

[Shri Akhtar Husain.]
grievance that they have lost their property and having lost it, there was an unsympathetic Government which did not listen to them and which did *iffit* give them sufficient time for the purpose of proving their claims. Now there were some people who were not in a position, in spite of their best efforts, on account of their misfortunes V and other circumstances, to give full proof of their claims by the appointed time, and for them- this extension of the period would be a great blessing, and for their benefit, I hope that this House would approve of this Bill and give the unfortunate displaced persons longer time to satisfactorily prove their claims. With these few words. Sir, I support the Bill.

SHRI J. K. BHONSLE: I endorse what has been said by my hon. friend. Shri Akhtar Husain, and for the information of my friend over there I would like to point out that from the time we announced the payment of compensation we have already paid 900 claimants. The period we ask for now is to make sure of the number of claimants in all. And it is only when we know the number of claimants as against the amount to be paid that we can expedite the pa3'ment of these claims to the displaced persons as quickly as possible.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to provide for the disposal of certain proceedings pending under the Displaced Persons (Claims) Act, 1950, and for matters connected therewith, as passed by the House of the People, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause by clause consideration of the Bill. There are no amendments.

Clauses 2 to 13 were added to the Bi.'l.

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

SHRI J. K. BHONSLE: Sir. I move.

"That the Bill be passed."

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be passed." Tiie

motion was adopted.

THE BUDGET (RAILWAYS), 1954-55.
GENERAL DISCUSSION—continued

THE MINISTER TOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : Mr. Deputy Chairman, I am thankful to hon. Members for their constructive and helpful approach throughout the debate on the Railway Budget. I am specially thankful to Mr. Ghose for his constructive speech, and to Mr. Sundarayya for not being vehement in his criticism. To my mind, this approach is perhaps more effective than an outright condemnation of our acts of omission and commission. Needless to say, I have listened attentively to everything said in the House. Many useful suggestions have been made and some new points brought to our notice. They all merit our consideration, and I shall ask the Railway Board to examine them and see what appropriate action could be taken on them. Much as I would like to do, I find it difficult to go into every point referred to here as for one thing the time at my disposal is limited, and for another, the Deputy Minister has already covered some of them. I would therefore confine my remarks to a few important matters only in which the House would naturally be anxious to hear the Government's point of vjew..

Sir, much stress has been laid on the development of railways, and rightly so. I might as well assure the House straightway that I am in no

way less keen myself in regard to the need for their effective development. In fact, I have said so in my speech. It is one of my ambitions as Railway Minister to build up new railway lines in areas where they do not exist and thus spread a network of railways throughout the length and breadth of the country. I have no doubt that there are vast areas in our country which are rich in mineral and other resources and which are awaiting development, or which are waiting for development through provision of proper means of communication. It is therefore my most earnest desire to draw up a blueprint of what we must do in this direction and try to deal with this vital problem with expedition.

I shall now briefly tell you on what lines I am thinking. I am thinking firstly that those areas where heavy industries are being developed will certainly have to get priority over others. Secondly will be taken those areas which are rich in minerals, etc. and which require to be opened up. These areas, in most cases, may be the so-called backward areas at present. These areas will include those which produce commodities for export to other parts of the country or overseas and the further development of which is hampered on account of lack of proper communications. Next will come States like Rajasthan, Vindhya Pradesh, Orissa, and areas like Mala-nad and Karwar which deserve special consideration, as their mileage of railways at present is limited. I am also considering the examination of such alignments as Cape Comorin to Bombay, *i.e.*, the West Coast railway lines which have so far been considered as an impossible proposition. I know it is not going to be an easy matter either financially or technically, demanding as they do engineering skill and talent of a very high calibre. But we need not be unduly pessimistic about the availability of such talent. Perhaps the real question is that of funds. I do want, however, that a preliminary examination should be made, and I shall advise the Railways

Board accordingly. Then we will have to consider the question of electrification of busy and heavy sections on different railways in the context of the availability of power as a result of our river valley projects coming into operation. Electric traction entails very heavy initial expenditure, but all the same, we have to plan ahead and/ examine how the various schemes could be put through on a programme basis. We can for example electrify several sections on the Southern Railway, extend the present electrified sections considerably on the Western and Central Railways, and on the Northern Railway we can similarly consider the Amritsar-Delhi route which has dense traffic, as also the Kanpur-Lucknow section. On the Eastern Railway our intention already is to electrify more than one section as early as possible. I have not included many new lines in this year's Budget, but I shall try to take up a few when the surveys have been completed, and in the next year's Budget I do intend to provide for a number of them. I have also asked the Railway Board to prepare our second Five Year Plan from now onwards, and they will do so, keeping in view the four main categories which I have just elaborated. I hope our second Five Year Plan will be much more ambitious and will fully serve the urgent needs of various parts of our country. The House ⁵ PM- should not forget the important fact that one of the major bottlenecks in the rapid development of railways is the shortage of steel and other materials. Further extension of electric traction would require considerable quantities of steel and steam traction also will demand large quantities. Then the need for skilled personnel and extra transport capacity and such other factors have also to be kept in view. Still the main thing is the availability of material and if we are able to get it adequately, I have full faith that we can go ahead fast enough and I have no doubt that we can certainly build substantially more mileage per year during the period of the second Five Year Plan. But I hope

[Shri Lai Bahadur.] you will agree with me that we should restrict the import of materials from abroad except those required essentially for renewals which have to be Carried out in the interest of safety.

