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THE BUDGET '(RAILWAYS), 1953-54 —GENERAL DISCUSSION—*continued.*

CHAIRMAN: We resume the discission on the Railway Budget. Mr. lfamalaswamy.

SHRI T. V. KAMALASWAMY (Madras): Mr. Chairman. Sir, I regret that I cannot join in the chorus of praise which has been showered on this Budget lor this year. It is rather unimaginitive and mechanical also. For one thing, though it has got the correct, appraisal Of the problems facing the Railways in this year, the Budget has not suggested the proper remedies for some of the shortcomings. It lacks in details about the analysis of the factors that have led the hon. Minister for the allocation of different items of expenditure. Taking the revenue side first, there is a fall on the passenger traffic. " Of course it needs no elaboration to say that first class traffic or higher class traffic is going down year by year. First class traffic was practically killed by the amenities of air travel and there is practically no necessity to take steps to abolish it. It has practically killed itself. As regards third class traffic, there is a huge drop this year also but the receipts have not been properly analysed. Are third class passengers developing a kind of austerity travel? They don't seem to be 'ravelling for the sake of travelling. They cannot be induced to do so unless they are given much additional facilities. The only panacea offered to induce people to travel more and more seems to be the remedy of reducing fares. This is something like a Sarvaroganivaran they have got but even for applying this on an all round basis will not solve this pro-

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bh-m. Ther# are no vital statistics available about (the break-up of these thhd class passenger earnings. Third clas passenger earnings should be split up into suburban short distance travel medium distance travel and long distance travel. Figures should be available for each kind of travel sa that it can be analy»ed properly *nd whMiever type of earning goes down, specific and special remedies could be applied so that earnings: under that specific head might come up. But in the absence of those statistics it is not possible to suggest omnibus remedies. The only available statistics is the passenger-mail ratio. The passenger-mail index has gone down from 48 to 43. That means the major part of the earnings was accrued to the railways only from short distance travel.

As regards goods traffic there is no use merely repeating catch phrases to justify the fall in income saying that the country is returning from postwar inflationary economy to normal equilibrium. Sir, there was no such inflation in our country as in-adjoining countries. We have been passing through— after the war—the most rigorous system of controls which have checked the prices as well as inflation and only a year back controls on most of the essential commodities were lifted. So we should have expected, with industrial advancement and lifting of controls, a larger volume of traffic from one area to another. Therefore goods traffic ought to have gone up but since it is now going down we have to ask ourselves seriously what is the state of our present economy. Does this presage a period of slump or great depression?

Coming to the Five Year Plan, it expects before the year 1955 there will be at least 10 per cent, increase in freight charges but the amount allotted to cope with the increase in traffic is too meagre. The hon. Minister for Railways has himself confessed that with the money placed at his disposal he could not even maintain the Railways and the present carrying capacity of the Railways.

[Shri T. V. Kamalashvamy.] The Railway facilities are to be restricted to the barest essential minimum. I don't know how with the production of steel having gone up by 40 per cent, and cement by 80 per cent, our Railways with the present capacity are going to handle all this increased traffic? The only sure result will be that there will be huge bottle necks and shortage of wagons and other equipment and this shortage will only lead to corruption in the Administration. These problems which crop up before the Railways require that the Railway Administration should be a live organisation and they must respond quickly and effectively to whatever changes that occur in the country's economy; but the Railway methods are very rigid and I don't think they are in a position to change their methods immediately as a business organisation ought to do.

Sir, I come to the various development projects in progress. The Railways are a national property and every territory in the Union has got equal right of demand upon these Railways. Under the head Works in Progress we find that of these 6 Railways there is a wide disparity in the amounts being spent. The Central Railway is given .. 676 lakhs

North Eastern	..	587	..
Northern	..	447	..
Western	..	293	..
East-ern	..	174	..

Southern (which happens to feed my part of the country) is given : 100 lakhs only.

Sir, there ought to be some justification and some equity—such huge sums being spent by the different Railways. Nearly 2 crores of rupees are being spent in the Northern Railway for doubling of the line between Kanpur and Ekdil. Why should there be double-track just at this juncture? There are huge areas in the North and South and everywhere which have no Railways at all. The priority should be for opening up of new areas or for the development of backward areas so that the agricultural commodities may move quickly from the place of production to urban areas. Such schemes should have the highest

priority but we find that large amounts of money are being spent for the double-track or modernisation of stations and all such luxuries. It is my demand that not a single line should be double-tracked unless and until the various schemes for new lines in all areas have been completed. These double-track lines should wait for a much later stage.

While on the subject of new lines, I would like to say that in the district of Salem there are two narrow gauge lines for 100 miles from Morap-pur to Hozur and Thiruppattur to Krishnagiri that were looted by the then Administration really. Before they embark on all the large modernisation and all sorts of amenities in the other Railways it is the barest justice that at least the railway lines that have been taken away from these people should be restored to them—before they start spending crores on other Railways for modernisation and expansion schemes.

Among the other new lines which should be constructed, I would suggest the line from Trivandrum to Cape Comorin and from the Tirunelveli side, the line from Tiruchengode to Cape Comorin.

Of course, there are many other points on which I intended to speak, but as they have already been mentioned by other speakers, I do not want to repeat them. So I do not add anything more. Sir.

SHRI R. M. DESHMUKH (Madhya Pradesh): Mr. Chairman, I would like to begin by congratulating the Railway Minister for presenting a very lucid Budget, a Budget which is the best possible in the present trend of development in the country. Members opposite have naturally objected to both the fall in the receipts and the increase in the expenditure. That, of course, is a very reasonable thing to do. But after all, what is the basis on which hon. Members raise their objections on these two particular items? The fall on the receipts side

has occurred for two reasons. There has been a fall in the passenger earnings, and that has been allowed for in the next year, and from the budgeting point of view that is what can be done. Then from the point of view of the fall in the goods earnings.....

SHRI M. S. RANAWAT (Rajasthan): 'We cannot hear.

SHRI R. M. DESHMUKH: Can't hear? Shall I shout louder?

SHRI B. RATH (Orissa): Yes, you are "Dasa Mukha".

AN HON. MEMBER: Come to the mike.

SHRI R. M. DESHMUKH: I didn't catch the joke of the hon. Member.

MR. CHAIRMAN: No joke, get along please.

AN HON. MEMBER: It was a Cmm-rimmist joke.

SHRI R. M. DESHMUKH: Now, the hon. Members have taken the view as some of them have admittedly done, that the "Budget is a dismal one and that the Budget is going to work out ultimately worse than what it shows itself on the face of it at present. Well, the least that I should have expected them to do in that case was to do the most obvious, namely to advocate measures of economy. And the most obvious measure of economy in a bad year, as this one is supposed to be according to these hon! Mem-bers, would be not to have new constructions. I should therefore, have expected that the hon. Members who have objected, should at least on their own part, have desisted from piling up suggestions for new constructions. Well, that has not been done. On the other hand we have had suggestions for new lines from those who have taken this dismal view of the state of affairs in the Railway Administration.

As regards the goods earnings and the passenger earnings, at least one hon. Member confessed himself to

have been convinced that the fall is due to a recession of a permanent kind for which the hon. Minister has made no proper allowance. But as I have already pointed out, that allowance has been made for the recession in the passenger traffic which can be adjudged to be a recession of a more or less reliable kind. But on the goods traffic I am not sure that the conviction of the Member who advocated that recession, is completely justified. What has misled him apparently is that the revised figure, as compared to the estimated figure, has been placed at about Rs. 1 crore less. Well, figures and estimates will always be estimates, and they have more or less to be revised always. And if estimates have to be revised, there is at least a scientific basis behind the revision of the hon. Minister, whereas the assumptions of the hon. Members have no basis behind them. Therefore, as between the estimates, both of which are more or less speculations, there is more reason to believe that the estimates of the Minister are more reliable than those estimates that the hon. Member wants us to speculate in. Secondly, he might also have been misled by the figure as compared to the actuals of the previous year. These actuals of the previous year carry certain element in respect of railway traffic which does not enter into the figures of this year. Therefore, if that is deducted the actuals for the previous year would be about Rs. 140 crores. That figure and the figure of Rs. 144 crores revised this year, do not indicate an established recession; and according to the ordinary budget practice. I maintain that the Minister is justified in putting it at a few crores more, because certain plans are developing, certain traffic returns are coming in and certain goods bottlenecks that always existed because of the shortage of wagons for instance, these are going to be relieved partially by additional rolling stocks coming into the service.

Some other Members objected to the manner in which the maintenance charges have gone up. That, as one

[Shri R. M. Deshmukh.] of the hon. Members from this side pointed out, is partly due to our using, superannuated rolling stock. But he spoke as if the entire stock had been completely replaced and new stock had come in service and therefore no repairs would be needed. But the fact is we are using, and we are required to use more and more of the superannuated stock. That, alone however, is not the* reason for the maintenance charge going up. The reasons are given in the Explanatory Memorandum and it includes the excess of Rs. 93 crores due to additional provision required to meet the annual increments of the staff chargeable to this item, figures of the dearness allowance, increased cost of repairs, also the overtaking of arrears of repairs and maintenance of rolling stock, machinery and tracks. I do not know what expenditure out of these items the Member would have us reduce if he has regard for the safety of the passengers on the hand and for what is promised by way of annual increments or dearness allowances to the staff on the other.

About the increase in the expenditure generally. Sir, in the same page he will find, in one, two and three places at least; the increase in the expenditure has been due to the very same reasons or similar reasons. Therefore none of these items of expenditure can be said to be avoidable.

Then, we have had another Member who wanted us to believe that the Chittaranjan Works were, if not completely useless, almost useless, and he wanted us to come to that fantastic conclusion for the simple reason that certain proprietary products and special components were not being manufactured at these Works. Now, it may be that our philosophies differ. We like to respect other people's rights and possibly the reason why the proprietary products cannot be turned out at the workshop is due to our wanting to respect somebody else's rights. In the philosophy of the hon. Member perhaps that

is a disqualification. So, we choose to stand by our philosophy, but, to conclude from that that the whole of the workshop is useless is to conclude something that is not really warranted. I would put it; the other way Sir. Is it better that we should have a 100 per cent, imported article rather than have more than 70 per cent, of its parts and components made in this country. The reply is obvious: and that will justify the establishment of this very useful workshop in this country.

Then, Sir, for sheer ignominy, I was very much interested in the remarkable suggestions made by our friend, Prof. Rangaj. He has several schemes which greatly intrigued me. For instance, he has a scheme of what I may call, constructing railways by cottage industry methods. For instance, if I have not misunderstood him, what he proposed was that he has a certain amount of labour under his control which he would get to do the earthwork and then issue a simple invitation to the Railway Administration to spread the rails on it. Now, that is very simple, but, it is not so practical and I don't think the railways can be built on that scale or in that manner. What I would humbly suggest is that, if the hon. Member has all that fund of willing labour at his command, and if he applied it to the roads, it would serve the country, better, it would serve the District better than attempting to get the railways to do the impossible in that manner. Then, there was the suggestion of various cesses and surcharges, etc., for raising the money for railways in the backward tracts which has been generally advocated in this House. It has also been advocated, that the purchasing power of people has disappeared or is disappearing and certain consequences have followed. Now, if that be so, how is this money to come from a local area, and a backward area at that where the purchasing power must be still more limited. I venture to think that if the hon. Member's suggestion was acted upon, there would be nobody in that tract, wanting to thank, the

Member for it. There was, then, the suggestion about letting local bodies construct the railways and manage them. Here, I would suggest to him to look at the details given in Demand No. 10. Only those local bodies that have got railways managed by the General Railway Administration have earned any kind of in-

• come; all those railways that are privately owned and privately managed have had to be subsidised. Now, that does not indicate this direction to be a very hopeful direction for development of that kind of thing. One hope, I can hold out to him, and that is that he can safely go ahead with his plans for having Tirupathi as the capital of Andhra. That will have the additional advantage of having solved the problem of whether it is to be Hyderabad on one side or Madras on the other. That hope exists in the line that he mentioned, namely, Renigunta-Gudur having been taken up for a survey to be completed, conversion of the line into broad gauge and, apparently, he seemed to say that the existence of his plan depended on that. I think he can very well go ahead with his plan because, nobody undertakes a survey of an established line for no reason whatever. Therefore, the reasonable expectation is that that line is going to be constructed very soon, probably sooner than the hon. Member's plan materialises.

Then, Sir, there are certain clarifications that I want for my own understanding of the Budget that is presented to us. I find that there is an item of Rs. 1.89 crores for acquisition of the Barsi Light Railway. What I would like to know is whether that is an ascertained net amount payable for the acquisition or whether this is only an estimate that is likely to be more or less.

Another thing that I have not been able to understand is that, in the new lines to be undertaken this year, there is a vast amount of difference in

• cost per mile of construction. It varies in one case from Rs. 11 lakhs.

in one case Rs. 8 lakhs, in two cases Rs. 4 lakhs and in another case Rs. 1.6 lakhs. Now, this is not merely explicable on the ground that one is a metre gauge construction and the other is a broad gauge construction. I have tried to think as to what the reason might be and I have not been able to satisfy myself as to what is there behind all this difference. I should like to understand that particular item.

(Interruption by *Shri K. S. Hegde*.)

I would like to have it from the Minister, Sir.

Then, I would like to say a word about the introduction of concessions. The hon. Minister is hesitant for two reasons, namely, that the conditions of travel would be worsened and the present downward trend in passenger earnings would enlarge. I think the second reason is just the reason why concessions should be introduced and, the first reason will be partially relieved if the rolling stock is added to, as it is being added to. I should, therefore, recommend that the "Travel as you Please" concessions should be introduced. These have a very curious way of stimulating traffic and, I think, that might prop up falling earnings on the passenger traffic.

Then, I would like to say a word about the reform of the withdrawal of first class compartments. I am personally of the opinion, Sir, that the reform should stay put at where it is going to be on 1st April 1955. There are reasons of comfort and rest for those who can afford to pay and, for those, the accommodation should not altogether be taken away from the Mails and Expresses. At least, one train should have first class accommodation running for long distance passengers. Then, there is another reason, which is to my mind a valid reason, namely, the reason of our attempts to attract tourist traffic. I do not know whether there would be enough air-conditioned coaches to

[Shri R. M. Deshmukh.] carry all the traffic that we are seeking to attract to this country. Now, any overflow, if it is going into the newly designed second class compartments, is not going to do us much credit in the eyes of the tourists coming from foreign countries. Therefore, if the first class is maintained, overflow traffic from the air-conditioned coaches on fast long distance trains can be taken by the first class compartments. I would not suggest absolutely that the first class should remain for ever, but I would suggest that the present dead-line for disappearance should be postponed.

Before I conclude, I would like to mention one war-time dismantled line which I suggest should be considered for restoration. That is in an area that the hon. Minister has only just recently visited, and I am hoping that he feels convinced that there is enough justification for its restoration. The only difficulty last year, when I advocated the same item, was that the Railway Board had for some reason or other come to the conclusion that no more 2'-6" narrow gauge lines were to be restored or constructed. Now I am glad to find that that is not an immutable decision, and in this year's Budget I find a small line of 2'-6" being constructed. That gives me hope that there will be no objection to the restoration of the dismantled line, since the conclusion, said to be immutable, seems to have been altered.

To conclude, I would say that the Minister's idea of Consultative Committees is, I am sure, going to be very much appreciated. It is a very progressive one. If we establish good understanding and establish a channel through which the grievances of the users can be very promptly and satisfactorily attended to, it would be a very progressive step.

SHRI H. N. KUNZRU (Uttar Pradesh): Mr. Chairman, I am sure that anybody going through the Railway Budget finds it much more diffi-

cult today to come to a proper conclusion regarding the administration of the Railways than he did before the regrouping. In the first place, as I pointed out last year, owing to the abolition of the apportionment of the earnings of through traffic between different Railways, there is no relation left between the income and expenditure of a Railway. This has been justified on the ground that the division into six zones is a matter of administrative convenience and that the Railways should really be treated as one whole; in this view there is no need for finding out what is earned or spent by a part. But, Sir, the regrouping was justified more on economic grounds than on administrative grounds, and we must, therefore, have some information at our disposal to know whether the hope that the new division will promote traffic has been realised. But the abolition of the apportionment of the earnings that I have referred to prevents us from knowing how a Railway has worked from the financial point of view. The financial test is a very important test to judge the efficiency of a Railway, for though in many respects a Railway may be efficient, though it may be operating smoothly, yet we have to find out at what cost it is working. I do not know whether the decision that Government have taken is immutable, but if they still have an open mind on the subject, I would strongly suggest to them to revert to the old system, with a simplification of the method to be followed in apportioning the earnings.

Another important point on which no information has been given to us is the manner in which the regrouping is working. The hon. Minister has said in his statement that the operating efficiency of the Railways in 1952 was a little better than it was in the previous year. I am glad to be able to agree with him in this respect. There has been a little improvement in many things. But it is necessary that we should be given adequate information with regard to*

the manner in which the regrouping is working, particularly in respect of the Eastern Zone. " I believe that the Government themselves are carefully considering the difficulties that have arisen and have not yet closed their minds to making administrative changes in respect of the zone. I believe, judging from what has been published in the newspapers, that they have not finally decided that the old East Indian Railway and the B. N. Railway should be administered in the manner in which they would be under the regrouping scheme. I hope, however, that it will be possible for the hon. Minister to give us fuller information in course of time, and particularly when he presents the next Budget. This is a very important point and he should have realised that non-Members would be very anxious to know how the new scheme was working. Yet there is not a word in his speech or in the Explanatory Memorandum that could enlighten us on the point.

