stand where we were at the beginning of the Plan. The Planning Commission had anticipated that

there was shortage of 10 per cent and we still find that shortage of 10 per cent. is still continuing. That is why my hon. friend, Shri B. C. Ghose, put the definite question to the hon. Minister whether the Railways expected that they would be able to meet the demand made on them at the end of the next five years which it is estimated by this article would be about 50 per cent. above the 1950-51 figure and the hon. Minister replied that the Railways had not lagged behind but would go ahead of the economic programmes. But as I have shown just now, the performance of the last four years has not been encouraging. So the assurance that has been given today, in the context of the achievement of the Railways so far, I can only say, is merely an empty promise.

I know I have only got few minutes and so I will not be able to do full justice to the Budget as I wanted to do. I would conclude with a few remarks on the subject of catering on the Railways. It is very good that the hon. Minister wants to put up Departmental catering so that the standards may be set for catering at the railway stations. But we would very much like to know as to how we can compare the standards between the private catering and the Departmental catering, unless we put the two caterings on par. No private contractor will be ready to lose the amount of money that the Departmental catering is prepared to lose. Then again, just see the difference between the tariff rates of the food supplied by the two kinds of catering. Actually there is no comparison there. Probably the rates in the Departmental catering are double. On the other hand you will find that since 1950, the licence fee charged from the private caterer has been increased by as much as 300 per cent. and their charges, the price of the food articles they supply, has been reduced. Quite right, I am for getting the best catering at the cheapest

[Shri Rajendra Pratap Sinha]
rate, but you should put the two caterings at the same level and only then we can judge which is doing what. Unless you do that, you cannot have any standards laid down, as a result of these different sets of caterings. Sir, I have my own experience of this Departmental catering. I was coming a few months back from Ranchi to . . .

MR. DEPUTY CHAIRMAN: Time is up, Mr. Sinha.

SHRI RAJENDRA PRATAP SINHA: Only one minute more and I have done. I arrived at the station late at night, I mean Ranchi Road Station and asked for dinner. There were just about 50 passengers and the caterers there said that they could not provide any dinner because no prior information had been sent to them. I am talking about Ranchi Road Station. This is the way that Departmental catering works. I will give another example—that of Gaya. There they charge for meat curry and rice Rs. 1|14|- plus sales tax and the private caterer is not permitted to serve non-vegetarian meals although you can get it for Rs. 1|2|- from him. So this causes a great hardship to the travelling public. The rates with the departmental caterer are so very prohibitive.

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

SHRI RAJENDRA PRATAP SINHA: And what is more, there at Gaya Station there is nothing like a Departmental caterer. The entire thing is left in the hands of the cook there and under the garb of the Departmental caterer the cook can do anything he likes. It means that it is a sub-contract to the cook and this is how things are taking place in the Eastern Railways. I do not know about the Southern and other Rail-

ways. I do hope that these facts will be gone into by the hon. Minister before rushing into Departmental catering. I am very glad to hear what was said by Shrimati Lilavati Munshi about Annapoorna catering. If Departmental catering could do likewise, it would be worth something.....

MR. DEPUTY CHAIRMAN: Yes, Begam Aizaz Rasul.

BEGAM AIZAZ RASUL (Uttar Pradesh): Mr. Deputy Chairman, I rise to congratulate the Minister for Railways on his Budget to Parliament, a budget which shows all-round improvement and progress in the work of the Railways in our country. I am very glad indeed that the utility services in our country like the Railways, transport and communications are being so well run and having visited the Far East and the Middle East during the last two years, I am indeed proud to say that these services of ours compare very very favourably with similar services in other countries.

We have reason to be justifiably proud of this achievement of our country. I went to Chittaranjan and I saw engines and other parts of railway use being turned out and there is no doubt that one feels a great glow of pride in all that our country is producing. It was rather a red letter day in the history of Chittaranjan because they were turning out the 51st engine the day that I was there and naturally all the workers and staff were extremely proud of their achievement. I myself felt extremely happy and proud and happy that our country was certainly on the road to progress when we could make all these things and when we could compare favourably with other countries in all our achievements.

I am a frequent traveller by train and I can certainly say that the services on our Railways have improved a great deal. I think, as far as cleanliness is concerned, it could be better, but as regards courtesy and service of staff, the availability of sweepers and other services there is marked improvement.