Many hon. Members have made reference to specific construction projects which in their view should be *i* given priority. For example, Shri Hegde, has asked for a rail connection between Kadur and Sakhleshpur. As hon. Members are aware, the survey for the Mangalore-Hasan line is already in progress and Sakhleshpur will be one of the stations on this line when constructed. The question of constructing a line from Sakhleshpur to Kadur *via* Chikmagalur will be considered after a decision has been taken on the Mangalore-Hasan line. Dr. Raghubir Singh asked that the broad gauge connection to Indore should be provided early and new lines should be constructed in the Bhil area. A survey for the broad gauge connection to Indore has been completed and the reports are under examination. As regards the latter, the survey is still in progress.

I have already referred to the possibilities of electrification in the future of certain sections. I may now tell the House something about the schemes we have already under our consideration.

The electrification of Calcutta suburban services, which will gradually be extended to the coal belt in Bihar and Bengal: As you know, electrification of Howrah-Burdwan line has been already included in the next year's programme. The cost of this scheme for extending it up to Moghalsarai will be Rs. 86 crores. It will be seen that this will absorb the financial and material resources for a number of years.

The electrification of Quilon-Erna-kulam section: This is expected to cost about Rs. 2 crores. As the construction of this line is already in hand, this scheme is under active examina-

tion and a final decision will be taken within the next 2 months.

I have already told you that the extension of electrification from Tam-baram to Villupuram, which will cost about Rs. 4 crores, is already under examination.

If I speak about each and every line proposed here, it will take a lot of time. Therefore, I shall simply say that all the proposals put forward by hon. Members here for the provision of several new lines would be listed and considered, while drawing up our second Five Year Plan. I have asked the Railway Board to take note of all these lines and bear them in mind when the second Five Year Plan is being drawn up.

In connection with the development of railways, it was suggested that we should have only one gauge on the Indian Railways. It is undoubtedly true that, if there is only one gauge, it would considerably increase the efficiency of the railways and reduce their cost of operation also. It will, however, be a mistake to think in terms of one gauge only in the existing circumstances because we have more than 18,500 track miles of metre gauge and to convert them into broad gauge will mean enormous cost, which could be utilised for the further expansion of the railways. I am sure the House would agree that this is hardly the time to spend our funds and energy on this work. The metre gauge has, it seems, come to stay at least for some time to come, but we do not certainly want to extend the narrow gauge any further. I would like to make that clear, because Prof. Ranga suggested that we should build narrow gauge lines first and then convert them into broad gauge. In this, I am afraid he did not take a long-range view. He should take into consideration that the capacity of the narrow gauge lines is very limited. Perhaps he did not consider that. There would be considerable in-fructuous expenditure involved in building new lines first as narrow

gauge and then rebuilding them into metre gauge or broad gauge, as the standards of construction, gradients, etc., are quite different. It will therefore be difficult to accept this as a general policy for development purposes. On the other hand, we may have to consider in due course the conversion of all existing narrow gauge lines into metre gauge or broad gauge

My proposal regarding the adoption of the inflated mileage basis of charge is designed mainly with a view to facilitating the further development of railways. In order to make the new lines self-supporting to the maximum extent possible and to reduce the burden on Railway Revenues and General Revenues, the present proposal is to charge freight rates and fares over such unremunerative new lines on the basis of an assumed distance with suitable inflations which may be one and a half to two times the actual distance. The inflation would be on goods traffic or on passenger traffic or on both according to the character of the line. It is not the intention for the present to apply the inflated mileage basis to those existing lines where it is not operating at present. The people, I know, are generally willing to contribute their mite provided they get something definite in return for the benefit of their area and I have, therefore, every hope that this proposal would be welcomed by all as helping in the further expansion and extension of our railways.

I quite appreciate the feelings of hon. Members who have put forward suggestions regarding the quantum of payments made by the railways to General Revenues. One suggestion was that a moratorium should be declared for a period of twenty-five years and another that the contribution of 4 per cent, be reduced to 2 per cent., although Shri Kishen Chandii surprisingly enough had suggested that a higher rate of 6 per cent, as contribution to the General Revenues be made or the Capital be inflated to correspond to the market value. I do not

want to comment on this any further as I have already informed the House that the question of payment of dividend to the General Revenues will form the subject of examination by an *ad hoc* Convention Committee to be set up for the purpose. They will certainly bear all the factors in mind before coming to a final decision. An hon. Member also raised the point regarding the inadequacy of the contribution to the Depreciation Reserve Fund. The present rate of contribution is based on the recommendations of the Railway Convention Committee set up by the Constituent Assembly in 1949. As I have already just now indicated, these arrangements are due for review and the Committee to be set up will no doubt examine this aspect also.

