

[Mr. Chairman.]

attend the current session of the Rajya Sabha which began its sitting from 21st February, 1955. I, therefore, request for granting me permission of the House to remain absent till the 20th March, 1955."

Is it the pleasure of the House that permission be granted to Thakur Bhanu Pratap Singh for remaining absent from the meetings of the House till the 20th March 1955?

(No hon. Member dissented.)

Permission to remain absent is granted.

PAPERS LAID ON THE TABLE

- (1) POSTS AND TELEGRAPHS AUDIT REPORT, 1955—PART I.
- (2) MINISTRY OF FINANCE (REVENUE DIVISION) NOTIFICATION PUBLISHING FURTHER AMENDMENT TO CENTRAL EXCISE RULES, 1944.

THE MINISTER FOR REVENUE AND DEFENCE EXPENDITURE (SHRI A. C. GUHA): Sir, I beg to lay on the Table under clause (1) of article 151 of the Constitution, a copy of the Audit Report (Posts and Telegraphs), 1955—Part I. [Placed in the Library. See No. S-85/55.]

I also lay on the Table, under section 38 of the Central Excise and Salt Act, 1944, a copy of the Ministry of Finance (Revenue Division) Notification (Central Excise) No. 3, dated the 1st March 1955, publishing further amendment to the Central Excise Rules, 1944. [Placed in the Library. See No. S-84/55.]

THE APPROPRIATION (RAILWAYS) BILL, 1955—continued

SHRI H. C. MATHUR: (Rajasthan): Mr. Chairman, I am really grateful to the Deputy Minister for Railways as also to the Railway Minister for making kind references to what I said. I will lay before you certain facts—facts which would be based absolutely on the records of the Railway Administration which will further reinforce every word that I said on the last occasion. I have felt the necessity of doing so because the hon. Minister had dismissed all that I said as almost mild charges but before doing so, I certainly wish to acknowledge that I have always invariably received extraordinary courtesy at the hands of the hon. Railway Minister but as I pointed out last time, I don't wish to mix these personal sentiments with the criticism which one has to offer on the floor of the House. The hon. Deputy Minister said—very correctly pointed out—that I have possibly not reconciled myself to the democratic set up in which I find myself here. It is really true that I cannot reconcile myself to a democracy where the Opposition is not listened to. I am not reconciled to a democracy where the Parliament is denied access to reports which have been announced in Parliament, which bear on public safety and which are of great interest not only to the Members of Parliament but to the public in general. When I spoke about the subject last time, I requested you to use your good offices to see that this report is placed on the Table of this House. Since then something very interesting has happened. The Chairman of this Committee had an occasion to speak about it and give a personal explanation in this matter and you will be very interested to know what the Chairman himself has said about it. He said:

"The Committee reviewed 3282 accidents and I can tell the House that the Committee went very deep into all aspects of railway working. On the floor of this House, I would

like to express my gratitude to my colleagues, Shri Mubai and Shri Sen, and Shri T. N. Dhar, who was the Secretary of the Committee, for the hard work they did and for the great interest they took in the work of this Committee. The report was submitted to the hon. Minister on the 30th April.

The House knows that, personally, I am no expert on railways. But I did have the benefit of having Shri Mubai and Shri Sen who were experts on the working of railways, with me."

Now this is very important. He says:

"I wish to tell this House in all sincerity that in the Report of this Committee we concealed nothing and exaggerated nothing."

This is what the Chairman of the Committee who happens to be the Parliamentary Secretary of the Railway Ministry says very clearly. This is a useful report submitted in which they have concealed nothing and a report in which they have exaggerated nothing. He also makes the position clear because the hon. Railway Minister the other day said that this is not a correct appraisal of the situation. They were taking a sort of idealistic view in this matter and they were not aware of the difficulties under which the Railways are working. This is what the Chairman has said further:

"In short, I would like to say that the Committee saw and stated things exactly as they were. We were fully aware of the numerous difficulties that the Railways were facing."

This makes it perfectly clear that the Chairman of the Committee who was also the Chairman of the Review Committee says that it is an absolutely realistic report and it is a

report which had taken into consideration every factor and the difficulties which the Railways are faced with and it gives you a correct and realistic appraisal of the whole situation, and yet this report is denied not only to an individual Member here or there but to a House of Parliament. Certainly I am not able to reconcile myself to that type of democracy and I again wish to reiterate my demand to you that the Railway Ministry should be persuaded to place this report before this House.

While talking about accidents, the hon. Railway Minister gave certain temporising figures and he compared the incidence of accidents and fatalities on Indian Railways as well as on Railways in other countries. I wish to submit that these comparisons are so superfluous and they don't take into consideration the real situation which makes the comparisons absolutely superfluous and even misguiding. They don't take into consideration the facts. The comparisons are drawn from countries where the railways move at a much higher speed, where the density of the population is greater, where the number of the running of the trains is far more greater. It would necessarily be different from a place where there are 2 or 3 or 4 trains only running. To compare the incidence of accidents in a country where the circumstances and conditions which contribute to accidents are entirely different from the conditions that are obtaining in India is not only superfluous but misguiding. If you will look at the railway budget and the Appropriation Bill, you will find that a lot of money has been surrendered on such important items as safety, the interlocking of stations etc. My mind goes back to an accident which was reported only three months back at the railway junction of Gazipur. The accident was due to the human element and what was the human element? It was because the points were not properly adjusted. It resulted in

[Shri H. C. Mathur.]

certain disasters—3 deaths and injuries to many. What happens is that the amounts which are earmarked for interlocking and improving the signals are lapsing. And these are the important factors which, I have an apprehension, have been brought forth in this report very carefully, and which will give an outright, a forthright criticism of the railway administration from a body the authority of which cannot be doubted and cannot be questioned.

12 Noon

The hon. Deputy Minister thought that I was speaking with some bitterness when I spoke about the ex-State Railway personnel. I assure him that I have no bitterness in my mind; but at the same time I certainly wish to tell him that I will never submit myself, or subject myself to any injustice, and it is only in that spirit that I speak. In this particular matter, I wish to repeat my deep feeling of gratitude to the hon. Minister for Railways who had on more than one occasion, gone out of his way to try to do what he thought was justice. But Sir, the facts cannot be altered and here it is my unfortunate duty to have to point out to you that there are these inconvenient and uncomfortable facts, truthful facts which are very uncomfortable. Sir, this matter has been hanging fire for more than four years. It actually consists of two parts. The hon. Deputy Home Minister the other day spoke about this matter when I referred to it while discussing the Report of the Union Public Service Commission; and you will be surprised to find, Sir, that even the Home Ministry and the States Ministry which are consulted in this matter, are talking in absolutely different tones. What the hon. Home Minister tells is—and that is absolutely a fact—that the Railways had to stop the vetting of the officers because of certain agreements between the President of India and the Rajpramukhs of those ex-

States, because it had been agreed that the officers had got to be taken over as they were. There may be no vetting of the officers. But even then I went out of my way to offer that our officers may be vetted, although that agreement is there and in the light of this agreement the Railway Administration is under an obligation to take over these officers as they are. But all that they have got to do is to equate the posts. That is understandable, that is a reasonable way of doing things. A person who was discharging particular responsibilities on an ex-State Railway, they should see to what post he can be equated here on the Government of India Railways, whether that post he held was equivalent to a post in the Government of India Railway or not. That I can understand. You cannot take an officer, say the Departmental Head of a particular ex-State Railway as the Departmental Head of a Government of India Railway. But for this, all that is necessary is this equating of posts, as I said. But I will just tell you that beyond that, the Railway Administration is not at all competent to relegate them to a lower post. Once they have done that equating, they are not at all competent to relegate the officers to lower posts or to cut out from their seniority. So the first part of the work is this equating of posts. In this matter of equation—if I go into details I might detain the House for a long time—but I will just mention one fact which will make it obvious to the House how ridiculous the position is. Take the Jodhpur Railway. The post of Chief Engineer in that railway has been equated to a senior scale officer in the Government of India. I would accept that equation as far and I will have no question about it. But you will be surprised to know, Sir, that along with this Chief Engineer, the Chief Engineer who was drawing something like Rs. 1,350 his three subordinates, three executive engineers have been put. Sir, we have the same grades there as they have

in the Government of India Railways—Rs. 750 to 950. These executive engineers have also been equated with senior-scale officers. So there is no difference between the Chief Engineer and his subordinates. They have all been equated as if they were discharging exactly the same responsibilities. This has happened in so many cases. I pointed out to them, particularly in the Jodhpur Railways, that this equating of posts had been examined by their own experts. This matter was further re-examined only in 1945 by whom? It was done through an officer lent from the Government of India—Mr. Dorai—who is today the Chairman of one of their Services Commissions. He went into the whole question when there was no question of any integration, when nobody knew anything about these equating of posts and all that. In that free atmosphere, in that absolutely unattached atmosphere, this equating was done. Still that equation is not accepted.

Apart from the equation, once an officer has been equated, I would ask them why he is not accepted on the senior scale with effect from the time he entered the time-scale, which is a sound rule and which is a fundamental thing? By some strange formula, they relegate him back and his seniority is cut by six, seven or eight years. All this is happening because there is not the will, not the courage to face facts, to do justice. All that is sought to be done is certain adjustments here or there to please me or please another, or some people in the Government of India Railways. This is because they have not got the guts, as I said, to take into confidence the people....

MR. CHAIRMAN: I would like you to wind up soon.

SHRI H. C. MATHUR: I am the only Member speaking from my Party, Sir.

MR. CHAIRMAN: Yes, but there are half a dozen Members who have given their names to speak and there is only one hour and fifty minutes. Please be brief.

SHRI H. C. MATHUR: Yes, Sir, in another five to six minutes, I will wind up. The hon. Railway Minister spoke at length, but he has not gone into the fundamental principles of the question.

[MR. DEPUTY CHAIRMAN in the Chair.]

He has not been able to satisfy us on any account. And all these things have happened. I wish to repeat and I wish to make it clear to the Railway Administration that there is absolutely no desire on our part—and we would much dislike it—to get any favours for our officers at the cost of the officers of the Government of India Railways. We do not want it, because that would certainly defeat the very purpose for which we are fighting, for we want nothing but absolute equitable treatment and justice.

Mr. Deputy Chairman, I would next refer to the question of the Railway Board. The other day you happened to be in the Chair when I pointed out that on the Railway Board there should be certain officers selected from the ex-State Railways, that they should be given proper places in the Railway Board, there was a sort of misunderstanding, as if I wanted them to be appointed Members of the Railway Board. Sir, I do not think this expenditure of Rs. 42 lakhs is meant for the four Members of the Railway Board. The Railway Board necessarily means the Members of the Board as well as their staff and the hon. Minister has not been able to tell us why it has not been possible—I put a very pointed question to him—why it has not been possible for them to have on the Railway Board, on the staff of the Railway

[Shri H C Mathur]
Board Office any of the Directors,
Joint Directors or the assistants, from
the staff of the ex-State Railways

Sir, the expenses on the Railway Board are going up. The Railway Board may better be described as a place for "Four Thousanders". We had three "Four Thousanders" on this Board and now we have four of them. That is not all. We know that the Railway Board is possibly constituted of people who have been selected as the best persons available in the Railway Administration. I have respect for them. Still I cannot understand why in spite of such a selection of such experts, such clever people who know their job, being already there, why they want another "Four Thousander" to be an expert to be the Adviser to the Railway Minister. Why should there be an officer in between these experts and the Railway Minister? There is absolutely no justification given. We had only three Members and now, from three, the number has jumped up. We could understand this increase if it had been said that because of the planning and other activities or because of the re-organisation of the Railway Board this was necessary, but, no such explanation has been given. There is this tendency evident now. I have been asking this question all the time, whether it is the policy of the Government to increase the number of posts carrying a salary of Rs 2,000 and above. In the Railways particularly we find that the increase is not confined only to people drawing Rs 2,000 and above but it is the people at the top who are multiplying like anything. Just imagine Sir the Railway Board having five Members, from the three originally. They are having a fifth wheel as it is obvious to a coach. We had four wheels so long but a fifth wheel is being added now. I see absolutely no justification for this especially as you have experts in all

branches. I again ask, what is the necessity to have an extra expert in between the experts and the Minister? May I know Sir, whether this expert is an expert adviser for any particular branch or is he an expert in all the branches of the administration and can advise the Minister on all subjects? After all, it means quite a lot of expenditure and this House is certainly entitled to know the reasons, particularly when the staff at the highest level is increased at this rate.