Now, Sir, a word more about the financial aspect of the Railway Budget before I deal with other matters. One of the changes made by Government on account of the regrouping of Railways was to exclude the cost of carriage of stores in connection with a capital project from its total cost. I suggested that this exclusion was financially undesirable, and I have now been informed that a *pro forma* account would be maintained of each capital project which would take account of the cost of carriage of stores. Now, this account would not be of the slightest use. This would be a matter of purely academic interest. I shall give an illustration to indicate what I mean. Even when *pro forma* accounts, which include the cost of capital projects, are maintained, it is possible for an officer in charge of a capital project to order stores from a great distance on the ground that they can be had a little cheaper there than in places roundabout the place where the project is to be situated, but if the cost of carriage of stores were included, it

would be found that it would have been more economical to use the stores available nearer than those at a distance, simply because the rate at which they could be had was a little cheaper than the rate at which the goods in the distant market could be obtained. I suggest, therefore, Sir, that instead of trying to speed up capital construction by using the freight that had to be paid on the carriage of stores in connection with capital projects for further capital construction, the previous method should be reverted to or some better method should be found of controlling the activities of the purchase office people.

Sir, my hon. friend, the Railway Minister, has shown a commendable concern for the comforts of the third class passengers. I have no doubt of his genuine desire to do what he can to enable the third class passenger to travel in comfort and I feel sure that he will do all that lies in his power to provide all reasonable facilities for such passengers. But I venture to make two suggestions to him in this connection.

The third class passenger will never receive the consideration that he deserves unless the Railway staff is taught to respect him as a human being. You may provide any number of facilities for the third class passengers, but if they are not treated with the respect that they deserve as citizens of a free country, these facilities will not make travelling in the third class more agreeable. The treatment that the third class passengers receive from the Railway staff is the most important point that should be considered in improving the position of the numerous Railway users. I am glad to say that the Railway staff is more alive to its duty in this respect, than it was a few years ago. Both the Ministry and the Railway Board have done something appreciable in this respect, but there is a great deal of deficiency yet to be made up. And when my hon. friend is able to say that the status of the third class passenger in the eyes of the

[Shri H. N. Kunzru.]

Railway staff is the same as that of a first class or second class passenger, I am sure that the conveniences that ought to be supplied to him will be placed speedily within his reach.

Then, Sir, the next suggestion is that I have to make is in connection with the special arrangements that should be made for the third class passengers. Some time ago I read in the newspapers that some Janata Expresses had been stopped on the ground that they had not proved popular. I understand, Sir, that in certain cases; the hours of departure from the starting stations and the hours of arrival at the destinations were so unsuitable that these Janata Expresses could not but be unpopular. I feel, Sir, that if these matters and some other matters, were attended to, the Janata Expresses would prove popular and that an increase in their number would be one of the most effective ways of preventing overcrowding and enabling the third class passengers to travel in a somewhat reasonable comfort.

I cannot help saying, Sir, a few words about the Railway Minister's determination to abolish the first class compartments. I do not care, Sir, whether the first class is retained or not. I do not even care whether the second class is retained. But what I attach importance to is that whatever classes are retained, they should provide for the convenience of the Railway passengers. In England, Sir, most people travel third class. I wish that our third class were comparable to the third class of the British Railways. When we can have that standard of comforts for the third class passengers, few people will travel in the higher classes, but so long as third class travel is what it is, I think nothing is to be gained by abolishing the first class compartments. They are not interfering with passenger movement. If they allow some people to travel in comfort, why should the Government grudge them that comfort? If my hon. friend does away with the first class, he will be following the method of levelling down instead of levelling up. Instead of

enabling all passengers to travel in comfort, he will be compelling all to face the discomforts that some of them can luckily avoid. Sir, I shall now come to the question, of the efficient working of the Railways. I have already said that it is a pleasure to me to note that in several respects the working of the Railways in 1951-52 was better than in the previous year, and it seems that in the current year it might be better still; but though a good deal of improvement has been made during the last three or four years, there are still many points that should engage the serious and continuous attention both of the Railway Ministry and the Railway Board. I shall in this connection refer to the Planning Commission's Report on the First Five Year Plan, Vol. II, which contains a chapter dealing with our Railways and transport generally: It appears from the figures given in this report that our total stock, of engines on the 31st March, including diesel and electric engines, was about 8,200, and we deduce from it the information that about 1,600 locomotives which are overaged and have been replaced are yet being retained in service. This is a very serious point. The Railway-Enquiry Committee went into this matter and recommended that the engines that had been replaced should be scrapped. The Committee said:

"We recommend that except in special circumstances replaced engines should be withdrawn. Most of these engines are old and expensive to maintain. It would appear that so far little has been done to withdraw for scrapping those engines which are regarded as replaced and are therefore now duplicate stock. Most of these engines are old and expensive to maintain and cannot generally have much useful life left."

I would like to draw the attention of the hon. Minister pointedly to these words:

"But as long as the total available stock is allowed to mount, there

will not be that immediate urge to improve utilisation which we regard as essential."

The Government, in passing orders on the recommendations of this Committee, which reported towards the end of 1948, said that the recommendations had been accepted and further observed that "it was decided by the Railway Board that action on this item should be left to be taken by the Railways, the Board keeping a watching brief. The Board have already stressed this point with the Railways and are keeping a watch on the scrapping of locomotives." What kind of watch have the Railway Board kept on the Railway Administrations if the result of it is that we have still 1,600 replaced engines still in service? It may be said "that the traffic to be carried by the Railways had increased considerably since the Indian Railway Enquiry Committee reported and that it was therefore, necessary to have a larger stock of engines than the Committee envisaged. Sir, it is clear from the quotation that I have given from the report of the Committee that even when the traffic was not so large, there was unwillingness to scrap the replaced engines, and it seems to me that the same state of things, the same attitude, still continues. It will take me too long to go into the Question of traffic but I should like to point out that the ability of the Railways to carry traffic depends to no small extent on the proper utilisation of power, and we have to see to what extent the Railway Ministry and the Railway Board have succeeded in bringing about an improvement in this respect. Three or four years ago, taking the engines on the lines, the engine miles per engine day amounted to about 75. Now, the number in the year 1951-52 was 79. The Committee to which I have referred, recommended that the broad gauge railways should work up to a target of 90 miles per day. Now though improvement has been made, it is clear that we are still far from having worked up to the standard recommended by the Railway Enquiry Committee. Why is it not possible to increase the daily engine mileage? We

have received a fairly large number of modern engines and the position in respect of repairs of locomotives also is decidedly better than before. What is it then that is preventing the better utilisation of our engines? Unless we can make an improvement in this respect, there will always be a temptation to have a large stock of engines on hand in order to carry the available traffic. I submit that the Railway Ministry, instead of allowing the replaced locomotives to remain in service should scrap them and should then lay as much stress as it can on an increase in engine usage. The Railway Enquiry Committee considered the best way of achieving the object that it had in view. It found that the best results had been obtained by the B.N.R. and the G.I.P. Rly., where complete pooling prevailed. I cannot for want of time describe to the House what pooling means, how many systems of pooling there are and what was the kind of pooling recommended by the Railway Enquiry Committee, nor is it necessary for me to do so, for I am sure my hon. friend, the Railway Minister, knows what the Railway Enquiry Committee recommended. In view of the success achieved by the B.N. Rly. and the G.I.P. Rly., and for some other reasons into which I need not go now, the Committee recommended that the system of pooling should be adopted on all those railways on which it did not prevail. There 3 P.M. should be a combination of the system of extended engine runs and straight pooling. The Government said nothing about this recommendation of the Railway Enquiry Committee in passing orders on these recommendations and we still do not know what the position in this respect is. If the system of pooling is to be adopted, Sir, certain facilities will have to be provided and certain changes will have to be made in respect of repair sheds and organisation of the staff. The Railway Board, who were themselves conscious of the inadequate utilisation of power and who were concerned by the number of engine failures, put an officer of theirs, Mr. Ramachandran, on special duty to enquire into the

[Shri H. N. Kunzru.] matter and make the necessary recommendations. I do not know, Sir, whether the recommendations of Mr. Ramachandran have been acted upon; but, if they have not been, then I suggest that in any scheme of rehabilitation and development, the implementation of those recommendations should find the first place, and pooling should be resorted to as early as possible. Unless, Sir, the recommendations of the Railway Enquiry Committee with regard to pooling and the utilisation of power are carried out, I fear that the stocks of locomotives will always remain large and an unnecessary and heavy financial burden will be placed on the State.

Sir, my last point will be in connection with over-crowding. I am glad that the hon. the Railway Minister is alive to the importance of removing over-crowding as quickly as possible. He has told us that the coach-building capacity in the country is enough for its ordinary needs and that the import of coaches has already been stopped except for the commitments that have been made. I should like to know what these commitments are; but apart from this, Sir, I do not know how he is going to remove over-crowding unless he gets a fairly large number of coaches as early as possible. There are three points. Sir, to be borne in mind in this connection. There is, first of all, the number of coaches requiring to be repaired. I do not know whether there is still a large number of coaches awaiting repairs, and I should like to have information on this point. Then there is, Sir, the replacements of those coaches whose economic life of thirty years is over. According to the Railway Board's report, there are about 5,500 coaching vehicles that should have been replaced on the 31st March 1951, and there were about 1,400 overaged coaches still in service. Our construction capacity therefore, must be sufficient to enable us to overtake the arrears that I have just mentioned. Apart from this, we shall require more coaches in order to cope with the heavy passenger traffic that

has to be dealt with now. The Railway Enquiry Committee, after considering this matter, came to the conclusion that the broad gauge stock would have to be increased by about 25 per cent, and the metre gauge stock by 50 per cent. Now, this will, by itself, throw a fairly heavy burden on our workshops. I am, therefore, very anxious to know whether our workshops will be able to cope with all these three requirements if no more coaches are to be obtained from abroad. I should be very happy indeed, Sir, if we were as self-sufficient in this respect, but let us not imagine that by putting a few more coaches on the line we can do away with overcrowding, unless something much more substantial is done very quickly. I fear that this problem will be with us for a long time. I should like to say only one word as regards the building capacity before I sit down. The Committee to which I have referred, made enquiries; it found that it had not received absolutely accurate information on the subject that about 1,000 four-wheelers can be built in our workshops, and it was informed by the Railway Board that arrangements were being made for increasing the building capacity so as to build 1,000 more coaching vehicles annually. Now, supposing these are all four-wheelers, our building capacity should be 2,000 four-wheelers a year. Yet, in no year have our workshops turned out a number even faintly approaching this figure. It may be said that the plans that the Railway Board had in mind in 1948, have not yet been fulfilled. I would like to know why those plans have not yet been fulfilled, and why there has been so much delay in obtaining designs and building the workshops. I should further like to know what our capacity will be when this workshop is built. I think it was said in reply to a question in this House in November last that this workshop would produce about 350 bogies or about 700 coaches. Even so when this workshop is in full production its turn-out will be much less than that expected in 1948 to be available in the near future. These are important and urgent problems requiring

ing the attention of the Government and I hope that my friend the Railway Minister will take the trouble of deal-trig with the points that I have raised and tell us particularly what insuperable difficulty there is in the way of the Railway Board in taking steps to improve the utilisation of the engine-power and of introducing pooling in all the zones.

SHRI GULSHER AHMED (Vindhya Pradesh): Mr. Chairman, going through the debate and the speech of the hon. Minister for Railways I cannot but join hands with the previous speakers in congratulating the hon. Minister for Railways for the wonderful work that he has done within such a short period of time. That part of his speech appealed me the most where he dealt with the welfare of the railway employees. With your permission, Sir, I would like to auote *one* sentence from it:

"In this very city a month back, I visited an old railway colony which everyone of us would like to see demolished."

Sir, when I heard this statement I really felt as if some Communist Member from the opposite benches was speaking. Besides this, when he was dealing with the welfare of the labour, he advised the Trade Unions to sink their differences if they really wanted to work for the welfare of the labour or in the interests of the labour. Now I would like to take one by one some of the criticisms that have been made by the hon. Members from the other side and would try as far as possible to deal with them. First my hon. friend Mr. Ghose said that the hon. Minister for Railways had not discussed fully some of the facts about regrouping. I will say to him that the silence on his part is the surest proof that regrouping has been a success. Throughout his speech, while dealing with regrouping, he has not been able to bring to the notice of the House any fault or defect or any complaint that has come to his notice after regrouping of railways in

the different zones. On the other hand my learned friend Prof. Ranga admired this regrouping and went on to say that by this regrouping.....

SHRI B. RATH: He has joined you..;

SHRI BARKATULLAH KHAN" (Rajasthan): Not yet. He is nearer to . you.

SHRI GULSHER AHMED: He said by this regrouping most of the States which were less industrialised had rather benefited.

The next point which has been pressed very much by many Members on the opposite side is about the fall in earnings that has taken place in the Railway income. Most of them are of the opinion that it is because of the deterioration in the economic condition in the country. With this view I very strongly disagree. I feel that there are other reasons for this decline in the earnings of the Railways. There are 3 or 4 reasons for the decline in the earnings of the Railways-and these reasons have already been mentioned by the hon. Minister for Railways in his speech but there is one reason which has not been mentioned by the Minister which I would like to mention here. It is this that there is lack of travel in the passenger trains by the court-going passengers due to the establishment of Panchayat Adalats in certain States. That is also responsible for the fall in the passenger traffic besides other reasons that have been mentioned in the speech of the hon. Minister for Railways.

Now the other point, which most of the Members from the other side have emphasised, is about the rolling stock. In their view if we go on at this rate of production of wagons, locomotives and coaches, we will not be able to replace these even after the Five Year Plan is implemented? According to> some we will be short by about 50 per cent, of locomotive, 40 per cent, of coaches and 30. per cent of wagons. In this respect I would like to submit to you, Sir, that an honest effort is being

[Shri Gulsher Ahmed.] made and some positive steps have already been taken. The hon. Minister for Railways has said in his speech that he wants to cut imports as far as possible and that very soon there is going to be an Exhibition here where

- some of the indigenous manufactured parts are going to be exhibited. Some manufacturers have been approached to make experiments to see whether
- ' they can manufacture parts of the locomotives and other necessary parts of the standard that this country has been importing from other foreign countries. But in this regard I would like to make a complaint to my hon. friend the Minister for Railways and that is that it has been brought to my notice that there are certain firms in this country who are manufacturing some of the component parts which
- , are of the standard of foreign countries, but these parts are not being purchased by the Railways for some reason or
- . the other. They (manufacturers) say that some of the officials are getting commission from foreign firms. I don't know whether it is true, but what they say I am not prepared to believe.

SHRI B. RATH: It is true.

SHRI GULSHER AHMED: There are firms in this country who can manufacture parts which are now being imported. I would request the hon. Minister for Railways to look into the matter and see that if they are available in this country they should be bought and encouraged.

Then I will take the point about development of Railways under the Five Year Plan. According to the Five Year Plan the Railways are supposed to spend about 400 crores of rupees for development. Out of 400 crores of rupees about 320 crores are going to be contributed out of earnings of the Railways. Some of my friends on the other side have expressed their anxiety that if this is the condition of earnings of the Railways, how are they going to contribute. I have gone through the speech of my learned friend the Minister for Railways where he has discussed this point.

He himself has expressed his anxiety about this matter. But at the same time he has told us the limitations of the Planning Commission. I would request the Minister for Railways that this is a very serious matter as the Railways are going to play an important role after the development in agriculture and industry under the Five Year Plan. Therefore he should approach the Planning Commission and try to get something from them.

Then some hon. Members in this House have expressed the opinion that the fall in the earnings of the Railways has been due to the revision or rise in the freights and fares, and if there is reduction in the fare, though there will not be so much fall in the earnings. I think this is a good proposition and when prices of other commodities in our land are going down, the Railway Minister can probably do something to reduce the freights and fares also. The common man in the street finds it difficult to travel now, because the fares have gone up three times.

As regards the construction of new lines, my hon. friend Prof. Ranga, has made general suggestions. One of them was that we should raise loans or levy cess from the particular areas where there were no railway lines. In my humble way I would make the suggestion that if these methods are not possible, something like a public company should be formed whereby 51 per cent, of the shares should be owned by Government and 49 per cent, by the public of the locality where the new lines are going to be constructed.

SHRI M. S. RANAWAT: Do you want to go back to those company-managed railways?

" SHRI GULSHER AHMED: No; I am suggesting something like nationalised Railways where the Government will own 51 per cent, of the shares and 49 per cent, will be owned by the public. I am referring to new lines and not to railway lines now in existence. I am making this suggestion particularly for those areas where there are no railway lines at the present. If

this experim. it is tried and found to succeed, it will be a good thing, for that will enable us to lay railway lines in many parts of the country. There is no doubt that large parts of the country are without railways now. I come from that part of the country about which little is known to many hon. Members of this House; I mean Vindhya Pradesh which lies in between the Central Provinces or Madhya Pradesh as it is called now, and the Uttar Pradesh. In Vindhya Pradesh there are very few places—only about 4 or 5—where you have railway stations. Even the capital of the State—Rewa—is not connected by railway line. The capital city of Rewa is about 30 miles away from the main railway line station at Satna, which lies between Jubbulpore and Allahabad. I think there was some suggestion for a link railway line before the war; and some promises were also made by the then Government of India; but then the war intervened and the scheme was postponed. The necessary survey has already been done and as it is only a small distance of 30 miles, I hope the hon. Minister will see if it is possible to construct this new railway line from Sa'na to Re>wa, the capital of Vindhya Pradesh, so that this capital of the State may be connected to the rest of the country by railway line.

In the Vindhya Pradesh, I may add, we have got many natural resources which can be easily utilised by the introduction of railways. We have three or four big waterfalls by which hydro-electric power can be generated. We have also got mineral wealth as for instance, coal, diamonds—the Panna diamonds are famous throughout the country—we have got copper, we have got mica, we have got lime, we have got cement, and so many other things which are essential for modern industries.

As for finding the money to finance the Railways in Vindhya Pradesh, I may make one suggestion. There is some money belonging to the ex-ruler lying in foreign banks. When he was asked to leave the State, one of the

charges against him was that he had misappropriated the State money, and when he was asked to go back to the State the condition was that he would submit the accounts to the Government of India.

