

**COUNCIL OF STATES**

*Friday, 30th May 1952*

The Council met at a quarter past eight of the clock, MR. CHAIRMAN in the Chair.

**LEAVE OF ABSENCE TO SHRI M.  
BASAVAPUNNAIAH**

MR. CHAIRMAN: I have to inform hon. Members that I have received the following letter from Shri Ms Basavapunnaiah, a Member of the Council, from Madras:

" As I have to leave Delhi for some urgent and important work, I would request you to kindly permit me to be absent from the Council session till I finish my work. "

Is it the pleasure of the Council that permission be granted to Shri M. Basavapunnaiah for remaining absent from all the meetings of the Council till the end of the current Session ?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Permission to remain absent granted.

**ALLOTMENT OF TIME FOR INDIAN  
TARIFF BILL**

MR. CHAIRMAN: I have another announcement to make. I have to inform hon Members that under Rule 162(2) of the Rules of Procedure, I allot 7½ hours on the 31st of May for the completion of all stages in the consideration and the passing, if any, of the amendments to the Indian Tariff Bill. This Bill will be taken up as the first item of legislative business on the 31st May after the election of the Deputy Chairman. 12 CSD

**PAPER LAID ON THE TABLE**

**APPROPRIATION ACCOUNTS (POSTS &  
TELEGRAPHS) AND AUDIT REPORT**

THE MINISTER FOR FINANCE (SHRI C. D. DESHMUKH): Sir, I lay on the Table a signed copy of the Appropriation Accounts (Posts & Telegraphs) 1949-50 and Audit Report, 1951 in accordance with Article 151 of the Constitution. [Placed in the Library. *See* No. IV. N.O. (6).]

**MOTION FOR PAPERS**

SHRI H. D. RAJAH (Madras): Sir, before we proceed with the discussion of the Railway Budget, I had moved a motion for papers. The adverse balance of trade for April is in the region of 40 crores, which is equivalent to a loss.....

MR. CHAIRMAN: Mr. Rajah, as soon as a motion for papers is received, it has to be examined before debated.

SHRI H. D. RAJAH: Thank you, Sir.

**BUDGET (RAILWAYS), 1952-53—  
GENERAL DISCUSSION—  
*continued***

MR. CHAIRMAN: We resume discussion of the Railway Budget.

SHRI K. B. LALL (Bihar): Sir, may I make a suggestion before we proceed? We have been allotted so very few days for the discussion of the Budget that most of us who want to take part would not be allowed to take part. After all, we have got to examine the Budget thoroughly and give our opinion and express our views. For whatever work is entrusted to us, I submit, we should have enough time to thoroughly discuss the whole thing. So, I submit if you give us a little more time, instead of two days it may be four days, there will be no harm and all of us can express our general opinion on the Budget. Without an extension of time we are helpless. One gentleman here has already said that we are *Vrindar* Members which he explained

[Shri K. B. Lall.] that in Hindi Lri (^) is a letter which is never made use of. That is how we are spoken of by our own Members, that we have got no use. I request you to take all these things into consideration and give us a little more time for the discussion.

THE LEADER OF THE COUNCIL  
(SHRI N. GOPALASWAMI): Sir, perhaps I might say at once that the extension of this debate by two days will be an impossible affair. But in order to meet the point of view that has been put forward by the hon. Member, we shall be prepared to allow the whole of today for debate by the House. The hon. Railway Minister will make his reply, if you permit it, Sir, tomorrow as soon as we have assembled, which will take about 30 to 45 minutes and then the rest of the business can be taken up. If that meets with the approval of the hon. Member and of the House, we shall be quite prepared.

SHRI K. B. LALL: You yourself consider, Sir, how many Members are there whose names have been given to you, and how many Members intend further to speak. Our prayer is that if all the Members are not called today, it may be extended.

SHRI ABDUL RAZAK (Travan-core-Cochin): May I say, Sir, that the suggestion put forward by the Leader of the House is agreeable to this section of the House also ?

SHRI INDRA VIDYAVACHAS-PATI (UttarPradesh):

श्री इंद्र विद्यावाचस्पति (उत्तर प्रदेश): सभापति महोदय, रेलवे बजट (Railway Budget) के सम्बन्ध में दो दिन से जो भाषण हम सुन रहे हैं, उनमें दो-तीन बातें ऐसी हैं कि प्रायः सभी उनको मानते हैं। एक बात तो यह है कि पिछले सालों में रेलवे (Railway) का प्रबन्ध बहुत अच्छा रहा। हमारे जो रेलवे मंत्री थे, वह एक योग्य मंत्री थे। उन्होंने अपने हर साल की रिपोर्ट (Report) के आखिर में

लिखा कि रेलवे उन्नति कर रही है और आगे उन्नति करेगी। बड़े योग्य वकील के तौर पर उन्होंने अन्त में हर एक के दिमाग में यह बात डाल दी कि रेलवे उन्नति कर रही है और आगे भी उन्नति करेगी। यह उनका आखिरी संदेश है और आगे के लिये भी हमें आशा करनी चाहिये कि रेलवे में उन्नति जारी रहेगी।

यहां पर जो बहुत सी बातें नई व्यवस्था के बारे में कही गई हैं, मैं उनको दुहराना नहीं चाहता। जो शहरों के बारे में, जैसे कलकत्ता, गोरखपुर और इलाहाबाद का यहां पर जिक्र किया गया है, उसमें मुझे कोई दिलचस्पी नहीं है। मैं समझता हूं कि जो कुछ हुआ है, उसकी परीक्षा होनी चाहिये। उसको काम में लाना चाहिये। सबको मिलकर इस नई हृदबन्दी का समर्थन करना चाहिये। हां, कोई चीज बदलने की हो तो उसको बदला जा सकता है।

मुझे आज आपके सामने जो कहना है, वह एक ऐसी चीज है जिसमें हो सकता है कि हम में से बहुत से सभासद शुरू में आश्चर्य करें कि मैं ऐसी चीज क्यों कह रहा हूं। क्योंकि प्रायः यह समझा गया है कि जो किराया बढ़ाया गया है, वह मामला तो खत्म हो चुका है। उसमें अब कुछ कहने को बाकी नहीं रहा। इसको मानकर हम आगे चलते हैं और इस चीज को सब ने मान भी लिया है। इसलिये मैंने कहा कि जो कुछ मैं कहूंगा उसको आप लोग आश्चर्य से सुनेंगे। मगर मैं आपसे कहता हूं कि मैं जो कुछ कहता हूं उसको आप पहले सुन लीजिये।

पिछले साल किराये बढ़ाने के बारे में सवाल पैदा हुआ था। तब उस पर आपत्ति थी। यदि रेलवे के किराये बढ़ाये

जायें तो रेलवे की आमदनी अवश्य बढ़ेगी लेकिन यह भी संभव है कि आम लोगों को उससे कष्ट भी हो। कष्ट दो तरह का होता है। एक यह कि गरीब आदमी को किराये के रूप में ज्यादा पैसा देना पड़े। दूसरा यह कि कुछ गरीब और निर्धन व्यक्ति रेल में बैठ न सकें। उनके पास इतना पैसा नहीं है कि वह किराये के लिये खर्च कर सकें। यह बात मान ली गई है कि अधिक किराया बढ़ाने पर चाहे अमीर आदमी हो या गरीब आदमी, सब को इस नये नियम के अनुसार रेल में किराया बढ़ाये जाने के पश्चात् अधिक पैसा देना पड़ेगा और अधिक खर्च सफ़र में करना पड़ेगा। उन्हें अपने खाने-पीने के बजट (budget) में से किराये के लिये काटना पड़ेगा और यात्रा के लिये ज्यादा रुपया देना पड़ेगा। यह तो एक निश्चित बात थी। लेकिन एक और सम्भव बात यह थी कि रेलवे में गरीब लोग सफ़र नहीं कर सकेंगे मैं नहीं कह सकता कि आप सदस्यों में से कितनों ने इस रिपोर्ट को ध्यान से पढ़ा और इस चीज़ को नोट किया है। वस्तुतः इस रिपोर्ट में यह बात विद्यमान है कि रेल में किराये बढ़ाने से कुछ व्यक्ति यात्रा नहीं कर सकें और वह किराया बढ़ाने की वजह से वंचित हो गये। अगर आप अन्न का भाव इतना बढ़ावें कि कुछ थोड़ा ज्यादा खर्चा करके लोग अपना पेट भर सकें तो तब कहा जा सकता है कि परिस्थिति ऐसी थी कि मूल्य बढ़ाना पड़ा। लेकिन अगर आप अन्न का भाव इतना बढ़ा देते हैं कि वह कुछ लोगों को अप्राप्य हो जाय और उनको अन्न न मिले, उनको भूखा रहना पड़े, तो यह बात उचित नहीं मालूम होती।