Some friend from the Opposition from Orissa—he is not here—had some doubts about our budget estimates but you will permit me to say that our budget estimates have proved more or less accurate. It was suggested last year also that they were on the high side and might not be realised. I can perhaps well claim that there has not been much of a gap between the revised estimates and the actuals for the last two or three years. I hope the doubts expressed this year will also not prove true. Some hon. Members remarked that the decrease in the surplus was the direct result of the increase in the fares and freight as the law of diminishing returns had operated in the railway industry. I am afraid I do not hold this view. The reduction in surplus is not due to diminishing receipts but to the increase in expenditure. I have already mentioned that during the current year there has been unavoidably a net increase of Rs. 6-6 crores in the working expenses but for which the budgeted surplus would have been realised. The passenger traffic, though exhibiting a downward trend for some time, has now practically stabilised itself. Goods earnings have somewhat gone up and are expected to rise higher still. All this would not have been possible if the law of diminishing returns had

[Shri Lai Bahadur.] operated. But I agree that an adjustment of freights and fares should be restored to the extent it may be justified with the changing economic means of the country, and the expenditure side will have to be very carefully examined. I entirely agree with Mr. Kishen Chand that we should be very watchful of the expenditure we incur and we should certainly examine where economy could be made and the Railway Board should take immediate and prompt action to prune our expenditure.

I have already, in my speech, indicated that for the first Five Year Plan, there is likely to be a short-fall of about Rs. 60 crores. By the end of 1954-55 the Finance Ministry's allotment would be Rs. 91-71 crores against a total of Rs. 80 crores for the five-year period. That is, an excess of 1171 crores has already been allotted to the railways during the first four years of the Plan. My colleague the hon. Finance Minister and myself are in agreement that it is not possible to do anything to make good this deficiency but we have to make certain that there is no further deterioration in the position.

I am sorry Dr. Kunzru is not here, but he is perhaps the only Member who spoke very strongly on regrouping. I shall therefore deal in brief with the points he made out in his speech. I must say that Dr. Kunzru was not fair to me when he made certain observations against the booklet on regrouping. In accordance with his own wishes I tried to place before the House the data that we had in our possession. I have discussed and looked into these figures more than once and found that it was not possible to make a correct appraisal of the results of regrouping on that basis and the House is aware that I have not withheld that fact and have clearly said so in my speech. The figures that this pamphlet contains were examined and seen by the Members of the Board and the Financial Commissioner for Railways also, who, I am sure Dr. Kunzru will also perceive,

is a dependable student of figures and statistics. I could not have asked a better person than Mr. P. C. Bhatta-charya, our Financial Commissioner, to apply his mind to this subject. And yet I am sorry that Dr. Kunzru, instead of being thankful should have thought it proper to blame me for the pamphlet.

I agree that Moghalsarai which he mentioned in his speech was not an interchange point before, but the figures regarding Moghalsarai have been particularly mentioned to indicate that the oft-repeated apprehensions, that as a result of the presents regrouping, Moghalsarai would become a severe bottleneck which would have an adverse effect on the East-West traffic, particularly coal movements, have not proved correct, and that the transfer of control of Moradabad and Bareilly transshipment points, as a result of regrouping, from one Administration to another, also has not adversely affected the movement of traffic through these break-of-gauge-junctions. It will, perhaps, not be incorrect to credit regrouping with the improvement in the quantum of traffic that has been secured through other junctions mentioned in the pamphlet which have ceased to be the points of interchange as a result of regrouping.

Dr. Kunzru has quoted certain statistical figures to show that the operational efficiency has gone down as a result of regrouping. While acknowledging the improvement in engine usage, as indicated by "Engine Miles Per Engine Day", and wagon usage, as indicated by "Wagon Miles Per Wagon Day", he said, that these were secured by an increase in working of the engines as indicated by an increase in "Engine Hours". Well, I am afraid he is not quite logical and has obviously erred. The improvement in engine hours, has been largely secured by reducing the idle time of the engines. The increase in the "Total Engine Hours" might have perhaps been considered wasteful if the percentage of "Train Engine Hours" to the "Total

Engine Hours" was reduced, which has not been the case. That percentage has been maintained at the same figure as last year in regard to "Passenger Services" on the broad gauge and "Goods Services" on the metre gauge, but there has been an improvement of about 2J per cent, on the goods side of the broad gauge and about *li* per cent, on the passenger side of the metre gauge.

Then there has been a progressive improvement in the utilisation of wagons as the figures for wagons miles per wagon day will show. This was 41.8 in 1952-53 against 33.1 in 1948-49 on the broad gauge and 31.4 in 1952-53 against 29.1 in 1948-49 on the metre gauge. There are other efficiency statistics which could show improvement in performance. For example, the net ton mileage carried per engine-hour has risen from 693 to 827 on the metre-gauge, showing an increased quantum of work per engine hour. Similarly the net ton mile per wagon day has increased from 358 in 1948-49 to 452 in 1952-53, on the broad gauge though they were a little lower than in 1951-52 and it has risen from 171 to 204 on the metre gauge, showing better utilisation of wagons. Further, the net ton miles per goods train hour rose from 1,669 to 1,929 on the metre gauge, showing higher quantum of work done per goods train per hour.

The percentage of passenger trains arriving on time during 1952-53 is the highest recorded in the past 12 years, both on the broad gauge and metre gauge sections, not only in respect of mail and express trains, but for all trains.