There are many other points which I should like to refer to but as I have given almost a promise and because I have to accommodate other Members, I would rather sit down.

SHRI J S BISHT (Uttar Pradesh)
Mr Deputy Chairman, I thank you for giving me this occasion because I happened to miss the bus when the general discussion took place.

Before I come to some of the provisions of this Appropriation Bill—lest I forget due to shortage of time at the end—I wish to bring forcibly to the notice of the Railway Administration the appeals that I had been repeatedly making for the last three years, to look into the small matter of a fifty mile strip which is to be converted into broad gauge to link the Kumaon valley with the rest of the North Indian Railway system. I had suggested that they may start at Moradabad or Rampur or Bareilly and go up to Haldwani. They have been converting metre gauge and narrow gauge lines into broad gauge in many other places. Even if the total capital expenditure is to be spent on the basis of population or area, the whole of the Kumaon valley with a population of 2 million people and with an area of 22,000 square miles is entitled to Rs 2 crores of capital expenditure that has been earmarked for the railways but I am told that this broad gauge strip of about fifty

miles will not cost more than a crore of rupees. This is, therefore, a very small thing and it can be done. I do however realise that it will not be possible to include this in the first Five Year Plan and I submit that it should be included in the second Five Year Plan. In order that it may be so included, I would request the Railway Minister to have a real and thorough survey done of this area so that the whole cost, estimate and everything is worked out and this Project included in the second Five Year Plan.

The second point that I wish to bring to the notice of the Railway Minister is about the tourist traffic. I think the Tourist Bureau is under the Railway Minister. I saw in the papers recently that branches of this organisation have been opened in Srinagar, Simla and Darjeeling. I submit, Sir, that at least all these five hill stations which have been summer capitals in India should be included and I see no reason for not including Naini Tal and Ootacamund. There is a large gap in that area from Simla to Darjeeling and I submit that a small branch should be opened in Naini Tal to open up tourist traffic. By this whole of the Kumaon valley would also be opened up.

I also see that the Railways intend to go in partnership with the State Governments for opening bus services. In this connection, it would be a good proposition if the Railways were to suggest to the Planning Commission to have a main national highway connecting these hill stations in the Himalayas, from Kumaon to Kashmir, so that there will be internal road communication.

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O V ALAGESAN) These are very relevant things in the proper context, Sir, but in the Railway Appropriation Bill, I do not see how the making of a recommendation to the Planning

Commission about roads and opening up of tourist offices arise.

SHRI J S BISHT There is a provision here for entering into partnership with the State Governments for running bus services. That is why I referred to it.

Now, coming to the general problems, I wish to invite your attention to a part of the speech of the Railway Minister in which he has said, I had referred in my Budget Speech to the appointment of a Security Adviser to the Railway Board and the proposal to appoint officers of the rank of D I G of Police as Security Officers on each of the railways " and then he said "This Force is being reorganised and it is proposed to give it additional powers and status to increase its effectiveness. The advisability of having a suitable cadre, in which the officers and staff might look for higher posts and promotions, is under consideration". Therefore, I wish to bring to his notice that if there is a tendency on the part of the departments to develop a sort of autarchy, that is, if they want to be self-contained and self-sufficient in all the branches, it will be difficult. This tendency is nothing new on the part of the Railway Administration which is the biggest administration in this country, employing nearly a million people and owning 34,000 miles of track line and all that. From the Budget Speech and the provisions made here, it appears that they want to have their own medical department, their educational department and, over and above that, they are pushing themselves on and want to have their own police department. This, I think, is not a desirable development and should be stopped now, from the very beginning because, if you encourage this sort of formation it then becomes gradually a large department and becomes a small State within the State. I do not see any reason for this. For instance, the Central Government employees in Delhi number more than 15,000 to

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20,000 but the Central Government does not organise a separate police for them; it does not organise separate educational institutions for them or separate medical facilities. The facilities are open to everybody; if there is theft or burglary, they report to the police, just like everybody else; if there is illness, they go to the ordinary hospitals. Recently there was a meeting of the Inspectors-General of Police in Delhi and I want to know whether this proposition was put before them because, as the hon. Minister for Railways has himself conceded, this is predominantly a question of law and order. If this is a question of law and order, then it has got to be handed over to the State police force and since the Ministry of Home Affairs usually calls a conference of these Inspectors-General, such a proposal should be put before them as to how and in what manner they should handle this problem. The Railways can then make a contribution to the State Governments and the Police for the extra security measures that they give to the Railways. That is their regular work. Instead of doing that a new Inspector-General is to be appointed as Security Adviser and a new cadre is to be set up, with a Deputy Inspector-General for each regional railway.

Similarly, in the case of medical facilities, I can understand a separate hospital being set up in the case of the Chittaranjan Works where there is a big township with number of people living and where there is no other hospital available. There is some justification for providing hospitals and all that sort of thing but where there are already such facilities available, there is no use of having a separate hospital for the Railways. I have myself seen many Railway Hospitals which are practically deserted; nobody ever goes there and the Doctor there simply fill in the form in

order to show the number of people who attend.

SHRI S. N. MAZUMDAR: Not because there was no necessity but for other reasons.

SHRI J. S. BISHT: There may be exceptional cases which may be justified but in other places where there are regular hospitals either belonging to the local authority or to the State Government, the Railways can make use of such facilities and make a contribution to the appropriate body concerned, as is usually done by the State Governments. In many civil stations where there is no regular military hospital, the military officers get treatment from the civil hospitals free and the hospitals are reimbursed the cost. If you have separate hospitals etc., for your staff, you set up a sort of a vested interest and later on it becomes very difficult to divest them of all these things.

I must of course thank the hon. the Railway Minister for having appointed a new officer of the rank of Deputy General Manager in each regional railway for looking into the amenities. This was very eminently desirable because these amenities are not yet available to the same extent and in certain railways ordinary things like water taps or electric bulbs or electric fans are missing. Maybe there is theft. Theft there has been and there will always be. The Indian Penal Code has been there for 200 years, still there is theft. But that is no excuse why the railway passengers should be deprived of these amenities. If there is theft there should be some official whose duty it should be to replace these things promptly and also see that water is available because when you sometimes go into the bath-room there is no water coming. There should be someone to look into these petty little things.

Now, there is one point, Sir. The hon. the Railway Minister has thrown

open certain amenities to all classes of passengers. It is quite right that the dining cars are open to everybody. It is also quite right that the exists are the same for all irrespective of other considerations, and the eating places are open to all. The only point about which I wish to have some information is this that there are certain rooms reserved for what are called I and II Class passengers for halting, bathing, etc. Will they be open to all indiscriminately or will there be any charges levied uniformly for all passengers irrespective of whether they travel in airconditioned coaches or I Class or II Class. But there should be some sort of a limitation; otherwise these I and II Class passengers to whom these particular amenities are available today and from whom you charge these higher rates will be completely deprived of these amenities, especially the long distance passengers. So we would like to know exactly what is the position with regard to that particular matter.

There is only one point which is left and that is that the Railways have to pay by way of claims a tremendous sum of Rs. three crores a year. If I remember correctly before 1939 or 1938 the annual payment used to be in the neighbourhood of 3 to 5 lakhs, no more. Now this rise during the war period of course was due to the shortage of stuff and the natural temptation of the blackmarketeers and smugglers who were probably hand in glove with some small subordinates of the railway department itself in all these pilferings which accounts for this tremendous loss of revenue. What I submit is this that if they can devise some plan in coordination with the regular police, as I have already submitted, and by paying extra sums even to the tune of nearly Rs. 50 lakhs, if they can save these three crores it would be very welcome not only from the point of view of the money saved to the Central Government but also from the point of view of those people whose valuable stocks are pilfered, many of them probably cannot be re-

placed by only monetary compensation. So I submit that this is a matter which can be very well handled if all these things are handed over to the Ministry of Home Affairs who should put it before their Inspectors General of Police all over India so that all these things could be carefully thrashed out and this particular loss to the railways of the tremendous amount of Rs. 3 crores a year should be minimised as much as possible.

श्री आर० बी० सिन्हा (बिहार) : उपाध्यक्ष महोदय, जेनरल बजट के समय समयभाव के कारण मैं कुछ बोल न सका। अभी भी मुझे बहुत थोड़ा ही कहना है। यह मानी हुई बात है कि हमारे रेलवे मंत्री महोदय बहुत ही कर्मठ हैं और उनको अपनी कर्मठता के कारण ख्याति भी मिली है। लेकिन, मुझे यह कहना है कि उत्तर बिहार की हालत तो बहुत ही दयनीय है। इस जमाने में भी वहां लोग "पटरी और छतरी" पर चलते हैं। यह बड़ा दुःख की बात है। हमारे देश में दश-दशान्तर से लोग भ्रमण करने आते हैं और इस दृश्य को देख कर वे हमारा मखौल उड़ाते होंगे। हम लोगों को ढाढ़स दते हैं कि रेलवे में यह तरक्की हुई, वह तरक्की हुई लेकिन जब एक बार उनको पटरी या छतरी पर सफर करना पड़ता है तो आपकी सारी तरक्कियां उनकी नजर में फीकी पड़ जाती हैं। इतनी ही बात नहीं है। उत्तर बिहार में जितने रेल के डिब्बे दिये जाते हैं वे मेरे खयाल में शायद बिल्कुल ही कंडेम (condemned) डिब्बे दिये जाते हैं। उपाध्यक्ष महोदय, जब कभी आपको उस तरफ सफर करने का सौभाग्य या दुर्भाग्य प्राप्त होगा तो आप देखेंगे कि किसी डिब्बे को दरवाजा नहीं लगता है, जो किसी डिब्बे में खिड़की नहीं है, किसी में बिजली नहीं है तो किसी में पंखा नहीं चल रहा है और सब से आश्चर्य की बात यह है कि सेकेंड और इंटर क्लास के बर्थ पर कहीं कहीं गद्द भी नहीं हैं। इस तरह की परिस्थिति उत्तर बिहार में है। यह उत्तर बिहार का एरिया बहुत दिनों से नंगलेक्ट है। उत्तर प्रदेश से ले कर आसाम तक का एरिया

[श्री आर० बी० सिन्हा]