मैं यह बतलाना चाहता हूँ कि जो रेल का किराया बढ़ाया गया है, उसका एक परिणाम यह हुआ है कि कुछ लोग रेल

यात्रा से वंचित हो गये हैं। मैं आपके सामने यहां पर किताब पढ़कर नहीं सुनाऊंगा। जो व्हाइट पेपर (White Paper) — रेलवे की रिपोर्ट—हमको दी गई है, उसके पृष्ठ २१ में अगर आप देखेंगे तो आपको यह मालूम होगा कि उसमें यह मान लिया गया है कि रेल के किराये बढ़ाने के बाद यात्रियों की संख्या में कमी हो गई है। इसका केवल एक ही कारण हो सकता है और वह स्पष्ट है कि किराये के भार से लोग सफ़र करने से वंचित हो गये। मान लीजिये कि जो पहले दर्जे के यात्री थे, अगर उनकी संख्या में कमी हुई है, तो वह दूसरे दर्जे में चले गये। इस तरह अगर दूसरे दर्जे के यात्रियों की संख्या में कमी हुई है तो उन्होंने तीसरे दर्जे में सफ़र कर लिया। लेकिन जब आप तीसरे दर्जे के यात्रियों के बारे में रिपोर्ट में पढ़ेंगे तो आपको मालूम होगा कि तीसरे दर्जे की यात्रा में साढ़े चार फ़ीसदी की कमी हुई है। यह बात आपको नहीं भूलनी चाहिये कि करोड़ों की संख्या में साढ़े चार फ़ीसदी की कमी हुई है। यह कमी कोई छोटी कमी नहीं है। इसका कारण केवल यही हो सकता है कि उन लोगों के लिये किराया इतना हो गया था कि वह उतने दाम नहीं दे सकते थे, जिससे कि वह यात्रा कर सकें। इस बढ़ते हुए किराये की वजह से वह यात्रा से वंचित हुए और उनके लिये यात्रा अप्राप्य हो गई। इस बात में कोई संदेह नहीं है।

हम यह मानते हैं कि आप रेलवे विभाग में उन्नति करें और उससे सब को लाभ पहुंचें। हर एक भारतवासी को वह सुलभता से प्राप्त हो सके और आराम मिल सके। आप रेलवे स्टेशनों (Railway stations) में पंखे लगा दीजिये और कुछ बैंच लगा दीजिये या और तरह के सुधार इस विभाग में कर दीजिये। यह तो बहुत अच्छा है और हम आपसे कहेंगे कि आप हर तरह

[Shri Indra Vidyavachaspati.]

की सुविधा जनता को देने की कोशिश करें। मगर आप ऐसा कार्य न करें जिससे लाखों-करोड़ों आदमी यात्रा करने से वंचित हो जायें। अगर ऐसा होगा तो रेलवे विभाग में कोई उन्नति नहीं होगी।

आपको इस रिपोर्ट में मिलेगा कि तीसरे दर्जे के जिन यात्रियों ने सफ़र करना कम कर दिया है, उनकी संख्या साढ़े चार फ़ीसदी है। मैं इसे इस नीति का सबसे बड़ा दोष समझता हूँ। हमें आज सोचना चाहिये कि ऐसे क्या साधन हैं जिससे वह लोग, जो यात्रा से वंचित हो गये हैं, वंचित न हों। आज हमारे जनतन्त्र में हर एक नागरिक को यह अधिकार है कि वह हर एक आराम पाये, वह किसी आवश्यक चीज़ से वंचित न होने पाये। आजकल यात्रा करना आवश्यक चीज़ों में से है। उसके बग़ैर लोगों का काम नहीं चल सकता। अगर कई काष्ठ आदमी यात्रा करना बन्द कर दें तो आपको इस विषय में विचार करना चाहिये कि ऐसा कौन सा उपाय हो कि उन लोगों को यात्रा से वंचित न होना पड़े। मैं आपसे यह नहीं कहता कि जो पिछले साल किराया बढ़ाया गया है उस सब को घटा दीजिये। मैं तो आपसे यह प्रार्थना करना चाहता हूँ कि आप इस ओर कुछ न कुछ कार्य अवश्य कीजिये जिससे कि यह संभव हो सके कि वह लोग अपनी यात्रा कर सकें और यात्रा से वंचित न हों।

इस रिपोर्ट में बतलाया गया है कि जो रेलवे की अधिक आमदनी हुई है, उसका कारण अन्न का इधर से उधर जाना है जो देश के अन्दर बढ़ गया है। इसकी वजह से रेलवे की आमदनी बढ़ी है। फिर यह भी कहा गया है कि रिहैबिलिटेशन (rehabilitation) का काम हुआ है, जिसके कारण आमदनी बढ़ी है। व्यापार

के बढ़ने से और सामान के लदान के कारण भी आमदनी बढ़ी है। माल के किराये में बढ़ोतरी होने के कारण भी ज्यादा आमदनी हुई है और आगे भी बढ़ने की संभावना है। आपने रिपोर्ट में यह भी बताया है कि यात्रियों की आमदनी में डेढ़ करोड़ की कमी की संभावना है।

हम यह देखते हैं कि तीसरे दर्जे के, यात्रियों के यात्रा करने में जो कमी हुई है उसका एक ही कारण है और वह यह है कि किराये बढ़ाने की वजह से वह लोग यात्रा करने से वंचित हो गये हैं। अगर यात्रियों की संख्या में कमी होगी तो इससे अवश्य आमदनी में भी कमी होगी। अगर आप किराये में कमी करते हैं तो यात्रियों की संख्या बढ़ेगी और साथ ही साथ आमदनी भी बढ़ जायगी। इस तरह आपको लाभ होगा। इस कारण मैं रेलवे मंत्री जी से आग्रह करता हूँ और निवेदन करता हूँ कि वह इस बात की ओर अवश्य ध्यान दें। मैं शास्त्री जी से प्रार्थना करूंगा कि वह इस विषय पर गम्भीरतापूर्वक विचार करें ताकि तीसरे दर्जे के यात्रियों को सुख पहुंच सके। अगर आप रुपये में एक पाई, डेढ़ पाई या आधा पाई की कमी करते हैं तो इससे जनता को बहुत लाभ पहुंचेगा। यह काम तो हिसाब-किताब करने वालों का है कि वह इस तरह इस बात को हल करें जिससे अधिक नुकसान न हो। उनको निश्चय ही इस ओर कुछ न कुछ अवश्य कदम उठाना चाहिये, जिससे जनता यात्रा करने से वंचित न हो सके और उनको धन्यवाद दे। मैं आप लोगों से भी प्रार्थना करूंगा कि आप इस बात पर इस भवन में जोर दें कि तीसरे दर्जे के किराये में कमी की जाय, जिससे ग़रीब यात्रियों को फ़ायदा पहुंच सके।

[For English translation, see Appendix I, Annexure No. 22.]

SHRI S. DWIVEDI (Orissa): Sir, the Railways are a national undertaking, and while discussing the Budget, we have to see whether the policy that is being pursued by this Government is such as to serve the best interests of the nation. It is gratifying to note, of course, that in recent years, there has been integration of Railways, and it is now a fully State-owned undertaking. But there seems to be no appreciable improvement even after this change over. The same bureaucratic method of administration has been introduced into this. The Railway Board acts more or less like any private capitalist in this land. It is a fact, Sir, which nobody can deny, that the general public in this country have lost all confidence in railway staff beginning from the highest to the lowest. They feel as if bribery and corruption are a part of this administration. As regards labour, we always hear reports, and it is a fact that a fair deal has not been done towards the labourers. There are many things about which I do not want to go into with the limited time at my disposal. But there is a minor matter before me which I want to place before the House to show how even such minor things are not attended to. The Pay Commission recommended a basic pay for the Stores Distributors, and it was subsequently revised by the Railway Board which fixed a minimum of Rs. 150 in the scale of Rs. 150—185, whereas the recommendation of the Pay Commission was Rs. 150—225. The concerned staff of the old B. N. Rly. have made representations for increase on the approved scale and enquiries have been held, but in spite of this the staff are at present getting only a scale of Rs. 55—130, which is 16 per cent, less than the scale prescribed by the Central Pay Commission. There are many such minor matters which do not receive the attention of the administration as a whole. I think the administration is run in such a way that neither the workers nor the general public feel confident enough that it is really a national undertaking.