I would, however, submit, Sir, that it would not be quite appropriate to draw conclusions or make generalisations about the efficiency of operation of our railways consequent on regrouping on the basis of any particular statistics alone.

While accepting the more economical utilisation of locomotives and coaches due to the unification of the

f G.I.P. and the Nizam's State Railways, Dr. Kunzru, like a good lawyer who is determined to prove his own case, passed on to the general question of pooling and its advantages. I hope Dr. Kunzru did appreciate that so far as this particular area is concerned, whatever arrangements have been made were facilitated by the integration of these two Railways into one Railway Administration. Well, I will not say anything about pooling about which Dr. Kunzru was very particular, as he is not here now and other hon. Members have hardly interested themselves in that matter. But I would like to say a few words with reference to the observation he made regarding the deterioration in the figures of consumption of coal per 1,000 gross ton miles on goods services on B. G. which has gone up from 160.8 in 1951-52 to 166.5 in 1952-53. Well, Dr. Kunzru has obviously taken these figures from the Railway Board's Annual Report for 1952-53, Volume II and it is not his mistake, the mistake is ours. I regret to point out that the figures of coal consumption on metre gauge passenger service has been wrongly printed as 2668 instead of 226.8. So there is an improvement instead of deterioration. In the case of broad gauge, no doubt, the consumption has gone up by .86 per cent, in passenger service and 3.5 per cent, in goods service while on the metre gauge there is an improvement of 17 per cent, in passenger services and .4 per cent, in goods services. The plus and minus variations of about one per cent, generally represent the normal fluctuations and are influenced by a variety of factors one of which is the quality of coal. For example, the Northern Railway during 1952-53 received a lesser quantity of selected A and B grade coal and had to use comparatively inferior coal for mail and express services.

In the case of goods services on broad gauge railways, I would like to point out that there is a general improvement on the Central, Northern and Western Railways; there is a slight increase on the Southern Railway. The Eastern Railway figures are under

[Shri Lai Bahadur.] examination, as it is visualised that consequent on the merger of the East Indian and the Bengal Nagpur Railways in 1952-53, there may have been some overlapping of coal consumption figures for the portions divided. But still this matter would require further looking into and I would not like to make any definite statement before it has been fully re-examined.

I do not claim, Sir, that substantial economies have resulted due to the regrouping and my fear is that in future too, the economies effected may not be substantial. Similarly I share the views of Dr. Kunzru that the workload on each railway Administration has increased, and these are matters which deserve our earnest consideration. I might, however, correct a factual wrong impression in Pandit Kunzru's mind in regard to the traffic loaded on the present Eastern Zone. He said this zone carried about 50 per cent, of the total traffic. The position, however, is that the wagon loads on this zone amount to about 50 per cent, of the broad gauge loadings as stated in the pamphlet, due to coal and mineral traffic being concentrated in a small area. The train miles worked by the railway, however, are about 20 per cent, or one-fifth of the total train miles on Indian Railways. But even so, the heavy work load is admitted. I, however, think that it may be possible to overcome many difficulties experienced, by making adjustments in the internal organisation of railways suitable rather than by re-embarking on drastic changes immediately. The argument of Dr. Kunzru is that if we propose to retain the present Eastern Railway as it is, why we could not do away with six zones and form one or two zones for the whole of the railway system. I do not want to enter into any controversy with a person of the eminence of Dr. Kunzru, but I am really unable to understand his argument. May I ask if Dr. Kunzru would like to have twenty railways which existed before. That I am sure he does not. There is no point in arguing in a

circle. We are *not* arguing in a law court and I shall, therefore, without hesitation say that the performance of the railways would have to be carefully examined for in 1953-54 and I know the Railway Board would do so, in order to assess the correct position.

Some criticism was made about the functioning of the Railway Board. The Railway Board functions as a corporate body like a board of directors of a large commercial concern. Each member is responsible for dealing with all technical aspects of the subject of which he is in charge. When a question impinges on the functions of another member, his concurrence is necessary before orders issue. Each functional member is responsible for giving necessary technical guidance to the railway Administrations in respect of the subjects for which he is a functional member. Board meetings are held weekly or oftener as necessary. There are meetings of the full Board with the Minister as well at which questions of policy are discussed and settled. It is a different matter whether there should be a change in the present set up or not, but I do not agree with the view expressed by some Members that the Minister should impose a lesser amount of control over the Board. On the contrary, I think he should have full control over all policy and other matters vital to the railways and to the staff. The Minister, either in the Railways or in other Ministries, does not normally interfere in day to day matters but he has and should have a complete say on all other questions. I have no doubt that the position is bound to deteriorate if he does not do so. Whether there is a Chief Commissioner of Railways or not, it would, I submit, be desirable for the Minister to keep himself in touch with the functional members; each member being practically a Ministry in itself direct contact with the Minister is essential.