अंगूठों के समय से ही नेगलेक्टड रहा है और वेंचा ही चला आ रहा है लेकिन अब कोई बजह नहीं कि उस एरिया को प्रायोरिटी(priority) नहीं दी जाय। उत्तर बिहार में अभी भी नई लाइंस खोलने का बहुत स्कोप है और हमारे मंत्री महोदय बहुत आसानी से वहां पर लाइन ले जा सकते हैं लेकिन कुछ भी नहीं किया जा रहा है। पिछले सालों के आंकड़ों और अब के आंकड़ों में मिलान करने से पता चलता है कि बहुत सी नई बहालियां हुई हैं, पानी देने वाले, सफाई करने वाले, बिजली का काम करने वाले और तरह तरह का काम करने के लिये एक्सपर्ट्स (experts) रखे गये हैं, लेकिन फिर भी जो हालत मैंने बयान की वह आपके सामने है। इसलिये मंत्री महोदय से मैं इतना जरूर कहूंगा कि जो एरिया अंगूठों के समय में नेगलेक्टड रहा, कम से कम अपने समय में उस एरिया को वह प्रायोरिटी दते, लेकिन उस तरफ कुछ नहीं हो रहा है। इसीलिये मैंने चाहा कि मंत्री महोदय का ध्यान इस ओर खींचूँ और मैं आशा करता हूँ, भरोसा करता हूँ, कि जितने भी इस तरह के नेगलेक्टड एरियाज (areas) हैं, उन पर मंत्री महोदय जी खास ध्यान रखेंगे।

श्री नवाब सिंह चौहान (उत्तर प्रदेश) : उपाध्यक्ष महोदय, आपकी कृपा के लिये धन्यवाद, साथ ही साथ हमारा रेलवे विभाग जो सुन्दर इंतजाम कर रहा है उसके लिये भी धन्यवाद। वास्तव में गवर्नमेंट इतनी बड़ी बड़ी चीजें कर रही है जो कि इतिहास में सदैव ही अमर रहेगी, यहां बड़ बड़ काम तो हो ही रहे हैं परन्तु अनेक ऐसे छोट छोट काम हो सकते हैं जो कि नजर से रह जाते हैं। मैं दो, एक ऐसी ही छोटी मोटी चीजों को मंत्री महोदय के सामने रखूंगा जिनका कि मेरे क्षेत्र से सम्बन्ध है।

पहली बात हाथरस जंक्शन के ऊपर बिजली लगाने की है। (Electrification of Hatharas Jn. on Northern Rly.) हाथरस जंक्शन बहुत ही मशहूर जंक्शन है। वहां से तीन चार

तरफ को रेलगाड़ियां जाती हैं। इस सम्बन्ध में महकमे से लिखा पढ़ी हुई और मंत्री महोदय द्वारा यही मालूम हुआ कि १९५५-५६ के बजट में इस कार्य को उठा लिया जायेगा और पूरा कर दिया जायेगा, किन्तु साथ ही साथ यह भी कहा गया था कि चूँकि एटा को रेल निकल रही है इसलिये जब वह काम होगा उसी वक्त यह काम भी पूरा होगा क्योंकि एटा को जो रेल निकल रही है वह अब टूटला से जलसेर रोड हो कर एटा जायेगी इसलिये यह हो सकता है कि मौजूदा परिस्थिति में हाथरस जंक्शन के ऊपर बिजली लगाने का काम खटाई में पड़ जाय। इस लिये मेरा निवेदन यह है कि यह एक बड़ा मशहूर जंक्शन है और हमारे मंत्री महोदय, श्री लालबहादुर शास्त्री जी, ने भी उसको खुद देखा है, वहां पर बिजली का न होना एक बड़ी दुख की बात है। आशा है कि मंत्री महोदय ने जो इस बात का आश्वासन दिलाया था कि वहां पर बिजली लगेगी वह अब अवश्य ही पूरा होगा और शीघ्र ही वहां बिजली का काम आरंभ हो जायेगा।

दूसरी बात अलीगढ़ जंक्शन की है। अलीगढ़ जंक्शन में भी कुछ परिवर्तन होने वाले थे। वहां पर एक रेलवे क्रासिंग है जिसकी वजह से बहुत ही ज्यादा तकलीफ होती है। माननीय रेल मंत्री, श्री लालबहादुर शास्त्री जी व डिप्टी मिनिस्टर महोदय ने स्वयं उपस्थित हो कर उसे देखा था और उस वक्त आश्वासन दिया था कि नीचे से हो कर या ऊपर से हो कर पुल बनाया जायेगा लेकिन संभवतः वह संभव नहीं हो सका। उसकी वजह से पब्लिक को बहुत नुकसान और परेशानी उठानी पड़ती है, कई लोग वहां पर मर या घायल हो चुके हैं। इसलिये अगर स्टेशन में संशोधन व परिवर्तन हो जाय और वहां का मालगांदा दूसरी तरफ चला जाय और शॉटिंग लिमिट दूसरी तरफ कर दी जाय तो बहुत कुछ सुविधा हो सकती है। जब एक मर्तबा स्वयं रेल मंत्री महोदय वहां पर गये थे तो उन्होंने ऐसे उद्गार प्रगट किये थे कि इसमें तर्फीम होनी चाहिये, लेकिन अभी तक कुछ नहीं हुआ है। मुझे आशा है

कि इस ओर अवश्य ध्यान दिया जायेगा और उसमें उचित परिवर्तन किया जायेगा ताकि जनता को सुविधा हो सके ।

तीसरी बात मुझे यह कहनी है कि जो अलीगढ़ में रेलवे कुली यूनियन है उसकी तरफ से इस तरह की लिखा पढ़ी सरकार से हुई है कि वहां पर जो कांटेक्टर सिस्टम या ठेकंदारी की प्रथा है उसको उड़ा करके जिस प्रकार का इन्तजाम दिल्ली स्टेशन पर कुलियों का है वैसे वहां भी कर दिया जाय । उसके उत्तर में रेलवे बोर्ड की तरफ से इस प्रकार का प्रत्युत्तर था कि उन्होंने उत्तर रेलवे को आदर्श दे दिया है कि शीघ्र से शीघ्र अलीगढ़ में इस प्रकार की स्कीम जारी कर दी जाय, लेकिन अभी तक अलीगढ़ स्टेशन पर ठेकंदारी सिस्टम चल रहा है । इससे कुलियों का शोषण होता है । ठेकंदार लोग उनको कोई सुविधा नहीं देते हैं । जो पैसा कुलियों को सरकार से मिलता है उसको ठेकंदार लोग खुद रख लेते हैं । फी कुली चार चार रुपया लिया जाता है, लेकिन जो पैसा ठेकंदार देते भी हैं वह गिने चुने दस बीस कुलियों को दे देते हैं । वहां पर डंडा या दो साँ के करीब कुली हैं और इस प्रकार बाकी कुली बगैर पैसे के रह जाते हैं । इस लिये मुझे आशा है, जिस प्रकार का इन्तजाम यहां दिल्ली में कुलियों का किया गया है, उसी प्रकार का इन्तजाम अलीगढ़ और अन्य स्टेशनों पर भी शीघ्र कर दिया जायगा जिससे ठेकंदारों का शोषण समाप्त हो ।

मैं और अधिक समय नहीं लूंगा । मेरे दोष की जितनी जरूरी चीजें थीं उनको मैंने कह दिया है । अन्त में मैं एक बात और कह देना चाहता हूं कि अलीगढ़ एक ऐसा स्थान है जहां तालों का और अन्य लोहे की चीजों का व्यापार होता है । वहां छोटे छोटे व्यापारी हैं और लगभग एक लाख गरीब और बीच के दर्जे के लोग इसी व्यापार से अपनी रोजी कमाते हैं । किन्तु जब

वे अपना सामान रेल के द्वारा भेजते हैं तो उनको बड़ी असुविधाएं होती हैं । इसकी लिखा पढ़ी भी सरकार से की गई है । वैसे बड़ी खुशी की बात है कि माननीय शाहनवाज खां ने वहां स्वयं जाकर हालत देखने का और असुविधाओं को दूर करने का आश्वासन दिया है, लेकिन रेलवे मंत्री महोदय से भी मेरी प्रार्थना है कि वे भी इस ओर ध्यान दें । वैसे सदैव ही लिख लिख करके उनका ध्यान इस ओर आकर्षित किया जाता रहा है, लेकिन अभी तक माल के भेजने में जो असुविधाएं होती हैं वे दूर नहीं हुई हैं बल्कि इस वक्त और भी बढ़ गई हैं इस लिये मैं चाहता हूं, उनका ध्यान इस बात की ओर बना रहे ताकि गरीब आदिमियों की रोजी चलती रहे ।

इतनी बातें कहने के बाद अन्त में मैं रेलवे मंत्री महोदय को और उनके विभाग को धन्यवाद देते हुये और आपको धन्यवाद देते हुये अपनी बातों को समाप्त करता हूं ।

SHRI KISHEN CHAND (Hyderabad):
Mr. Deputy Chairman, we are discussing the Appropriation Bill but as it has arisen out of the Railway Budget, it is natural that we will have to discuss the main items of the Budget and see how they are being translated in this Appropriation Bill. I have mentioned in the past also that the income of the Railways is not going up commensurate with the extra locomotives and the extra coaches and extra wagons that we are putting on the track. This is due entirely to the fact that our railway fare as compared to the paying capacity of the people is much higher. It is not a question of comparison with European countries or other foreign countries. We have certain conditions in our country; It is a problem of extreme poverty and in that condition of extreme poverty and extremely long distances we have got to consider the paying capacity of the people and we have got to so regulate our fare and freight charges that we get the maximum of

[Shri Kishen Chand.]

traffic at minimum of cost. Sir, I submit that the hon. the Railway Minister has accepted this principle and has shown certain concessions to the long distance travellers but in our country at least 70 per cent. of the traffic income is earned from people who travel within 150 miles and for such people an increase of even a quarter pie per mile in the third class fare of mail and ordinary trains is quite excessive and it will result in the lowering of traffic. The hon. Railway Minister has agreed to exempt people travelling by ordinary trains up to fifty miles from this surcharge but that is no real relief because in truth even our express and mail trains are really no better than ordinary passenger trains if you consider their speed. The definition of mail and express trains should be based on the average speed per hour. Any train which runs at less than 35 miles per hour for the entire journey cannot really be called an express train. On that criterion very few of our trains can be called mail or express. So I will humbly request the hon. the Railway Minister to reconsider this question for he will not find any increase in his traffic income in proportion to this surcharge of a quarter pie per mile. Similarly, in the case of freight charges up to 300 miles a surcharge of ten per cent. has been levied. It is true that in a big country certain goods will be transferred from north to south and from east to west; they will traverse more than 800 to 900 miles and in their case the effect of the surcharge will not be felt but what about the goods traffic within 300 miles?

MR. DEPUTY CHAIRMAN: All these points have been raised earlier and replied to, Mr. Kishen Chand.

SHRI KISHEN CHAND: I submit, Sir, that I did not get an opportunity at that time and.....

MR. DEPUTY CHAIRMAN: That is no reason why you should repeat the same arguments.

SHRI KISHEN CHAND: Because the answer that has been given is not satisfactory. And I submit, Sir, that the expectation of income as mentioned here will not be realised.

MR. DEPUTY CHAIRMAN: Come to some new points so that the House may be benefited by your remarks.

SHRI KISHEN CHAND: Coming to the question of smalls, a limit has been fixed there at 20 maunds. This limit should have been fixed at five maunds. Articles which are less than 5 maunds can go by passenger trains. Otherwise the result will be that it will lead to a transfer of the goods traffic to road.