A national undertaking should be able to serve the best interests of the

country. The principles that should guide its policy, I feel, must be above party. Government may come, Government may go, but this undertaking will be there to serve the interests of the country for all time to come. But in the manner in which the administration is run today, there is no recognition of this principle. The features significant for a national undertaking are absent. I feel, Sir, that if really the administration of the Railways are to be useful for the public, then there must be active association with the administration and operation of the Railways, of all interests, besides management,—the travelling public, labour and the commercial interests. This principle, Sir, is accepted in all democratic and progressive countries. As for example, we may refer to the National Coal Board in the United Kingdom. I suggest that if really we have to make people feel that this is a nationalised undertaking, a nationalised industry, then the Government should accept this principle and there should be a National Council of Railways, in which equal representation of the labour, commercial interests, travelling public and the management would be given. This will be a statutory body. It will have sole authority on matters of Railway administration. The labour and all other interests will have their say in the matter. This body should not only be set up on a national scale, but also it should have its branches in regional or district spheres.

By this, there will be close association with the public and all other interests more intimately than at present. Then the criticism that we hear about the relationship between labour and management, or the claims that are often put forward by the commercial interests which sometimes become impossible for the Railway authorities to concede, would not be there. The administration would receive genuine help and assistance from all sections of the public. I will go further and suggest that there should be a uniform policy followed by the Government for the transport system as a whole; there should be coordination of transport in air, rail, road and river. I hope that

[Shri S. Dwivedy.] a Government which professes to be democratic, which claims to be acting as a democratic Government, would not have any objection to carry out this policy.

One point, Sir, I want to say about Orissa. As you know, Sir, there is a claim for the location of a divisional headquarters at Jharsugra in Orissa. I do not know whether the Government is going to decide about it, but it is a fact, Sir, that about 800 miles of old B.N.R. run over Orissa. I am told the present arrangement is to have a divisional headquarters at least for every 500 miles. If that is so, Sir, it will be high time, and I think it will be necessary, that a divisional headquarters is located at Jharsugra not only for that reason, but for the reason that two more undertakings are being taken up in Orissa, when the total mileage of the Railways would be near about or more than 1,000 miles. And then, Sir, as is known to everybody, Orissa is industrially backward, and there is acute unemployment amongst the labouring class. With a divisional headquarters at Jharsugra, it is possible that it may ensure more employment to class IV employees who generally come from the labouring class.

And then, Sir, as you know, the Hirakud Dam which is being constructed is not very far from Jharsugra. Industries are likely to develop near about this area. There is already a cement factory at Raj Gangpur. The present decision of the Government to locate a steel and iron factory in Orissa near about this area makes this claim more imperative, and I hope that this Government would not throw out the suggestion, but accept it and will see that the divisional headquarters is located at Jharsugra.

SHRI B. M. GUPTE (Bombay): Mr. Chairman, the efficient administration of the Railways in recent years has won general appreciation, and it is hardly necessary for me to add my small voice to it. The rehabilitation of the war-shattered and the partition-fettered Railways and further,

the improvements in the matter of labour welfare and passenger amenities is an achievement which any administration can well be proud of. Of all the improvements, that which appealed to me as the most striking and significant was the introduction of the Janata Express. It shows that the Railways have begun to recognise their true master, viz., the third class passengers, and therefore they are now coming into their own. The cheap additional accommodation is provided not in the slow moving mixed trains, but in the long distance fast Express trains. Of course, that has partially relieved overcrowding, but much remains to be done. I do not underrate the utility of other items in the scheme of passenger amenities, but it must be remembered that in the very nature of it, that programme is scattered and diffused in its operation and its working, and naturally, therefore, a large mass of the travelling public, does not feel the glow of those improvements. They think that nothing worth while is done. As I said, I do not underrate the utility of the other items, but as far as possible, we should try to concentrate our energy and resources on providing additional accommodation, because two things are easily appreciated by the large mass of passengers— relief from high fares, and relief from overcrowding. Of course, relief from high fares is not possible in the present condition of the finances of the Railways. Therefore, as I said just now, we should concentrate our energy and our resources on giving relief in the matter of overcrowding.

Then there is another suggestion I have to make, and that is about the re-introduction of the second class in the suburban traffic, at least in the Bombay region. The abolition of the second class has particularly hit the much-neglected lower middle class. The first class is too costly for them, and the third class is too crowded. How much that class is overcrowded is frequently brought to our poignant notice by the fatalities of footboard travelling. I am speaking subject to correction, but I do not think that the

re-introduction of the second class will entail any financial loss to the Railway, and I therefore hope that the new Railway Minister will give his consideration to this matter.

Then there is the problem of the disposal of the complaints and claims. Though there is vast improvement in other matters, much leeway has to be made in this Department. I know of many instances in which overcharged passengers had to wait for eight or ten months, even in very simple cases, where there was no question of much enquiry, to get their refund. This is a matter which is a source of petty irritation, and therefore, its removal, I am quite sure, will contribute largely to the better psychological appreciation of the Railway administration by the public. I have no doubt that gradually things will go on improving in all directions, and under the new Minister, the pace of progress will not only be maintained, but accelerated. And I am sure, in the fullness of time, the Railways will become a model to illustrate how a national undertaking of a great country should be run.

SHRI S. GURUSWAMI (Madras): Mr. Chairman, it has been my good fortune or misfortune that I have had to deal with the Ministry of Railways for the last 27 years.

AN HON. MEMBER: Why misfortune, Sir ?

SHRI S. GURUSWAMI: That may be your opinion. But the pattern of the Railway working has not changed all these 27 years. From the days when the Railway finances were separated from the general revenues, we have seen no substantial improvement in the quality of the working in spite of tall claims.

Sir, the bright side of the picture presented by the Railway Budget is the operational efficiency that has been achieved in recent years. I say bright, because in recent years, in spite of the discouraging factors, the operational efficiency of the Railways has increased. In the criticism of the Railway Budget in this country it is apt to be forgotten

that the financial working of the Railways in this country is the most successful one if you compare it with what is happening in the rest of the world. In other countries like the United States, the Railways have not the Trustee securityship status. In some Railways like the Railways of Great Britain, they have not been able to balance the Budget. In some Railways, even the interest charges could not be met and in some Railways the Government subsidises them to make them work and to meet the needs of the public. But, in this country, we not only work much better than other Railways in the world, but we also show profits to an extent which I am afraid will not last long. We have a Convention which was accepted by the Constituent Assembly in December 1949, according to which the tax-payer has agreed to receive a guaranteed dividend of 4 per cent, directly by way of contribution to the general revenues and indirect benefits through the development of the various Indian Railway Reserve Funds. Along with this financial success secured by the Railways in this country we must also look to the other picture. Are we proceeding in the right direction ? Are our policies framed purely on an objective basis without any political interference ? There has been a lot of controversy on the question of railway regrouping. Before I deal with that question, I should like to make a few observations in the matter of passenger amenities and leakage to the railway revenues that is happening today. Sir, after the constitution of the Betterment Fund, the Development Fund as it is called, there has been a regular programme of meeting the demands of the passenger public, providing certain amenities to the third class and other passengers, but that is not sufficient. There is a good lot of leakage of revenues due to ticketless travelling, on the one hand, and theft and pilferage of railway goods while in transit on the other. Only a few weeks ago, I happened to be at a place called Waltair. My attention was diverted to a big crowd that was hanging about in the marshalling yard. When I visited that place, I found in broad daylight, tens of persons coming

[Shri S. Guruswami.] there and pilfering goods from the railway wagons, under the very nose of the watch and ward department. I made an inquiry as to how it happened. Several excuses were given. But I have no doubt that there is something wrong and if the goods that are held in custody by the Railways are pilfered by regular gangs at important stations in the manner in which it is done, it is really shameful for the morals of this country. I request the Railway Minister to pay\* an incognito visit to Waltair and see with his own eyes what is happening, because the Railway Department is helpless to meet the situation of open daylight pilfering of railway goods. If something is done to avoid this kind of loss, you will be saving more than Rs. 3 crores we lose in meeting the claims from railway consumers. In the same way, Members of this House, Members who are responsible for public life, have a special duty to perform to prevent ticketless travel. Of course, for professional beggars, there is some sympathy. But, even when men can afford to pay, they do not purchase tickets and travel without tickets, and if the ticket collecting staff take action against them, a lot of incidents happen, where the public take the side of the ticketless traveller and attack the railway staff. This is a very difficult situation which the ticket collecting staff experience.