Sum S. N. DWIVEDY (Orissa): Who? A railway official?

MR. CHAIRMAN: No, a railway passenger. Go on.

SHRI GULSHER AHMED: Well, he did not submit any accounts and again he had to leave the State for this reason. He left the State unfortunately, and I am sorry he is now dead and the money is lying in foreign banks in Germany and France—about 6 to 7 crores of rupees. If this money could be got, it could be utilised for this purpose for it is public money.

The other points which hon. Members from the other side urged was the rise in expenditure.

SHRI M. S. RANA WAT: Why try to reply all the points? Leave some for the Minister also.

MR. CHAIRMAN: Why not?

SHRI GULSHER AHMED: Yes, why not? I have every right to....

SHRI B. RATH: What will the Minister then do?

MR. CHAIRMAN: He will also answer.

SHRI GULSHER AHMED: It is but natural that if you want more facilities provided for the public, more amenities in the trains, more facilities for the railway employees and more comforts to the passengers, then you must also think of more and more expenditure. Therefore if there has been a little increase in the expenditure that, I think, is justified.

With these few words, Sir, I resume my seat.

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): Mr. Chairman, with

[Shri G. V. Alagesan.] your permission I would like to reply to some of the points made in the course of the debate during yesterday and also today. Before I do that, I would like to express my thanks and appreciation of the very balanced and moderate way in which the Budget has been handled by this House, and Sir, that is but as it should be, because I take it that the sobriety and the wisdom of the country is concentrated in this House. Perhaps it is also partly due to the fact that the Budget speech itself was conceived in great modesty and couched in very moderate language and did not indulge in extravagance, and the House rightly reacted to that. But, Sir, though I have been encouraged—even after hearing Pandit Kunzru speak, the veteran on Railways—to persist in my remarks, still knowing Parliament as I do, I shall be rash if I take it that the same tone will be maintained and that there will be no stones and if will be all flowers.

I think Sir, the last speaker who spoke yesterday said that the Budget speech should have been read in this House also.

I do not think that there is any room for complaint, as far as the Railways are concerned. Sir, if I may be permitted to use railway language in this connection. I should say that the Railways originate from this House as the hon. Minister comes from, this House and, also, this House has been given the opportunity to first have the general discussion on the Budget. Whatever the other House is going to say will be after this.

SHRI RAJAGOPAL NAIDU (Madras) :
But, that is no consolation. Sir.

Stmt O. V. ALAGESAN: I think this proposal should be perfectly satisfactory to the hon. Members of this House. Just now, an hon. Member on the other side remarked that the proposal may be left to the Minister. It gives me great encourage-

ment to find that there is perfect understanding on both sides; whatever is said on the other side is replied to by this side and they need not wait for the Minister to reply. That shows that there is great hope for democracy in this country of ours.

SHRI B. RATH: Panacea for all diseases.

(Interruptions.)

MR. CHAIRMAN: Order, order.

SHRI O. V. ALAGESAN ; Now, I will deal with some of the criticisms relating to the financial aspects of the Budget. Hon. Members have expressed a fear that Railway earnings, especially passenger earnings are falling rapidly and that the Railways should look round and devise ways and means of stepping up their finances. They have expressed great concern with regard to goods earnings also and they have said that the fall in goods earnings, that is visible, does rather contradict the hope expressed by the President in his Address. At one time it looked as though the House will go back to discuss the President's Address. One hon. Member, Sir—I liked his speech very much and he raised the level of the debate—said, "We are accustomed to hearing contradictory things from Ministers. What one Minister says is contradicted by the other". I was tempted at that time to ask whether Members speaking on the other side accept a thing from one Minister but don't accept the same thing from another Minister.

The President was very cautious and, after his reference to the improvement in the general economic situation in the country, he said that there were still unfortunately, areas where, owing to lack of rain, near famine conditions prevailed. He has not drawn a very rosy picture nor has he drawn a despondent picture and the story of the Railways. I think, accords perfectly well with what the President has said. Now, Sir, these questions, whether we have to take a very gloomy

view of the railway position or whether there is no cause for undue alarm, have to be examined and. I propose to give some information to the House which will show that there is no cause for undue alarm.

Sir, it was said that the downward trend in passenger earnings was not fully taken into account when the current Budget was framed. I should like to say here that this downward trend in passenger earnings started by about the month of February 1952 and the figures reflating to that month were not available when the Budget for this year was framed. Even if it had been available, it would have been very difficult to base our calculations on the figures of passenger earnings for one month and, hence, Sir, the Budget Estimates for passenger earnings was framed without taking it into account. Even so, it was put at one crore less than the Revised Estimates for that year. This is not a very strange occurrence that happened in our country alone; this fall in passenger traffic occurred in other countries as well. In other countries, I understand, it occurred much earlier. There has been a steady downward trend and that reached a state of normalcy in those countries in the year roundabout 1949-50. As far as we are concerned, we went up right up to 1950-51, when the peak in passenger traffic was reached and, afterwards, it showed signs of coming down when the forces that worked for this increase spent themselves out. The forces, I need not explain, relate to the post-war conditions and the partition that we had in our country. Sir, this was taken into account and, we have now studied this decline for about twelve months. This decline has now stabilised itself, though there may be still some decrease. We have taken this in framing the Budget for the next year and it is hoped that there will not be any substantial reduction—perhaps there may be a small reduction, but, I cannot venture to guess just now about it.

Again, Sir, regarding goods earnings—this was commented upon to a very

great extent; because of some sentences occurring in the Explanatory Memorandum, it was said that the author of the Explanatory Memorandum did not serve well the Minister and he had put contradictory things. Sir, if we closely examine the figures it will be seen that there is no foundation for such a fear. The goods earnings "have been put at one crore less in the revised estimates for the current year. When a huge amount of Rs. 145 crores is involved, one crore less, I should submit, is not very much. It is rather insignificant. That was done because a trend of decrease in forward booking was noticed. Perhaps there was a decrease in prices also and the trade and industry were adjusting to the new market prices, and, so, they did not venture upon forward booking. This resulted in a slight decrease in registration of wagons. This is also not going to be permanent; it is only a temporary phase and we hope it will adjust itself and find its level and, hence, Sir, we have decreased the Revised Estimate by about a crore only. Even so, if we look at the actuals of the last year and the revised estimates, the latter is more by 4 crores. As already stated in the Explanatory Memorandum, we are still carrying larger traffic; it is 6 per cent, more in broad gauge and 13 per cent, more in metre gauge than the previous year and, if we take into account goods earnings over a period, it will be apparent. I shall try to give these figures. In the year 1948-49, goods earnings were Rs. 96.29 crores; in 1949-50, they were Rs. 114.37 crores; in 1950-51, they were Rs. 127.01 crores; in 1951-52, they were Rs. 140.79 crores. The revised estimate for the current year is Rs. 144.56 crores. *If you take into account this steady increase in our goods earnings. I do not think it is unwarranted to estimate our goods earnings next year at Rs. 3 crores more. This, instead of being characterised as over-estimating, can be characterised as conservative estimating.

Again, Sir, a doubt was expressed about our capacity to move all this additional traffic, because we take into

[Shri O. V. Alagesan.] account the increased production under the Five Year Plan, and already our position is not very comfortable; how then are we going to move all this increased traffic and earn additional money? That has been the question asked. It has * been already stated that we will be having about 11,000 wagons in the current year and we are going to put into service 12,000 wagons next year. - With all these additional wagons and with the removal of bottlenecks at various places and the increase in line capacity, which we hope to bring about. I think it will not be rash to expect that we will move more goods and earn more revenue.

Sir, various suggestions were made. Cautious suggestions were made, and rash conclusions also were given out, that the reduction in the number of passengers and in passenger mileage should lead us to think so that we can take action by way of reducing fares. *It is to be considered whether that is the remedy.* It was stated by Prof. Radha Kumud Mukerji that a reduction in fares did not mean a fall in earnings, that in fact we would be stimulating traffic, and we would be coaxing people to travel in trains by reducing fares and would be earning more. That was the expectation on which he spoke. But, Sir, it is for consideration whether there is any resistance to these revised fares from the travelling public and whether it calls for reduction. As Prof. Radha Kumud Mukerji put it, it should be under constant examination. It should be scientifically examined as he said. There is no questioning it. We will continue to examine it, but whether we have reached a stage when we should start revising our fares is the question. I should like to give you some figures in this connection.

As I said, the year 1950-51 was our peak year and the number of passengers stood in that year at 1279 million, and it came down to 1204 million in 1951-52 which is a decrease of about <5 per cent. Again, taking the passenger mileage, it was 41159 millions in

1950-51 and it came down to 39030 millions in 1951-52. which is again a decrease of 5 per cent. We cannot always rely upon peak years. Peak years cannot be considered to be normal years. The downward trend in upper class travel started much earlier. It started by the year 1949-50 and the downward trend in third class travel started later. If you take into account the year previous to the peak year, that is 1949-50, and the year following the peak year, that is, 1951-52, you will see that there is no cause for anxiety. In 1949-50 the number of passengers that travelled was 1255 millions whereas in 1951-52, the number of passengers that travel, led was 1232 millions a very small decrease. Again, taking the passenger I mileage, it was 40020 millions in 1949-50 and it was 39551 in 1951-52. This I shows that, taking these two years, 1949-50 and 1951-52, the downward trend is not such as to cause alarm and make us think of reducing the fares.

Again, Sir, I should like to point out the average per capita travel in our country. In 1938-39 the average per *capita* travel was 50 miles. In 1951, that is, our peak year, it increased to 116 miles, and then it decreased to 111 miles. Considering that the percentage increase in the third class fares amounted to 20 per cent, on mail and express trains and 25 per cent, on ordinary trains, there has not been a large decrease in per *capita* travel; it has actually dropped by 4 per cent. Hence I do not think, there is any cause for anxiety.

Again, as regards expenditure *per-capita* on travel, it was Rs. 0.82 in 1938-39 and it went up and stands at 3.12 now. In 1950-51, which is the peak year, it was Rs. 2.78. Hence there has not been much of a fall in the per *capita* expenditure on travel: also.

Of course, these figures are rather dry, and the lesson they convey is rather difficult to grasp. Yet, there they are, and I do not think there is--

any foundation for the fears that were expressed by the Members of this House.

Now, Sir, I should like to deal with some of the other points that have been raised during the debate. The hon. Member who spoke on behalf of the Socialist Party, Shri Ghose, pointed out certain discrepancies in the figures that we find in the Five Year Plan and in the White Paper that was submitted last year. Sir, there is a discrepancy, it is true, and that discrepancy is not very large; it is very small. The figures that were submitted to the Planning Commission are the latest figures and they have to be taken as correct. I am going to give some figures. There may be discrepancies, but that does not mean that they are largely incorrect. When we deal with large numbers of wagons, etc., there is some discrepancy. I say this so that the Member may not come up again and say that this is the figure that so and so gave and here there is a discrepancy of 50 or 100. He was asking whether we would be able to overtake the arrears during the Plan period. Sir, in this connection, I will give some figures which will explain what the position will be and how far we would overtake the arrears and how far they will remain. Sir, as far as locomotives are concerned, we will be putting into service or providing during the Plan period 1,444 locomotives, but supposing we are left with Rs. 400 crores, there still will remain about 1,331 locomotives at the end of the Plan period.

SHRI B. C. GHOSE (West Bengal): The figures are high both ways.

SHRI O. V. ALAGESAN: I shall explain it to the hon. Member. And, Sir, with regard to coaching stock, we will have put or ordered 6,166 carriages and there will yet remain 1,831 carriages. With regard to wagons, we would put or order 52,662 and there will still be 800 wagons. Of course my friends may like to know whether these are four-wheelers or bogies. I am sorry, Sir, I cannot go into those details lest I should make a mistake.

73 C of S D.

Again, Sir, the hon. Member raised another question with reference to the Perambur Coaching Factory that we are bringing into existence. He said that we were creating an additional capacity and after the leeway was made up, he was asking whether this capacity would not become superfluous and unnecessary. There is no room for such fear. I can assure the hon. Member.

SHRI K. L. NARASIMHAM (Madras): On a point of information, Sir. I want to know whether it has started working?

SHRI O. V. ALAGESAN: No. The new factory is being started to build modern all metal light-weight integral type of unfurnished coaches. They will be 350 in number. And our workshops have got convertible capacity and that capacity can be utilised to make things here and reduce our Imports and as such there is no fear that this capacity that we are creating in Perambur, is going to become surplus.

Sir, with regard to Chittaranjan factory, I should like to say a few words.

• SHRI P. SUNDARAYYA (Madras): What would be the total capacity of our coach production at the end of the Plan period?

SOME HON. MEMBERS: Notice.

SHRI O. V. ALAGESAN: I can reasonably ask for notice. There is nothing wrong in that.

MR. CHAIRMAN: But you will not.

SHRI O. V. ALAGESAN: Sir, it is about 650 and perhaps a little more.

SHRI P. SUNDARAYYA: What is our production capacity?

SHRI O. V. ALAGESAN: I have answered that question. This question, Sir, has not only been dealt with during the Budget discussion, but it has been gone into very thoroughly even during the Question Hour. How

[Shri O. V. Alagesan.] many locomotives are going to be imported and how many will be made? All these things are not being discussed for the first time on the floor of this House. The hon. Member should be aware of that.

•I should now say a few words regarding Chittaranjan. The hon. Member from Madhya Pradesh has made my work very light indeed. I should say, perhaps he has done it even better than I could have done and he has met various criticisms from the other side. He has spoken about Chittaranjan and has said that people speak as if it is almost useless. Sir, such an attitude is not very conducive to the growth of nationalised industries in this country. Sir, these factories where we are going to produce locomotives or for instance the Fertilizer Factory at Sindri and various other new ventures we are undertaking, can thrive only if there is sympathetic appreciation, especially from hon. Members of this House and the other House. They are like children.....

SHRI B. C. GHOSE: Whose'

SHRI O. V. ALAGESAN: I shall say they are the children of the entire country and my friend of the Socialist Party should know it better than others. Sir, these industries can thrive only if we can lend support to them, do propaganda about them. Some things are started in other countries and some of our friends here are going into raptures over them and they talk in political language about them. Sir, these substantial things are started in our country and I am very sorry to find that anybody should pooh-pooh them. I do not object to criticism. Criticism is always welcome especially when there is some fear or suspicion of wastage occurring anywhere. Certainly, it should be welcome, Sir. But I should like very sympathetic handling of this question from the hon. Members of this House. Sir, I should like hon. Member-; to recall the days when our pre-

decessors sat in this House and asked for a locomotive factory. Year after year when the Railway Budget was being presented, they asked that a factory should be started here to manufacture locomotives and they almost thought that they would not get it. That was so in those days and now, Sir, here we have started production; though it is not of the expected pace, it is doing very well and I should like hon. Members to support this and speak in praise of this rather than decry this great effort.

KHWAJA INAIT ULLAH (Bihar): I wish to know whether—these 30 per cent, parts—we are unable to make them or we cannot make them due to any arrangements with others?

SHRI O. V. ALAGESAN: I don't think, Sir, there is any room for such suspicions. That is, enter into contracts with others and it is only that that prevents us from making these things. Otherwise, we would be in a position to make these things. It is not so. We enter into agreements with them and seek their co-operation just to learn the job. So, Sir, I can assure the hon. Members of this House that no agreement, written or imaginary, stands in the way of our making things. But we have to learn things from them.

SHRI P. SUNDARAYYA: How many years will you take?

SHRI O. V. ALAGESAN: There is again a question, which I think I will better not answer. Sir, 1 4 P.M. will give some more information. At present some of the parts we import are frame slabs, boiler plants of more than 6' in width for which there is no rolling capacity in this country, boiler tubes, super heater tubes, etc. Please do not imagine that I know much about these things. All these are items that we are at present unable to make.

Sir, I should like again to give some more figures.

AN HON. MEMBER:., We are fed up -with figures.

SHRI O. V. ALAGESAN: I myself do not like them. They are not ^{ver>} interesting but they are veiy necessary. These figures, I should like humbly to submit to the House and to you, Sir, are not absolutely new figures. They have been given during the Question Hour, but I wish to place them before the House. Daily average loading in wagons—

Broad gauge	in 1951	11,466
	in 1952	11,993
An improvement of 528.		
Metre gauge	in 1951	6.065
	in 1952	7.213

The difference is wrongly calculated here but these figures are correct.

Then mention was made about the movement of coal. The daily average number of wagons loaded for all coalfield:

In 1950	3,504
In 1951	3,708
In 1952	3,921
For Bengal and Bihar coalfields only:	
In 1950	2,849
In 1951	3,022
In 1952	3,144

I do not want to take up much of the time of the House, but I should like to deal with one or two other points. My friend, Mr. Basappa Shetty, who opened the debate, spoke of a line to connect the proposed Hasan-Mangalore line to Kadur *oia* Chikmagalur. He has been pressing for it for a long time and I am of the opinion—and it is not a formal thing that I am saying—that if every constituency can have a Member like him, that constituency should consider itself very fortunate.

MK. CHAIRMAN: They will all start talking.

SHRI O. V. ALAGESAN: I know what it will lead to. There is no doubt that his suggestion deserves examination and subject to the availability of funds, it can be looked into.

He also said that nothing has been done for the South. I submit that it is rather a vague and general complaint.

SHRI C. G. K. REDDY (Mysore). Specially when you come from the South.

SHRI O. V. ALAGESAN: I do not treat it lightly because it comes from a particular area. It is there in the minds of several people, but we should examine this a little more closely, because around this complaint accumulate all sorts of grievances and also a spirit of separateness. Our country is so vast that, when you say 'South' or the 'North', it does not help much, because these words are difficult to define. Where am I to draw the line between North India and South India?