Then, in the matter of the utilisation of wagons, I know that a circular has been sent that no wagons should be detained at any junction but if empty wagons are transferred from one junction to another, there will be too much of empty haulage with the result that the traffic income will not go up. It is now the usual practice to say that booking is closed at various places. Even during the war when there was so much more of traffic and when there was no addition of new locomotives and new wagons, there was no closure of bookings but now it has become a matter of common practice. I know from personal knowledge of Hyderabad and Secunderabad which stations used to enjoy great facilities in the matter of booking, these booking restrictions have become a common thing now. Therefore until and unless the Railway Minister changes these things, he will not get more income. After all it is a commercial proposition. You may pass a Budget but you cannot change the laws. With all his good intentions he will not be able to get greater traffic until he rectifies the causes which are hindering traffic. I submit, Sir, that this type of practice of only having a Budget outlook on the Railways is not a satisfactory thing. It should be carefully examined whether the expenses are really commensurate with the income.

Then, Sir, I may say that somehow or other the hon. Railway Minister is not getting the fullest co-operation and enthusiasm from railway officers. This is partly due to the fact that Class II officers do not get enough promotion. You know, that in any commercial undertaking, the prime mover is the self-made man who has got greater experience and who has got greater enthusiasm for carrying out essential improvements; but in our system we are not giving enough opportunities to Class II Officers to be promoted to Class I. The result is that inexperienced Class I Officers are really managing the railways and the improvements are not commensurate with the expenditure involved.

Then, I fully support the new point which has been raised by Mr. Bisht, that the railways are creating a separate caste—by the demand that they must have separate schools; they must have separate hospitals; they must have separate police. This is not the right thing to do. Railway employees are also Government servants and, therefore, all hospitals and all schools, etc., should be open to all Government employees, even to the public, and there should be no exclusiveness of hospitals or schools, as in exclusive schools they will come across children of railway employees; which will not be very healthy for their growth.

MR. DEPUTY CHAIRMAN: Mr. Mazumdar may not agree with you.

SHRI S. N. MAZUMDAR: I do not agree with that.

SHRI KISHEN CHAND: Mr. Mazumdar only wants a school.

SHRI LAL BAHADUR: Mr. Mazumdar wants separate schools, separate hospitals, etc.

SHRI S. N. MAZUMDAR: The condition of their work is such that they require some separate arrangements.

SHRI H. P. SAKSENA: Is it proposed to create an India for them in which they alone can live?

SHRI BHUPESH GUPTA: Anyway, Mr. Mazumdar is not Railway Minister!

SHRI KISHEN CHAND: Ask any educationist and he will never, never tell you that only one group of pupils should go to one school. He will say that it will mar the progress of the children.

SHRI S. N. MAZUMDAR: If you overhaul the whole system, everything will be all right.

SHRI KISHEN CHAND: Now, Sir, as regards the question of the replacement of dismantled lines, the hon. Minister has given the fullest assurance to this House that all dismantled lines will be restored. Even now there are certain dismantled lines which have not been restored.

As you have said that arguments are not to be repeated, I will end by saying that the hon. Railway Minister has hit the small industries very hard by his levying a surcharge on "smalls" and on short distance, and if he really wants a socialistic pattern of society, he should give the fullest support to these small scale industries by removing the surcharge both on short distance and on the "smalls".

SHRI B. K. MUKERJEE (Uttar Pradesh): Mr. Deputy Chairman, we are to pass today the Appropriation Bill and while passing that we need not go into the details of the Budget. But we have got to advise—if our advice will be accepted by the Minister—how this money which we are authorising him to spend during the next financial year should be spent. Now, anybody can find out that our expense ratio has got no relation to the actual earning. If you see the actual earning, it is not increasing at the pace and with the speed as the expenditure is increasing. Now, if we take the figures of our earning and expenditure for the last

[Shri B. K. Mukerjee.]
 few years, the picture is this. In 1950-51, that is the basic year when there were a lot of changes regarding the accounting, the railways earned Rs. 263 crores and spent Rs. 292 crores. And this year we are budgeting for Rs. 210 crores and expenditure is Rs. 241 crores. You will find that during the past few years the earnings did not increase at the rate at which expenses increased. So, our advice to the Minister will be and is—if he accepts our advice—that he must check the increases in expenditure, though in his budget speech he has repeated what he said in the previous years, namely, that the increase in expenditure is due to more staff and more increment to staff. I do not know if the hon. Minister has got a magic rod by which he makes his staff to be healthy beyond the age of 55. I do not know—of course the Members of the Railway Board, his pet people, may not attain 55 throughout their life—but the staff really reach 55 and they have got to retire. And when any staff retires another staff is appointed. When a man who gets Rs. 250 goes a man is appointed on Rs. 30 in his place. How can he adjust these two facts. I do not know. My point is this: it is not a correct statement which he is repeating year after year. If he takes new staff, they are paid less than the old staff.

MR. DEPUTY CHAIRMAN: But you forget that the next man steps into the place of the man who retires drawing Rs. 250.

SHRI BHUPESH GUPTA: He steps out.

SHRI B. K. MUKERJEE: He dies or he is superannuated and, therefore, his place is occupied by a man who gets Rs. 30.

MR. DEPUTY CHAIRMAN: The next man who is already in service steps in.

SHRI B. K. MUKERJEE: Therefore, this argument that he is paying more money to the staff and, therefore, there

is increase in expenditure is not correct. Now, he is increasing the number of officers, no doubt.

SHRI R. M. DESHMUKH: Budgets are based on averages.

SHRI B. K. MUKERJEE: I know that. He is increasing the staff in the highest category, that is to say, from the Railway Board to other categories of officers. Now, if we study the pay scales of these two categories of staff—officers and others—we will see that the officers are getting annually Rs. 18,800. This is, as Mr. Deshmukh pointed out based on averages, whereas the staff get Rs. 425 only per year average. Even with this increase of staff, as the hon. Minister has stated in his budget speech, I do not find anywhere excess staff. Everywhere the staff is short and they are not provided with relieving staff to get leave or anything.

MR. DEPUTY CHAIRMAN: Please do not go into too many details. Your time is limited.

SHRI B. K. MUKERJEE: This is a thing which the hon. Minister must take into account and try to reduce the number of officers and thereby reduce the expenditure. Now, I will give a concrete suggestion. As I said last year and the year before, the Railway Board is a superfluous body, performing the duties of a post office only. They are giving a stamp to the incoming letters and giving another stamp to the outgoing letters. This is a superfluous body. Therefore, it must be abolished. The Railway Board is not performing any services to the country and they are superfluous, they are useless. Therefore, the Railway Board must be abolished.

Now, Sir, everything in the Budget is not bad, and though some of the items are of a minor nature, they deserve commendation of this House. But I do not know whether the hon. Minister means any business, or he will just be guided by some people who, during the Budget discussion, opposed some of these items. It is folly to be wise where

ignorance is bliss that is how the Railway Ministry is organised or managed today. And some people, out of ignorance, spoke something against the hon. Minister's proposal to provide rest-houses for the working class or the workers. Although that is not his original idea and he copied it from some other Department of the Government of India, nevertheless, I have got to thank him for that copying business. And, Sir, because some people object to this facility being provided for the working classes, he must not be guided by those ignorant people, sitting in the Railway Board to advise him. After all, Sir, ~~they are not friends of the~~ workers; they are not friends of the country, they are friends of the rich people. But unfortunately, the hon. Minister finds very near friends in those people. And the Minister must not be guided by them.

MR. DEPUTY CHAIRMAN: It is they who have advised him to provide these amenities.

SHRI B. K. MUKERJEE: This is an amenity to the working class—providing rest-houses. But some of the Members have advised him not to give that amenity, and the Railway Board Members will be advising him not to give that.....

MR. DEPUTY CHAIRMAN: You are presuming too much.

SHRI B. K. MUKERJEE: Sir, my request to him is that he should not be guided by them.

Now, Sir, in the matter of planning railway colonies I do not know what he has got in his mind. Hereafter, railway colonies will be planned he said. I do not know whether in that plan he has got any idea of providing electricity to the class IV staff, as also latrines, water taps etc. in their quarters. If he has not got that idea, I will try to give him that idea, though our voice may not be felt by him. If you just go to the railway colonies, you will find that there is no arrangement for sanitation at all. Though they have provided for sanitary staff, there is no sanitation at all.

श्री बी० बी० शर्मा : गांवों में कौन सा बड़ा अच्छा सेनीटेशन हो रहा है ?

श्री बी० बी० मुकुर्जी : गांवों में भी होगा ।

श्री बी० बी० शर्मा : गांवों में कहाँ से होगा ।

SHRI B. K. MUKERJEE: Now, Sir, the railway people do not get water taps in their houses; they do not get any latrines in their quarters. If that is the position, how can they keep their places neat and clean? I cannot understand that. I hope the Railway Minister will take a note of these things and will try to provide all these amenities in the staff quarters. The raising of contribution to the staff benefit fund from railway revenues is a very good idea; and I hope his assurances will materialise during this year and electrification of certain sections of the railway, ...

MR. DEPUTY CHAIRMAN: You had better tell him all what is bad, so that he may look into that.

SHRI B. K. MUKERJEE: Yes, Sir. Now I want that those good things that he has provided should not lapse, because I find that there is every likelihood that he will be guided by those people who are ignorant.

Now, Sir, I am coming to the zonal system. The hon. Minister has said that the zonal system has come to stay. But if you just remember why this zonal system was recommended, you will find that there were two factors that were taken into consideration. The two main considerations which were responsible for the adoption of this zonal system, have now failed. They are, (1) economy in operation, and (2) efficiency in the railways. In respect of both these things, we do not find any improvement. Economy is not there, and on the other hand, the number of officers and departments has increased and thereby the expenditure on Railways has considerably increased. Now, Sir, regarding inefficiency of the Railways, most of the speakers who preceded me

[Shri B K Mukerjee.]

nave spoken about the utilisation of wagons, loading, and all these things. And I need not go into those items again. The only thing that I have got to impress upon the hon Minister is this, Sir, whenever they stop any merchandise or commodities to be booked from one station to the other, that requires a general notification for the public, because the Railway, in that case, will be dealing with the general public, and not with the staff only. Now, Sir, they send a telephone message from Delhi to Ghaziabad, instructing the Station Master of Ghaziabad not to book this or that. But the public do not know that. I have suggested many a time, and I have got to repeat that suggestion, that with a view to remove corruption from the officers' rank, there should be a notification issued by the Railway authorities giving all the information to the public about the commodities that are closed for booking from any particular station to any particular station. That necessary information must be given to the ordinary public by means of a notification to be issued well in advance of the date when closing of booking is going to take effect.

Now, regarding economy also, I have got to stress again the point that if the Railway Board is abolished, economy may be achieved. And, Sir, if the hon Minister abolishes class I and class II, in respect of officers, he can effect some economy. What happens now is that one man in class II is getting Rs 400, whereas another man in class I, doing the same job, is getting a salary of Rs 900. So, if the Railway Minister wants any economy he can abolish class I altogether, and make everybody a class II officer as he did in the case of the railway compartments. But he is raising class II to class I. A class I officer gets more salary than a class II officer.

The second question that arises is this. If you want efficiency in the railway administration you have got to allow everybody who enters a railway

job, even in class IV, to go up to class I, because such people are experienced people, and they know the difficulties of the public and of the staff, and they can administer the Railways not only economically, but with efficiency also.