Now, I wish to deal with another important point, i.e., the innovation introduced by the Financial Commissioner in regard to railway accounting. In the Supplementary Explanatory Memorandum, it has been stated that as a consequence of the integration of Indian Railways into a unified working, certain decisions have been taken in regard to the manner and maintenance of accounts. It says that it has been decided to eliminate:

(1) adjustments for freight charges incurred for carriage of railway stores, fuel, etc. on account of which figures both of earnings as well as of expenditure are said to be unnecessarily inflated ;

(2) adjustments between zonal railways for services rendered, or work done by one on behalf of another, and

(3) apportionment between zonal railways of the earnings of inter-railway traffic movement, commonly known as "Foreign Traffic".

These have been eliminated by the new reforms which the Financial Commissioner has introduced. I would invite his attention to the press statement issued recently by a retired Railway. Chief Accounts Officer in the 'Hindu' where he has questioned the desirability of abolition of accounts relating to adjustments. He has stated that the figures of freight charges incurred for carriage of railway stores will be helpful in minimising unnecessary freight charges. By removing the figures for movement of railway stores from the statistics maintained by the Railways, we are losing a valuable guide for economy. In regard to the second reform, namely, adjustments between zonal railways for services rendered or work done by one on behalf of another and by eliminating apportionment between zonal railways of the earnings of inter-railway traffic movement, commonly known as foreign traffic movement, they might save man-power to the extent of about 300 clerks in the Railway Clearing Accounts Office, but, I say to them : You are destroying the data on which you can compare the relative performance of the various constituent units of the integrated Railways. The position will be, a railway will be credited with earnings which it has not earned for work done on other Railways, and conversely, the Railways will be showing expenditure for work done not only in the particular region but also for other Railways, with the result that you will have inflated earnings and inflated expenditure. It is a wrong policy to have resort to this method of saving money or saving some figures in the hope that we are seeing a picture of an integrated Railway. That is not the proper procedure and I am afraid the Financial Commissioner's organisation is becoming unduly influential



m the technical working of the Railways. If you care to examine, every General Manager will say how needlessly they interfere in every aspect of their working. They are supposed to be experts in everything. The latest instance is this. In regard to the Chittaranjan workshops, a retired Finance Officer has been appointed as General Manager, and tomorrow they may put in a Medical man as General Manager of the workshops. This seems to me to be something which is not in the interests of proper and efficient working. Apart from this, when the Members criticise the Railway Budget, I would ask them to remember that the Railways are saddled with several unremunerative concerns. Take the Assam Link j take the Chittaranjan Locomotive Workshops; take State Railway Collieries; take many other undertakings in which capital has been invested not purely from a commercial point of view. According to my estimate, not less than 35 crores of rupees have been invested on unremunerative concerns. And you want a dividend of 4 per cent, even over such parts of the Railways and even on assets that do not exist. This is not at all fair accounting. I want the Railway Ministry to remember this, that if you want to compare our Railways with other Railways, we must have statistics which are comparable. I am afraid no action has been taken in the way of standardisation of statistics, statistics by which countries which have their own State Railways may compare the relative efficiency of work with our Railways.

Now, I shall deal with Railway regrouping. I have very great respect for Shri Gopalaswami Ayyangar. My relations with him, though bitter, were very honourable. But I must say that his misfortunes began when he chose the number six as the basis of Railway regrouping. Astrologically, number six is bad. That is an additional reason against regrouping. But apart from that, I would ask him to remember this. If he goes into the reports about the working of the regrouping of Railways in England, he will find that it is not

cessary that the mileage of a constituent of a regrouped Railway should be the same or almost the same. It is this consideration which seems to have weighed with the Railway Minister when he launched upon this fantastic scheme. When the Railways were brought under a single management, under the ownership of the Government of India, it did not matter what the jurisdiction of a Railway was so long as the management and control of the working vested with the Railway Ministry. They should have proceeded slowly. They did not have much opposition in the Southern Railway or the Central Railway or the Western Railway. Not that the staff had no grievance. They did not even ask for an assurance of not being transferred, as the staff at Calcutta did. They carried out transfers much against their will and much to their inconvenience, but they tried to cooperate with the Ministry. Encouraged by this cooperation, they proceeded recklessly and they will have to meet their Waterloo in Calcutta. They had launched upon an experiment in regard to the working of the Railways in a manner contrary to the interests of the public, and contrary to the interests of the workers themselves. Because of the manner in which transfers will have to be effected somewhere or arrangements will have to be made sooner or later, there is an air of uncertainty. If the Railway Ministry had worked on expert advice, there should have been one single scheme, right or wrong, and they should have accepted and implemented it. They altered the scheme three or four times, and the last alteration is yet to come in the light of their experience. I strongly object to this alteration, because the East Indian Railway is a very important Railway from the point of view of the economy of this country and it was held by the Kunzru Committee that its efficiency must be maintained unimpaired, whatever might be the changes that might happen as the result of any regrouping arrangements. This advice was not heeded. That Railway had 2,10,000 railwaymen to control as against 1,50,000 which each of the regrouped Railways has to control.

[Shri S. Guruswami.] Even so, the East Indian Railway deserves to be treated a separate unit. Not only that. As pointed out by Dr. Kunzru, this mixture of divisional and departmental systems, this mixture of Bengal-Nagpur and East Indian Railway systems, is not healthy. It is going to lead to needless chaos and confusion, as the Railway Minister will live to experience very soon. I say this because both the Railways have been very efficient Railways. There was a suggestion before the Kunzru Committee that at least in the colliery areas there should be amalgamation of Railway management. It was held by experts that this was undesirable and that the coal traffic should be handled separately both by the B. N. R. and the E. I. R. in order to introduce an element of competition and emulation in the movement of coal traffic. This advice was not heard. What would have happened if these things had not been done ? Surely, heavens would not have fallen. I want an impartial expert examination of the latest

position. More than this, I 9 A.

Mr. strongly object to those Chief

Ministers of States coming and interfering with the administrative working of the Railways. On principle, whether he is the Chief Minister of Bengal or U.P., he has no business to claim any share in the Railway administration more than other interests. Why did not they consult the Chief Minister of Madras when they decided to tag on the fate of the people working in Waltair with that of the people working in Moghalsarai? Yesterday, Shri Akhtar Husain was saying that Allahabad has cultural ties with Delhi and therefore Allahabad Division should be integrated with the Northern Railway. There is no linguistic affinity between Waltair and Moghalsarai or between Orissa and Uttar Pradesh. And yet you have not questioned that. It all looks as if it is partisanship that has been responsible for influencing an honest gentleman like Shri Gopala-swami Ayyangar into making mistakes which he should not have made. If he had been logical, he should have first extended the integration to other transport services. He should not

have confined it to State Railways, for the integration of which he claims credit, and which I call a historic chapter in the history of the Railways. He should have extended the integration to cover other transport services like Calcutta, Bombay and Madras port services. I have been a Trustee of Madras Port for the last ten years and I know there is wasteful working and unnecessary expenditure on administration because of the fact that it functions as a separate entity, called into question neither by the Government of India nor by any institution except under certain limitations. The proper course for the Minister for Railways and Transport should have been to integrate all the port undertakings with Railways as in Great Britain and South Africa. He should have undertaken to integrate all private Railways with Government Railways even if it involved legislation, by passing an ordinance if necessary, as was done in the case of the Basirhat—Baraset Railway. He should have brought the management of these private Railways under one common control, and then he should have decided on full regrouping.

MR. CHAIRMAN : Time up.