Now, turning to the Budget, I would like to make a few remarks. I find that the depreciation charges have been calculated over a period of 40 years. This comes to 2½ per cent. I think, that the Government is taking a very optimistic view of the running of heavy machinery if they think that they can run for 40 years. I was talking to some people and I find that 30 years is about the normal average age of any machinery and, therefore, the period of 40 years that has been laid down for the Railways is certainly a very optimistic figure. In other countries I believe the depreciation charges are at 5 per cent. to 6 per cent. which, I think, comes to about 30 years and I hope that the hon. Minister will consider my point sympathetically.

The concessional round-tour tickets available for students should be made available for six months because when the students appear for their examinations they do not want to go out of the towns before the results are available and, therefore, this leaves them very little time to see the country. The period, therefore, should be extended from ~~three~~ to six months. This will give them more time to look round and I think this is really a very very necessary part of our educational system and we should make available as many facilities as possible to our students in order to enable them to see the country, especially when there are so many developments and other plans going on. It is necessary for them to see them. I think I have mentioned

before also, that when I was visiting Japan last year I found that it is part of the curriculum for every student to see the country from one end to the other. Therefore, we should make these facilities available to the students.

MR. DEPUTY CHAIRMAN: Time is up, Madam.

BEGAM AIZAZ RASUL: I have seen people talking for ten minutes, Sir.

MR. DEPUTY CHAIRMAN: For Congress Party Members only five minutes each.

DR. RADHA KUMUD MOOKERJI (Nominated): Mr. Deputy Chairman, it is hardly necessary for me to congratulate the Railway Administration on the various improvements that have been effected during the short period after attainment of independence, but I think that I might draw the attention of the Railway Authorities to certain points on which I want to have more light thrown. As I read the Railway accounts I find myself driven to the conclusion that after all, perhaps our Railways are inherently not working to profit but are showing loss. This is how I understand the accounts. Taking the gross Railway receipts at Rs. 290 crores and after making deductions from this of necessary obligations such as working expenses Rs. 206 crores, Depreciation Reserve Fund Rs. 35 crores, Miscellaneous Rs. 7.5 crores and lastly Dividend to General Revenue of Rs. 36 crores, I find that there is a surplus of only about Rs. 8 crores and for that too you must remember that the Railway is taking credit for the increase of fares and freights. Now, if this increase is not sanctioned by Parliament, the result would be that our Railways would be working at a loss to the extent of at least Rs. 8 crores. If this is really

[Dr. Radha Kumud Mookerjee : the inherent financial position of the Railways, I should like the House to consider whether we shall be wise in not reserving our resources by necessary economies and curtailing all non-essential plans, such as the craze for passenger amenities and facilities of catering food and so forth. In my opinion, we should, considering this general situation, very carefully embarking upon all these expenses which have nothing to do with the real interest of the country.

Now, my second point has already been referred to by the previous speaker, Mr. Sinha whom I must congratulate on the very laborious study he makes generally of data relating to different subjects. I wish to draw the attention of the Railway Administration to the index numbers showing the evolution and growth of industrial production and the growth of net ton miles capacity. I find that in 1953, the industrial production index number was 115 while the net ton miles carried by the Railways was 104; therefore, the capacity of the Railways for transport falls short of the progress of production in the country. Similarly, in 1954, while we are all taking pride in the fact that industrial production has gone up, we are sorry to find that proportionately the capacity of the Railways to take part in this increased production and traffic is not developed to the proper extent. Therefore, my two points are these that we should concentrate our attention on some of the fundamental aspects of railway development and should not fritter away our resources on what I think to be somewhat secondary objectives of national life.

Now, after these two fundamental points on which attention has not been concentrated, I wish now to place before the Railway Administration certain other points of de-

tail. The first point is that there should be some kind of equality of work loads as between the different zonal Railways. In that connection, I am bound to bring to the notice of the Railway Authorities, as I have done in some other capacity at meetings of certain committees, that the Eastern Railway is handling daily about 12,000 wagons, against 5,000 or 6,000 or half the number of wagons, that are handled by other Railways. I think that this work load must be related to the necessary amount of staff and machinery that is required and I hope that the Eastern Railway will be fairly dealt with by the Railway Board in this matter. Now, there is another reason why the work load on the Eastern Railway has been so much increased; it is due to the amalgamation of the Bengal Nagpur Railway with the East Indian Railway. Very soon, in the very near future, the old Bengal Nagpur Railway section of the Eastern Railway will be called upon to handle more traffic from the inauguration of the new steel plants which will come into production in five years. And in that case the Railway Administration should prepare from now as to how this huge quantity of work may be properly managed by the Eastern Railway and they must formulate plans by which an imminent breakdown of the administration of the Eastern Railway under these adverse circumstances may be prevented.