Now, Sir, regarding passenger amenities, I have got to speak with regard to only one item. The Railway Minister spoke a lot about amenities, but on the other hand, I find that railway amenities have been curtailed to a great extent because we do not actually get anything on the railways, not even a cup of tea. Even if we are prepared to pay double the charge, we do not get a cup of tea. That is the present arrangement. Now, to remove such disadvantages to the public, the hon Minister appointed a committee to go into the matter of catering system on the railways. I want to point out that though I am not opposed to departmental arrangements, or to nationalisation of all industries, but still, in this particular matter, I cannot agree with the hon. Minister, when he wants to take up the catering business in his own hands with the help of highly-paid officers. Now, Sir, I can tell him that catering is a subject which the hon Minister does not know, or the Members of the Railway Board do not know. I am doubtful if the Members of the Railway Board have ever got anything prepared, or even a cup of tea prepared for them by their own wives, whose duty it is to cook for their husbands. But I can say this and challenge them that neither the Minister, nor anybody from amongst the Members of the Railway Board, gets even a cup of tea prepared by his own wife.

MR DEPUTY CHAIRMAN: You need not go into their domestic arrangements.

SHRI B K MUKERJEE: Now, Sir, those people who do not know how to cook, who do not know the ingredients necessary for cooking, will have to manage the railway catering for the

convenience of the travelling public.

1 P.M. Therefore, wherever they have started their own catering, they could not give us any satisfaction, not even a cup of tea. Anyhow, I don't want to go into it further. I only want to remind the hon. Minister about what the Public Accounts Committee in its Tenth Report for 1953-54 have said about catering:

"Loss in the working of the Catering Departments on the B. N. and S. I. Railways.—The Committee view with much concern the continued loss in the working of the Catering Departments on the Railways."

Again they say:

"There has been a steep rise in the amount of loss and in 1952-53 the percentage of the 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."

MR. DEPUTY CHAIRMAN: Time is up. That will do, Mr. Mukerjee.

SHRI B. K. MUKERJEE: Just one minute, Sir, They further say:

"The Committee do not desire to make any further comments at this stage and they look forward for a better picture of the working of the Catering Departments".

If you go through the report of the Public Accounts Committee, you will find that the Public Accounts Committee do not want the Railways to undertake the catering themselves or extend their catering business any further.

SHRI T. S. PATTABIRAMAN (Madras): Do they suggest giving it to contractors?

SHRI B. K. MUKERJEE: Not to the

contractors. If my hon. friend hears me patiently.....

MR. DEPUTY CHAIRMAN: Please wind up. It is time.

SHRI B. K. MUKERJEE: A look at Annexure 'G' of the Catering Committee Report will show what kind of service they will give.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2-30 P.M.

"The House then adjourned for lunch at three minutes past one of the clock."

The House reassembled after lunch at half past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

SHRI S. M. HEMROM (Orissa): Mr. Deputy Chairman, there are so many neglected problems about the railways especially pertaining to passenger traffic as well as labour, in Orissa.

MR. DEPUTY CHAIRMAN: Only 10 minutes each—less if possible.

SHRI S. M. HEMROM: There are so many problems about labour and about corruption etc. I should like to draw the attention of the hon. Railway Minister to one or two things. On the floor of the House I raised the question of the revival of the pre-war passenger train services. There has been demand for the revival of these trains from several quarters as it has become a chronic problem. Between Tatanagar and Badampahar in place of three passenger trains we have only one passenger train and there is a lot of over-crowding naturally but the Government and the Railway authorities seem to sleep over the matter. I remember that some time back I raised this question but the reply was that there was not sufficient number of carriages and locomotives but some time later I had correspondence with the Manager of the Eastern Railway pointing out that there were some trains which were remaining idle—particularly the Patna-

[Shri S M Hemrom]

Tatanagar passenger train remains idle for nearly 24 hours. There are so many trains which are running for more than 500 miles and those trains are allowed proportionately less time for repairs, renewals etc. whereas this train, after running for near about 300 miles is left there idle for nearly 24 hours. The Manager of that Railway replied that under certain rules of the Railway Board they could not make use of the train that is remaining idle there for 24 hours. I draw the attention of the hon. Minister to the fact that if there are not sufficient number of coaches, they should not allow the train to remain idle so that it will remove the difficulty of the passengers that has become chronic and unbearable if they utilized that train—the railways also would be able to earn some more revenue. Of course the Railway authorities might be getting reports that that branch is running at a loss but it should be remembered that the loss is due to the corruption that is obtaining in that part of the Railway. I hope the hon. Railway Minister will kindly consider this question of utilizing this and also the question of reviving the pre-war train services in that branch of the Railway.

Now as for the item, repair, that is referred to here, I point out that whatever repair work is done there in the Eastern Railway, it is done only as a routine work. I am afraid that is not being done properly. By chance I found at some places over the branch railways of Eastern Railway different varieties of rails being used in the same railway track. You will find 75 lbs rails and 90 lbs rails being used in the same tracks and all the regulations for the installation of rails in this connection are being ignored. Because you will find that in some tracks there are prescribed gaps between railway links whereas in other places there is no gap at all and it will also be seen that in that Tatanagar-Badampahar branch of the Railway, railway accidents take place every year. Last year there was one and the year

before also there was one and I think these irregularities are a contributing factor for the increase in accidents occurring in that branch of the railway. As a result not only goods traffic is held up for days but the passengers are also put to great difficulty.

Recently the hon. Minister might have received representations from some commercial bodies from Cuttack and Calcutta that the railways have all of a sudden cut down the supply of goods wagons for the transshipment of ores. You know in Orissa the industries have not been developed but so far as the ores are concerned business concerns of ores are also having difficulties for transport. In one case the wagons that were being supplied at the rate of 150 wagons per day were reduced all of a sudden to 50 resulting in great difficulty. It has also appeared several times in the dailies that the trains between Howrah and Madras at several times—once at Balasore and once in the recent past between Khurda Road and Bezwada—at night are running without lights. Last time at Balasore the train was delayed by 3 hours because most of the passengers demanded lights in compartments before the train was allowed to leave Balasore.

As for other particulars as I have no time now I shall not deal with them here but I hope whatever I have mentioned now, will be given due consideration by the hon. Minister.

SHRI R. P. TAMTA (Uttar Pradesh).
Sir, I don't at all agree with my friend Mr. Mukerjee in his criticism of the Railway Board and the Railway administration. I feel that the Railway Board has been discharging a very important role and the work is being done most efficiently and in the public interest under its new chairman. As far as the amenities are concerned Mr. Mukerjee might say that he has not been able to get a cup of tea now but all of us who have to go here and there and travel feel a marked improvement in the facilities and comforts that are

provided by the Railways to the travelling public. We find a marked change in the behaviour of the Railway staff towards the travelling public and it looks as if they have taken a lesson from the unassuming and simple and courteous behaviour of the hon. Railway Minister. I want that they may also take lessons from him in the matter of integrity and honesty. As far as the position of locomotives is concerned, from the figures that have been supplied to us, we find that about 170 locomotives are to be added from indigenous sources while about 600 and odd from abroad.

And 604 are to be got from abroad. This to my mind, does not appear to be satisfactory. Recently I had occasion to visit Telcos and I was much impressed by the work that I saw there. There I saw great potentialities of development and the speeding up of supplies. My impression, however, has been that the Telcos have not been fairly dealt with by the Railway Department so far. For instance, last year, I am told orders for about 40 locomotives were placed with them and the locomotives which they had to make were all of different varieties and different types. So for manufacturing each separate locomotive, they had to make the different component parts and this took a long time. So I feel if the Tatas are given orders for the manufacture of one or two types of locomotives, then I think it will be possible for them to speed up their production and to supply them more quickly than their present rate of four locomotives in a month and eight boilers. Of course, I know the Railways require different types of locomotives. For this, the Tatas can be given the opportunity to specialise in one or two types of locomotives, and some in Chittaranjan; then there will be better coordination between the two and if those locomotives which take longer time are imported from abroad, then I think our indigenous production of locomotives could be increased greatly and it will also be economical.

As regards new lines, I find that the Railways are planning to have new lines. About fifteen new lines are under construction and we are told that about five new lines are to be constructed during this year. The Railway Minister has also told us that a Planning Cell has recently been set up in the Railway Board and placed in the charge of a Special Officer for advising the Railway Administration regarding the formulating of the Second Five Year Plan. The Railway Minister has also told us that the programme has to be planned on a big scale, not only to meet the needs of our developmental economy but also to open up new areas which so far had remained without rail and transport facilities. This statement of the hon. Minister is specially encouraging to me, Sir, because I come from a part of the country—the Kumaon Hills—where we do not have a single inch of railway line. That area, however, has got great many potentialities for development and it is rich in natural resources like copper, iron, lead, mica and other minerals. Though these parts are so rich in minerals, on account of the lack of communication and transport facilities, these mines and these natural resources which we have got there, are not exploited. Therefore, it will help the economy and development of not only those people and those parts, but also the interests of the country as a whole if railway lines are extended to all those areas also. I know it will be a difficult task to take the line from one place to another especially in that hilly area, but I would request the hon. Minister to make a beginning at least by connecting some of the headquarters of districts such as Almora, Ranikhet and Naini Tal, with the railway line. This will also be in the interest of the defence of the country as a whole, because that area adjoins the Tibetan border and it is time that we should also improve our communications there, to meet any emergency if and when that might arise. I might give an example to show how difficult it is for the people of that area to move from one place to another. The hon. Rail-

[Shri R. P. Tamta.]

way Minister has told us that the maximum freight for carrying one maund of grain from one place to another will be only Rs. 1-13-0 that is over a distance of 1,500 miles. But in my part of the country, you cannot carry a maund of grain over a distance of 15 miles for this cost of Rs. 1-13-0 and so you should understand the plight of the people of those parts, when they have to move their grains from one place to another. This costs then not one rupee, but sometimes Rs. 20 or Rs. 30 and as a result of this the prices of all the articles there are very high and the people there are not able to get their supplies at anything like moderate or reasonable prices.

Moreover, those parts of our country contain some of the most important sceneries and spots which can be developed to attract tourist traffic. The Government, we know, are paying special attention to develop this kind of traffic and in this Budget also, we are told that the Railways are doing something to encourage this tourist traffic. In this connection I may say that as long as it is not possible to have railway lines extended to these points, you cannot develop such traffic. Also there should be some change in the railway timings of the trains at Kathgodam—the station which connects the Kumaon Hills with the rest of the land. The timings should be such that it is convenient for the tourists to reach the place in time. For example the Kumaon Express that used to start from Kathgodam at 6.30 hours now leaves at 4 hours. So it becomes so difficult for the people of the interior places like Bageshwar, Garur and Almora to reach the station in time to catch the train. Similarly these tourists who want to go to Bageshwar and other places, will not be able to get motor vehicles and reach particular destinations in time. The train now reaches there at 11.30 hours which is a most inconvenient hour.

Then again you have got one train there that runs between Kathgodam

and Lucknow—the Nainital Express. But that train runs only during the summer and not in the winter months. During the winter this train is discontinued. The result is that during the winter months, there is no through train and so the people are put to great inconvenience because it causes them the loss of a day. This is another aspect of the question which I want to place before the hon. Railway Minister.

I would also place before the hon. Minister for Railways the necessity for changing some of the metre-gauge sections into broad-gauge sections. The Government are making this change in many places. I would therefore like them to examine the possibility of changing the metre-gauge line that connects Kathgodam and Bareilly and the line between Bareilly and Moradabad from metre-gauge to broad-gauge.

As the time is short, I do not want to say anything more. These are some suggestions that I have placed before the hon. Minister and I would end by requesting the hon. Minister to examine the possibility of extending the railway line to that part of the country and to develop those areas.