SHRI S. GURUSWAMI : Sir, I have not come to my main point, the question of labour on the Railways. I am sorry I have been tempted into discussion of matters which are to others more important but to me comparatively less important, considering that I have been associated with labour for 27 years. References have been made to the working conditions of railway labour. The hon. Member Shri Brij Kishore Prasad Sinha quoted statistics to show that railway-men were better off than somebody else. In this world somebody is better off than somebody else, and is worse off than somebody else. The statistics quoted by him are most misleading. This is not the place where we should go into details about the relative standards of living enjoyed by the railway-men. We are prepared to face any criticism before any Tribunal. All

that railway labour wants is that there should be latest civilized principles which should apply in the settlement of trade disputes. The Railway Budget shows that we are going to celebrate next year the centenary of the Indian Railways, and there will be an exhibition, and there will be also an International Railway Congress. When those international experts visit this country, what will they say when they see the primitive manner in which trade disputes on the Railways are being settled ? I would invite the attention of hon. Members of this House to the practices prevailing in the State-owned Railways in other countries. Mere political democracy will mean nothing unless it is followed by economic democracy and industrial democracy. There is industrial democracy in those countries. In countries like Great Britain, France, Holland, Belgium, Sweden, Switzerland, Italy and Australia the position is that railwaymen have a share in the management of the Railways. There is a standing tribunal for settlement of disputes to be referred automatically and not *ad hoc* tribunals as in India to be constituted or accepted according to the will and pleasure of the Government. Not only that, on Railways like South African and Australian State Railways, Joint Boards function to hear appeals not only against punishments but also wrongful promotions. So I say that judged by those standards we are a hundred years behind other countries in regard to the manner in which we maintain our industrial relations. So I would tell the Government here and I would ask them to remember that from the international point of view and according to the Resolution of the International Railwaymen's Congress passed at Utrecht last year, the Indian Railway labour disputes settlement standards are definitely below the civilized standards accepted anywhere else. And all I would ask them to remember is that unless there is a real standing tribunal for the settlement of disputes, unless there is a proper share for organised labour in the management, there can be no progress and peace in the country. In the absence of a real advance in the direction of welfare of railway labour, I am sure the Railway

Centenary that we are going to celebrate next year will be the occasion for a poor exhibition of our Railway Industrial Relations Machinery.

SHRI B. K. MUKERJEE (Uttar Pradesh) : Mr. Chairman, though I want to congratulate the Government for the presentation of this magnificent and courageous Budget before this House, I am at a loss to understand to whom I should direct my congratulations because though the Minister in charge of this Budget is here, yet he had not even the breathing space to do anything about this Budget. So if I have got to congratulate, I have got to direct my congratulations either to his predecessor or to the Railway Board. And I think the courageous stand which has been taken and exhibited in this Budget is due to the Railway Board. Therefore, my congratulations go to the Railway Board.

Whatever be the merits or demerits of this Budget, they cannot be the creation of the present Minister in charge of this portfolio, Mr. Lal Bahadur Shastri, who has been subjected to so much criticism levelled by the Members sitting on the other side of this House. There are certain aspects of the Budget which are no doubt encouraging and though the Members speaking from the opposite side might not agree with me, yet I believe they have got to agree in regard to one point with me and that " is the courageous stand that is taken by the Government in this Budget. Much has been said and much doubt has been expressed regarding the regrouping of these Railways. I know there are causes for doubt but there is a determination exhibited in this Budget that the Government will overcome all the difficulties that may arise in the way of implementing this regrouping. Why I say it is a courageous stand is because, if we look into the revenue receipts that have been incorporated in this Budget for the current year, it is within the region of the revenue receipts which were collected during the past year. Though there is a doubt whether this regrouping will work efficiently or not, the Government has taken a courageous stand to implement

[Shri B. K. Mukerjee.] it and there will be no loss of revenue on that account. My congratulations to the Government are due to this reason alone. Much has been said about the regrouping of the Railways and doubt has been expressed that this regrouping cannot work or cannot function smoothly because there will be lot of operational difficulties. The original idea of regrouping the Railways allows only two important aspects, that is economy and efficiency. When all the Railways in this country had been integrated and brought under the management of the Union Government, it was just the occasion when they should be regrouped. But I also have a doubt in my mind that the present regrouped railways will not be the pattern which was wanted originally. As has been said, the expenses—administrative charges—under the regrouped condition will not be reduced. On the other hand, by introduction of new and higher appointments, the expenditure will be inflated. I am sure that the whole idea of this regrouping should be economy and therefore it should be our desire to effect that economy. But under the present circumstances I find there is no chance for any economy within the near future.

Now I have got to make a concrete suggestion how the desired economy can be effected in this direction.

When all the Railways have been regrouped and all the regrouped Railways are under the control of the Ministry of Railways, I feel that the Railway Board which I can style only as a mere post office, now has got no function and therefore the Railway Board may be abolished immediately to give us an economy to the extent of about 25 lakhs of rupees a year.

Something of mismanagement and vagaries of the Railway Board has been said by my friends on the opposite, particularly by Mr. Narasimham and Mr. Guruswami. I know—though I cannot agree with them in all the arguments they have advanced—that the vagaries are there in the Railway Board, mismanagement and inefficiency are

there in the Railway Board. As my friends know very well, I was also a victim of the vagaries of the Railway Board. I was a railway worker and I was dismissed from the railway service because my offence was my love for the workers and my trade union activities. And not only this, but the Railway Board had given three different replies in three different places. They gave me one reply; when the question was raised on the floor of this House, they gave another reply; and when the question was raised in the British Parliament in London they gave a third reply. Therefore, there is no limit to their telling lies and the present Railway Board is no better than the past, because their policy still is for the persecution and harassment of workers who are engaged in trade union activities.

KHWAJA INAIT ULLAH (Bihar) : You have just now congratulated the Railway Board.

MR. CHAIRMAN : Mr. Mukerjee, it is getting late.

SHRI B. K. MUKERJEE : I am sorry, Sir, one minute more. My friends on the opposite label us to be the agents of the present Government. I admit that the Ministers and the leaders of the Indian National Trade Union Congress belong to the same political party, and that is the only political party in the country. And therefore we are together. But when our people work in a Trade Union, we are harassed and persecuted. I cannot say, I cannot imagine even that the Ministers have formulated that policy of harassment. It is certainly not the policy of the Ministry or Government, but it is the policy of the Railway Board which harasses the trade union workers.

Now, I have got with me a document which has been circulated by certain Trade Unions to the Members of this House a few days back. That document contains information and statistics which is not available to any Trade Union office here in this country. I have been also a trade unionist not only for a year or two but for decades and I have still to find a single Trade Union office

which can produce this document. But I have got no doubt in my mind, I am pretty sure, that these statistics have been supplied at Calcutta by certain Railway officials. Is it not known to the Railway Board, is not the Railway Board aware that these facts are being given to these Trade Unions who claim to be the extreme leftists, who go and beg the Railway officers to supply them with these statistics and information ? I want to bring this to the notice of the Government manned by Congress people and request them to take suitable action against the officials concerned, and also against the Railway Board because they are keeping mum over this matter. (*Interruption by Shri Surendra Mohanty.*)

An hon. friend from the opposite side said that there was agitation in Calcutta regarding thrs regrouping. But I fail to understand what business the railway people have got to mix with this agitation because they are not affected by the integration of one part of one Railway with the one or the other group.

SHRI P. V. NARAYANA (Madras) : Mr. Chairman, these Railways, that is the permanent steel-way, were laid and constructed during the British regime mainly for the movement of men, material and munition relating to military. Thereafter, of course, people have taken to it and no doubt they have been benefiting. Mr. Chairman, a huge capital of about 850 crores has been invested in this national undertaking. Different companies incorporated in England constructed these lines in the style of different names in various parts of the country. They were primarily business concerns. But the whole system, more or less, has been nationalised now and brought under one single control of the Central Government. It is only for administrative convenience that they have of late been divided into six zones, and it is a sort of decentralisation too in a way. Instead of six zones, had they created a seventh zone also with the E.I.R. as one single operating unit, they would have avoided much of this criticism from the opposite side j they need not

also have changed the headquarters from Calcutta to Gorakhpur.

Mr. Chairman, these Railways are after all a public utility service. The Government are bound to provide the people with travelling facilities and so on. Now, this system has been paying a very good dividend, a return of about 6-6 per cent. So financially it is very sound. Mr. Guruswami yesterday compared the financial aspects of our Railways with those of several other foreign Railways and he said it was very sound financially. I say it is extra sound; so much is not necessary— that is what I feel. And they have been adding to the Depreciation Fund consistently a sum of about 30 crores annually and our friends said that was too much. This figure might be a large sum, but it is quite reasonable and works out to an average of about 3! per cent, on the total investment of 850 crores. It is all right, Sir, but what have they been doing with this huge amount on depreciation account ? The rolling stock, the engines, the wagons and the coaches for the passengers are not being replaced properly at the proper time. They are not attended to and in some places they are not even greased. During the British regime, the maintenance of this rolling stock and the permanent way was perfect. I request the hon. Minister to issue necessary instructions to the staff concerned for the proper maintenance of the line and the rolling stock and other things.