MR. DEPUTY CHAIRMAN: It is time, Dr. Mookerji.

DR. RADHA KUMUD MOOKERJI: All right, Sir, I will finish in three minutes.

Now I am coming to one other point and that is that the economy drive may be pursued in the matter of the management of workshops. I find that there is a considerable degree of duplication of work as between different workshops of different zones and perhaps there is

also scope for greater co-ordination of work and specialisation as between the different workshops, for example, at Jamalpur and Lucknow and other places.

Then I have another point to make. I am thinking of the Darjeeling-Himalayan Railway which serves Darjeeling, which is the queen of all hill stations in the world and the Railway has been suffering losses heavily on account of the competition with the bus traffic. The buses charge very low rates and so the Darjeeling-Himalayan Railway has come to grief although there was a time under British Administration when Darjeeling-Himalayan Railway was able to show a much better return. And similarly the Assam Link is not very adequate for the transport of traffic because it is losing 80 per cent. of income to Pakistan on account of the inadequate transport of tea which is one of our most important dollar-earners. Tea is not being mainly transported by India. Lastly in that connection, as I say, we must conserve our resources for the supreme objective of the extension of railway all over India. I feel there is a case for a railway on the West Coast and also the case of the Saurashtra State in regard to new lines which are very badly wanted.

Well, Sir, that is all that I have to say.

श्रीमती चन्द्रवती लखनपाल (उत्तर प्रदेश) : उपोध्यक्ष महोदय, हमारे सदन के अन्दर एक बड़ी विचित्र प्रथा चल पड़ी है और वह यह है कि जैसे जैसे हमारी लिस्ट आगे बढ़ती जाती है वैसे वैसे हमारा समय घटता चला जाता है। मुझे जैसे संतोष के साथ चुपचाप बैठ रहने वाले जो लोग हैं, उनके लिए यह बड़ी दुर्भाग्य की बात है कि उन्हें काफी मौका नहीं मिलता कि वे अपनी इच्छानुसार अपने विचार प्रकट कर सकें। यह आप स्वयं ही अच्छी तरह से जान सकते हैं कि क्या पांच मिनट के अन्दर कोई

भाषण हो सकता है। मेरी इच्छा भी थी कि मैं भी श्री मुकजी की तरह अपने पांच मिनट दान में दूँ किन्तु यदि इस समय मेरी इच्छा माननीय मंत्री जी के प्रति कृतज्ञता प्रकट करने की न होती तो सम्भवतः मैं न बोलती।

आज हमारी रेलवेज चारों दिशाओं में प्रगति कर रही हैं और एक भावना को लेकर चल रही हैं, वह भावना है जन सेवा और जन कल्याण की। वास्तव में यह हर एक देशवासी के लिए एक बड़ी ही प्रसन्नता और बहुत ही गर्व की बात है। हमारे रेलवे मंत्री ने खादी का अपना कर और हिन्दी के प्रचार को अपने कार्यालय में व्यवहार में लाकर देश सेवा का एक नया आदर्श उद्योगपतियों के सामने रखा है।

आज तीसरे दर्जे के यात्रियों को सुविधाएं और आराम देने की नित्य नई योजनाएँ बनाई जा रही हैं और तरह तरह के कंसेशन विद्यार्थियों, राष्ट्र-सेवियों और किसानों को दिये जा रहे हैं। इसके अतिरिक्त ओवर-क्राउडिंग की समस्या को हल करने के लिए कारखाने खोले जा रहे हैं। मुझे इस मास के अन्दर दक्षिण भारत की यात्रा करते समय बंगलौर की कोच फैक्टरी में जाने का अवसर प्राप्त हुआ। वहाँ पर हमने देखा कि तीसरे दर्जे के यात्रियों के लिए नये नमूने के डिब्बे बनाये जा रहे हैं। उन डिब्बों को देखकर एक आशा की झलक हृदय में उत्पन्न हुई। उनके अन्दर सभी प्रकार की वे सुविधाएँ मौजूद थी जो कि दूसरे क्लास के अन्दर होती हैं। वे नये डिब्बे किसी भी प्रकार से उपयोगिता में सेकेंड क्लास के डिब्बों से कम नहीं थे। इसी प्रकार हमने सैनिकों (आर्मी) के लिए भी उनकी जरूरत के मुताबिक डिब्बे बनते देखे। जब मैं उस फैक्टरी के अन्दर गई और उन सब कार्यकर्ताओं को संलग्न और तत्परता के साथ काम करते हुए देखा तो मेरे मन में विचार उत्पन्न हुआ कि यहाँ पर हमारे जन कल्याण राज्य की स्थापना का जो स्वप्न है, उसको किस प्रकार इस फैक्टरी में, हर एक कार्यकर्ता, मिस्त्री से लेकर इंजीनियर तक साकार प्रतिमा के रूप