SHRI B. M. GUPTA (Bombay): Sir, while supporting the Appropriation Bill, I want to make certain suggestions to the hon. Minister for Railways. I am glad that he has dropped the idea of increasing the third class fare up to 50 miles.

I should however like to point out that there is one grievance yet which puts an unnecessary burden on the passengers, namely, the practice of double rounding, that is, rounding with regard to miles and also with regard to annas. I submit, Sir, that this practice should be discontinued and the unit which was formerly in vogue—I am told that this was half-an-anna—should be re-introduced instead of rounding off into an anna.

Then I wish to refer to the surcharge on the Barsi Light Railway. It was quite a different thing when a private company was charging a higher rate or a surcharge but now that the Government has taken over that Railway,

I think that it is not proper that they should continue that practice. It is a discrimination between citizen and citizen. That citizen travelling on one part of the railway should be charged at one rate and citizen travelling on another part at a different rate is a discrimination. I am doubtful whether it would not come under the discrimination clause in the Constitution but, whether it is legal or illegal, I think the practice is not proper and the Government should drop that surcharge on the Barsi Light Railway. If that cannot be done, I should submit that they should at least give concession in the fares to the pilgrims to Pandharpur. I understand that there are about nineteen fairs in India for which concessions are given but none of them is in Bombay. As far as the State of Bombay is concerned, the Pandharpur fair is the biggest fair and a very large number of the poorer sections of the population goes there. I therefore submit, Sir, that at least this concession about fairs should be given at the time of that pilgrimage. Perhaps I may be told that this may stimulate unnecessarily heavy traffic but I do not think that will be the case because Pandharpur has no other attraction except religion. It has neither architectural or scenic beauty spots nor any historical monument and I, therefore, do not think that the concession would induce anybody except the devotees to go there. Moreover, conditions of travel at the time of the pilgrimage are already bad enough. I must congratulate the Railway Minister for having made certain improvements after the Government took over charge of the Railway and I am sure improvements will continue to be made but, at the same time, it has to be remembered that much leeway has yet to be made. In the circumstances, I do not think that unnecessarily heavy traffic will be stimulated but, at the same time, the pilgrims will have the satisfaction of having to spend less. I, therefore, submit that this pilgrim concession should be given.

I shall now come to the labour amenities. I am glad that over Rs. 10

crores have been provided for labour amenities. A large number of houses have already been built and are likely to be built hereafter, but I have received a complaint and I should like the Minister to investigate it. I am told that the concrete houses that have been built are very unsuitable and are very inconvenient. They are very hot in the summer, very cold in winter and leaky in the rainy season. Therefore, this is a double loss; the public money is spent and yet the labour do not derive any benefit out of it. I therefore request, Sir, that the Minister should investigate the matter before proceeding further with the implementation of this plan about housing.

Finally, Sir, I would request the hon. Minister to look into the sum provided for passenger amenities. I do not grudge labour the Rs. 10 crores provided for its amenities but I should submit that, compared with that provision, the provision for passenger amenities of Rs. 3 crores is not substantial. Comparatively it is very small. It should be increased. The Minister may remember that last year I made a distinction between safety measures and passenger amenities. Safety measures are the statutory responsibility of the Railway Administration. Providing for raised platforms, over-bridges, etc., are not amenities because as I said last year, the Railways must at least prevent the passengers from falling from their compartments or from being run over by trains. Therefore, the provision for platforms or provision for over-bridges is not certainly an amenity. These are all safety measures and the Railway Administration is bound to provide for them. Excluding expenditure on those items, only Rs. 2 crores remain for amenities. I do not wish to labour this point but I want to take advantage of it only to point out that compared with Rs. 10 crores for labour amenities, Rs. 2 crores for passenger amenities are quite inadequate. I suggest that the provision should be increased.

Subject to these suggestions, Sir, I support the Appropriation Bill.

SHRI S. PANIGRAHI (Orissa):* Mr. Deputy Chairman, the Railway Minister deserves thanks for some of the achievements remarkably felt by any casual visitor in the matter of improvement of passenger amenities and the condition of the railway stations but I want to raise a few points to be taken note of by the Ministry for favour of consideration and immediate relief.

I want to raise a point which would tell an extremely disappointing story. Sir, have you ever casually looked at the Railway map of India? If not, please do so. If so, have you observed anything remarkable in the map? To me, Sir, there is a remarkable gap, a blank space, an area deserted by the Railway authorities. A big desert in the Railway map of India.

SHRI BHUPESH GUPTA: We will look at the Minister.

SHRI S. PANIGRAHI: This area does not get the opportunity of getting any favour, sympathy, kindness and likewise, so many things. We have been trying to improve the condition of almost all the big deserts of India but it is unfortunate to state that we have completely neglected this great desert which exists in the State of Orissa where nature has been kind, rich and plentiful. Extensive forests, ample mineral wealth and all other types of natural resources are gifts of nature. In this big State of Orissa which is full of industrial potentialities, we have only 800 miles of railways giving only a touch of railways towards the coastal side of Orissa. Before independence was achieved, we did hear of so many new constructions of railway lines in Orissa. Some railway lines were surveyed ten or twelve years back. If you look at the Railway map of India that existed at that time, you will find the red dotted lines present then which indicated that they were lines to be constructed soon. Had there been no war, I think, the construction of these lines would have come to a reality but the War disappointed the people of Orissa. Nobody had the occasion then to dream of any

new lines till the achievement of freedom. But it is painful to see that after independence, during the long period of seven years, not a single mile of Railway line has been newly laid in Orissa. Those that are under proposal remain in the files of the Railway authorities who do not pay any attention and, in my opinion, there is no earnestness and sincerity about these proposals. Some lines in the district of Mayurbhanj were working quite satisfactorily, as has been pointed out by the previous speaker, into which I need not go, but they were dismantled during the War. I would request the Railway Minister to take up the construction of new railway lines at least the three lines, as has been decided once and I particularly request him to take up this matter immediately. Sir, the State of Orissa has suffered a great deal this year because of the situation arising out of the drought conditions. In some areas, the people are in want of food and employment. If the construction of new lines is begun with some speed, it may be a great benefit to the people and the wage earners can get employment and earn their livelihood.

The next point that I wish to bring to your kind notice is the step-motherly attitude of the Railway Ministry shown towards the young men of Orissa in the matter of employment in the Railway Department. I am conscious of the explanation which is usually offered when such a question is raised. We are told about open competition and merit and so on and so forth although we are not provided with ample opportunities to have them. You visit any railway station in Orissa and you will find an atmosphere of colonisation. Not a single man, even in the lower cadre of service, will be found to be an Oriya. The most unfortunate part of all these things is that even for the Class IV subordinate service, people from outside the State are imported into the stations in Orissa. The Contractors who have the opportunity to serve the Railway Department are, in cent per cent cases, drawn from out-

side the State and, as a result of this, not a single Oriya man is appointed as a wage earner or a coolie for day to day service. Whenever there are some Oriya people engaged as such, their services are dispensed with without any sufficient or reasonable ground.

It is understood that there are Zonal Commissions for recruitment to the Railway Department. This Commission has also completely ignored the case of the poor people of Orissa. There are so many practical difficulties for a man of Orissa to get into the Railway Department. They do not get a chance to send applications. Authorities concerned do not send application forms when they are prayed for.

It is very difficult to 3 P.M. know the vacancies occurring in the department because rarely one would find advertisements in a paper in Oriya. Those fortunate few who make the applications do not get the chance for interview and those who get the chance of interview are not fortunate enough to get the jobs. Some people are in so much want and need that the task of going to Calcutta with the preliminary expenses is also burdensome. The Public Service Commission do not hold any sitting for interview in any place in Orissa. In the Railway Public Service Commission there is no Member from Orissa. As an answer to all such questions the explanation which is given occasionally by the Ministry is that in the greater interest of the country as a whole all these things are being done, as if a small privilege here and there to some deserving zones would stand in the way of the greater progress of the country.

Those who are in charge of administration of this zone of the Eastern Railway do not take any thing into serious consideration, but the consequences of all these things become disastrous. There has been a demand in Orissa from the press and the public since a long time that a Divisional Superintendent's office be opened somewhere in Orissa, but instead of considering the opening of such an office, the author-

ities concerned are shifting those offices which have existed till now there. The Labour Welfare Office existing at Cuttack has been shifted to Vijaynagar since last December. The Watch and Ward Department's office situated at Khurda is going to be shifted to Waltair. The City Booking Office, I think the only city booking office in the entire State, has been closed. There is no likelihood of its reopening. No step is being taken to reopen it. It is surprising to see that some of the authorities concerned explain away the issue by saying that no house is available for the purpose.

The ordinary people are facing under-employment and the business people loss of business in Orissa as a result of the decision of the railway authorities to restrict the movement of wagons from Badbil. This is an area from where mineral products are exported to the different States and ports. Previously 150 wagons were allotted to move daily from Badbil area to Howrah and other stations. Now the number has been restricted to 50 only and that too, these 50 wagons are allotted on alternate days.

MR. DEPUTY CHAIRMAN: It is time to wind up Mr. Panigrahi.

SHRI S. PANIGRAHI: All right, Sir, I am finishing.

Then, Sir, the railway authorities publish time-tables once in six months in English and in almost all the regional languages for the convenience of the passengers. But it is disappointing to note that it is not being published in Oriya as advertisements are not coming forth.

MR. DEPUTY CHAIRMAN: I have to give five minutes to Mr. Bhupesh Gupta.

SHRI S. PANIGRAHI: I will take only two minutes, Sir.

SHRI BHUPESH GUPTA: One has already been made the Governor of a State. But he wants a fair deal for the people.

SHRI S. PANIGRAHI: It is nothing compared to the Bengalis that are appointed to the different cadres and posts.

SHRI BHUPESH GUPTA: Fight for your just demand.

SHRI S. PANIGRAHI: It seems that the Eastern Railway or its authorities think that they show some favour by publishing the time-table in the regional language. Have they not an obligation to publish it in Oriya also? In my opinion, as a matter of business policy and for the convenience of the passengers the time-table should be published in Oriya and they should not discontinue its publication on the ground that no sufficient number of advertisements are forthcoming. All efforts should be made for its sale so that it can attract businessmen to get their advertisements published in it.

With all these remarks, Sir, I draw the attention of yourself and through you of the Railway Ministry to the necessity that the most neglected part of Orissa be given facilities for the growth of industrial development which may come only after the expansion of the railways.

MR. DEPUTY CHAIRMAN: Five minutes, Mr. Bhupesh Gupta

SHRI BHUPESH GUPTA: Sir, I hope the sentiments expressed by the hon. speaker before me will be noted because there may be very many legitimate grievances expressed in those words and they should be gone into. It is hardly a consolation for them that a gentleman had been promoted from Ministership to Secretary-Generalship and then again to Governorship and all that. They want that their people should be put on the right footing.