SHRI M. GOVINDA REDDY (Mysore): A railway map will show it really.

SHRI O. V. ALAGESAN: The definition of 'North' and 'South' changes with different people. When I was recently in Madras. I heard this criticism that no railway work has been taken up in the South. Just then the Prime Minister had inaugurated the Ernakulam-Quilon Railway. So I told them, "I have just come from that function. A long railway is going to be put up there, which has been pending for a very long time. The previous Governments could not do it, but we are going to do it, and it is in the South." The reply was, "Yes, but it is in the West Coast. It is very far away. What is it to us?" Then again I told them that we were going to take up the Mangalore-Hasan line for which the Mysore people have been pressing for a long time. Again the reply came, "Yes, but it is also in the West Coast. Who

[Shri O. V. Alagesan.] knows where Mangalore is? It is very far away." Then I told them that we were going to deal with the North-Eastern line and improve its capacity and remove the bottlenecks at Bezwada, about which my hon. friend Prof. Ranga spoke yesterday. Then they said, "Oh, it is in the North. There must be something round about here." So this South and North changes with different people living in the different areas. These things should be viewed in a broader perspective, and whatever is done in any part of the country should be appreciated everywhere.

Then, my hon. friend, Mr. Jagan-nath Das, spoke about the necessity of railway extensions in Orissa and the need to develop the undeveloped areas in this country. Nobody quarrels with his object. If there is to be general prosperity in the country, there is no doubt that undeveloped areas like Orissa, Malnad, etc. should be provided with railway facilities. In fact, Sir, Orissa has not been left out. A rail connection from Gua Barabil area to Manharpur Rourkela section is going to be taken up there.

SHRI B. RATH: It is not in Orissa. It is in Bihar. See the map.

SHRI C. G. K. REDDY: Quite true.

SHRI B. C. GHOSE: Geography also differs with different people.

MR. CHAIRMAN: He says that it is in Bihar.

SHRI O. V. ALAGESAN: It lies in both. It lies more in Orissa than in Bihar.

Then I should like to deal with the point which has been raised by my hon. friend from Madhya Pradesh, Mr. Deshmukh. He questioned the difference in costs between the various lines; why a line is costing much more and why another line is costing much less; why the Manharpur Rourkela link, which is only 31 miles, costs Rs. 3.5 crores, while the Gop Katkola link which is 21 miles, costs only Rs. 34 lakhs. That all depends

upon the nature of the country. This line which is going to be taken up in Orissa which is in hilly country is going to cost us much more than other lines. It has not been given up on that account, and Orissa has no reason to feel that it has been neglected.

Sir, I wish to point out another example of how something has been done to develop an undeveloped area. In October last, the President opened the 170 mile-long Deesa-Gandhidh section of the Western Railway which passes through Rajasthan and Cutch. As everyone knows, Cutch is a very backward and under-developed country. It has practically been cut off from the rest of India surrounded by sea on one side and the Ranns of Cutch on the other which is a waterlogged area and where people live in walled-towns just as if they had walled themselves off. The country itself is walled, or may I say, is surrounded all-round by water. The railway line has been taken to that place and it has been welcomed with much joy. Not only a railway line but a new major port—the Kandla Port—is coming up in that area, as every hon. Member knows, and this is what has been done to an underdeveloped area. I mention this because wherever anything is done to an under-developed area it should be taken as if it has been done for the entire country and even people living in other under-developed areas should have sympathy for the object. I think only in this way we can develop and improve.

Sir, I shall not take more time if the House. Shri Deshmukh has raised one or two points. The one I have disposed of, the other is the case of the Barsi Light Railway. We will be taking over the railway at a cost of Rs. 1.89 crores. We will be paying the cost of the capital expenditure that the Company has put in. The estimate is not likely to go up because the cost of capital expenditure is not going to change.

My hon. friend Shri Rajagopal Naidu raised the question of rail-road competition. I do not want to go into any detail. But he said that road transport was the enemy of rail transport. I do not think that that is a correct view to take. It is true that there is less of co-ordination between these two in some States. We shall try to remedy that situation.

With reference to the new lines and restoration of dismantled lines, several hon. Members urged on the necessity of taking up the restoration of the dismantled line called the Hosur-Morappur line. This is, of course, one of the lines dismantled during the war and it will be restored though. Sir, we cannot say how soon it can be done. Another line to which I should like to refer is the Tezpur-Zalipara Railway. This is in Assam. Many hon. Members wanted the conversion of this narrow-gauge line into metre gauge and the hon. Members from Assam have been urging this for a long time; and this will be undertaken during the coming year. Sir, my hon. friend Shri D. P. Ghosh who spoke yesterday humorously referred to the theft of mangoes, that he got only the basket and not the mangoes.

PRINCIPAL DEVAPRASAD GHOSH (West Bengal): What is going to happen to my Darbhanga mangoes? Is there any prospect of my recovering them in contact from the hon. Railway Minister?

SHRI O. V. ALAGESAN: Sir, mangoes are such sweet things and one is always tempted to..... (laughter).

Recently a gentleman from the South sent me a parcel..... ;

AN HON. MEMBER: What is South?

SHRI O. V. ALAGESAN: That which is not North of Delhi. It is a small present of stones.....

AN HON. MEMBER: Precious stones?

SHRI O. V. ALAGESAN: No, ordinary stones, pebbles. He complained

that he found those things in his coffee bag. He has asked, "See, what your Railway is giving to us". I am ashamed that this thing should happen in our Railways. It is for that purpose that the Committee on Anti-corruption is going to be appointed and I hope the Members that will sit on that Committee and also that will not sit, will give their full co-operation and aid to that Committee and bring the labours of that body to a success so that the Ministry of Railways can take early action in that regard.

MR. CHAIRMAN: We have less than three hours and I have a list of thirty speakers and the hon. the Railway Minister will answer on Monday after Question-Hour and not today so as to give you more time. So five-minutes shall be the time allotted hereafter...

SHRI P. SUNDARAYYA: Sir, five minutes is hardly enough to expand a point and we have so much to speak...

MR. CHAIRMAN: Your members have already spoken and what you are going to do is to supplement it. Already two members from your party have spoken. Each one of you will get five minutes. You must have consideration for other Members who wish to speak.

[MR. DEPUTY CHAIRMAN in the Chair.]

MR. DEPUTY CHAIRMAN: Shri Mahanty.

SHRI P. SUNDARAYYA: Mr. Deputy Chairman, I would like to know if we are going to get only 5 minutes and not more. If you are not going to give us more time Sir, then the whole thing will be useless.....

SHRI B. C. GHOSE: May I make a submission, Sir? Five minutes will be hardly enough even to develop a single point; unless one wants to catalogue the items, it is difficult to confine oneself to five minutes.

MR. DEPUTY CHAIRMAN: If you don't repeat the points, I think it will

[Mr. Deputy Chairman.]
be enough; you may have ten minutes.....

SHRI P. SUNDARAYYA: Even ten minutes will not be enough. I will suggest that you extend the debate to Monday.

MR. DEPUTY CHAIRMAN: No, no,

SHRI P. SUNDARAYYA: Then let the hon. Minister reply and let us finish the matter. It is very unfortunate, Sir, that this kind of thing always happens. If you have a long list of Members, you can ask the Congress Members to curtail their speeches; they have had their say already.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : If you are objecting to the hon. the Deputy Minister speaking, then.....

SHRI P. SUNDARAYYA: Sir, I am not saying that. We have never objected to that; we have never taken objection to any Minister taking any amount of time. What we want is that we also have got so many things to say so that the country also will be benefited and the hon. Minister may reply. Either the number of speakers will have to be curtailed or the time extended.

MR. DEPUTY CHAIRMAN: We will adjust Mr. Sundarayya. Mr. Mahanty.

SHRI S. MAHANTY (Orissa): If it is five minutes, I am afraid I cannot speak. Because I have so many points to make.

MR. DEPUTY CHAIRMAN: You can mention the points. Five minutes are sufficient.

SHRI S. MAHANTY: Just now the Deputy Minister intervened and he took well over forty-five minutes which could have been taken up appropriately by other Members. This is nothing short of depriving the Opposition to put its views. Sir, I hope you will kindly extend the time-limit.

I don't want to be left-handed in paying my compliments to the Railway Minister like my Congress friends who sandwiched all their criticisms between two congratulations—one in the beginning and the other in the end. Sir, I am afraid I have got nothing but disappointment to express over the Railway Budget that has been just presented to us. Of course there is no gainsaying the fact that the Indian Railways are one of the greatest national undertakings of which we are proud because it is managed more efficiently and probably profitably than most of the Railways either in the United Kingdom or U.S.A. Our Railways contribute a dividend of 4 per cent, to the Consolidated Fund of India as per the Covenant that was adopted in the Constituent Assembly but we are ashamed at the manner in which these profits are made. This should be clearly borne out from the fact that so far every year the huge funds that the Indian Parliament has provided for passenger amenities has invariably lapsed and I am sorry that the Minister had not a word of regret for it. This is an anti-social manner of which a nationalised undertaking should really be ashamed. Now since the time at my disposal is very short, I would rather confine to one point namely the extension of railway lines in Orissa. For a long time past it has been one of the persistent demands of that undeveloped State to extend the railway lines and we had been demanding three railway lines—one from Sambalpur to Titagarh the other is from Talcher to Rourkela and the third is from Noamundi to Jordah. Of course I am thankful to the Railway Minister for the extension of the new railway line from Gua-Barabil to Manharpur Rourkela but it should be clearly borne in mind that that Railway which is being laid is not being laid to facilitate passenger traffic but it has been laid mostly for exploitation of iron ores for the benefit of Tatas and a sufficient portion of it lies in Bihar. Then again another fact remains to be said that for a long time past we had been agitating for the setting up of a Divisional Headquarters in Orissa. In the ex. B.N. Railway we

had 832 miles of rail lines in Orissa. Even then, in those days under the Company Administration we had not a Divisional Headquarters which did not facilitate the Commercial development of the State and which also did not facilitate the recruitment of Oriya employees in sufficient numbers into the Railway services. Of course the Railways came very late to Orissa and it may be also that the British people had a prejudice against Orissa because it came very late under their domination but we expected that under the National Government we would get a fair deal, we would get a better deal. Even though the British were exploiters and they were interested only in developing a colonial market to facilitate their own exploitation, still they had their compunctions of conscience, still they had their considerations for undeveloped areas and however, we are grateful to them because we had some District Headquarters institutions one in Cuttack, other in Khurda Road and some in Titiagarh. But we have been deeply concerned to note that as a sequel to the decision to split up the regional Headquarters at Bilaspur and locate them at Waltair, Bilaspur and Khargpur, now the Railway Administration is contemplating to remove those District Headquarters institutions in Orissa. I would like very much the Railway Minister to think it over again and revise this decision.

Now there is a limit to such injustice. Even last year on the floor of the Indian Parliament it is the same Railway Minister who promised that he was going to do nothing of that sort and was also considering the setting up of a Divisional Headquarters. Now memorandum after memorandum have been sent and behind this demand there is not only the sanction of a few political parties who are against the Congress but even the Congress Party, even the Congress Members of Parliament have tried to impress on the Railway Minister not to precipitate any unpleasant crisis and I hope that at least once the Central Government would throw a gesture that Orissa is not neglected in their hand*—

MB. DEPUTY CHAIRMAN: Three minutes more.

SHRI S. MAHANTY: Overcrowding is one of the most serious features of the present railway traffic. I would give here an instance. On the 7th of this month I was travelling in an important train—Delhi Mail—from Howrah to Delhi and thrice alarm chain had to be pulled and the train had to be stopped and on enquiry it was found that in the Inter-class compartments there was so much of overcrowding that altercations led to skirmishes as a result of which the train had to be stopped and in order to satisfy myself I had a look into an Inter-class compartment and what I found was this. A compartment having accommodation for 12 passengers was occupied by 36 persons—men, women and children. Is this not an anti-social manner in which the Railways are declaring a profit? Either you ought to have stopped booking tickets at the issuing station or you ought to have provided more compartments. The time at my disposal being very short, unfortunately I could not dilate upon this point but while concluding, I would like very much to touch on another point.

The House might remember last year on the floor of this House one gentleman—Mr. B. G. Kher—propounded his wonderful theory of a classless State and he asked the Railway to start the classless society first by abolishing the First Class. This is the Congress variety of a classless State; it wants to bring about a classless State by abolishing First Class but by substituting it by an air-conditioned class. That gentleman might be brandishing about in the Rolls Royce or costly Packard cars which our Government of India is maintaining in its Embassies. I don't know if he still remembers what he said about a classless society but certainly you are not going to bring about a classless society by such ways. If you want to build a classless society really, then you abolish the Third and Inter-class. You provide for every man, *far* every underdog a decent

[Shri S. Mahanty.] accommodation by improving the conditions and the standards of travel.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): Mr. Deputy Chairman, Sir. I would not like to go into the details of this Railway Budget, for that would be wasting the time of the hon. Minister and of this House; and HO I would only say that I associate myself with the complementary remarks made by hon. Members from this side and I would not say anything more in praise of the Minister for it would rather embarrass any honest and hard-working Minister. I would not go into the intricacies of the various facts and figures in this Budget also because I feel that the best representative of the people—the Minister—has a galaxy of experts at his disposal and he can best attend to that side of it. Here, as the people's representative and particularly from the point of view of women, I would like to put forward a few suggestions and remarks, not so much from a spirit of criticism but in a spirit of co-operation.

I would first turn to the amenities afforded to third class passengers, especially for women. The waiting rooms provided for women passengers, especially in the big towns where education has gone up, require certain changes. These waiting rooms for third class passengers should also be of the type provided for the inter-class or second-class passengers. They must have all amenities for privacy etc. that are provided in the inter-class or second-class waiting rooms. Otherwise there is a lot of difficulty experienced. Women of the middle-class whose standard of living is going down with the rise in the cost of living, women who work as teachers, nurses and other getting Rs. 100 or 150 per month have often to travel in these capacities and they are not used to using these common third class waiting rooms which have no privacy. These Women have no servants with them and as such it is difficult for them to leave their luggage unattended to and then go for refreshment or to the

bathroom. Then there are women with children and babies in arms. They also require waiting rooms that are in all civilised countries considered necessary, with the minimum privacy. Particularly is this necessary in a place like Delhi which is a sort of show-place and where people from all countries come. Some of them may out of curiosity like to see how our railway station is and what is the standard of living of our people. They would be shocked to find the kind of thing that exists in the waiting room at Delhi Station. I recently paid a visit to the third class waiting room at Delhi Station and saw the type of waiting room that is provided. There is great congestion and there is a room close by, which is available near the inter-class men and women's waiting room, which is superfluously used as an additional catering establishment room. I hope the hon. Minister will take immediate steps to provide proper waiting rooms for the women travelling by third-class. These amenities are necessary not only at Delhi but at other big stations also.

Then I would like to say a few things, from the point of view of women, with regard to catering. These catering establishments requires stricter supervision. If you pay visits—surprise visits—to some of the kitchens of these catering establishments, you will be surprised to see so many things objectionable—such untidy and dirty things. Therefore, if the hon. Minister were to take steps to have in all big towns, with the support of women's social organisations, honorary women's committees visit these various establishments of catering and waiting rooms, platforms etc.. I think, that would help to improve matters and to create a sense of civic responsibility in the minds of the children as well as the women. Similarly, Sir, I would like that the dining cars that are provided.....

(Time bell rings.)

MR. DEPUTY CHAIRMAN: Five minutes are over.

DR. SHRIMATI SEETA PARMANAND: But they are such important points to

be touched upon and if that is not possible, I would sit down immediately. These are such important points that I hope the hon. Minister will give a few minutes from his time.

MR. DEPUTY CHAIRMAN: You may give your suggestions; mention the points.

DR. SHRIMATI SEETAPARMANAND: It is no use mentioning the points unless they are commented upon to some extent at least. I have already taken two minutes and I would crave five minutes more so as to make these other suggestions.

MR. DEPUTY CHAIRMAN: Please give your suggestions.

DR. SHRIMATI SEETAPARMANAND: That is what I am doing, Sir.

These catering establishments require another improvement in that so far as Indian dining cars are concerned, they are not of the type of European catering dining cars; there should be no such distinction in the future between the Indian dining car and the European dining car in an independent country. The Railway Minister will realise that these are the reasons for the bad type of food that is sometimes served in unclean utensils etc. All that is because of the bad arrangements in these dining cars. It is no wonder Prof. Ranga yesterday mentioned that every-time he travelled on the Nagpur Grand Trunk line, he got an attack of dysentery or diarrhoea. But that was, by the way, an absolute exaggeration because I myself have travelled on that line several times and should know. All the same. I do feel that catering establishments on our railways, all over the country have deteriorated and much can be done to improve them.

I would here mention also the condition in which the Etawah station refreshment room now is. It is really bad and so many Americans and others come from abroad and see this station when they come to see the pilot project that we have started there. These people get a poor impression of our

catering arrangements. In fact there is no kind of proper catering arrangement even at the Administrative Headquarters bungalow.

Sir, while on this subject of catering, I would request the Government to help caterers to reduce the price of the articles in the interest of the common man. They should reduce the licence fees which have gone up five times the fees that were fixed ten years ago. And with a view to later on, running these establishments as Government-owned establishments they should insist that 50 per cent, of the share should be given to Government and the other half to the rest. If this experiment of running the catering establishments by Government succeeds, then Government would not repeat what happened when Government ran the B.N.R. catering establishment where they were left with a loss of 17 lakhs of rupees.

Then there are a few suggestions on the subject of thefts and security measures, more especially from the point of view of women travellers. They should be properly protected and therefore I suggest that the Railway Department should see that bolts pre provided from outside the bathroom doors, so that the compartments and bath-rooms etc., could be closed from inside.