[श्रीमती चन्द्रवती लखनपाल]

में प्रकट कर रहे हैं। आज जिस प्रकार हमारी रेलवे नये भारत के निर्माण में अपना हानदार सहयोग दे रही हैं, शानदार भाग अदा कर रही हैं, उसके लिए मैं माननीय रेलवे मंत्री जी और उनके सचिवालय के लोगों को हृदय से धन्यवाद और बधाई देती हूँ।

हमारे बजट का जो सबसे सुन्दर और आकर्षक पहलू है, वह रियायतों की घोषणा है। आज रियायतों के सम्बन्ध में इस सदन में बहुत कुछ कहा गया है और दश में जगह जगह इसकी प्रशंसा की जा रही है। प्लेटफार्म के टिकट में जो दो आने से एक आने की रियायत हुई है, वास्तव में उसकी बहुत लम्बे समय से आवश्यकता अनुभव की जा रही थी, और वह ठीक ही हुई है। रेल के किराये तथा माल भेजने के भाड़े में जो कमी हुई है उसके बारे में भी चारों तरफ से प्रशंसा की गई है। लेकिन जो तीसरे दर्जे के मुसाफिर हैं उनके ३०० मील के अंदर के किराये में और कुछ चीजों के भाड़े में जो वृद्धि की गई है उसके सम्बन्ध में मैं रेलवे मंत्री जी से विनम्र निवेदन करूंगी कि उस पर वे पुनः विचार करें क्योंकि इस सदन के अंदर सभी ने उसका विरोध किया है और दश में भी उस पर असंतोष प्रकट किया जा रहा है। इसलिये मुझे आशा है कि माननीय मंत्री जी इस सम्बन्ध में कुछ भी निर्णय लेने से पहले इस वृद्धि की समस्या पर अवश्य विचार करेंगे। इसके अतिरिक्त, मैं एक और बात चाहती हूँ। वह यह है कि जिन वस्तुओं पर भाड़ा कम किया गया है, जैसे रासायनिक खाद, अन्न इत्यादि, उस लिस्ट के अंदर पुस्तकों को भी शामिल किया जाय क्योंकि पुस्तकें ज्ञान विस्तार का एक साधन हैं। आज पुस्तकें इतनी महंगी बनी हुई हैं कि हमारे विद्यार्थी उनको खरीदने में असमर्थ हैं। इसलिए अगर इन पुस्तकों पर किराया घटा दिया जायगा तो विद्यार्थियों के लिये ये सुलभ और सहज हो जायंगी और इस प्रकार शिक्षा के विस्तार में भी सहायता मिलेगी।

इसके पश्चात्, मुझे कहना तो बहुत था, लेकिन मैं उन बातों को समयभाव के कारण न कह कर केवल अपनी एक दो शिकायतें माननीय मंत्री जी के सामने रखूंगी। पहली शिकायत यह है कि जब हमारी पार्टी बंगलौर कोच फैक्टरी देखने के लिये गई—उस पार्टी में संसद के सदस्य भी थे, हम सब सात आठ लोग थे—तो हमसे वहां पर यह कहा गया कि स्त्रियों का प्रवेश निषिद्ध है। मैं इस बात को सुनकर हैरान हो गई और हमारी सारी पार्टी को मेरी वजह से आधा घंटा रुकना पड़ा। हमें बतलाया गया कि वर्किंग आवर्स खत्म होने के बाद, यानी ४ बजे के बाद, आप लोग फैक्टरी देखने जा सकते हैं। ४ बजे तक मैं और सारी पार्टी वहां पर रुक रहे। मैं माननीय रेलवे मंत्री से प्रार्थना करूंगी कि वे इस नियम को देखें और सोचें कि क्या वास्तव में यह हमारे जनतंत्रवादी भारत के जनतांत्रिक संविधान की आत्मा के विरुद्ध नहीं है।