KHWAJA INAIT ULLAH : A very good suggestion.

SHRI P. V. NARAYANA : About extension of the Railway system, Sir. I come from Kakinada, Madras State. There is a junction known as Samalkot on the main Calcutta-Madras line, which is about 400 miles north of Madras, and Kakinada which is about 8 miles from it is connected by means of a loop line from Samalkot. An agitation has been going on for the last 25 years, first on the floor of the Central Legislature when Sri T. Prakasam of Madras had moved this subject that Kakinada should be brought on

[Shri P. V. Narayana.] the Calcutta main line. Now the train starting from Calcutta goes to Pitha-puram, and then to Samalkot. A deviation has to be brought about, so as to bring Kakinada on the main line; *i.e.* the train has to go from Pithapuram to Kakinada and then to Samalkot. It means an additional mileage of 10 miles. Waltair is not on the main line and Wardha is also not on the main line; all the same the trains go there and come back to the main line. Kakinada is the central place of Andhra Desha, and it is one of the very important places there and is also a minor port. I request that this matter may be examined by the Railway Minister, and that Kakinada may be connected to the main line. To my Unstarred question, I received the reply yesterday that the matter had been referred to the Central Board of Transport and that a reply was awaited. No doubt, the matter has to be referred to several committees, and there are several stages, I know. I request the hon. Minister to see that the suggestion is implemented at an early date.

Coming to the Ongole-Cumbum-Hyderabad system, there is so much of that interior portion of land which has to be covered; and unless a separate line is laid for that area, there is no chance of improving that backward area. Then there is the restoration of dismantled line from Kakinada to Kotipalli. The length of the line is about 24 miles. That was dismantled during the war time; I learn that some of the dismantled lines are being restored, I request the Railways Minister to include this line—Kotipalli-Kakinada. This is an important place like Banaras, where thousands of pilgrims come. Therefore I request that this dismantled line also may be restored.

As regards the platforms, of late, because of the increase in the passenger traffic, and in spite of the provision of

ditional passenger trains, the trains become very lengthy, about 10 to 11 bogeys are attached to a locomotive, and many of the platforms are short enough, and if these long trains stop at these platforms, the front and the rear carriages are always off the platforms, and it

is very difficult for the passengers to get down or get into the carriage, and it becomes particularly so for a man of my size. I request, Sir, that the platforms might be lengthened, and also the surface work should be completed. No doubt, they have done some work, but they have completed only in a few stations.

I am told that the first class will be abolished, in view of the air-conditioned coaches. Of course there were so many classes, it is better to reduce the number of classes, as there is so much of confusion. As regards the refreshments provided on the platforms of Gudur, and Sullurpet and several other places, when the train arrives at these stations, hundreds of people rush to the stalls, and the stalls are not able to cater to even 25% of these passengers. I request for better arrangements. I hope these things will be attended to. With these few words, Sir, I feel that the Budget is not bad, but there is much scope for improvement in the railway system. I hope the hon. Minister will consider all these things.

SHRI S. C. KARAYALAR (Travan-core-Cochin) : Mr. Chairman, the history of Railway administration ever since independence is one of remarkable progress in all directions. The integration of the Railways into one unified system is by itself a remarkable achievement in the Railway administration. The railway system with an invested capital of Rs. 865 crores, with gross traffic earnings of about Rs. 300 crores, yielding about Rs. 34 crores to the general revenues of the country is a system of which the country can be legitimately proud. The system with its remarkable standards in efficient administration, operational and otherwise, is a system which speaks volumes in favour of the vision, courage and administrative efficiency of the former Railway Minister, Mr. Gopalaswami Ayyangar. I hope, Sir, that our new Railway Minister with his background of wide administrative experience will step into the shoes of Mr. Gopalaswami Ayyangar, and fulfil the functions which he has been discharging so ably.

Now, coming to the Budget estimates of the Railways, I wish to offer a few remarks. In the first place, with regard to the policy underlying the development programme, I have been trying to find what the development programme of the Railway administration has been. Going through the White Paper supplied to us, and the Memorandum circulated along with it, I find, Sir, that the development programme of the Railway administration is one of rehabilitation of the railway system. Of course, I can understand emphasis being laid upon the rehabilitation of the system. But I would also lay equal emphasis on the expansion of the railway system. My reasons for this are : the system of railway transport in a country is an integral part of the economic system of the country, and the Railways play a very important role in the transport system. In our expanding economy, it is necessary that the requirements of the expanding trade and industry should be catered for sufficiently if our rate of expansion of economy is to be kept up. Looking at the figures we have got in our country only about one mile of railway line per 45 or 50 square miles of territory, whereas you find that in the European countries and the United Kingdom, you have got about one mile of railway line for every 8 square miles of territory. That shows in a very significant way the great leeway we have to make up in the direction of railway development. I am not for a moment underrating the emphasis on rehabilitation. Due emphasis has to be laid upon it, all the same, in the expanding economy of our country, it is very necessary that we lay equal emphasis upon the expansion of our railway system also. In other words, there should be not only vertical expansion, but there should be horizontal expansion also. I find from the figures furnished to us that a sum of Rs. 16 lakhs has been provided for opening out new Railways. That comprises the construction of three railways. That is a very inadequate provision for our requirements when we note that our economy is an expanding one. My hon. friend Mr. Ranga on the other side drew attention to the necessity for opening out a few Railways in the

South and I agree with him ; there are very many other areas both in the North and South which require development. I am not suggesting for a moment that we should take up the construction of a few lines here and there in a haphazard manner. The development of our railway expansion scheme should proceed on a well-coordinated plan considering the needs and requirements of the various parts of the country, particularly the underdeveloped areas. So much for the policy underlying the development of the Railways.

Now I come to some general topics concerning Railway administration. The first point I want to touch upon is the question of regrouping of Railways. Sir, there has been a lot of criticism both for and against regrouping. In the main, Sir, the objections that have been raised relate not to the integration of the Railways or to the zonahsation of the Railway system as such. The main objection seems to be one of numbers, whether the number of zones should be six or seven. That, Sir, is a very small matter when we consider the matter from an all-India angle. If you take a comprehensive picture of the whole situation, Sir, it is a very small matter. The view has got to be taken, not from Calcutta or from Madras or from Cape Comerin, but from Delhi. If that is done, Sir, I am sure the objections raised against this regrouping will vanish into thin air. That is the way in which the whole system has got to be regrouped. After all, in a matter of this kind, you have got to go by the decision of some authority or other. The decision has been taken, I understand, on the recommendations of a very responsible body, viz., the Railway Central Advisory Committee. Government have taken the decision with due regard to all aspects of the matter on the recommendations of this Committee. There ought to be a finality in a matter of this kind. I am sure, Sir, when this view is taken by all sections, they will not have any objection to the regrouping as such. After all, the question of" numbers is a very small one when we consider the picture as a whole from an all-India angle.

[Shri S. C. Karayalar.J

Now I come to a few other topics of general interest regarding Railway administration. The first topic that I wish to refer to is the question of rationalisation of freight and fare structures. It is stated in the White Paper that this question was taken up as early as 1946, and is supposed to have been completed in 1948. But, Sir, I find that after all, it has not been completed as stated. There is a lot of anomaly in the freight rates on some commodities-sugar, steel, iron and coal particularly. I find, Sir, that the rates on the movement of sugar, steel and iron have been rationalised or revised, but in the matter of coal, there has been no revision even. There is a lot of anomaly in this matter which has got to be rectified in the interest of the economy of the country. I wish to point out, Sir, that the rate that is now being charged on the movement of coal is only 4 45 pies per ton mile compared to the actual cost of movement of goods which is about 9 pies per ton mile. Sir, that means there is a colossal loss on the movement of coal. I admit that coal is a very important item in the economy of the country, but all the same, there is a limit to which subsidies can be made in respect of the movement of coal. Sir, relying upon the figures furnished, I find that on coal traffic the Exchequer stands to lose about Rs. 20 crores per annum on the basis of the cost of movement. There ought to be a limit. The actual cost of transportation or movement of coal per ton mile is 9 pies whereas the actual rate charged is only 4 4 pies. Is it fair, Sir, to the tax-payer to ask him to bear this burden to the extent of about Rs. 20 crores, particularly when we want resources to meet the demands of our expanding economy? This matter, Sir, should receive the early attention of the Railway Ministry so that this anomaly may be rectified without any further delay.