Lastly, there is a matter in which both men and women are interested. I would draw the attention of the Railway Minister to the bridges over the transit passages. These overhead bridges should be protected up to the top by rails, otherwise in the traffic rush, trunks and headloads on the heads of porters topple over and recently a serious accident occurred in which the wife of a first-class passenger was badly injured and she had to be in the hospital for a long time. Similarly it is absolutely necessary, to show our civic sense; the traffic on the bridges and staircases also should be one way up on the bridge and on the staircase as is done in Poona and other places. Sir, I would request the hon. Minister to seek the co-operation of the Broadcasting, the

[Dr. Shrimati Seeta Parmanand.] Education and Health Ministries in regard to doing propaganda in these directions.

(Time bell rings.)

Two minutes, Sir.

MR. DEPUTY CHAIRMAN: No, no two minutes. I am sorry.

DR. SHRIMATI SEETA PARMANAND: Then, I would just ask one question and make a last submission. I would like to know whether the suggestions that are made to the House are passed on to the Ministry for action. I hope, Government in future would, at the end of every year, before the next Budget starts, issue a statement to say what suggestions were acted upon—suggestions made by the Members in this House or submitted later on for want of time, and with what result. If this is not done, as one Member of the Opposition pointed out, I would also like to suggest that it is useless to participate in a discussion if the discussion is not to lead to any fruitful results.

MR. DEPUTY CHAIRMAN: Mr. Narasimham, Ten minutes, not more, Please be brief.

SHRI P. SUNDARAYYA: ■ On behalf of my group, I protest against the whole procedure and, as such, we cannot participate. We are withdrawing from this House. It will save your time. We cannot do anything.

MR. DEPUTY CHAIRMAN: I am going to give Mr. Sundarayya fifteen minutes and the other Members will get ten minutes each. They have to accommodate the whole House. There are still about 27 speakers.

SHRI P. SUNDARAYYA: I do not want any special consideration for myself.

MR. DEPUTY CHAIRMAN: I expect co-operation from all sides.

SHRI P. SUNDARAYYA: Because it is a question of Opposition and you are giving ten minutes only, it is no

use in our participating and, as such we are walking out.

(Members of the Communist Party-then walked out.)

MR. DEPUTY CHAIRMAN: It is up to you to act as you like.

Yes, Mr. K. B. Lall.

SHRI K. B. LALL (Bihar): Sir, I do not know whom to thank for this kind cut, but, as it happens always, whenever I am called upon to speak I meet with such a fate. I feel I would not be able to finish my speech in five minutes. I would therefore rather pray that as this House consists of elders, there should be a list of more wisdom in our decision.

I have often been pressing that time limit should be fixed in such a debate from the very beginning. Some Members spoke for an hour and for others only five minutes are allowed. I therefore do not like to speak by embarrassing the Government or any other quarter.

SHRI P. V. NARAYANA (Madras): Mr. Deputy Chairman, we heard the non. the Deputy Minister speaking who gave us a lot of figures of a very lengthy nature. We were fed up with those figures and he, further, asked us to calculate some of these things. He gave figures of a great variety, Loading and unloading, metre and broad gauge, passenger traffic, coaches, wagons etc. Some figures were actuals, some were estimated and some were wrong calculations. I hope the Minister, in his reply, will set right these figures. I believe they have some machines to do these things.

Several Members offered remarks on many important problems and I would like to confine myself to the construction, and the extension of new lines and the reconstruction or restoration of some of the old dismantled lines in time of war or thereabout.

Kakinada, an important place in Madras State should be brought on the main line, that is the Calcutta-Madras

line. The length of this line is about 1050 miles and Kakinada is about 400 miles from Madras and about 650 miles from Calcutta. Samalkot is on the main line and Kakinada is about 8 miles off this station and is connected by a shuttle service. Kakinada is a very important town and has a population of about a lakh. It is a minor port and is the Headquarters of the East Godavari District. Last time, during the discussion on the Railway Budget, I suggested to the Government this point and I don't think they gave this important question any consideration. If the main line is diverted through Kakinada, i.e., connecting Pithapuram with Samalkot through Kakinada, the overall line would be lengthened by about 8 miles and, in a distance of about 1050 miles, 8 miles is insignificant. In the case of trains going to Calcutta from Madras, they go to Waltair and come back. That means an additional mileage of about 8 or ten miles. Even the Grand Trunk Express, which comes to Delhi, from Madras goes to Wardha and then turns back. This way important places are connected even though the main line is lengthened by a few miles. Kakinada is a very important town in Madras State and, it would be much more important in the Andhra State to be and so, I would request the Government to pay more attention to this.

I now see a list given in the hon. Minister's speech of comprising works taken up during this year, five items, works proposed to be taken in hand in the coming year, about five, surveys of other projects to be taken in hand in 1953-54, seven items and in the current year, three items. When so many works are either being completed or undertaken, I really wonder why this important work was not even considered by the Government.

Shri T. Prakasam, when he was a Member of the Central Assembly, about 25 years ago, moved this subject; of course, we were under British rule and this did not find favour with them. The hon. Mr. Santhanam, the present Lt.-Governor of Vindhya Pradesh, when he was Minister of

State for Railways, about three years ago, visited Kakinada and inspected the place. I feel that he was impressed with the necessity of bringing Kakinada on the main line. Later on, an answer was given to my interpellation last year, saying that this matter was under the consideration of the Board and. I do not know the present state of affairs. If necessary, a small cess may be levied for some time on the fares of the passengers going direct to Kakinada and they will not object to it.

Like this, the Railways should directly connect all the important places in every part of India and, Kakinada being one of the most important places in that region, I hope the Government will take early steps to see that it is brought on the main line. I also hope that they will take immediate steps in that direction.

I was told that a sort of survey was made. I think there are several varieties of surveys, and so, one such preliminary survey was undertaken sometime back and I do not know whether further investigation was made. If it was not made, I would request the Government to take this in hand immediately.

I am glad that it was referred to in the Minister's speech that the traffic bottle-neck in the region south of Bezwada would be removed and I hope that they attend to that also-early. As regards dismantled lines, there was one from Kakinada to Kotipalli, a line of more than 20 miles. That was dismantled during the war. I hope that line also will be restored soon.

Regarding passenger coaches, I am told that in Western countries they are making with aluminium alloy instead of steel. The weight of the coaches would then be reduced from 50 to 30 tons, so that more coaches could be attached to engines. This suggestion can be examined by the experts.

Once again I request that Kakinada should be brought on to the main

[Shri P. V. Narayana.] Madras-Calcutta line so that the people in that area will benefit.

SHRI D. D. ITALIA (Hyderabad): Mr. Deputy Chairman, Sir, as the time at my disposal is very short, I shall be very brief in my speech. I heartily congratulate the hon. Minister for Railways on having presented a well balanced Budget for the year 1953-54 showing a surplus of Rs. 9.31 crores. The reason for the reduction of the surplus amount as estimated in 1952-53 Budget from Rs. 23.47 crores to 9.48 crores, that is, a reduction of Rs. 14 crores, is nurnly due to the heavy fall in passenger as well as goods traffic due to depression and crises in trade and business all round, affecting the economic condition and also affecting the *purcha 'v=? power of the people of our country. I also congratulate the hon. Minister on taking a bold step in abolishing the first class on some of the trains and on deciding to abolish first class carriages in all trains from the 1st of October 1953. My humble suggestion is that there must be only two classes throughout India the upper class and the lower class. I am not even in favour of having air-conditioned coaches, because there is already facility tor people to travel by air so far as long distance travel is concerned.

As time-limit is fixed, I do not want to say anything regarding the amenities and comforts provided for travelling public and the labourers employed in the Railway but proceed with important matters.

As I come from Hyderabad, I have certain suggestions to make about Hyderabad. First and foremost, I must relT to the non-availability of empty wagons at the peak of the season. As yuu know, Hyderabad produces large quantities of oilseeds and also large quantities of cotton. It is very difficult for the merchants to export these commodities during the season. When the Nizam's State Railway was in existence, it was very easy for us to appioach the Traffic Manager

in Secunderabad and obtain wagons for the transport of goods. But after the Nizam's State Railway was taken over by the Central Railway and had been regrouped with the Central Railway, the allotment of empty wagons was in the hands of the authorities at Bombay. The merchants have to go to Bombay and use influence and many times spend money to get wagons for the export of their goods. It is high time the hon. Minister considered this matter and made such arrangements that facilities could be given from the District Headquarters at Secunderabad for the allotment of wagons during the season.

There is one more important point. In the Hyderabad State there are about 200 oil mills, and 70 per cent, of the oil extracted is to be exported outside the State. There are no facilities for the provision of oil tanks for the export of oil. Between Wadi and Bezwada and between Kazipet and Balharshah there is hardly one oil tank available, every week. We require at least 10 tank wagons every week to export oil from the State. I hope the Minister will consider this ' suggestion and do something to facilitate the export of oil.

In the first Five Year Plan as well as in the Budget, nothing has been said about new lines to be constructed in Hyderabad State. No new line has been constructed during the last thirty years. A\$ you know, one of the biggest districts in the Hyderabad State is Nalgonda, with a population of 15 lakhs of people. There are no railway facilities in that district. A survey has already been made in order to construct a railway line during the Nizam's State Railway from Secunderabad passing through Nalgonda connecting the Guntur Macherla line. *t* hope this scheme will be taken up soon.

* There is one more point and I hope the hon. Minister will take note of it. There was a suggestion *to* construct a line connecting the metre gauge line from Nizamabad with the broad gauge

[Shri K. L. Narasimham.] fireman there is paid 93 shillings per week which comes to Rs. 280 and here it is Rs. 40 to Rs. 50. I do not give more cases lest I may lose my time. I will sum up by saying that the ratio of the lowest man to the highest man in the Railway services here is 1 : 43, whereas in Britain it is only 1 : 7. Thus the Government does not pay a living wage to the railwaymen and they boast that they are doing this and they are doing that; they say that they are treating the railwaymen sympathetically. Several representations regarding the upgrading of certain cadres have not been answered till now. Take particularly the case of station masters. They have been asking for a minimum pay of Rs. 100 so that it may justify the responsibilities they have to undertake. The Ministry has not yet replied to their representation. I think they will now decide and announce their scales of pay. Even in fixing the proportion of grades, it is said that 75 per cent, will be in the lowest cadre; only 25 per cent, will be in the next grade. The people who joined the Railways in pre-1931 period have not been given their due share. For example, a father and his son are working in the Railway. The father, in spite of his long service, is fixed in a lower scale than his son who joined the Railway recently. That speaks of the glaring injustice in the fixation of scales of pay-

Then, coming to the work-load, I have to point out that the work-load has increased all round in the sheds, workshops, traffic yards etc. We see the increase of work and the intensification of labour. The Railway Ministry has introduced measures of increasing the supervisory cadre to see that workers work more. I might be allowed to give an example here. The ton mileage and engine mileage has increased by 32 per cent, and 22 per cent. On the whole, there is an increase of work by 25 per cent. To that extent the work is intensified. At the same time, you find that the posts that are falling vacant are not being

filled up. The people who have to be confirmed are not being confirmed. In this connection, I will give you one example. At Vijayawada station, a pointsman who had put in 17 years' service was asked to work as coupling porter. He worked as such and died in an accident on 16th March 1952 at Vijayawada station. To this day there is no enquiry and to this day there is no proper answer for this accident. If there were enough of coupling porters there, there was no necessity of asking a pointsman to work as coupling porter. You find it a feature on the Railways (that the railwayman who is on the lower grade is asked to do a job for which he does not get the minimum pay of that scale and I can quote numerous examples where the posts have not been filled up. The Government of India run by the Congress says the Factory Act will be applied to all factories. But it is most regretful that they exempt their own factories from the operation of this Act. They deny their own factory workers the overtime and they deny them the privileges arising out of that Act and I do not see any reason why the Government of India should exempt the Railway Loco Sheds from the operation of this Act itself. And due to the increase in work, there is more sickness and it is due to sickness alone that 74,94,902 days have been lost. My personal examination of the figures in Vijayawada Railway Hospital showed that there were 300 out-patients daily and 36 beds occupied and 8 more lying on the floor with T.B. The disease is increasing and you find so many T.B. patients who are Railway employees. That is the report of the Railway Board itself.

Then, Sir, the speech of the hon. Minister mentions about the adjudicator's awards and their implementation. I have to point out that no leave reserve was provided in most of the cases. It is very necessary that leave reserves should be provided so that the employees can get leave facilities. I hope the Ministry will seriously look into this question of leave reserves

and pass immediate orders and appoint a sufficient number of men. Then, Sir, while purchasing the Company's Railway, the Darjeeling-Himalayan Railway, the Government has not given the service benefits of the employees who were under the Company management. They have been taken as new entrants to Railway service. I want the Government to give them all the service facilities, i.e., the service they have rendered under the company. That is quite reasonable and if you give them these facilities, they will get all the privileges ; accruing out of that.

Then, coming to the regrouping, the hon. Minister has said that it is however not claimed that the integrated railways have settled down in all details. Certain problems are of course still arising in their day to day working and they are being dealt with as they arise. When we discussed this question of regrouping in this very House, we had mentioned to you the necessity of a committee being appointed to go into all aspects of this question. Further, we pointed out that consistent with the economic and administrative efficiency, national economic life of different linguistic regions or States should also be considered before this regrouping is done. But we hardly see anything from the Congress side or at least an effort to meet our criticism.

But one fact is there and that is this: there is no improvement in efficiency. There is no economy. In certain areas great injustice has been done. Andhra is one of them. There is a zone in Calcutta, there is a zone in Bombay and there is a zone in Mad-Tas. and nothing more. I am not arguing that the Railways should be arranged on a linguistic basis. But at the same time, as the leader of my Party. Mr. Sundarayya said, you must put the entire Telugu portions in the Southern Railway so that all the Telugu-speaking people will be in one zone. This will encourage traffic and this will also encourage and develop

the national economy. New problems like the problem of transfers, the question of retrenchment, etc. have arisen. You will find certain posts not being filled. You will see in the case of persons in supervisory posts that simply because a person was fixed on a particular scale on 1st January 1947, he has been brought from another zone to occupy a supervisory post. When your own Committee have not come to any conclusions. I think it is high time that you went into the question in detail. See that these injustices are removed.

Then I come to labour welfare. Here in the Budget only Rs. 4.36 crores is allotted for labour welfare which includes housing, medical facilities, education, recreation, etc. Only one-third of the staff have been provided with quarters. Two-thirds are still to be provided. Now, if you examine the report for 1951-52, it says that only 6,825 houses were built. At this rate I do not know in how many years you are going to provide houses for all the staff. At Vijayawada, even guards are not provided with houses. Even the railway doctor who is so essential for the health of the staff, is not provided with quarters, and in the hospital for which an X-ray plant was sanctioned two years back, the X-ray plant was not installed because there was no space to install it. It is really strange how things are managed.

Regarding schools, my suggestion is, improve your own schools. There may be schools run by the provincial governments. Strengthen your own schools by giving technical education. For instance, if there is a school at Bitragunta, strengthen it by giving technical education to the children there, give them certificates and for those who get your certificates, provide jobs also in the Railways. In this way, you will be benefiting yourself and benefiting the country also.

You are following a discriminatory policy regarding the recognition of trade unions. You encourage a union

[Shri K. L. Narasimham.] simply because it is affiliated to the I.N.T.U.C. Here you discriminate in giving time to different speakers, and outside you show discrimination in recognising unions affiliated to the I N.T.U.C. and in not recognising other unions affiliated to the A.I.T.U.C S.I.R. Labour union may have a membership of 20,000 and more, may have branches in different centres, may be wielding influence, but still you deny it recognition. The Minister says there are two federations. Why not club together? They can club together, but all unions that are functioning and have influence must be recognised. The Ministry must show no discrimination in this respect.

The Minister referred to the Tribunal. I welcome that but I would suggest that to this Tribunal representatives of labour should be taken with a Chairman mutually agreed upon, and the subjects to be referred to the Tribunal have already been referred to the Railway Minister by Shri Nambiar M. P. I hope the Tribunal will take into consideration all these things.

I will sum up my observations by saying that you cannot fulfil your Five Year Plan. Your targets will not be fulfilled. Your promises have no meaning because your figures do not tally one with the other. After five years you will be still talking about replacing your locomotives, your coaches and your wagons. Your plan is just a plan of the officers there for replacing your rolling stock.

DR. P. C. MITRA (Bihar): I rise to congratulate the hon. Minister in charge of the Railways on his contribution towards the all-round improvement in railway journey. At the same time I request him to consider, if feasible and practicable, extending the Tata-Moghalsarai composite bogie which is attached with 1 up Delhi Mail at Gomoh to run up to Delhi instead of its being detached at Moghalsarai for the facility of passengers entraining at Tatanagar for Delhi to travel

direct without any change; secondly to attach one combined bogie with the Tata-Patna Express from Ranchi Road to Patna for the facility of Ranchi passengers; thirdly, to reintroduce the crew system for curtailing travelling without tickets and travelling in upper class compartments with lower class tickets, to minimise congestion in these classes.

SHRI B. RATH: Mr. Deputy Chairman, I will leave aside the consideration of the Railway Budget in its financial aspects. At the very beginning I would state that the Deputy Minister for Railways who had stood up to lessen the burden of the Minister for Railways, should study geography. He should consult his own railway map, in Railway Board's latest report. If he does so, he would find that the line he was referring to as being in Orissa is not in Orissa at all, though it might help Tatas to exploit the iron ore in Birvil area of Keonjhar district for their factories and Bird & Co. and others also for exporting them to outside countries. **Sir**, it is not **the only** wrong information that he tried to give to the House, but also in regard to rolling stock, wagons and coaches. We do not know really what position we are in now and in what position we would be after the Five Year Plan.