श्री लाल बहादुर : हम इस चीज को देखेंगे। किन्तु इस फैक्टरी का कंट्रोल डिफेंस मिनिस्ट्री के हाथ में है।

श्रीमती चन्द्रवती लखनपाल : चाहे उस फैक्टरी पर नियंत्रण किसी भी मिनिस्ट्री के हाथ में क्यों न हो, वास्तव में इस प्रकार के नियम हमारे लिये शोभाजनक नहीं हैं। यह स्त्रियों के लिये अपमानजनक ही नहीं है बल्कि हमारे स्वतंत्र भारत के लिये अशोभनीय है। इसके अतिरिक्त, दूसरी बात यह है कि पिछले साल श्रीमती लीलावती मुंशी ने एक प्रस्ताव रखा था जिसका आशय यह था कि हर एक क्लास में लेडीज कंपार्टमेंट लगा दिया जाय। लेकिन मैं अपने व्यक्तिगत अनुभव से कह सकती हूँ कि ऐसा अभी तक नहीं हुआ। मुझे हर बार जब मैं देहरादून से दिल्ली और दिल्ली से देहरादून जाती हूँ रेलवे अधिकारियों से मगजपच्ची करनी पड़ती है। मेरा रात का सफर रहता है और मेरा बर्थ एक अजनबी के साथ लगा दिया जाता है। इसका नतीजा यह होता है कि मुझे उसके डिब्बे को छोड़कर इंटर

या तीसरें दर्जे में सफर करना पड़ता है। मैं माननीय मंत्री जी से निवेदन करूंगी कि रेलवे अधिकारियों को वे इस प्रकार का आदर्श दें कि अगर वे किसी श्रेणी के डिब्बे को जनाना डिब्बा न बना सकें तो कम से कम किसी महिला के प्रार्थना करने पर तो उसे जनाना डिब्बा बना दिया जाय करे। मुझे ऐसा लगता है कि जो रेलवे विभाग है वह स्त्रियों के साथ कुछ पक्षपात बरत रहा है क्योंकि न तो हमारे सुझावों पर ध्यान दिया जाता है और न हमारी जरूरतों पर। जैसे कि कंटीरिंग का विषय है। यह सभी जानते हैं कि कंटीरिंग की समस्या हमारी मिनिस्ट्री के लिये एक सिस्-दर्द बनी हुई है लेकिन उसमें स्त्रियों का जो सहयोग लिया जाना चाहिये था वह नहीं लिया जा रहा है। मैं बहुत विस्तार में न जा कर, क्योंकि सब कुछ कह दिया गया है, माननीय मंत्री जी से यही अनुरोध करूंगी कि यदि वह इस समस्या को सफलता के साथ हल करना चाहते हैं तो उन्हें स्त्रियों के सुझावों को महत्व देना चाहिये। कुछ बहुत ही बहु-मूल्य सुझाव हमारी बहन डा० श्रीमती सीता परमानन्द और श्रीमती लीलावती मुंशी के द्वारा रखे गये हैं और मुझे पूरी आशा है कि मंत्री महोदय उन सुझावों को महत्व देंगे और स्त्रियों को उस कमेटी के अन्दर प्रतिनिधित्व भी देंगे। इन शब्दों के साथ मैं फिर रेलवे मंत्री महोदय को धन्यवाद देती हूँ और उनको बधाई देती हूँ।

SHRI H. C. DASAPPA: Mr. Deputy Chairman, I join in the chorus of congratulations that have been showered on the hon. Minister for Railways and without taking much time I wish to proceed to the subject straightway.

One thing I may, however, mention; that is that no person has understood the social implications of the ideology of the Government and the party to which it belongs and nobody is moving with the spirit of the times so well as my hon. friend,

the hon. Minister for Railways. I must call attention to one point. In view of the fact that this House has no right to vote on the Demands, the time allotted for this general discussion should be extended. It seems to me to be extremely unfair to this House that it must be given only two days while—I have no quarrel, of course—the Lok Sabha will have not only the time for general discussions but also further time to deal with the various Demands. I am sure the hon. Minister is extremely sympathetic and that this will be noted at least for future guidance.