Another topic which, in my opinion, should receive the immediate attention of the Railway Ministry is the loss that the country is now suffering on account of the growing volume of expenditure in meeting claims on account of loss

and damage to goods in transit. Sir, it is seen that the loss on account of this damage or loss to goods in transit was of the order of only three or four lakhs of rupees in 1938-39, but it has grown to about Rs. 3 • 12 crores in 1951. This is symptomatic of some disease in the Railway administration. This is a thing which ought to be put down immediately in the interests of the economy of the country. The tax-payer is burdened with this on account of the vagaries or the nefarious practices of a gang, organised or unorganised. This ought to be immediately put down. I hope, Sir, it will receive the immediate attention of the Railway administration.

Sir, I wish to speak one word about the programme of bridge construction. There is provision made for the construction of bridges. They have made out a very good case for the construction of a few bridges, but Sir, I find the provision for the construction of bridges is very inadequate compared to the estimate that has been made. I found, Sir, in the case of one bridge the estimate is about Rs. 12 or Rs. 15 lakhs, but the actual provision made for the construction of the bridge is only Rs. 20,000. I cannot understand the rationale underlying the provision of Rs. 20,000 for a bridge which is estimated to cost about Rs. 12 lakhs. There is something wrong somewhere. If a case has been made out for the immediate construction of a bridge, it ought to be expedited. There is no sense in providing Rs. 20,000 where the estimate is of the order of Rs. 12 lakhs.

Sir, another point I want to raise is this. Much has been said about bottlenecks in railway transport. I wish to raise the question of bottlenecks in road transport caused by Railways. I refer to the question of providing railway overbridges in important centres, that has been referred to by some hon. Member on the other side. Sir, these bottlenecks are also a great invasion on the rights of the people. In the expanding economy of our country, these bottlenecks ought to be removed as expeditiously as the bottlenecks in railway transport.



SHRI V. K. DHAGE (Hyderabad) : Mr. Chairman, in order that we might be able to assess the Railway Budget that has been presented by the Minister for Railways, we will have to see as to what has been their approach in the matter of the presentation of this Budget. Reading through the speeches of the past Minister and the present Minister, one finds that the attitude that they have adopted—if you look at the approach and the preparation of the Budget—has been a commercial one. An industry which has been nationalised must not entirely be looked at from the point of view of a commercial industry. But it should be looked at from the point of view of the service that it should render to the people, and from the point of view of a decrease in the rates of fare to the passengers, and not from the increase of fares to the passengers. The criterion is not how much surplus has been accumulated but what facilities and amenities have been given to the travelling public. From that point of view, Sir, I think the approach in the Budget has been inhuman.

Looking at the White Paper and reading through it, we are told in it that the Railway Ministry had to confront several difficulties. Since the year 1930, according to their version in the White Paper, the depression had affected them and they had to face difficulties in that regard. When the depression was off, War came in 1939 and many of their rolling stock, locomotives and coaches had to be transferred to the Middle East. And after that, they had to face the difficulties which arose out of the Partition that took place in India. Having enumerated these difficulties, the White Paper says that they were confronted with a problem, and that problem was that on 1st April 1951, they found that they had to replace 1,640 locomotives. The problem is enumerated by them as follows :

"The magnitude of the problem of rehabilitation can be gauged from the following figures. Based on the economic life of 40 years, 1,640 locomotives were due replacement on the 1st April 1951. Had there been no problem of overtaking the back-log, the annual replacements would have been no more than 200. Similarly, coaching stock

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due replacement on the 1st April 1951 numbered 5,120 against the normal annual wastage of about 600. The number of wagons due replacement on an age basis had also mounted to 25,000 against the normal annual requirement of 5,500."

I feel, Sir, that there is some sort of miscalculation with regard to this backlog. The figures that are given with regard to the development of the Depreciation Fund seem to convey a different story with regard to this back-log. I am referring to page 76 of this very White Paper in which the history of the Depreciation Reserve Fund has been shown, in a tabular form. In this it has been said that in the year 1924-25, appropriation towards the Fund was made from the general revenues to the extent of 1,035 lakhs and the withdrawals towards renewals and replacements—not repairs—were to the extent of 7,29 lakhs, leaving a balance of 3,06 lakhs to be utilised. Similarly, in the succeeding years, similar amounts have been appropriated towards the Depreciation Fund, and the withdrawals also have been of a similar nature. But never have the withdrawals been more than the appropriation amount to the credit of the Depreciation Reserve Fund. Now, Sir, according to the commercial principles, which they have been depending upon, depreciation which has been charged will always be according to the needs of the industry concerned, since depreciation is a charge upon the revenue of the industry before any dividend or any other division of the profits can take place. If that be the case, I assume that the amounts that have been withdrawn from the Depreciation Fund are the amounts which are really necessary for the renewals and replacements of these stocks. There is another point that comes into this. Till the year 1947-48, the amounts that have been appropriated to the Depreciation Fund have never exceeded Rs. 13 crores, except in one or two years, i.e., in 1945-46 and 1943-44. The amount that was appropriated in 1945-46 was 1,725 lakhs. **But** never again have the withdrawals exceeded the amounts that have been appropriated to the Depreciation Fund and the utmost amount that was withdrawn was 1,237 lakhs. I therefore

[Shri V. K. Dhage.] assume, Sir, that if the stocks had been renewed and replaced from time to time, as has been disclosed in this table, I do not understand how there has been a back-log of 1,640 locomotives and 5,120 coaches.

I will now pass on to my next point. According to the Convention of December 1949, it has been laid down, on the basis of the figures that have been appropriated in the previous year, that a minimum of 15 crores should be appropriated towards the Depreciation Reserve Fund. Instead of appropriating 15 crores, they have been appropriating 30 crores towards the Depreciation Fund. Not only that, but the interest of about 3½ crores also has been added to the Depreciation Fund. This interest of 3½ crores has not gone into the revenue Budget of the Railways but is directly credited to the Depreciation Fund. We thus find that what has been decided by the 1949 Convention has been exceeded by Rs. 18 crores. I understand that, according to the Kunzru Report, the minimum amount that has to be appropriated to the Depreciation Reserve Fund has been increased to Rs. 22½ crores. Whatever may be the amount, that has been considered the minimum. Even if we consider that Rs. 22½ crores is the amount to be appropriated, since 33½ crores are really appropriated to the Depreciation Reserve Fund, 11 crores extra has been appropriated out of the revenues of the Fund, thereby decreasing the amenities that could be provided in the revenue account for the passengers or for decreasing the rates of freight, etc.

Another thing that arises out of this point is this. While after appropriation and withdrawals a balance of 3 crores odd has been left in the beginning of 1952-53, the amount that now remains is 99 crores in the year 1952-53. If this amount is utilised for the purpose of the Railways, there would be a large relief available to the Railway Department itself. This amount that is kept in the Depreciation Fund is invested with the Government at a particular rate of interest, which I do not think is exceeding 3 per cent, according to the

figures available in the White Paper itself. With all other Reserves, about 167 crores have been invested with the Government and the return that accrues to the Railways is 3 per cent. On the contrary, the Government, according to the 1949 Convention, charges 4 per cent, interest. Now, Sir, if you see the Capital Budget of the Railways, you will find that out of 75 or 76 crores which have been provided in 1952-53, 49 crores come out of the Depreciation Reserve Fund and about 10 crores from the Development Reserve Fund, and the balance of 17 crores are taken from the General Revenues of the Government on which interest of 4 per cent, is paid to the general revenues of the Government.

I do not understand why this kind of jugglery should take place. I may use the word "manipulation". If the Government has really to charge 4 per cent, on advances to the Railways, then they should pay the same rate of interest on the moneys that are invested with them. Otherwise, they can release the amount that is invested with the Government for the purpose of capital construction, in which case, the Railway Department will be benefited to a very large extent.