Sir, the Five Year Plan, though voluminous as it is, does not give the target of production from year to **year**. There is no figure to show as to how many locomotives will be added at the end of each year; there is no figure to show how many coaches will be ready at the end of each year: there is no picture of these things. That is why it has been found very convenient for the Railway Minister, why, for the matter of that, all the Ministers to take shelter under the Five Year Plan. The Plan speaks of the money that will be spent in the five year period you will find that in all the books and literatures that have been supplied to us that at the end of that period all these projects will be completed and we will have a happy and prosperous India. But will the hon. Minister for Railways tell us the targets that have

been fixed for 1951-52? What are the targets in respect of rolling stock, coaches etc. for the periods 1952-53, 53-54 and so on? I am sure the hon. Minister will not give me the targets in blue-print because they have not got them. I want any Government publication, that gives the targets of rolling stock replacement year after year, if not month after month. We find that Chittaranjan Works will provide for 268 locomotives in the years ending 1956; and we find according to the Railway Minister's statement that only 49 locomotives have so far been delivered out of the two orders of 207 locomotives, placed with them.

What is going to happen to the rest of the 219 locomotives is an important question. Are the Chittaranjan Works going to produce on an average about 73 locomotives each year for the rest of the three years? The Railway Minister may say 'yes'. But I have grave doubts in this respect because of the way Chittaranjan is working. It is not going to be mainly because we have entered into contract with British locomotive firms, from whom we have imported certain experts; we are paying them 176 thousand rupees per year apart from other Godly facilities granted to them and we have an Adviser or Consultant who flies twice a year from England and sends us bills for about Rs. 34,000 a year and we have four or five technicians also drawing a good amount as their pay and allowances. These technicians are not technicians, they do not know how to handle the machines. If the hon. the Railway Minister is prepared to speak about it I will tell him that there in the Chittaranjan Works a whole machine has broken down; and that is how the Chittaranjan works. I would like to know. Sir, why the fitters and mistries, who during the war years were working in Trichy and Golden Rock workshops and other railway workshops and who were producing many of the component parts, have not been found fit; they were producing 50 per cent, of the railway components; they are not being taken

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in the Chittaranjan Works because the foreign experts wanted this industry to be so much stifled that you would always need the component parts to come from abroad. On this point I am very strongly urging on the Government that these things must be cleared up very soon.

I am not in actual agreement with my hon. friends on the other side, those who want to say that our criticism is made because we want to criticise. But my complaint against the Government in this regard is that these factories are so designed by foreign companies that we cannot completely manufacture locomotives but we have to depend on foreign countries for giving us component parts in order to complete our production of locomotives. I urge on the Railway Minister to give us details of how many of the component parts of a railway locomotive are manufactured, how many more will be manufactured by 1956 and how many are not being manufactured and also what are the proprietary and special component parts that can never be manufactured? I want a full statement giving out the actual position. You are very well aware, Sir, that during the war many of these special parts that we are purchasing were being manufactured in our own Indian railway workshops, for locomotives by our own fitters? If so, how many, I would like to ask the Minister for Railways, of the fitters and mistries have been given such responsible position?

With regard to Perambur, I would submit that the Railway Minister has said that it has not started production; but I have seen a statement which was given only two days back by the Financial Commissioner of Railways, Shri P. C. Bhattacharyya, who, while supplementing the Railway Budget speech of the Railway Minister, has said that the Perambur Workshop has manufactured twenty coaches in their factory which were regularly being run on some lines. I would like to know.

[Shri B. Rath.] Sir, which is correct. Then, Sir, when we talked of new railway lines, the Deputy Minister for Railways came forward and said that such remarks represented narrow regional outlook that if any backward area was helped all should take it as if all the backward areas were benefitted. I am afraid if I remark that there are famine conditions prevailing throughout the country, and people want food, he may well say that 'Please do not worry. I have eaten for you. I am taking food four times a day. Feel as if you are eating'. Is this an argument. Sir?

About this regionalism, or zonalism, I think, Sir, a point was made by the hon. Mr. Kunzru. He wanted a statement as to how this system is working. But some hon. friend from the other side gave a peculiar argument that because this was working well, the hon. Railway Minister had not given any details with regard to it. I am reminded, Sir, of the mother of a thief. She used, whenever her son was caught, to bolt the doors and then cry so that the people would not know that she was crying for her thief son, but she would all the same cry inside the house in order to console herself. My point is, this system may be working well, it may be working badly. The Railway Minister should come out with a statement. I have a feeling that this zonal system has started another thing. We all know, Sir, that the Britishers had divided this country into so many linguistic States in such a way that there may be perpetual feuds between one another in like manner, I think, the zonal system has been created—in order to separate the trade union movement of the workers and make the people of one State envious of the other. The idea is that certain linguistic groups may get greater facilities under the zonal system than some other group, so that there should be no unity among the workers and the Railway Administration may make hay while the sun shines. I submit that that thing must be taken into consideration. You may have the zonal system if you like but

I want that all the linguistic States coming within the zonal system must have proportional representation in the services, must be equally given equal facilities for the development of railways within their zones and also the business communities of each of the States must have ample facilities for developing their commercial activities. Orissa is perhaps a linguistic State as the Railway Minister will admit. Even a Divisional Headquarters has not been given to it and very few of its people have been employed in the Railways. Why? Does it not hamper the activity of the commercial community there even for getting wagons and other things? Does it reflect on getting proper employment for the people of the State? So I say that the railway system that has been introduced is done to create perpetual feud among the working classes and also create differences between the commercial classes; and the Railway Ministry want to get the benefit out of it. So I ask for the establishment of a Divisional Headquarters in Orissa and for proportionate representation of Orissa people in railway service.

Lastly, I will submit that in the Assam-link Railway they have created such conditions that there is also heartburning among the working classes. In the Assam-link Railway you were giving Duar allowance and Terai allowance. You were giving sand allowance in the Manihari Ghat. Why did you stop the sand allowance which you were giving? With regard to the Duar allowance it is given in the Alipur Duar Section. Why is it not given in the Jalpaiguri Sadur division which is also in Duar? With regard to the Terai allowance in other area of Terai it is being given by the Central Excise and the P. & T. Department. There should be some constituency. If other Departments of the Central Government are giving, why should not the Railways also give? The Railway Ministry should be quick enough to at least remove these anomalies and try to remedy them. With regard to the medical facilities I will not speak much.

(Time bell rings.)

MR. DEPUTY CHAIRMAN: Your fifteen minutes are over.

SHRI B. RATH: Only 3 figures and nothing more. They will speak for themselves.

MR. DEPUTY CHAIRMAN: Please wind up.

SHRI B. RATH: For the Tata Main Railway Hospital with a population of 10,000 monthly, the annual grant is Rs. 2,000. For the Loco Colony Hospital with a population of 3,318 monthly—attendance in the Hospital 1,000. the grant is Rs. 500 which comes to Re. 1 for 24 persons per year. For Dongaposi Hospital for a population of 2,000 it is Rs. 144. Thank you for the amenities afforded by the Railways to the railway employees. The figures speak for themselves.

SHRI H. P. SAKSENA: (Uttar Pradesh): Sir, it can only be a non-stop flight. It cannot be a speech. I join in the chorus of encomiums that have - been showered upon the hon. Railway Minister not as a matter of convention but as a matter of conviction. I find the hon. Minister for Railways is blushing. He is getting more bashful, as bashful as a newly married girl! I invite to shake off his modesty and stand on firm solid ground. He is a multi-millionaire Minister, the richest of all the Ministers of the Government of India handling more than half of the revenues and expenditure of the country. I owe him a debt of congratulations. Last year, I criticised that the Delhi Transport Service, which is also under his care and supervision, was being run at a loss. This year I read that the year that has ended with December 1952 resulted in a profit to that D.T.S. and I congratulate the hon. Minister for Transport most heartily.

Mr. DEPUTY CHAIRMAN: We are concerned here with the Railways.

SHRI H. P. SAKSENA: He is the Minister of both Railways and * Transport. Now there has been a reduction of about Rs. 14 crores in the cur-

rent year's revenue and it is a matter of grave concern for us all. To my mind, it is a call to the hon. Minister for Railways for a reduction in railway fares, passenger railway fares, which have gone up 3 or 4 times as compared with the old rates and also for the restoration of the concession railway tickets which were in vogue before the war.

I characterise the Budget as democratic and sympathetic. It is a poor man's budget, prepared by a person who is fully conscious of the conditions of the majority of Indians who are poor and the Budget is designed to alleviate sufferings of the travellers --the poor third class Railway passengers. It conforms to the rules laid down by no less a person than our own Chairman, Dr. Radhakrishnan, as to what democracy is. Democracy, he said in one of the speeches, is a way of life. True, he added, but it is something more. It is large-mindedness, magnanimity, respect for human beings and the art of living together. It is bringing grace to the heart of man. Life, he said, was to be governed, not by power, but by purpose. When applying these tests to the Budget presented by the hon. Railway Minister to find if it conformed to the rules of democracy, I found they quite fitted.

AN HON. MEMBER: Oh!

* SHRI H. P. SAKSENA: You may or may not agree. That is an opinion which I prize very much but I don't agree. The abolition of the First Class, restoration of demolished lines, extension of new railway lines, survey for new lines to be laid, formation of a Parliamentary Committee for the elimination of corruption, are some of the high-lights of the Railway Budget. Now I have got a word to say and say with emphasis on this law of Diminishing Returns. With a thousand apologies to my hon. friend Dr. Radha Ku-mud Mookerjee, who is sitting behind me, I propose that an Ordinance for at least 10 years should be passed to gag these fortune-tellers known as economists,—in a democratic way of course—so that they may not frighten us by their forebodings of impending

[Shri H. P. Saksena.] ills and evils. These people disturb the equilibrium of our life and tell us that the law of Diminishing Returns has set in and that the Heavens will come down on us. I am not a believer in these economic theories although I have studied Marshall and all that and so many other books of economics.

Prof. Ranga could not use correctly the word "users". He was very doubtful whether the word "agriculturists" would include the users or not. I would simply advise him yet to consult his dictionary once again.

Dr. Gour, I thought, would gain some sanity, sobriety and prudence from his neighbour, my hon. friend Mr. Bimal Comar Ghose, because the Persian proverb says:

“जनाले ह्यमनशीं बर्मन असर कर्द—
वगरना मन चुना खाकम कि हस्त्रम ।”

It means—"If you sit near wise and prudent people you would reflect at least some of their virtues." But somehow or other, these virtues have not permeated into my friend Dr. Gour. He is so young, so enthusiastic and energetic, as energetic as an atom bomb, though unfortunately his energy is flowing in a wrong channel.

SHRI GOVINDA REDDY: Tomorrow let him sit by your side.

SHRI H. P. SAKSENA: Now, I have to make a few suggestions to the hon. Minister. There are some railway magistrates employed by the Railways who hold their courts in the running trains and try summarily the cases of ticketless travellers and impose fine on them, and if they are not able to pay it, send them to jail. These magistrates have been in railway service for the last five to six years. After each year their terms are extended by twelve months. I would beg of the Railway Minister to relieve them of this impending sword of Democles and either give them some other work, or make them permanent. If they are useful, if they bring in more money

than is spent on their salary etc., then certainly you should make them permanent.

SHRI B. K. MUKERJEE (Uttar Pradesh): If they are made permanent there will be more travelling without tickets.

SHRI H. P. SAKSENA: I did not ask you. Mr. Mukerjee.

Now, this Budget is in fitting with our ideal of a Welfare State that we are trying to create, and I do hope that even the doubters and the unbelievers will one day come forward and although they were criticising today, though they were trying to undo what the Government was doing, they would one fine morning find that the Welfare State had been created.

(Time bell rings.)

I have only one more suggestion to make and that is with regard to the introduction of new "travel as you like" tickets that the Minister is going to issue. I hope this proposal has come out of his own mind or out of the mind of one of the high officers of his Ministry. These tickets are to cost about Rs. 30 or Rs. 35 and they are intended for only the third class passengers. My submission is that they should be extended to the inter class and *second* class passengers also. They should also be made eligible for 30 days instead of 14 days as is now proposed. This is in connection with the coming centenary celebrations of our Indian Railways. Therefore I think the people of higher incomes should also be encouraged to travel, for they have the necessary money to spend and also the time for undertaking these-travels.

With these few remarks I resume my seat, adding this last submission of mine. It is this, Sir, you should never in future subject us to this sort of inferiority complex—I have never felt this disease all through my life—of giving us 5 minutes and another

Member 45 minutes—another Member of the same House. Sir, my whole frame begins to burn at this, discriminatory treatment which I call inferiority complex. I have never suffered from that disease.

SHRI B. N. DUBE (Vindhya Pradesh):

श्री बी० एन० दुबे (विन्ध्य प्रदेश) : माननीय उपाध्यक्ष जी, रेलवे बजट का स्वागत करते हुए मैं यह कहना चाहता हूँ कि एक मनुष्य का सारा शरीर सुन्दर हो लेकिन अगर उसकी नाक कटी हुई है तो उसकी सुन्दरता खत्म हो जाती है। मैं यह कहना चाहता हूँ कि हम रेलवे बजट में विश्वास करते हैं और माननीय मंत्री जी के प्रबन्धों में भी विश्वास करते हैं लेकिन भ्रष्टाचार के सम्बन्ध में, जिसे कि विरोधी दल ने और स्वयं मंत्री जी ने माना है, जो कुछ भी कदम उठाने का विचार उन्होंने किया है या जो विचार उसके सम्बन्ध में उन्होंने माननीय सदस्यों के सामने रखा है, वह मेरी समझ में काफी नहीं है क्योंकि भ्रष्टाचार को हम मुलाजिमों के दामन में ढूँढ़ते हैं। मगर भ्रष्टाचार मुलाजिमों के दामन में नहीं है बल्कि अपने दामन में है और जब तक भ्रष्टाचार हमारे अन्दर से नहीं निकलेगा तब तक मुलाजिमों से नहीं निकल सकता है। इसलिये मेरा यह सुझाव है कि बजाय इसके कि शास्त्री जी एक कमीशन बनायें वह कोई ऐसा उपाय निकालें जिससे हमारे अन्दर से भ्रष्टाचार निकल जाय। जब तक हमारे अन्दर भ्रष्टाचार है तब तक हम मुलाजिमों से भ्रष्टाचार को कभी नहीं निकाल सकते हैं। जब तक जड़ से बुराई नहीं निकल जायेगी तब तक हमें डाल डाल और पात पात में इसको ढूँढ़ना पड़ेगा और यह ठीक नहीं है। भ्रष्टाचार के सम्बन्ध में क्या कहा जाय। यह हालत है कि मालगाड़ियों से, चलती ट्रेनों से गांठ के गांठ कपड़े निकाल लिये जाते

हैं। इस तरह से भ्रष्टाचार बिना रेल के कर्मचारियों के मिले नहीं हो सकता है। तो हमें इसकी तह के अन्दर जाना होगा; उसकी जड़ को, उसकी बुनियाद को तो हम ढूँढ़ते नहीं बल्कि हम बाहर-बाहर ढूँढ़ते हैं, यह ठीक नहीं है।

दूसरी बात, श्रीमान् मुझे यह कहनी है कि रेलवे मंत्री जी ने या जिन्होंने भी बजट बनाया है उन्होंने ऐसे प्रदेशों की तरफ बिल्कुल ध्यान नहीं दिया जहाँ पर कि रेलवे लाइन नहीं है। जैसे मैं श्रीमान् को बतलाता हूँ कि विन्ध्य प्रदेश के अन्दर १५०, १५० मील दूर जाने के बाद कहीं रेलवे लाइन मिलती है। वहाँ इतनी राष्ट्रीय सम्पदा है कि रेलवे लाइन के न होने के कारण उसका उपयोग ही नहीं हो पाता है। इस तरह सरकार की भी क्षति होती है और जनता को भी बहुत बड़ी क्षति होती है। वहाँ पर कोई सरकारी मोटर ट्रांसपोर्ट (motor transport) भी नहीं है कि जिससे जनता को लाभ हो सके। ठेकेदार लोगों के हाथ में मोटर ट्रांसपोर्ट है। वह मनमाना पैसा लेते हैं और मनमाना सवारियों को भरते हैं। इससे जनता को बहुत तकलीफ है और सरकार को भी काफी नुकसान होना है। बार-बार इस बारे में विन्ध्य प्रदेश की तरफ से बतलाया गया परन्तु मालूम नहीं कि विन्ध्य प्रदेश का ध्यान रेलवे मंत्री जी ने जानबूझ कर नहीं रखा या गलती से ध्यान से उतर गया। मैं यह कहूँगा कि कारण जो भी हो लेकिन रेलवे मंत्री जी का ध्यान विन्ध्य प्रदेश की तरफ अवश्य जाना चाहिये क्योंकि वहाँ पर बहुत सी सम्पदा है जो कि राष्ट्र के उपयोग में नहीं आ पा रही है और नष्ट होती जा रही है। वहाँ पर बड़े-बड़े पहाड़ हैं जो कि लोहे से भरे हुए हैं। वहाँ पर बहुत सी आइरन फेक्ट्रीज़ (iron laces) चलाई जा सकती हैं, वहाँ पर बहुत सी सीमेंट

[Shri B. N. Dube.]