I am glad that my hon. friend Mr. Kunzru is here. He said that the increased gross earnings of the Railways in 1954-55 have been offset by increased expenditure. It is a fact. It seems to me on the face of it rather unfortunate and inexplicable as to how they did not anticipate this higher expenditure. The actuals in 1953-54 in respect of working expenses are 199.97 crores but in the Budget for 1954-55 they have reduced it by about Rs. 4 crores. That is so far as the total of the Demands is concerned. But when the grand total is taken into calculation I find that the actuals for 1953-54 stood at Rs. 201.47 crores while it comes down to Rs. 194.31 crores in 1954-55. Now, whatever may be the position with regard to earnings this revenue expenditure certainly cannot go down so easily as that. I was rather surprised and I was anxious to find out an explanation as to how there could be a large decrease in expenditure of nearly Rs. 8 crores and odd during the current year. I believe that the Budget estimates so far as expenditure was concerned for 1954-55 put it too low. It ought to have been at least as much as the actuals of 1953-54. Normally speaking the expenditure has a tendency to rise.

SHRI KISHEN CHAND (Hyderabad): It was adjustment of coal freight.

SHRI H. C. DASAPPA: Yes; I understand. It is fairly clear that if the

[Shri H. C. Dasappa.] expenses were put at least as much as in 1953-54, that would have provided for the normal increase in expenditure year after year. But this is not a thing which I should go into. It is more the concern of the hon. Minister and I am sure he will effectively answer that point.

I would like also to lend such support as my feeble voice could lend to the practically unanimous plea made all round for not having these three legs but only to have two.

SHRI H. N. KUNZRU: May I interrupt my hon. friend? He said that working expenses budgetted in 1954-55 were Rs. 4 crores less but what conclusion does he draw from that?

SHRI H. C. DASAPPA: You will see that when the Budget estimate is less in 1954-55 than what it should have been the revised estimate goes up naturally and the increase in earnings during the year is being offset by the increased expenditure. If in the Budget estimates itself the expenditure was correctly provided for, then there would not have been this much difference. That I thought was simple enough. That is my reading of the situation. It is up to the Government to offer any explanation they choose to but I feel that expenses for 1954-55 were rather underestimated at Budget time.

I was talking about these legs. In addition to the arguments that our friends have already put forward, I would say this. I think if you look at the map of India, you will find that it tapers down to the South and when there are movements of traffic either of passenger or of goods in the South they can generally not be beyond 300 miles. It will always be of short distance and it looks to me that this arrangement, though unintentionally is going to hit harder the Southern India very much. I see my friend is surprised at this. I am only telling what its effect would be on South India. For instance, there is a lot of movement of ore and so on from Mysore to Madras and that is less than

300 miles with the result they will have to pay higher freight. Even leaving that out, what about cottage industries, agricultural crops and various other small scale industries which necessitate movement of goods within short distances? They are all bound to suffer. Ultimately, the people who will be hit hard will be the poor people and not the richer people. So I would strongly urge that in regard to this the hon. Minister will kindly favour us by not insisting on these three legs seeing that the first one urges with the second.

There is one more subject I have to touch upon and I am sure you would have anticipated what it is. That is the question of the integration of Railways. I have a lot of material with me. I have had close association with this intergration. Unfortunately for me, I think, at the time of the Federal Financial Integration I happened to be the Minister in charge of Finance. I know every phase of this Federal Financial Integration Agreement. I have moved closely with Mr. V. T. Krishnamachari, and Mr. Dandekar who were Members of that Committee and I have seen the various papers. I never thought that these officers of the Mysore Government would have to suffer in this rather humiliating manner after integration. If I had known that I would have taken special care to safeguard their interests. The Agreement says that the *ex-State* officers should be absorbed in appropriate grades on terms not less advantageous. It is a very happy phrase and I thought that justice would be done to them. In regard to recruitment to gazetted cadres I must say that we have followed the happy suggestion made by the hon. Shri Kunzru in his Indian Railway Enquiry Committee's report. I shall just read one sentence from there, which I am sure the House will kindly appreciate and that is this—

"The system of training during the probationary period is also

satisfactory, though we would stress the usefulness of insisting that wherever feasible and considered desirable, the probationer should be given the opportunity of carrying out independently the duties of the subordinate staff over which he is to have control."