Now, I would like to say a few words here. Firstly I would like to impress upon the Government the necessity of having negotiations with the Government of Pakistan so that it is possible for us to have our

transit through the territories of East Pakistan. Now, as you know, Sir, the Assam Rail Link is not working quite satisfactorily and does not work to the convenience of the people. I hope by mutual arrangement we can open the way for our transit through the territory of Pakistan. At the same time we should also be prepared to give them corresponding advantages through our territory. This is a matter of great importance and I think the Railway Ministry should take the initiative in this matter and not leave it to others. A report appeared in the press that the Government of West Bengal was discussing this matter with the authorities of Pakistan. I think that the railway authorities should come into the picture and do their part so that the link is opened that way. That would also help promote the good mutual relations between the two countries

Then, Sir, another point to which I would like to draw the attention of the hon. Minister is the question of the monthly ticket holders. They have their own grievances and as far as I know, these grievances have not been ventilated here. It appears that they are to pay a deposit between 2 to 5 rupees depending on the value of the ticket upto Rs. 50. If it is of higher value then they have to pay a deposit at the rate of Re. 1 for every ten rupees. Now, Sir, many middle-class people find it difficult to pay such deposits, and what is worse in the whole business is this that if they do not renew their tickets on the first day of the month these deposits are forfeited by the authorities and they lose the money. How much money is being impounded that way we do not know; how much money they get by way of these deposits we do not know either; we have not been given any such figures. Sir, at the same time even when a person gets it renewed at the end of the month he has to pay the full price. It is not very just. Something should be done about it so that a person buying his ticket in the fourth week of the month is not made to pay the full

amount for the month. This is unjust and iniquitous if I may say so. Now, Sir, if I have mentioned this point it is because a large number of clerks and workers are involved in this matter and their convenience should be looked into.

Sir, with regard to Class III and IV employees of the railways' our demand is—and we are voicing the demand of the railwaymen themselves—that their pay scales should be revised and the scale should be fixed at Rs. 175 for Class III and Rs. 100 for Class IV. The Government should be aware of the fact that the railwaymen themselves are demanding this thing through their unions and otherwise and I think this matter calls for consideration of the railway authorities and it can be done without making fresh charges on the traffic or on the passengers. Sir, if economy is effected and a certain amount of expenditure is cut at the top it may be possible even now within the framework of the present budget to accede to the demand of the railwaymen.

Then, Sir, on the question of confirmation, we find that some of these people, quite a large number of them, have been in service for 7 to 8 years without being confirmed and this is giving rise to a very strong feeling among the railwaymen. I think the Government should accept the proposition that confirmation should be made not later than one year after one has joined the service. I am speaking here again about the Class III and Class IV employees.

Then the commercial staff who handle cash, have to furnish a deposit of Rs. 720. Even in the days of the British they were not called upon to furnish such deposits. I do not think our people have become dishonest now and they were honest then. They have been always honest and therefore I think we can dispense with this provision where such people are called upon to furnish a deposit. Now there may be one or two

abuses, but on the whole I think the advantages of abolishing this provision would outweigh all the possible disadvantages of retaining it as at present.

For one reason the poor people who go in for such services find it extremely difficult to get the money to be put aside as deposits with the Railway authorities.

Then there is the question of equal pay for equal work. I can tell you from the experience of Sealdah Division that this principle is not being followed. Sir, you will find not only in Sealdah but in certain other parts of the Indian Railways that some employees are getting Rs. 55 to Rs. 130 in certain areas while for the same kind of work in certain other areas they are paid Rs. 60 to Rs. 150. There is a divergence in the payment though the work is the same and the categories of employees are also the same. This divergence should be removed. (*Time bell rings.*) The bell is ringing; I hear it, Sir. I would add here that what should be done is that the wages of the other people should be raised and not that those who are getting a little higher wages should be brought down. They have that kind of mentality in the matter of levelling. The levellers in the Railway Administration believe in levelling the wages down to lower levels. We do not want such modern levellers in the Railway Administration.

Then the leave reserve maintained at present is not in proportion to the requirements—about 25 per cent., of the strength—as a result of which it does not become possible for the railwaymen to avail themselves of the leave facilities as and when required. Sir, I think this also should be looked into.

Then, Sir, the duty hours are increasing almost everywhere, and complaints are being made. Rule No. 181 which was the result of an

[Shri Bhupesh Gupta.]
adjudication should be seriously implemented by the Government because that relates to the working conditions of the people.

Then we have got these pay clerks.

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

SHRI BHUPESH GUPTA: Sir, this is absolutely my last point. I know the zero hour is approaching. By now, I would have finished, Sir. These pay clerks are made to pay a deposit of Rs. 3,000 which they find again difficult to procure. And if there are irregularities, despite the deposits, they are very much harassed and on occasions for certain irregularities which have not been examined even, they are taken to the Police Station, handcuffed and in a very humiliating condition. I think the authorities of the Railway Administration should look into this also.

Lastly, there is the question of the Watch and Ward Department. It has to be examined as to why we are having it and for what purpose. An hon. Member asked if the Railways should not develop their own police force. Their mentality seems to be that they are more interested in a police force with all its outfit for espionage, for what reason they had better explain. It is necessary to ensure protection of Railway property and of goods and materials in transit and which the Railways handle, but this should be done with the co-operation of the Railway employees, because they are the greatest sentries standing there who can protect such properties. If you develop a police force and allow that to carry on espionage against Railway employees, you will not be able to save the property, though you may gain something else. I think this I.G. mentality, this police mentality in the Railway Administration should be abandoned. The sooner it is abandoned, the better it is for everybody including the

simple, unassuming and smiling Railway Minister.

SHRI O. V. ALAGESAN: Sir, I thought my friend Mr. Bhupesh Gupta would spare me this time but he is not to be put off easily and verily he may be called Bhupesh the irrepressible. Now, Sir.....

SHRI V. K. DHAGE: Irrepressible or irresistible?

SHRI O. V. ALAGESAN: Irrepressible. I shall now come to my friend Shri Mazumdar. When I was listening to his speech yesterday, I felt as if I was witnessing the proceedings of the Russian Parliament.

SHRI BHUPESH GUPTA: Why all this? Why bring in the Soviet Parliament? I may be irrepressible but he seems to be impregnable to good ideas. I do not know whom to choose between an irrepressible person and an impregnable Minister.

SHRI O. V. ALAGESAN: It is common knowledge that the Russian Deputies do not have many opportunities to speak in the Russian Parliament and so I thought Shri Mazumdar was conveying his appreciation of whatever is being done in Russia through you to Comrade Malenkov.

SHRI S. N. MAZUMDAR: That was the Report of the Delegation sent by the hon. Minister and it is unfair to make such aspersions.

SHRI O. V. ALAGESAN: I am sorry; it is Comrade Marshal Bulganin now.

SHRI S. N. MAZUMDAR: Are we discussing Ministerial changes in the Soviet Union or the Railway Appropriation Bill?

SHRI O. V. ALAGESAN: I have corrected myself.

SHRI BHUPESH GUPTA: Thank Heavens, he is not a loco man. Otherwise, there would have been a lot of collision, because he has no sense of proportions.

SHRI O. V. ALAGESAN: I think my friends will be patient for a while and allow me to proceed.

SHRI S. N. MAZUMDAR: If he is not irrelevant, we can listen.

SHRI O. V. ALAGESAN: Sir, I really envy that country which is able to command the unquestioned loyalty and unstinted support of some persons in every country. Before me there are sitting a fine array of young men, and a young woman too I should say, who are intellectually very bright persons. They can think objectively, examine any question objectively and they are capable of precise thinking too. But, Sir, the misfortune is when it concerns anything.....

SHRI S. N. MAZUMDAR: Sir, I think the time will be better utilised if the Deputy Minister confines himself.....

MR. DEPUTY CHAIRMAN: Order, order.

SHRI BHUPESH GUPTA: On a point of submission, Sir. You asked us to curtail our time. We obeyed your ruling but not to hear such speeches from the Minister. He can answer the points that have been raised and not.....

MR. DEPUTY CHAIRMAN: Order, order. He knows how best to use his time.

SHRI BHUPESH GUPTA: If he goes on like that, then he will be interrupted.

SHRI O. V. ALAGESAN: I only wish to submit that I was keeping quiet. I did not interrupt even once my friend Shri Mazumdar was on his legs, nor did I presume to advise him as to the way in which he should spend the time allotted to him. I hope he will leave it to me as to how I should spend the time allotted to me.

SHRI BHUPESH GUPTA: No; we cannot because he is a Minister of the Government.

MR. DEPUTY CHAIRMAN: Please sit down, Mr. Gupta. I do not want any such disturbance. Nobody disturbed you.

SHRI BHUPESH GUPTA: I did not say anything warranting disturbance.

SHRI O. V. ALAGESAN: The pity is when it concerns Russia, the intellectual faculties of my friends there get completely deadened.

SHRI J. V. K. VALLABHARAO: It was the Railway Delegation's Report to which we referred and their faculties.....

SHRI BHUPESH GUPTA: Has anybody raised any point about our intellectual faculties? Is it part of the Railway Ministry's function?

MR. DEPUTY CHAIRMAN: Order, order.

SHRI S. N. MAZUMDAR: How is all this relevant, Sir?

MR. DEPUTY CHAIRMAN: You referred to the report.

SHRI S. N. MAZUMDAR: I did not refer to the general conditions.....

MR. DEPUTY CHAIRMAN: You did refer to conditions in Russia.

SHRI BHUPESH GUPTA: Sir, we protest against this kind of thing. Hon. Ministers should know how to make replies before they get on their legs to reply.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI O. V. ALAGESAN: I do not know why my friends should be so sensitive.

SHRI S. N. MAZUMDAR: There is a question of being sensitive. (Inter-
ruption).

MR. DEPUTY CHAIRMAN: Order, order.

SHRI BHUPESH GUPTA: You can call him to order, Sir. Your finger always points towards me.

MR. DEPUTY CHAIRMAN: The person who disturbs the most is yourself.

SHRI O. V. ALAGESAN: This shows their intolerance and that they are cut out only to be dictators. They just cannot function in this Parliament and allow other men to speak.

SHRI BHUPESH GUPTA: Sir, I object to such statements. Who is there to tell us that we cannot function in this Parliament? Such aspersions should not be cast here. We do not want to take such lectures from these people.

MR. DEPUTY CHAIRMAN: You cannot go on interrupting like this.

SHRI BHUPESH GUPTA: Kindly call him to order, Sir. Otherwise he should be ready to get returns.

SHRI O. V. ALAGESAN: I thought I was only referring to the electoral verdict at Andhra when I said that.

MR. DEPUTY CHAIRMAN: Leave that. Come to the point now.

SHRI O. V. ALAGESAN: Sir, he was referring to the Report and I was myself going to refer to it and point out certain things.

SHRI S. N. MAZUMDAR: Do that.

SHRI O. V. ALAGESAN: Sir, the Report says that there are about three million employees on the Russian Railways. They are paid 450 roubles per mensem and together with allowances, it comes up to 900 roubles.

SHRI S. N. MAZUMDAR: That is what I said.

SHRI O. V. ALAGESAN: He need not be corroborating or denying every time. Even taking at 450 roubles a

month—I am putting it on the low side—the wage bill comes to about 1620 crores of roubles. I speak in crores because million is a little cumbersome.

MR. DEPUTY CHAIRMAN: What is a rouble worth in rupees?

SHRI O. V. ALAGESAN: The exchange rate is, if I am right, Rs. 1-2-0 a rouble.

SHRI V. K. DHAGE: It is Rs. 1-3-0.

SHRI BHUPESH GUPTA: Sir, for once he has been right.