फक्ट्रीज (cement factories) चलाई जा सकती हैं। वहां पर बहुत से, करोड़ों, बांस के जंगल हैं जो बिना मतलब बर्बाद होते हैं। वहां पर बहुत सी पेपर फ़ैक्ट्री (paper factory) चलाई जा सकती हैं। तो इतने बड़े-बड़े कारखाने वहां पर खोले जा सकते हैं लेकिन रेलवे लाइन के न होने की वजह से वहां पर कोई व्यापारी नहीं पहुंच पाता है जिससे कि वे अपना पैसा लगा कर कोई कारखाना खोल सकें। तो इस तरह से विश्व प्रदेश का जो प्रयोग हो सकता है यह उससे बंचित रह गया है।

तीसरी बात मुझे यह कहनी है कि जो कुछ भी रेलवे के अन्दर किया जा रहा है उसमें मुझे जन साधारण का कोई लाभ नहीं दिखाई पड़ता। जन-साधारण के लिये उसमें कोई ऐसा काम नहीं दिखाई पड़ रहा है जिससे कि जनता लाभ उठा सके जैसे मान लीजिये कि अभी यह सुधार हुआ कि चार चार अंगुल पर पंखे लगा दिये तो चार चार अंगुल पर पंखे लगाने से जनता को न कोई सुविधा होती है और न उससे उम को कोई लाभ होता है। अति भी बुरी होती है, ऐसा सुधार न हो कि चार चार अंगुल पर पंखे लग गये जहां कि दो या तीन से काम चल सकता है। तो इस तरह से धन भी बहुत व्यय होता है और जनता को भी कोई लाभ नहीं होता है इसलिये मेरा मुझाव है कि जन-साधारण के लाभ के लिये भी उसमें कुछ काम होना चाहिये जैसे अभी रेलवे शताब्दी के अवसर पर आप तीस तीस रुपये के टिकट ईशू (issue) कर रहे हैं और करीब छः, छः हजार मील तक के। तो उससे गरीब क्या फायदा उठायेंगे? इससे तो व्यापारी ही लाभ

उठायेंगे कि तीस तीस रुपये के टिकट लेंगे और दस जगह इधर उधर घूमेंगे और चौर बाजारी करेंगे लेकिन जन-साधारण को उससे कोई लाभ नहीं होगा। इसलिये मेरा यह कहना है कि तीस रुपये के टिकट जारी करने के बजाये पांच या सात रुपये के टिकट जारी करें और कम से कम यह तो करें ही कि ३० रुपये के भी जारी करें और उसके साथ साथ पांच और सात रुपये के भी टिकट जारी करें जिससे गरीब लोग उसमें फायदा उठा सकें। अभी आपने छः हजार मील तक रखने का विचार किया है लेकिन चार सौ मील या दो सौ मील ही दीजिये जिससे जन-साधारण उससे फायदा उठा सके क्योंकि एक गरीब आदमी कहां से तीस रुपये पावे जो कहीं जा सके। इसलिये रेलवे मंत्री जी के सामने मैं यह मुझाव रखना चाहता हूँ कि पांच, सात रुपये के इस तरह के टिकट भी ईशू करें जिससे कि गरीब जनता लाभ उठा सके।

चौथी बात मुझे यह कहनी है कि जो कमीशन बनाया जा रहा है उसमें ऐसे लोगों को न रखा जाय जो कि जुर्म को छुपावें बल्कि ऐसे लोगों को रखा जाय जो कि आलोचक हैं, जो कि आलोचना कर के बतलाते हैं कि यहां पर भ्रष्टाचार है तो जो भ्रष्टाचार को बतलाते हैं वही उसको साबित भी कर सकते हैं। ऐसे कमीशन में विरोधी दल के लोगों को जगह देनी चाहिये। वही इसको बतला सकते हैं क्योंकि सरकार की बुराई सरकार नहीं बतला सकती है। प्रान्तीय सरकारों को यदि आप रखेंगे तो वह क्या बतायेंगी। इसलिये ऐसे कमीशन में हम लोगों को, विरोधी पक्ष के लोगों को रखना चाहिये। वही भ्रष्टाचार को निकालने की तरकीब भी बतला सकते हैं और वही सही मानो में दिखला सकते हैं कि यहां भ्रष्टाचार है। सरकार खुद

बुराई को नहीं निकाल सकती और यह जरूरी है कि उसको निकालने के लिये कोई दूसरा आदमी हो। इसलिये जरूरत इस बात की है कि जो भी कमीशन बनाया जाय वह विरोधी पक्ष का बनाया जाय ताकि वह बुराइयों को निकाल कर सरकार के सामने रख सकें।

अंत में इतना कह कर मैं समाप्त करूंगा कि रेलवे मिनिस्टर साहब में हमें विश्वास है और उनके बजट पर हमें विश्वास है लेकिन भ्रष्टाचार के सम्बन्ध में जो भी कदम उठाया गया है वह काफी नहीं है इसके लिये मजबूती के साथ कदम उठाया जाय और विन्ध्य प्रदेश का मामला भी अपने बजट के अन्दर जरूर लावे क्योंकि वहां रेलवे लाइन का होना बहुत जरूरी है।

[For English translation, see Appendix IV, Annexure No. 23.]

PANDIT S. DUBE (Madhya Pradesh): Does the limit of five minutes apply¹

MR. DEPUTY CHAIRMAN: Ten minutes.

PANDIT S. DUBE: Sir, I join with the rest of the House in offering my felicitations to the hon. the Railway Minister for the very instructive and educative Budget that has been presented to the House for this year. I confess that I have learnt a great deal of the overall position with respect to railway administration in our country. I always knew less and now I find that the Budget has enlarged many of my ideas and made me wiser as to what this country is capable of. Therefore, I offer my respectful congratulations to the hon. the Railway Minister.

Sir, the point that has been made out by many Members is that railways should be developed in under-developed parts. I come from the Madhya Pradesh which is almost totally under-developed towards the Eastern, the Southern and the Central Sections. In the Western side, there is one single line which runs from

Bhusaval, Khandwa, Narsinghpur, Jubbulpore and then on to U.P. Another line runs from Bhusaval to Calcutta via Nagpur, and the rest of the country is being served by haphazard railway lines, narrow gauge and, admittedly, they are useless in order to make travel comfortable and effective. I would suggest, therefore, that rail communication in the Madhya Pradesh be developed and the first and the most important link, from my point of view, is to connect the two important towns of Madhya Pradesh, namely, Nagpur and Jubbulpore. It is a great pity that these two important towns could not be connected by direct railway. As it is, we have got to travel from Nagpur to Itarsi which is a distance of about 186 miles and then, from Itarsi to Jubbulpore which is a distance of 152 miles, altogether covering a distance of 338 miles. That is the only convenient way which exists at present. Trains from Nagpur to Itarsi run at the rate of about 15 miles an hour and it takes about 10 hours and 25 minutes for a train to run from Nagpur to Itarsi; the train from Itarsi to Jubbulpore takes about 6 hours and 25 minutes to run a distance of 152 miles. Altogether, it runs at the rate of 22 or 23 miles an hour. This is totally inadequate for the requirements of the State.

Then, Sir, it will be noticed that there are absolutely no connections in the South; the whole of the Bastar State, the whole of the South East portion of the State is without a railway. I suggest that a line from Raipur to Bastar is very strongly indicated. Sir, there has been a long cry and it has only now seen fulfilment in Khandwa and Hingoli being joined together. May I suggest that a direct line from the centre, running through the heart of the State from Kanpur to Saugor, Narsinghpur, Chindwara and Nagpur be taken up which would open up the central part of the State and create direct connection between the North and the South. Similarly, sir, a line from Sarguja to Daltonganj would open up the entire

[Pandit S. Dube] coalfield and would give access to the forest and mineral wealth that lies towards the North East of the Madhya Pradesh. I know that probably money will not be found for these lines at once, but, I must mention that these problems are awaiting solution and that, as far as possible, provided money is there, this idea should not be lost sight of.

Sir, for long years now there has been a double line between Bombay and Itarsi and now, from Itarsi onwards, the Budni—Barkhera hill section is being developed into a double line at a cost of about Rs. 247 lakhs and it is nearing completion. I do not see any reason why this line should not come up as far as Delhi. For long years this line has been simply lying idle and not much use is being made of the line further up. Therefore, I earnestly commend to the attention of Government that it is absolutely necessary for preventing the bottlenecks in that side of the line that the line between Itarsi and 6 P M ^{Delhi} should be doubled up. I know that certain observations have been made in this House by hon. Members who say that doubling is useless. But when you have done doubling on half the line, there is no point in leaving it half done; it must be completed in order that the country may have the benefit of a double line.

So far as amenities to the passengers are concerned, what we claim for passengers as citizens is that they must have reasonable comfort at reasonable charges. If reasonable comforts are not given at reasonable charges we are dissatisfied. What are these reasonable comforts that we ask for? We want that at least there should be some freedom from dust and dirt in the trains; that there should be some freedom from noise. We should be saved from rattling windows in the trains, whether in the first class or

in the second class or in the third class. We claim that there should be cleaner latrines. We claim that toilet rooms should be better kept than they are now. We claim that there should be no overcrowding in trains. We claim, Sir, that we should have as far as possible a supervisory staff to look after our comforts. The whole difficulty arises from the fact that the supervisory staff is not looking after our comforts, that there is nobody to look into these small things which make for comfort. If proper supervision is kept, I have no doubt that many of the complaints that have been made will disappear.

As for reasonable charges, I must say that the charges are out of all proportion to the paying capacity of the country. It is recognised that the income from passenger traffic is falling. Must we not think as to why it is falling to such an extent? Is it because the country is unable to pay? Or is it because the peak period during which the country could pay has passed, and that we cannot adjust ourselves to changing conditions? Must we stick to the higher rate because at one time we found that the higher rate was advisable? Must we not adjust ourselves to changing circumstances and bring down the rate? Must we not follow the principle of small-profits-quick-returns—the theory of S.P.Q.R.?

If we adjust ourselves to the changes that occur every six months, then probably we shall be better able to appreciate the need for readjusting our fares to the capacity of the country to pay.

I will mention a few points about corruption and bribery in Railways. The country is suffering from all kinds of bribery and corruption in the Railways. I will give a few examples. There is a station on the G.I.P. Railway from which milk is sent to Bombay. Booking closes at 8 o'clock and the train comes at 10 o'clock. The clerk used to charge four annas for every maund of milk booked between 8 o'clock and 10 o'clock. Complaints were made about this, and the clerk

said, "Well, after all, these people are trying to press me to book milk be-yonti time. Why then are complaints made?" This excuse was accepted, and after this excuse had b'een accepted, the clerk said, "Now, pay me six annas per maund." That is how things are going on. There are imaginary gangs of labourers in the public works sections. The inspector had 20 people in his gang—all imaginary—for whom pay was drawn. There were no people to receive that pay!

MR. DEPUTY CHAIRMAN: The hon. Member may pass on the list to the committee which the hon. Minister is going to appoint. They will look into it.

PANDIT S. DUBE: I hope so.

(Time bell rings.)

Just one point about the dining car. It should run from Delhi to Madras and from Delhi to Calcutta. It is detached somewhere now. I do not see why it should not proceed right up to Madras and Calcutta. (Interruption.) Yes, it is taken away at Balharshah. Probably in the old days the reason was that there were other railways. Whatever it was, today the dining car should not be removed. It should run right through. I respectfully disagree with the opinion of my hon. friend Prof. Ranga who suffered from diarrhoea and dvsen--try.

It is not my experience.

DR. ANUP SINGH (Punjab): Mr. Deputy Chairman. I associate myself with the sentiments of general approval of the Budget. I share the feeling that the rates are out of proportion to the average income in our country, and I think the Ministry should very carefully examine or re-examine the question whether it is not desirable to reduce the rates. I think that we should encourage more travel. I am particularly pleased that the hon. Minister has taken the initiative in setting up this committee. I think

this question of corruption and nepotism has become a disease in almost all departments, and if he can succeed even partially in improving conditions. I think he would have rendered very great service not only to this Ministry, but I think it will have its repercussions in other departments as well. I understand that corruption is on the decrease in the railways, but I am told that it is not, due to any improvement in our moral or ethical standards, but largely to the fact that there are less opportunities of corruption because there are very few bottlenecks in traffic.

And now I would like to say just a word about the reaction to this Budget in Punjab. I would not be guilty of pressing any demand which is sectional and regional and which is based upon a claim that might jeopardise the interests of the country at large. "The Tribune" of Ambala wrote an editorial day before yesterday, and even yesterday there was one small item, and both of them said that, there had been a great deal of disappointment in the Punjab officials. According to this editorial, the Punjab Government has put forward three claims for new lines: from Kurali to Chandigarh; from Amritsar to Ferozepore; and from Panipat to Rohtak. I am personally not familiar with the merits or the demerits, but I would simply invite the attention of the Minister and ask him to see if that claim could be re-examined. As for Chandigarh itself. I am sure hon. Members know that it is the new capital which is being built for Punjab. There was a great deal of controversy and a good deal of time was taken in deciding where it was desirable to have a new capital. Fortunately that controversy has come to an end and construction is being expedited. Now I notice that in the new plan Chandigarh will be linked with the larger line by a small track of seven miles, but I understand the Punjab Government is very anxious to have Chandigarh linked with the main line by a small diver-

[Dr. Anup Singh.] sion of the main line. Whether that is feasible or whether that can be done. I am not aware of it, but as a representative of Punjab, I felt it my duty to bring these facts to the attention of the Minister.

SHRI H. C. MATHUR (Rajasthan): Sir, the Deputy Minister for Railways, who spoke just now, has ventured to traverse the ground which the hon. Minister feared to tread. Fortunately for the Deputy Minister and unfortunately for the House, I am not given time enough to show how he himself has cut very much under his own leet. Sir, though I have some very strong criticism to offer, I do congratulate and compliment the hon. Minister for Railways, not so much for any remarkable achievement, but for a very frank and honest presentation of facts. He has made no tall claims, he makes no big promises and he has not even failed to make a confession where his own administration is lacking. He has also exhibited his keenness to make an all-out effort to wash out the dirty spots in his administration. And, Sir, what I value still more is the human touch which permeates the whole speech, the human touch which is so absent in the Administration at present. He has shown great anxiety and sincerity for the third class passengers, the sarre sincerity and anxiety for the subordinate staff, their service conditions, their housing problems, their trade union facilities. But, Sir, my critisi-sm is against something much more fundamental.

My first criticism is against the very basis or against the very way >n which the Budget is prepared. I And, Sir, that the preparation of the Budget requires far greater care, thought and consideration. The standard appear* to be so low. Even in this Budget, Sir, when the Minister makes his speech while presenting the Budget, T think, one of the main purposes of M« speech should be to explain, to the satisfaction of the whole House, any

great variations from the estimates to the actuals. Here on the first page of the Budget—the Supplementary Estimates in the month of February— it appears they had no understanding and no grasp of the situation and they could not oven say that within two months there would be a surplus of six crores. Not that we do not enjoy this surplus, but we definitely complain against the lack of understanding and grasp of the situation. Similarly, in this Budget, Sir, we find a catastrophic fall of revenue and it is most amazing that the hon. Minister does not say a word to explain this big shortfall in the revenue. There is no explanation; there is just a statement that the revenue in the upper class traffic has gone down by two crores and a few lakhs and in the third class traffic, by about eight crores. Well, Sir, when framing the Budget. I do not say that the hon. Minister should, have in all cases foreseen all that was going to happen in the year, but certainly, it is only something very extraordinary which happens and which cannot be accounted for in the Budget. And even if something unforeseen happens, that has got to be explained in the speech which covers the Budget. That has not. been done. I find support in what I say, Sir, even from the Accounts Committee which has submitted its report. They have characterised the Budget preparation of the Railway Board as something wanting in many respects; not only the preparation of the Budget, but even the Administration. That is something very important. Sir. So the first point is more care, more attention, greater skill and bet'er efficiency in the preparation of the Budget.

Then the second point is. Sir, the explanation for the great variations which take place. So many Members who have spoken on the Budget have given one reason or the other. Maybe, it could have been possibly due to the abolition of jagirdari system. Maybe, it may be due to any other reason—f do not know if the shortfall of revenue to that extent could find its explamtior.

in such a thing. Because the Minister has not given any explanation, people are making their own conjectures. I think, Sir, it is certainly obvious that the purchasing power of the people has gone down, the economic conditions in the country have deteriorated. We must make a regular and systematic enquiry because we must know where we stand and in the light of the conclusions of that enquiry, we have got to take decisions. Otherwise, what is the use of having Budgets like these. Budgets which have got no meaning, which can vary from month to month? We cannot even have a grasp of the ordinary situation prevailing in the country. So, Sir, these two points - very much stress.

Because of the lack of time, I will not be able to develop my speech, but I will only mention a few points. The other point to which I would like to pass on and which I feel will do the Railway Administration a very great good is this. I should be glad if the hon. Minister could instil some spirit, some new approach in his staff by making it compulsory for the high-ups in the Administration to travel, at least in a part, by the third class. I mention the Members of the Railway Board. And I am very serious about it. I do not make any light-hearted observations. I am absolutely serious about what I say. I definitely consider, Sir, that the Members of the Railway Board as well as the General Managers and other high officers of the Railway should—I do not deny them their first class travelling—at least in a part travel in the third class. No amount of criticism will do as much good as their themselves travelling in third class.

(Time bell rings.)

I have hardly taken five or seven minutes, Sir.

MR. DEPUTY CHAIRMAN: Two minutes more, Sir.

SHRI H. C. MATHUR: Yes, Sir, I will finish soon. If anybody, it is the top people in the Administration who must be put through a course of rubbing shoulders with the common clay.

I will mention another point, Sir, in passing. The hon. Minister has mentioned about the Class II officers. I think

it only lacks understanding of basic principles. He is only creating more complications by the concessions which he is granting. I think he appreciates that the principle involved is entirely different. The thing is that you have got an officer who does the same job, discharges the same duty and the same responsibility in the same Department. And yet he is given a different treatment and he is given a different pay. Sometimes a junior officer who is officiating in the senior scale has got to face a very great inferiority in relation to his own subordinate who is a class I officer. Well, Sir, the best thing would have been to wash it out. The whole difficulty is because most of the people who are dealing with these matters carry a very strong prejudice in their own mind. The hon. Minister said that those officers who have been officiating for three years will be permitted to officiate. I think this will create complications if he does not at the same time issue orders that first class officers who are also officiating for three years and more—there are first class officers who have been officiating for three years and more and who are likely to revert—are also permitted to continue to officiate in the senior scale.