Now, we followed this very eminently suitable and desirable practice of recruiting people as probationers, first putting them in the supervisory subordinate service and then as and when vacancies arose in the gazetted rank, we absorbed them. Now, all these people, 45 permanent and 5 temporary are now to be equated into the All India services. They were all recruited as above. They were all B. As., B. Scs. and M. Scs. and so on. I see no reason why they should be meted out this step-motherly treatment. After all, they are just a few,

Then there is another point. There have been terrible anomalies in the matter of equation. Now, people who were serving under a certain gazetted officer are put in Class I, but the gazetted officer under whom these people were serving goes into Class III. I will give one or two instances I have got here in Accounts two people who got into the gazetted rank on 6th May 1949 and 22nd September 1949. They are put in Class I. And officers who got into gazetted ranks on 1st January 1943, 1st February 1944, 21st August 1946, 25th October 1946 and so on, all earlier than 1949, are put in Class II or Class III. My hon. friend, the Deputy Minister, referred to this question and I have noted down here that in order to rectify some of these obvious anomalies, this Reviewing Committee consisting of the Secretaries of the Home Ministry and States Ministry and a Member of the Railway Board was appointed. Now, I gather—it is up to the Ministry to tell us—that they have rightly said that all these people should be put into the Class I grade, but they tackled it on with some other recommendation of deducting four years of service.

MR. DEPUTY CHAIRMAN: You must wind up.

SHRI H. C. DASAPPA: There is nothing very much more to say. This is all I have got to say. I am sure the hon. Minister is also sympathetic. All that I say is that these anomalies should not be allowed to persist and I am very glad and am thankful to my friend, Mr. Alagesan who said that the matter was not closed and that they were prepared to consider it. And I hope that the ex-State Railway Officers will not be meted out this step-motherly treatment and they will be treated as well as the other officers in the Railways.

MR. DEPUTY CHAIRMAN: Mr. Malviya.

SHRI H. P. SAKSENA: I also hope that the question of the three legs is not a closed one.

MR. DEPUTY CHAIRMAN: I have called Mr. Malviya.

SHRI H. P. SAKSENA: I am expectantly waiting for a change and an announcement from the Railway Minister.

MR. DEPUTY CHAIRMAN: Look here, I have called Mr. Malviya.

SHRI RATANLAL KISHORILAL MALVIYA (Madhya Pradesh): Mr. Deputy Chairman, so far as the improvement in the Railways is concerned, I will satisfy myself with the observation that the improvement which has been made is unprecedented in the history of the Railways and I congratulate the hon. Minister, his Secretariat and especially the workers who have been responsible for these improvements. Sir, I am coming straight to the questions which I want to deal with. The first is with regard to construction in Madhya Pradesh of some railway lines which are connected with the Bilhai steel plant. The hon. Minister will be going, I understand, during this month

[Shri Ratanlal Kishorilal Malviya.] to Drug to examine the question of construction of railway lines. The Champa-Korba line is already under construction. That line has got to be extended upto Jhilmili in Surguja district, where the coking coal is available and which will be very much necessary for the Bilahi steel plant. If that materialises, I will request the hon. Minister to consider the old plan from Bijuri to Barwadih and start the construction, because it is also connected very closely with the project. It is strange that though this project was given the top priority a few years back, the construction of this line is now given up. As Barwadih to Balrampur line is almost constructed, that should be completed and connected with Jhilmili.

The next point which I want to deal with and to which I attach great importance is about the rationalisation in the supply of wagons to coal mines. There has been improvement in supply, but because some of the wagons are coming empty from the colliery siding, the officers think that the wagons in the coal fields are going abegging. It is not so, Sir. The wagon supply in the coal fields has not been properly rationalised. If an indent is made for thirty wagons, it is sometimes the case that they supply fifteen to twenty wagons at a time. On holidays the whole lot is dumped, which is sometimes about fifty to sixty, wagons, and beyond the capacity of the colliery. Naturally, the wagons have to go back empty. In fact, the supply is not sufficient in the coal-fields. The result is that the labour is terribly suffering. I know of an instance, Sir, where a coal miner has been earning nine annas per week, not per day, because the wagon supply was not sufficient and because he is a piece-rate worker he could not get the work due to non-supply of wagons and he could not earn any wages. This is the state of affairs and, therefore, I would request the hon. Minister to rationalise the supply of wagons in such a way that

it is supplied to every colliery in a proper form. With special reference to Vindhya Pradesh and Korea coalfields, I will submit that the new stations which were under construction are now completed and the Katni Yard remodelled. There is no reason why there should not be proper supply of wagons in those coal-fields. The supply is still irrational. That must be rationalised and unless this is done, the labour will go on suffering and their curses will fall on all of us.