Sir, I need not say much regarding the rolling stock. The Deputy Minister has already given the figures of overage stock and the improvement

that we expect in the coming year. I shall not go into the figures and I am prepared to accept that they have sometimes confused me too because I have also seen different figures on different occasions, but I hope that the House will agree that we are on the light path and that we are doing our best to rehabilitate the railways. The policy of indigenous purchases is foremost in my mind and I am sure the Board will follow it faithfully. But one cannot also ignore the fact that the stopping of imports altogether would result in slowing down of certain of our rehabilitation programmes and also postponing the supply of urgently needed rolling stock for which there are increasing demands. The criteria applicable to any item that is being considered for import should be, firstly, can it be made in India at present even from imported materials, and secondly, can we wait for it until it can be made in India, say in a few years? I think the House will find that both these considerations are taken into account before any railway equipment is purchased from abroad.

One hon. Member—perhaps Mr. Shyam Sunder Tankha—criticised a statement in my speech regarding the stepping up of production at Chittaranjan from 120 to 150 and thereafter to 200 average size locomotives.

PANDIT S. S. N. TANKHA (Uttar Pradesh): May I point out that I did not criticise? I had merely pointed out that the statement of the hon. Minister seemed too optimistic and that on visiting the Works and from their own reports which were supplied to me I was afraid that the target aimed at by the hon. Minister was not capable of being achieved unless the Works was expanded or other methods were adopted to step up production considerably. That is what I had said: I had not made any adverse comment on the speech of the hon. Minister and it was a wrong impression entirely which he had carried from my speech.

SHRI LAL BAHADUR: I am thankful and I withdraw the words that you

had criticised. However, I would like to clarify that point. Well, the Works at Chittaranjan had been designed for a production of 120 locomotives per year as the hon. Member said. The factory has not yet reached the scale of optimum production but, as the House is aware, this is being progressively stepped up. At present, the Chittaranjan Works work one shift only and by increasing the shifts, increased production in the factory will be possible. It may be necessary to add a few more machines and obtain some additional equipment; there is plenty of room in the factory to instal the extra plants. In fact, this idea struck me for the first time when some Japanese manufacturers had come here and I had an occasion to meet them. They visited the Chittaranjan Works and they were greatly impressed by what they saw there. They came back and while talking to me said that the Chittaranjan Works are large enough to produce double the target which has been fixed, that is they thought that instead of 120 locomotives being produced, that factory could produce 240 locomotives. It was then that I discussed this matter with the Chairman of the Railway Board who immediately went to Chittaranjan and discussed it further with the Chief Mechanical Engineer and the General Manager there; they are all hopeful that there will be no special difficulty in increasing¹ the production from 120 to 150 and thereafter to 200. However, as I said, it will take time; of course, arrangements will have to be made to train more skilled staff to duplicate the present process.

Some hon. Members said a lot about, catering. The Deputy Minister has¹ already replied to many points mentioned here by various Members in the House but I would like to say only a few words. As I told the^j House, a Committee has been set up to go into this matter and the Committee will examine the various aspects and the extent to which the following—which I shall just enumerate—four systems could be adopted. One is

[Shri Lai Bahadur 1 contract system to maintain competition, second is a co-operative system; third is the departmental system without involving heavy losses, and fourth is by special bodies like Annapurna. I shall apprise the House of the recommendations of the Committee in due course.

A number of Members suggested that concession tickets should be issued to pilgrim centres. It may be pointed out that the introduction of the Circular Tour Tickets for tours of 1,500 miles and over at three-fourths the tariff rates should go a long way in serving the purpose which concession tickets to distant pilgrim centres or to historical places would otherwise serve.

Shri H. D. Rajah wanted to know how many coaches are to be built in the Integral Coach Factory at Perambur, what the approximate cost of every metre gauge or broad gauge coach would be and how it would compare with the present values of the coaches under the present inflated prices; he also wanted to know whether this Factory would be economical and in the best interests of the country. When the Integral Coach Factory at Perambur goes into full production it will produce 350 broad gauge coaches per annum. Although the all-metal lightweight integral coach to be produced in the above Factory would be better than the coaches now in production in India, it is estimated that the manufacturing cost will not exceed that of the coaches under production at the Hindustan Aircraft Ltd., which is Rs. 1,30,000.

There are several other points in the same connection, about the agreement with Schlierens which Mr. Deogirikar has mentioned but it is old history and an old story. The House is fully aware of the revised agreement we have entered into with Schlierens. I need not take the time of the House over that matter.

About the Efficiency Bureau, Pandit Kunzru had made certain queries, to

which the Deputy Minister had replied. I might also say that the Bureau is a specialised unit of the Railway Board to assist them in obtaining better performance and economy all round. Any deterioration in any important side of railway operation will come under its review; it will submit its recommendation for examination by the Railway Board. The Bureau will undertake such enquiries as are referred to it by the Railway Board, but it will be certainly free to suggest to the Board the results of the investigation of any problem which is based on its own statistical studies and which is likely to produce fruitful results.

About the Barsi Light Railway, Shri Deogirikar complained that the condition of the Railway was extremely bad, which was acquired by us recently. Well, I do not know our reports are different. Government had an appreciation made of the condition of the assets—the rolling-stock and the track—and it was reported that the condition of the rolling-stock was good and that with regard to the permanent way and the bridges no renewal would be necessary in the next twenty years. The Inspection Reports of the Government Inspector of Railways who reported in March 1950—showed that the station buildings, though of modest design, provided facilities for the traffic dealt with, and the station buildings and premises were generally well-kept. So, that is the position about the Barsi Light Railway. I may assure Shri Deogirikar that we will do our best to remedy the deficiencies that exist on the Barsi Light Railway.. ..