SHRI D. NARAYAN (Bombay):

श्री डी० नारायण (बम्बई) : श्रीमान् उप-सभापति जी, सब से पहिले मैं अपने रेलवे मंत्री जी को बार्सी लाइट रेलवे (Barsi light Railway) खरीद करने के निश्चय पर बधाई देना चाहता हूँ। गत वर्ष जो मैंने बार्सी लाइट रेलवे को सरकार से अपने अधिकार में ले लेने की मांग की थी वह सरकार इस साल पूर्ण कर रही है। इस वजह से यह मालूम होता है कि सरकार ने इस रेलवे को मोल लेने का निर्णय कर लिया है। यह बात सब लोग जानते हैं कि बार्सी लाइट रेलवे वह लाइन है जिस पर महाराष्ट्र का सब से बड़ा तीर्थ स्थान है। अभी तक इस लाइन की दिक्कतों की ओर किसी का भी ध्यान नहीं गया था। इस लाइन की हालत यह थी कि मुसाफ़ि़रों को डिब्बों में ठूस दिया

[Shri D. Narayan.]

जाना था और मुसाफ़ि़ों को बहुत प्रकार के कष्ट सहन करने पड़ते थे। अब यह ख़ुशी की बात है कि सरकार इस लाइन को मोल ले रही है और इस प्रकार की तमाम दिक्कतें जो जनता आज कल उठा रही है वह सब दूर हो जायेंगी। मैं प्रार्थना करता हूँ कि रेलवे मंत्री जी इस लाइन को सुधारने की ओर विशेष ध्यान दें। वहाँ पर स्टेशनों की दशा बहुत ही खराब है इस ओर भी हमारे रेलवे अधिकारी ध्यान दें। साथ ही साथ जो अभी तक माल डिब्बे मुसाफ़ि़ों को ले जाने के लिए इस्तेमाल किये जाते थे वे शीघ्र ही बन्द हो जायें और अच्छे ट्रेनों का प्रबन्ध किया जाय।

दूसरी बात मैं रेलवे मंत्री जी के सामने यह रखना चाहता हूँ कि मैंने पिछले मर्तबा यह मांग की थी कि तापती वैली लाइन (Tapti valley line) पर एक और गाड़ी चलाई जाय। मंत्री जी का भाषण पढ़ने से मालूम होता है कि १४२ नई गाड़ियाँ चलाई गईं मगर यह समझ में नहीं आया कि हमारा नम्बर उसमें क्यों नहीं आया। माननीय मंत्री जी वहाँ की मांग को अच्छी तरह से जानते हैं, वहाँ पर इस बात की बहुत गहरी मांग है कि उस लाइन पर एक नई गाड़ी चलाई जाय। इसका विशेष कारण यह है कि वहाँ पर गाड़ियों में बहुत ही भीड़ रहती है। मैंने पूर्ण आशा है कि माननीय मंत्री जी इस ओर विशेष ध्यान देंगे और जल्द से जल्द इस लाइन पर एक नई गाड़ी चलाने का प्रबन्ध करेंगे।

इसके बाद जो बात मुझे आपके सम्मुख रखनी है वह यह है कि गत वर्ष के बजट में भी मैंने देखा था और इस वर्ष के बजट में भी मैंने देखा है कि भुसवाल और सूरत के बीच में जितने भी स्टेशन हैं उनको सुधारने की कोई तज़वीज नहीं की गई है। इस

लाइन में ब्रोड गेज (broad gauge) की गाड़ियाँ चलती हैं मगर प्लेटफ़ॉर्म वहाँ पर बहुत ही नीचे हैं जिससे जनता को चढ़ने और उतरने में बहुत ही कष्ट होता है। मगर दुःख के साथ कहना पड़ता है कि रेलवे अधिकारियों ने पिछले साल भी और न इस साल भी इस ओर कोई ध्यान दिया है। इस क्षेत्र में स्टेशनों को सुधारने का कोई प्रबन्ध अभी तक नहीं किया गया है। वहाँ पर न अच्छे वेटिंग रूम (waiting room) ही हैं और न पानी पिलाने का किसी प्रकार का प्रबन्ध ही है। इसलिए मैं यह चाहूँगा कि इस ओर भी रेलवे अधिकारी अवश्य ध्यान दें।

तीसरी बात मुझे एस० एम० रेलवे के बारे में कहनी है। जो गाड़ियाँ पूना से बंगलौर को जाती हैं उनमें कई प्रकार की दिक्कतें जनता को उठानी पड़ती हैं। सब से पहिली दिक्कत यह है कि जब बरसात शुरू हो जाती है तो बम्बई से दक्खिन की ओर जाने वाली बोटें बन्द हो जाती हैं जिसकी वजह से इस लाइन पर बहुत ही खतरनाक भीड़ हो जाती है जिससे जनता को बहुत कष्ट होता है यह बात साल में चार पांच महीने रहती है। अगर वहाँ पर और एक दो गाड़ियाँ बढ़ा दी जायें तो दिक्कत बहुत हद तक दूर हो सकती है। मेरा तो कहना यह है कि सिर्फ़ चार महीने के लिए ही गाड़ी न बढ़ाई जाय बल्कि पूरे साल भर के लिए वहाँ पर गाड़ी बढ़ा दी जाय जिससे कि बरसात के मौसम में भी जब बोटें बन्द हो जाती हैं तो यात्रियों को आराम मिल सके। इसलिए मैं रेलवे मंत्री जी से प्रार्थना करूँगा कि वह इस ओर अवश्य ध्यान दें और उस लाइन में गाड़ी बढ़ाने की व्यवस्था करें।

इसके बाद मैं मिरज़-कोल्हापुर ब्रान्च लाइन की ओर ध्यान दिलाना चाहता

जिस की ओर अभी तक हमारे अधिकारियों का ध्यान नहीं गया है। इस लाइन की गाड़ियों की हालत यह है कि स्त्रियों के डिब्बों में मर्द बैठ जाते हैं और रात के समय चोरियां होती रहती हैं। इन गाड़ियों की हालत यह है कि उनके दरवाजे भी टूट हुए हैं, खिड़कियां भी टूटी हुई होती हैं जिससे जनता को कष्ट होता है। अक्सर रात के समय वहां गाड़ी में लोग जुआ भी खेलते देखे गये हैं। तो जो इस प्रकार की छोटी छोटी लाइनें ह उनकी ओर रेलवे अधिकारियों को अधिक ध्यान देना चाहिये। अक्सर यह देखने में आया है कि रेलवे अधिकारियों का ज्यादातर ध्यान मेन लाइनों (main lines) की ओर ही जाता है, छोटी लाइनों की ओर उनका ध्यान नहीं जाता है। इसलिये मैं रेलवे मंत्री जी से प्रार्थना करूंगा कि वह इसका अवश्य ख्याल करेंगे और भविष्य में छोटी लाइनों में जो भी खराबियां हैं उनको दूर करेंगे।

एक बात आजकल की गाड़ियों में देखने में आती है वह यह है कि आप जिस गाड़ी में भी देखें आपको हर डिब्बे में लड़के कुछ न कुछ बेचते हुए दिखलाई देंगे। कभी कभी तो उनकी संख्या एक ही डिब्बे में ८-१० तक पहुंच जाती है। इस तरह के सैकड़ों लड़के आज गाड़ियों में चलते हैं और माल बेचते हैं। रेलों में जो चोरियां बढ़ गई हैं उसका एक कारण यह भी है कि ये लड़के सामान बेचने के बहाने मुसाफिरों की चोरियां भी करते रहते हैं। अक्सर यह भी देखने में आता है कि मालिस करने वाले काफ़ी संख्या में डिब्बों में घूम-फ़िर कर अपना रोज-गार करते रहते हैं; जबसे देश में शरणार्थी आये और फ़ैले तब से यह तादाद और भी बढ़ गई है। पहिले और दूसरे दर्जे में तो जो लोग सफ़र करते हैं उनको यह दिक्कत

महसूस नहीं होती है मगर जो यात्री तीमरे दर्जे में सफ़र करते हैं उनको यह दिक्कत महसूस होती है। ये लड़के डिब्बों में पेपरमैन्ट (peppermint) मंगफ़ली और दूसरी बहुत सी चीज़ें बेचते हैं। अब इन लोगों की तादाद इतनी बढ़ गई है कि अक्सर यह लोग डिब्बों के अन्दर आपस में लड़ाई भी करते रहते हैं। मैंने स्वयं इस तरह की कई घटनाओं को अपनी आंखों से देखा है। यहां तक तौबत पहुंच जाती है कि इस झगड़े को रोकने के लिए पुलिस वालों को बुलाया जाता है। अगर सरकार इस ओर ध्यान नहीं देगी तो रेलों में जो चोरियां होती हैं वह बन्द नहीं होंगी और यह बुरी प्रथा जिससे कि हमारे देश के लड़के बुरी आदतों में पड़कर खराब हो रहे हैं और फ़ैल जायगी। इसलिए रेलवे अधिकारियों को इस चीज़ को जल्द से जल्द बन्द करना चाहिये।

हमारे रेलवे मंत्री जी ने स्वयं अपने भाषण में कहा है कि रेलवे में रिदवत और चोरी बहुत बढ़ गई है। जहां तक चोरी का सम्बन्ध है मैं आपसे यह कहना चाहता हूं कि जब तक कोई न कोई रेलवे का कर्मचारी इस चीज़ में सहयोग नहीं देता है तब तक चोरी नहीं हो सकती है। मैं आपसे पूछना चाहता हूं कि एक चलती माल गाड़ी बीच-रास्ते में जंगल में रोक दी जाती है और उसमें से गांठें या माल उतार लिया जाता है तो क्या आप यह सोचते हैं कि बगैर गाड़ें या ईजन के ड्राइवर के यह गाड़ी अपने आप खड़ी हो जाती है। गाड़ें को या दूसरे कर्मचारियों को इसके बारे में पूरा पता रहता है और तब इस तरह से आजकल गाड़ियों में चोरियां हुआ करती हैं। चोर और कर्मचारियों के सहयोग के बगैर चोरियां नहीं होतीं। इसलिए आपको कर्मचारियों के आचरण की ओर विशेष ध्यान देना होगा। अगर रेलवे कर्मचारी अपने

[Shri D. Narayan.]

आचरण को नहीं सुधारते हैं तो यह चीज बन्द नहीं हो सकती है ।

सबसे आखरी बात जो मुझे आपसे कहना है वह केलों के बारे में है । केलों की सैकड़ों वैगन्स (wagons) मेरे जिले से उत्तर में आते हैं । पिछली बार भी मैंने इस विषय में माननीय मंत्री जी का ध्यान दिलाया था मगर अभी तक कोई उचित प्रबन्ध नहीं किया गया है । जब से पाकिस्तान ने हमसे केले लेना बन्द कर दिया है तब से इस व्यवसाय में और भी मूसीबत आ गई है । इसकी वजह से केला और भी सस्ता हो गया है जिससे लोगों ने इसको पैदा करना और इस का व्यापार करना कम कर दिया है । जो लोग इस व्यवसाय को बहुत समय से करते आ रहे थे उनके ऊपर एक तरह का संकट आ गया है । केलों के एक वैगन का किराया कुछ वर्ष पहिले ६०० रु० था फिर ८०० रु० हुआ और अब १,१०० रु० है । यह बहुत ही ज्यादा है पिछले साल भी मैंने इसमें कमी करने के लिए कहा था मगर अभी तक इस बारे में कोई कार्यवाही नहीं की गई है । इसलिए मैं प्रार्थना करूंगा कि इस किराये में कमी की जाय ।

सब से अन्तिम बात मुझे रिश्वतखोरी के बारे में कहनी है । रिश्वतखोरी सब से ज्यादा माल के ट्रैफिक में है । मैं केलों के सम्बन्ध में आपसे कह रहा था । केलों के लिए वेन्टीलेटेड वैगन्स (ventilated wagons,) की जरूरत होती है मगर वह बहुत मुश्किल से मिलते हैं । सब लोग जो फल का व्यापार करते हैं वेन्टीलेटेड वैगन्स लेने की कोशिश करते हैं ताकि उनके फल खराब न हो जायें । मगर यह देखा जाता है कि लोगों को इस तरह के वैगन्स बहुत कम मिलते हैं । जब किसी ने १०० या २०० रुपया

रिश्वत दी तो उसको यह वैगन मिल जाती है । रिश्वत के लिए वैगन्स सिक (sick) कर दी जाती है । इस तरह माल में जो रिश्वत होती है वह ज्यादातर छोटे स्टेशनों में ज्यादा देखी गई है । मैं सरकार से प्रार्थना करूंगा कि वह इस ओर विशेष ध्यान दे । जब तक हमारे रेलवे विभाग की ओर से विशेष कदम नहीं उठाये जायेंगे तब तक यह चीज दूर नहीं हो सकती है । यह खुशी की बात है कि रेलवे मंत्री जी ने इस ओर कदम उठाया है उन्होंने रिश्वत और कर्प्शन (corruption) को दूर करने के लिए एक कमेटी भी बनाई है ।

हमारे बहुत से भाइयों को यहां पर यह दुःख हुआ दिखाई देता है कि जो फ्रंट क्लास रेलवे से खत्म किया जा रहा है वह अच्छा नहीं किया जा रहा है । विशेषकर हमारे कुंजरू साहब को इस बारे में दुःख है । जब तक आप सबको सुविधायें नहीं दे सकते तब तक कुछ को मिलने वाली सुविधाएं क्यों रोकते हैं ? मुझे वे पक्षपाती नजर आये । उनको यह दुःख है कि पहले दर्जे वालों को जो सुहूलियतें मिलनी हैं वे खत्म की जा रही हैं । मैं यह कहना चाहता हूं कि आज हर मामले में लोकरात्र हमारा मिद्धान्त होता चाहिये । जो चीज सब व्यक्तियों को नहीं मिलती है वह हमें थोड़े से आदमियों को नहीं देनी चाहिये । सबको समान रूप से हर चीज की सुहूलियत मिलनी चाहिये । अगर यह आदर्श हम अपने समाने रखेंगे तो हम अपने देश को एक आदर्श बना सकेंगे । एक आदमी पहिले दर्जे में अच्छी तरह से आराम से सफ़र करता है, उसके सोने बैठने के लिए हर तरह का प्रबन्ध होता है, कुर्सी मेज सब कुछ मिलता है । मगर जो आदमी तीसरे दर्जे में सफ़र करता है उसको खड़े होने के लिए जगह भी नहीं मिलती है, गंदगी में बैठना पड़ता है । प्लेटफ़ार्म से गुजरता हुआ जब वह

फ़र्स्ट क्लास के साहब को देखता है तो उसके दिल को गहरी चोट पहुँचती है। यहाँ पर पैसे का सवाल नहीं है। बल्कि भावना का सवाल है। पैसे का कोई मूल्य नहीं है, भावना भी कोई चीज़ है, मानवता भी कोई मूल्य रखती है। इसलिए मैं आप से कहना चाहता हूँ कि यह सवाल बहुत ही ऊंचा है। इसलिए मैं तो आपसे यह प्रार्थना करूँगा कि आप दूसरा दर्जा भी खत्म कर दीजिये और सारे देश में एक ही दर्जा, यानी तीसरा दर्जा ही रखिये जिससे हिन्दुस्तान की जनता एक हो जाय।

[For English translation, see Appen- ! dix IV, Annexure No. 24.]

MR. DEPUTY CHAIRMAN: We have received a message from the House of the People; the Secretary will now read it out.

MESSAGE FROM THE HOUSE OF THE PEOPLE

THE ADMINISTRATION OF EVACUEE PROPERTY (AMENDMENT) BILL, 1952

SECRETARY: Sir, I have to report to the Council the following message received from the House of the People, signed by the Secretary to the House:

"In accordance with the provisions of Rule 115 of the Rules of Procedure and Conduct of Business in the House of the People, I am directed to enclose herewith a copy of the Administration of Evacuee Property (Amendment) Bill, 1952 which" has been passed as amended by the House at its sitting held on the 20th February 1953." I lay the Bill on the Table.

-THE BUDGET (RAILWAYS), 1953-54 — GENERAL DISCUSSION— *Continued.*

SHRI K. SURYANARAYANA (Madras): Mr. Deputy Chairman, Sir, many suggestions have been given by my hon. friends of this House for the consideration of the Railway Minister.

The hon. Minister has pointed out that some new lines are going to be constructed in our country, that too only where there are already so many lines just like a fishing net, ignoring the parts of our Southern India specially in Andhra district. He has given in his speech a list of new lines under construction and the lines to be constructed. Under this, he has not made provision to the parts of the country already ignored by the previous Government, that is, the Britishers. Now, I request the hon. Minister to take into account the requests made by our South Indian Members, particularly from the Andhra districts. There is only one important line in Andhra area from Madras to Calcutta running along the coast, and only one from Bezwada to Guntakal via Guntur. I make this suggestion to the Railway Minister to make it possible even in the next year, and that is: a line from Kath-godam to Waltair via Bhadrachalam and Bastar State which covers all the forest areas and some of the Orissa districts also: a line from Nellore to Cuddapah, Ongole to Kam-bum; Kambum to Cuddapah; Mecherla to Hyderabad. These are the few lines in the Andhra parts of the Madras State to be considered by our Minister at least in the next year. These are the necessary and my minimum demands. Sir, the Government should consider to construct a few branch lines in Telengana area and Hyderabad State. There is lack of trains in the Telengana area which is covered and populated by hill-tribes and mostly agriculturists. Their troubles are going on created by some political people, and so much is being spent by Government on police and other security measures. These lines mentioned will also greatly facilitate the movement of goods especially foodstuffs and other forest produce which are lacking in other provinces. Then, Sir, I would also make a request for the urgent development of the line from Madras to Calcutta. To ease the rush of passenger traffic and quicken transport of goods to the ports of Vizagapatam and Madras there should be an adjacent