The next point, Sir, which I want to make is about the matter which I have been insisting for the last five or six years privately and publicly and that is with regard to the construction of an overbridge in Manendragarh on the Eastern Railway and the electrification of the yard. There have been many casualties there and even guards have been crushed in between the buffers of the wagons. The traffic is very heavy—about six hundred wagons are moving up and down daily and the station has traffic of more than a crore of rupees by way of freight. The traffic is so heavy, that due to weight, wagons move slowly and the school-going children pass through under the moving trains. This is a terrific affair and I think it deserves the hon. Minister's immediate attention, especially when the cost is not more than Rs. 25,000 to Rs. 30,000. Whenever I have raised this question, they have said that there are two crossings on either side of the station at a distance of about half a mile on each side. This is a very cold reply, a heartless reply, in the circumstances in which the people of that place are living.

Now, Sir, one or two more points and I will finish in one minute. One point is with regard to intermediate classes. There are, two points which I want to make out, one is that the old B.N.R. has inter classes in passenger trains which are not at all satisfactory. The seats are

narrow and not at all comfortable. Unless you are very cautious, you are bound to fall on the floor from the benches in the night. Because you are going to convert those inter classes into second classes from the 1st of April, it should be seen that the seats are made all right. And secondly, where there is no inter class or where the inter class is abolished, it should be introduced as second class, or as it may please you.

Now, Sir, there is one more point. That is with regard to introduction of an express train. You know, Sir, that due to the three new ventures, viz, the Hirakud Dam and the Rourkela and Bilhar steel plants, the traffic to and from Delhi has increased tremendously. If you study the figures, you will find that there is heavy traffic from Bilaspur to Bina, a distance of about 350 miles, it takes about 21 hours to travel. I will, therefore, request the hon. Minister to consider the advisability of running an express train from Bilaspur to Ahmedabad or some other place, so that the two branch lines, Bilaspur to Katni and Katni to Bina are covered, and the journey to Delhi becomes a shorter one for those people who will be engaged in these ventures.

Lastly, Sir, I will just draw the attention of the hon. Minister to the fact that the roofs of the staff quarters, I congratulate the hon. Minister for what he has been able to do in the matter of housing the railway workers—are very low, and due to heat the workers have to suffer a lot of difficulty. I will make just two suggestions in this connection firstly, in future constructions, higher roofs may be provided for. And secondly, for those houses which have already been constructed, a ceiling may be provided to protect them from heat and to make them work more efficiently. Thank you, Sir.

MR. DEPUTY CHAIRMAN: The hon. Minister will reply tomorrow. There are two messages.

SHRI J. S. BISHT: May I make a humble suggestion, Sir? If the hon.

Minister agrees, he can give his reply after lunch. And in that case, we can have one hour more, because the Deputy Minister took one hour from us. So, that would be compensated.

SHRI LAL BAHADUR: The general discussion on Railways begins in the other House just after the question hour. So, I cannot remain absent for long from that House.

श्री नवाब सिंह चौहान (उत्तर प्रदेश): दूसरों का भी मौका मिलना चाहिए अपनी बात कहने का। मैं भी इस विषय पर बोलना चाहता हूँ।

श्री उपाध्यक्ष : यह ठीक है, पर मैं क्या कर सकता हूँ।

श्री नवाब सिंह चौहान : औरों को एक एक घंटे बोलने का मौका दिया गया, हम लोगों का कुछ भी नहीं।

MR. DEPUTY CHAIRMAN: There are two messages

MESSAGES FROM THE LOK SABHA

- I. THE DENTISTS (AMENDMENT) BILL, 1954.
- II. THE DRUGS (AMENDMENT) BILL, 1954.

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

I
"I am directed to inform Rajya Sabha that the Dentists (Amendment) Bill, 1954, which was passed by Rajya Sabha at its sitting held on the 31st August 1954, has been passed by Lok Sabha at its sitting held on the 28th February 1955, with the following amendments:—

(1) In the Enacting Formula, for 'Fifth Year' substitute 'Sixth Year.'

2) In page 1 line 4, for '1954' substitute '1955'.