SHRI H. D. RAJAH (Madras): Sir, what about the abolition of third classes?

AN HON. MEMBER: Abolition of "third classes"?

SHRI LAL BAHADUR: Sir, I shall be only too happy to abolish third class. In fact—I would not like to say it categorically—my idea is to ultimate-

ly have only two classes, upper and lower; but that is an ideal which we have to pursue. I do not think that it will take a very long time to come to a decision on that matter. When we will be able to implement—that is, perhaps, a different matter; it may however, take time; but I have no doubt that in the interests of the railways as well as in the interests of the general public, it is advisable to have only two classes on the Indian Railways.

कुछ माननीय सदस्यों ने, खास तौर से महिला सदस्यों ने, एमिनिटीज कमेटी (Amenities Committee) में डिस्क्रिमिनेशन (discrimination) किये जाने की बात कही। श्रीमती सीता परमानन्द वैसे तो बराबरी की कायल हैं, लेकिन उन्होंने यह कहा कि एमिनिटीज कमेटी में सिर्फ औरतें ही रखी जायें, और मर्दों के लिये उस में कोई गुंजाइश नहीं होनी चाहिये। मैं ज्यादा तो यहां कहना नहीं चाहता क्योंकि माननीय सदस्यों को मालूम ही है कि हमारे बजट में तीन करोड़ रुपया यात्रियों की और सफर करने वालों की सुविधा के लिये रखा गया है, और मेरा खयाल है कि उस के जरिये, काफी अच्छा काम छोटे, छोटे स्टेशनों पर हुआ है। खास तौर पर हमारे प्रोग्राम (programme) में एक यह विशेषता थी कि हमने बड़े स्टेशनों के अलावा छोटे स्टेशनों को भी सुधारने की कोशिश की है और वहां पर शेड्स (sheds) प्लेटफार्म (platforms) आदि दूसरी सुविधाओं की व्यवस्था की है। मैं यह समझता हूँ कि हमें, इस प्रोग्राम को और आगे बढ़ाना है जिस से हम यात्रियों को और अधिक सुविधा दिला सकें। मेरा विचार यह है कि अगर मुमकिन हो सके, तो हम इन के लिये बजट में और अधिक रुपया रखें।

मुझे इस में कोई शक नहीं कि श्रीमती सीता परमानन्द की राय एक हद तक काफी सही है कि एमिनिटीज के मामले में महिलायें ज्यादा अच्छा काम कर सकती हैं और उस में उन की दिलचस्पी भी रहती है। मैं इस बात पर विचार कर रहा हूँ। रेलवेज में ये जो एमिनिटीज कमेटीज और टाइम-टेबल कमेटीज (Time-table Committees) बगैरा हैं उन को फिर से बनाये जाने की जरूरत है क्योंकि उन लोगों को जो जनता के प्रतिनिधि हैं, मौका मिलना चाहिये—क्योंकि उन को ज्यादा जानकारी रहती है—ताकि उसका ज्यादा अच्छी तरह से लाभ उठाया जा सके। गलत टाइम टेबल के बनने से पार्लियामेंट या लेजिस्लेचर (Legislature) के मेम्बरों को परेशानी होती है और पब्लिक की दिक्कतें ज्यादा बढ़ जाती हैं। तो इस वजह से मुझे यह मुनासिब मालूम होता है कि लोगों के प्रतिनिधियों को मौका दें कि इन कमेटीयों में वे रहें ताकि वे वहां उस काम को ज्यादा अच्छी तरह से कर सकें और पब्लिक को भी ज्यादा दिक्कत न हो।

SHRI H. P. SAKSENA (Uttar Pradesh) :
There would be no end to their interference.

SHRI LAL BAHADUR:

श्री लाल बहादुर : अगर पार्लियामेंट के मेम्बरान दखल देंगे तो फिर वह कमेटी बदली जा सकती है। लेकिन मैं समझता हूँ कि पार्लियामेंट के मेम्बरान अपनी जिम्मेदारी को अच्छी तरह समझते हैं, और मैं तो यह चाहता हूँ कि पार्लियामेंट के मेम्बरों में महिला मेम्बरों को विशेष रूप से रखा जाय।

दूसरी बात तीसरे दर्जे के मुसाफिरों के कोचेज (coaches) के सिलसिले में यह कही गई है कि तीसरे दर्जे के कोचेज एक विशेष

[Shri Lal Bahadur.]