SHRI O. V. ALAGESAN: But the source from which my hon. friend took the information says that when they achieve their targets, railwaymen collectively or individually are given certain cash bonuses and two per cent., of the planned income is set apart for that purpose. When the income is exceeded, thirty per cent., of the excess income is also put in that fund and in a particular year 100 million roubles, that is ten crores of roubles, were spent out of the fund. This Fund worked up to between 10 and 15 per cent., of the total wage bill. That is what my hon. friend said. I do not think that the authors are responsible for what is written, but whatever information they got was vouchsafed in Russia and they had put it in the Report. Now, if ten crores is ten to fifteen per cent., of the total wage bill, then, the total wage bill comes to eighty crores—taking 12½ per cent., on the average,—whereas by the previous calculation we arrive at the figure of 1620 crores. Sir, there should be something wrong with this figure. I do not find fault with the Delegation for that, let me again repeat it, because they were vouchsafed these figures. No statistics are published. It is all percentages. It is not like any other country. It is a special country. Well, they deal in percentages only. So we arrive at 1620 crores according to one way of calculation;

and the other figure is 80 crores, or it cannot be more than 100 crores.....

SHRI S. N. MAZUMDAR: But the Report contains no comments about the absurdity of this figure.

MR. DEPUTY CHAIRMAN: It is a simple matter of calculation (*Inter-ruption*). It is simple arithmetic.

SHRI H. C. MATHUR: Those people who visited, did they not ask for any explanation or reconciliation?

SHRI BHUPESH GUPTA: He should have some respect for our intelligence.

SHRI O. V. ALAGESAN: They have mentioned the figures that were given to them. There is, therefore, no need to comment on them. I hope, Sir, I would be allowed to proceed without interruptions.....

MR. DEPUTY CHAIRMAN: We have to finish by 3-30 p.m.

SHRI O. V. ALAGESAN: You know, Sir, I have been interrupted many times.....

SHRI BHUPESH GUPTA: Sir, we cannot allow him to go with such replies.....

MR. DEPUTY CHAIRMAN: Order, order. I know your feelings in the matter. (*Interruptions*).

SHRI O. V. ALAGESAN: Sir, you will please make allowance for all the interruptions that my friends are capable of and allow me some more time. Otherwise if it is your order that I should sit down, I shall sit down. Now, 12½ per cent. of 1620 crores comes to 202½ crores, whereas they get only ten crores. Evidently this is mathematics. I do not know, this is Russian arithmetic.

Now, Sir, looking at it quite another way, our employees number nearly a million—they are 9,59,391. The total wage bill of our employees comes to—I am leaving out the Class I and Class II officers for the moment—Class III and IV comes to 132.14 crores

At this rate if we are going to pay three millions, this can be easily multiplied by three, and the figure will be roughly 400 crores. Now, I am told that the purchasing power of the Russian rouble is about one-fourth of the purchasing power of the rupee

SHRI M. GOVINDA REDDY: Much less.

SHRI O. V. ALAGESAN: If you multiply this 400 by another 4, you get the figure 1600, namely, the figure that I gave in the beginning of 1620 crores. It will appear, Sir, that in the workers' paradise that is Russia, they get only as much wages as our people get. I here wish to compare with Russia and say that we pay our railway men as much as the "workers' paradise" itself pays.....

SHRI V. K. DHAGE: I should like to know whether the hon. Minister is right in referring to a friendly country in this manner on the floor of this House?

SHRI BHUPESH GUPTA: Sir, can you communicate to the Prime Minister that there are Ministers who speak very despicingly about friendly countries

MR. DEPUTY CHAIRMAN: Order, order.

SHRI O. V. ALAGESAN: Sir, comparison cannot be one-sided.

SHRI BHUPESH GUPTA: He should be knowing about the maternity benefits, the health insurance, etc.....

MR. DEPUTY CHAIRMAN: Mr. Mazumdar referred to the Report of the Indian Railway Delegation. Please do not go on like this.

SHRI V. K. DHAGE: Sir, I have no objection to the reference to the Report, but I would rather tell the hon. Minister that any kind of a reference of that type is not useful here.

MR. DEPUTY CHAIRMAN: What is the objection? I am sorry, Mr.

[Mr. Deputy Chairman.]

Dhage, it is not derogatory. You please allow him to continue, there is no time.

SHRI O. V. ALAGESAN: Let me at once make it clear that it is not my intention to cast any aspersion on any country, whether friendly or unfriendly. I am only replying to the points made by hon. Members on the other side. People cannot object to that. I shall come to another aspect. The total wage bill as given in the Report to which my friend has referred, is about 45 per cent., of the working expenses in Russia. Now, Sir, let us see the position. Taking the year 1953-54, our total working expenses are Rs. 201.5 crores and the wage bill is Rs. 132.14 crores. This is 65.7 per cent., of the working expenses. The total wage bill comes to 65.7 per cent., whereas it is only 45 per cent., in Russia.

Then, Sir, there was another reference to the wages of the railway employees in Russia, namely, that they increase by about two per cent., per annum. I think that is found in the Report and was referred to by my friend Shri Mazumdar. Now, taking our country, in 1952-53 and 1953-54, the average income has gone up from Rs. 1301 to Rs. 1339, an increase of 2.92 per cent. This is how the yearly increase here compares with the yearly increase in Russia. So, these are some of the figures that I wanted to place before the House, so that they may properly compare. It is not as if comparisons should always be in a one-sided way and that comparisons that are not palatable should be objected to.

Then, Sir, Shri Mazumdar made other points. That is to say, he incidentally talked about Indian Railways.....

SHRI S. N. MAZUMDAR: Sir, I strongly protest against the use of the word "incidentally".....

MR. DEPUTY CHAIRMAN: We are losing time, Mr. Mazumdar. What is it that you protest against?

SHRI S. N. MAZUMDAR: Sir, he said that I only incidentally referred to the Indian Railways.

MR. DEPUTY CHAIRMAN: You referred to the Report of the Indian Railway Delegation to the Soviet Railways. The Minister said: These are the conditions there and these are the conditions here. He is doing that for the purpose of comparison. (*Interruptions*).

SHRI BHUPESH GUPTA: I think, Sir, sarcasm can be cultivated properly, but he has no business to say that Mr. Mazumdar referred to Indian Railways 'incidentally'. He can be smart in other ways if he likes.

SHRI O. V. ALAGESAN: Sir, all this time should not be debited to my account.

Then, he referred to some grievances of the staff posted at Sakrigali Ghat. (*Interruptions*). Ninety per cent. of the staff posted there have no families with them. Soon after training, the recruits are posted there and a recent survey made indicated that practically all the commercial staff had less than a year's service. This would explain why most of the staff are not confirmed. Then, Sir, he again talked about warm clothing and winter uniforms. I may tell him that the majority of the staff eligible for winter clothes and umbrellas have been provided with this things.

SHRI S. N. MAZUMDAR: What is that eligibility?

SHRI O. V. ALAGESAN: Only a few men working on the commercial side are not given warm clothes, and this was because the persons who had worked there for some time took away their warm clothes with them in the middle of the winter, and those who replaced them were left without warm clothes. Then, Sir, he was saying that additional staff had not been provided. There is no question of providing any additional staff. But

a few leave reserve posts are at present vacant, and the men who will fill these posts are being recruited through the Service Commission, and after receiving necessary training, they will be posted to fill those posts. Then, Sir, I may inform the hon. Members that all this staff have been fitted into the C.P.C. scales of pay. My friend over there expressed some misgivings.....

SHRI S. N. MAZUMDAR: I wanted to know in which scales they have been fitted. That was my question.

SHRI O. V. ALAGESAN: They have been fitted in suitable grades. I do not have the details of all the staff. Then, Sir, he was also referring to the road between Shakrigali Ghat and Shakrigali Junction. A *pucca* road, ten feet wide, has been provided between these two points, and it is also properly lit with electric lights. With regard to his complaint about providing a club-house, the Staff Benefit Fund has sanctioned a sum of Rs. 100 for the purchase of necessary equipment for the club.

Then, Sir, I do not want to take much time of the House by replying to all the points made by Shri Mazumdar alone. I shall now pass on to what Shri Italia has said.

Sir, Shri Italia spoke about the lack of oil tank wagons in the Secunderabad Division. Sir, this has been represented by more than one Member of Parliament, and I should like to give the position as it is. In 1951, the Secunderabad Division of the Central Railway had only four vegetable oil tank wagons. Since then, additional tank wagons, as and when available, have been allocated to this division. Until recently, the allocation of tank wagons to this area was 24 out of a total of 71 tank wagons, which were then available for distribution to all the divisions of the Central Railway. In December 1954, 20 tank wagons for petrol trade, which were temporarily being utilised for vegetable oils, had to be returned to that trade. The allocation of the remaining 51 tank

wagons had to be readjusted as under:

Secunderabad division ..	17
Other divisions ..	34

In January, 1955, the Railway Board issued orders to increase the aforesaid fleet of 51 tank wagons by 10, out of which 7 have been allocated to the Hyderabad area and the remaining 3 have been allocated to the other divisions of the Central Railway. Sir, in addition to these, we expect to receive, in the course of the year, another 400 new tank wagons, which will be properly allocated according to the various demands for Secunderabad and other divisions.

MR. DEPUTY CHAIRMAN: For the rest of the points, you would give your full consideration to them.

SHRI BHUPESH GUPTA: May I, Sir, ask the hon. Minister about the point which I raised about a train service through Pakistan? The hon. Minister is here, and I do not think that he will indulge in this kind of a thing.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI O. V. ALAGESAN: Regarding Orissa, Sir, these are certain surveys that we are carrying out in the Budget year:

(1) *Rourekela-Nagpur doubling—Engineering survey.*

(2) *Sambalpur Titilagarh—Traffic survey and revision of the previous Sambalpur-Kantabanji Engineering Survey.*

(3) *Rourekela-Talcher—Revision of the previous preliminary Engineering and Traffic Surveys.*

These are the surveys that we are undertaking in the Budget year in Orissa.

[Shri O. V. Alagesan.]

Then, Sir, my friend here, Shri Rama Bahadur Sinha, represented the difficulties obtaining on the North-Eastern Railway. I should like to say a few words regarding that. The coaching position in respect of the North-Eastern Railway will improve with the placing on line of the following new third-class coaches allotted to the North-Eastern Railway. In the programme year 1952-53, there were ordered 250 coaches, and the number allotted to North-Eastern Railway was 120. In 1954-55, the number of coaches ordered is 250, and the entire fleet has been allotted to North-Eastern Railway. In 1955-56 also, the number of coaches to be ordered is 250, and most of it may go to the North-Eastern Railway. Coaches against the programme year 1952-53 are being furnished at present, and nearly half the work has been completed so far. At present, 186 new coaches imported from Germany are in service on the North-Eastern Railway. Well, I hope the position will improve considerably. Sir, for want of time, I want to say nothing more.

MR. DEPUTY CHAIRMAN: What about the Pakistan railway connection? Have you got anything to say?

SHRI LAL BAHADUR: Sir, we have received no communication from the Pakistan Government. I am informed that certain correspondence has passed between Dr. Roy and Dr. Khan Sahib. Recently, Dr. Roy had passed on that correspondence to me. The Government has not been able to get on with that matter, but we shall certainly look into it and give further thought to it.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

SHRI O. V. ALAGESAN: Sir, I beg to move:

"That the Bill be returned."

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

ALLOTMENT OF TIME FOR CONSIDERATION OF THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1955.

MR. DEPUTY CHAIRMAN: I have to inform hon. Members that under sub-rule (2) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, the Chairman has allotted half an hour for the completion of all stages involved in the consideration and return of the Appropriation (Railways) No. 2 Bill, 1955, by the Rajya Sabha, including the consideration and passing of amendments, if any, to the Bill.

THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1955.

THE DEPUTY MINISTER FOR
RAILWAYS AND TRANSPORT (SHRI
O. V. ALAGESAN): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidation Fund of India for the service of the financial year 1954-55 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."