प्रकार के बनाये जायें। तीसरे दर्जे के कोचेज अब एक-तरह से स्टैंडर्डाइज (standardize) हो गये हैं और मेरा खयाल यह है कि वे कोचेज आरामदेह भी हैं। परन्तु तीसरे दर्जे के लिये असली सवाल यह है, जिसे मैं समझता हूँ माननीय सदस्यों ने भी कहा, कि अधिक भीड़ को कैसे रोका जाय यद्यपि बहुत जगह हालत में काफी सुधार हुआ है। लेकिन मैं ने कई स्टेशनों में सफर करते हुये देखा है कि तीसरे दर्जे के डिब्बों में काफी भीड़ रहती है और उसमें अगर कमी हो जाय तो सफर आरामदेह हो सकता है, और डिब्बे भी साफ सुधरे रह सकते हैं। जब भीड़ बढ़ जाती है तो डिब्बों को साफ करना मुमकिन नहीं होता और इस से मसाफिरों को ज्यादा तकलीफ होती है। इसलिये हम नई गाड़ियाँ चला रहे हैं और कुछ गाड़ियों को आगे बढ़ा भी रहे हैं। मेरे खयाल में पिछले दो-तीन साल में छः-सात सौ गाड़ियाँ नई निकाली गईं और बढ़ाई गईं। ऐसा करने से भीड़ को कम करने में काफी मदद मिली है। इसीलिये हमें इस चीज पर सब से ज्यादा ध्यान देना है कि भीड़ को कैसे कम किया जाय और मैं समझता हूँ कि रेलवे बोर्ड थर्ड क्लास की भीड़ को कम करने का उद्योग करेगा ताकि सफर करने वालों को कम से कम दिक्कत हो।

मैं अखीर में रेलवे के खर्च में कमी करने के सवाल पर कुछ कहना चाहता हूँ। यह कहा गया है कि हमको अपने खर्च में कमी करनी चाहिये। मैं ने अपने भाषण में जो यह कहा था कि जो खर्च ५० करोड़ का बढ़ा है उसमें बहुत काफी रेलवे कर्मचारियों पर बढ़ा है, उस पर कुछ शक जाहिर किया गया। बहुत जगहों पर यह मतलब निकाला गया कि शायद हम स्टाफ की तनखाह को या मजदूरी को घटाना चाहते हैं। मैंने

अफसोस है कि मैं ने खास तौर से सदर्न रेलवे (Southern Railway) पर इस तरह का प्रचार किये जाते हुये सुना है कि रेलवे में रिट्रन्चमेंट (retrenchment) किया जा रहा है और स्टाफ की तनखाह वर्ग-रह को हम घटाने जा रहे हैं। मुझे अफसोस है और मैं नहीं जानता क्यों ऐसा प्रचार किया जा रहा है। इसलिये मैं ने यह मुनासिब समझा कि मैं इस को साफ कर दूँ, जैसा मैं ने शुरू में कहा भी कि खर्च के घटाने की बात तो ठीक है, और श्री किशन चन्द जी ने भी इधर ध्यान दिलाया था। मैं चाहता हूँ कि अगले साल में रेलवे एडमिनिस्ट्रेशन (Railway Administration) को खास हिदायत दूँ कि जहाँ भी और जिस जगह भी यदि किसी किस्म की सम्भावना हो, स्टाफ (staff) को छोड़ कर, खर्च की कमी जहाँ तक की जा सके, की जाय और मैं समझता हूँ कि इसका अच्छा असर होगा। लेकिन मैं स्टाफ के नाम पर या स्टाफ को तकलीफ पहुँचा कर खर्च में कमी करने पर विश्वास नहीं करता—यह मैं मानता हूँ कि रेलवे स्टाफ की तनखाह या गवर्नमेंट आफ इन्डिया में काम करने वालों की तनखाह स्टेट्स (States) या लोकल बोर्ड्स (Local Boards) के काम करने वालों से अच्छी है। मगर इस अच्छी होने के मानी यह नहीं है कि हमें उस को घटाना चाहिये। मेरा तो खयाल यह है कि अगर हमारा देश तरक्की करेगा, आगे बढ़ेगा तो हमें इससे कहीं ज्यादा तनखाह अपने स्टाफ को देनी होगी और जो हमारे मौजूदा कम से कम पुरस्कार हैं वह और ऊपर जायेंगे। इसलिये मैं यह नहीं मानता कि हमें अपने स्टाफ की तनखाह को घटा कर अपने खर्च में कमी करनी चाहिये, उसके बरअक्स मेरा खयाल है कि हम आज अगर रेलवे स्टाफ की तनखाह नहीं बढ़ा सकते तो कम से कम उन को जो मुविधा

पहुँचा सकते हैं वह तो पहुँचाने की हमें कोशिश करनी चाहिये। आजकल के ज़ाँ की दुनिया में छोटे-बड़े कहे जाते हैं यद्यपि मुझे ऐसा नहीं प्रतीत होता। हमारे यहां सब से छोटे क्लास में गैंग मैन आते हैं। और गैंग मैन जिस तरह का काम करता है उसे मैं ने खुद अपनी आंखों से करते देखा है। उसके तीन चार पांच मील तक इलाके बंधें हुये हैं, रोज सवेरे वह एक किनारे से चलता है और दूसरे किनारे तक लाइन की जाँच करता जाता है फिर लौट कर अपनी जगह पर आता है। चाहे बरसात हो, चाहे गरमी! या चाहे जाड़ा, उस के लिये कहीं कोई स्वावट नहीं है कि उसका बचाव हो सके। उस के ऊपर कतनी जबरदस्त जिम्मेदारी है और सारी लाइन की हिफाजत का काम है। अगर रेलवे के इस स्टाफ को हमने छोड़ दिया और उसको किसी तरह की सुविधा यदि हम न पहुँचा सके तो मज्जें रंज होता है। हमारे आपसमें एक सहानुभूति की, हमदर्दी की भावना को जरा भूल जाते हैं। मुझे कोई दिक्कत नहीं मालूम होती है कि चाहे खर्चा बढ़ ही जाय लेकिन हम उनको बरसात के पानी से रोक थाम के चिये या जाड़े में ठंडक से बचने के लिये कपड़ा क्यों न दे। मैं समझता हूँ कि हमें इस तरह की सुविधा उन्हें अवश्य पहुँचानी चाहिये। मैं चाहता हूँ कि स्टाफ के साथ इस तरह की सहानुभूति और हमदर्दी रखनी होगी वजाय इस के कि हम उस को घटायें। मैं यह आशा करता

हूँ कि हम उसकी सुविधाओं और सहायियों को जितना बढ़ा सकेंगे और दूसरी तरह से मदद पहुँचा सकेंगे उतना हम करेंगे चाहे वह हम मकान बना कर दें या मेडिकल सुविधा आदि दे कर।

मैं आपका और हाउस का बड़ा अनु-ग्रहीत हूँ कि आपने बहुत शान्ति के साथ मेरी बातों को सुना और रेलवे बजट पर अपने-अपने विचार दिये हैं। मैं आपको विश्वास दिलाता हूँ कि मैं उन से फायदा उठाऊँगा और मैं समझता हूँ कि रेलवे को भी इन से बहुत ज्यादा फायदा होगा।

[For English translation, see Appendix VII, Annexure No. 81.]

Sum B. C. GHOSE (West Bengal): I want just to ask one question about the use of coal to which I had referred the run of mines of State collieries was being used as steam coal. I suggested that it should be enquired into.

SHRI LAL BAHADUR: Well, I am sorry, I cannot reply to you off-hand, but if you like, I can give you that information later.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2 o'clock tomorrow.

The Council then adjourned till two of the clock on Tuesday, the 2nd March 1954.

COUNCIL OF STATES

Tuesday, 2nd March 1954

The Council met at two of the clock, MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS

**SUGARCANE YIELD AND SCHEMES FINANCED
BY THE INDIAN CENTRAL SUGARCANE
COMMITTEE**

*152. SHRI M. VALIULLA: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) what is the highest and average yield of sugarcane per acre in (i) India, (ii) Indonesia, and (iii) Cuba; and

(b) the amount spent by the Indian Central Sugarcane Committee on development schemes in the years 1952-53 and 1953-54?

THE MINISTER FOR AGRICULTURE (DR. P. S. DESHMUKH): (a) The average and highest yield of sugarcane per acre for:

	Average	Highest
1. India . . .	12 • 00 tons	128 tons
2. Indonesia . . .	35- 50 „	Nor available
3. Cuba	1607 „	Not available

(b) The amount financed by the Indian Central Sugarcane Committee in the year 1952-53 and in the year 1953-54:

State	1952-53 (Grant) Rs.	1953-54(1953-54) (Grant) Rs.	Loan Rs.
U.P. . .	6,00,000	1,79,000	12,50,000
Bihar . .	89,764	1,78,000	
Bombay . .	77,219	88,800	
Madras . .	1,17,820	1,70,300	
Punjab . .	68,835	56,900	
West Bengal	1,08,205	53,600	
Orissa . .	6,453	—	
TOTAL	10,68,296	7,26,600	12,50,000

140 C.S.D.

SHRI M. VALIULLA: May I know the places in India that give a greater yield per acre in respect of sugarcane?

DR. P. S. DESHMUKH: The greater yield is found in Bombay, Madras, West Bengal and Saurashtra. In 1950-51 there was an average of 3-20 tons in terms of gur in Saurashtra.

SHRI M. VALIULLA: It is said that the highest in India is 128 tons per acre. May I know in which State?

SHRI RAFI AHMAD KIDWAI: It was on an experimental farm in Bombay.

SHRI M. VALIULLA: Is it the sugarcane of variety No. 419?

SHRI RAFI AHMAD KIDWAI: I am not an expert to give that information.

SHRI B. P. AGARWAL: May I know the improvement that has taken place since the establishment of the Central Sugarcane Committee yield in India?

DR. P. S. DESHMUKH: Sir, I am sorry to say that improvement in all the places is not appreciable, but so far as those places where intensive work is being done are concerned, there has been an improvement.

PROF. G. RANGA: Is it a fact, Sir, that the U.P. and Bihar Governments levy a special cess in order to have a fund for the development of sugarcane research? They have collected Rs. 7 crores and have spent only Rs. 1 crore. Under these circumstances why have the Government of India found it necessary to lend Rs. 10 lakhs to the U.P. Government?

SHRI RAFI AHMAD KIDWAI: I think if the hon. Member looks into the Constitution, he will find that there is no such thing as a cess. They are collecting a tax when a commodity is taken in a particular area.

PROF. G. RANGA: I am told that they are collecting a special tax. Is it for any definite purpose or only as a part of their general revenues?