One more point that I wish to make is this. According to the figures that are given now in paragraph 6, page 5, of the White Paper, the number of passengers carried in 1938-39 was 372 million, while in 1949-50 it was 1,081 million. We have been told that on the 1st April 1951, there has been a shortage of 5,500 coaches for the purpose of carrying passengers. If that be the case, it will amount to this. We will assume that the number of coaches that we had in 1951 were more or less the same as in 1939. If so, the number of passengers carried has come to almost four times. While we have been carrying four times the number of passengers in the same number of coaches, they have increased the fares more than three times since 1939. I think this is a very deplorable state of affairs, and I request the hon. the Railway Minister to look at the Railway Budget

from a human point of view and reduce the fares for passengers as well as the freight charges.

SHRI H. P. SAKSENA (Uttar Pradesh) : Mr. Chairman, I rise to support the Railway Budget proposals that have been placed before the House and commend them to the Members for their acceptance. At the outset, Sir, I may utter a word of explanation as to the reason why I elected to speak in an alien language, because many of my friends in the House and many more outside must have been expecting me to speak in the national language, namely, Hindi. One consideration that weighed with me was that if I spoke in Hindi my friends opposite would be very much handicapped and their volleys of gunpowder would remain unspent—I mean the wordy one, and not of the Telangana type—and they would not be in a position to interrupt me. For this reason I am speaking in the English language.

While I have been listening to all the speeches from both sides of the House that have been delivered over a fortnight, on the President's Address, on the General Budget as well as on the Railway Budget, I have inferred that it is all a question of approach and outlook. We do not look at things with jaundiced eyes and a perverted outlook. We look at things in a realistic fashion. It may be the case that we are the villain of the piece. But we also find that it is impossible to reconcile the irreconcilables. The hand of friendship and cooperation was extended to our friends opposite by the Prime Minister himself, but we all know the result. The offer has been spurned. The reply is in the negative. Impossible conditions have been put forward for extending cooperation, as if we were begging for cooperation. Nothing of the sort. If they are to cooperate, they will cooperate on being provided with a new sun and a new moon. It is not in the power of the Prime Minister nor in the power of the party in power to provide these things.

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I put a straight question to them. Do you or do you not love your country ?

Are you pinning your faith and bestowing your affection on some other country ? That is the straight question that I put them, and I want a straight reply without equivocation. If I love my country, I must be prepared to lay down my life for it. It is we who brought about the emancipation of the country from foreign rule, and not these friends. During the " Quit India " movement in 1942, there was a journal known as " People's War ". When the leaders of the country were imprisoned, it was characterised as the People's War. If you call the President's Address .....

MR. CHAIRMAN: We are discussing the Railway Budget.

SHRI H. P. SAKSENA : I thank you for reminding me about it. We are discussing the Railway Budget, and the Railway Budget is a part of the General Revenue Budget. We have discussed the General Budget, and yet I may be permitted to say a word about it. If we looked upon that Budget as a surplus Budget, as a business-like Budget, as a balanced Budget and as a bania's Budget, the other side looked upon it as a superficial Budget, a useless Budget, a planless Budget, a cheerless Budget and a colourless Budget. This is the difference in approach and outlook.

Coming to the Railway Budget itself, there is an earning of Rs. 298-47 crores and an expenditure of Rs. 232 94 crores. There is a net surplus of Rs. 24'87 crores after paying dividend to the general revenues and providing for depreciation. Now, is this a sad melancholy and gloomy state of affairs ? Is this Railway Budget not sound administratively and flawless financially ? I have had to have something to do with the examination of these things in my life, and my experience of half a century goes to tell me that this Budget is a Budget with which nobody can find fault. But there again is a difference in outlook and approach.

Now, this integration of the various systems of Railways that has been brought about by the ex-Minister for Railways is a matter on which I cannot refrain from congratulating him. Just

[Shri H. P. Saksena.] as we of the Congress variety must remember in reverence the name of that illustrious builder of Indian nationalism, the late Sardar Vallabhbhai Patel, who integrated 562 Indian States into one unified Indian Republic, similarly Mr. Gopalaswami Ayyangar's name must go down in history as a great unifier of the railway systems of India. This regrouping, this division of the whole of the railway system of India into six zones, has been assailed from various directions and from various points of view. This regrouping is now a reality. We are not in the habit of undoing things which we did only the other day. What is done is done after careful and thoughtful consideration. Therefore, it is no fun to be undoing things which have been done. Of course, if there are omissions, if there are points which require reconsideration, the Government must always be prepared to consider them.

So much has been said about zones that I do not think it proper to spend any time on it.

Sir, Mr. Guruswami has accused the Chief Minister of U. P. of partisanship. He was not here to defend himself. Sir, I hold no brief for the Chief Minister of my Province but then I must give Mr. Guruswami a suggestion that it is imprudent and ungenerous to oppose people who are not present here to defend themselves. For aught I know, the Chief Minister of U. P. has never been guilty of partisanship. Whatever he does, he does in the interests of the public. It was his first and initial duty to defend the interests of the people and therefore whatever he did he did it as his primary duty and not in the capacity of a partisan.

Sir, much has been said about the collisions of trains. No doubt collisions are as bad and distressing to one as to the other. I wish some experts in any part of the world could discover a scheme and devise a method under which there will be no collisions of railways. But as crashes are inevitable in air travel, collisions are inevitable in the rail travel. In the air travel it is

the rich who die whereas in the collisions unfortunately it is the poor that die. It has been observed that it is always the third class passengers that suffer most when there is a rail collision. I would beg of the Government—the responsible Minister—to see to it that this state of affairs is improved. How is it and why is it that always the third class bogeys go to pieces when ever there is a collision ?

AN HON. MEMBER : Change of heart.

SHRI H. P. SAKSENA : Regarding the change, I wish there were a change of heart on the part of my people sitting opposite who have the habit of sticking to a language which is disliked by everybody. I wish there were a change of heart. The same would be my request to my hon. friend who belongs to a party and is now the only remnant of that party. He complained yesterday about things—pettifoggery and petti-mindedness and wrong appointment here—5 Assistant Collectors not appointed—three Deputy Magistrates not transferred—Naib Tahsildar should not have been a Hindu etc. He has forgotten that India has changed, the Government has changed. I will not name my friend but he will himself see whether the cap fits him or does not fit him. Sir, this factor of time must be reckoned with and we should move with the changing times which unhappily is not the case with most of my friends.

Sir, these Railways are a part and parcel of the Government of the country. As a matter of fact I am inclined to think that they are the Government themselves. They derive about more than half of the revenues of the General Budget. They are, if I may say so, the better-half of the Government of the Indian Union.

Sir, these Railways are a national asset and undertaking. We have got to keep into account the manpower that works these Railways—the human factor of the issue. It is in the interests of the Railway Administration itself

that the people who man the Railways must be paid adequately, must be given living wages.

There is going to be an International Railway Congress Centenary next year. This reminds me, Sir, of the railway which was first laid in 1853—the first train. Unfortunately some of us in their speeches show that they are as old as the railway that was first run in the year 1853. They have not allowed themselves to be changed at all.

Then, Sir, there are two points more on which I must lay emphasis and they are the overcrowding especially in the third class compartments, and very meagre expansion carried out up till now in the railway lines. These two things are crying aloud. It is not complacency that will pay. The Government must pay attention to these two things. The overcrowding in trains entails a great and heavy loss of human life when people fall down from the footboards and so on and so forth. This overcrowding must be put a stop to in the interests of the country itself.

MR. CHAIRMAN : I think the time is over. You say: time is a factor to be reckoned with. (*Cheer\**).

SHRI H. P. SAKSENA : Thank you. Sir.

SHRI S. MAHANTY (Orissa) : Mr. Chairman, the achievements of the Railway Ministry during the last five years call for adequate commendation ; at least to my reckoning. It is the only nationalised undertaking which has marched from success to success and therefore, in all fairness I should record my appreciation of the business-like, hard-hearted and unemotional manner in which our hon. Minister, Mr. Gopa-laswami Ayyangar, has managed it.

If I craved your indulgence to be on my Legs, Sir, it was merely to put forth before you the case of Orissa which so far has gone in default. Sir, Orissa is notorious for its poverty, for its unemployment. Nature has in an unstinted manner made it rich in natural resources. Its valleys and dales are rich in mineral deposits, but, Sir, its

valleys and dales have been valleys of sorrow and tears. It is merely because there have not been enough of communication facilities in Orissa. Out of a total mileage of 3,380 on the B.N.R., only 575 miles—I am told—of railway are in Orissa. In 1929, Sir, there was a talk, there was a plan of extending railway lines in Orissa. That would have gone a great way in developing the undeveloped regions of that unfortunate State. But then came the deflation of 1931 which continued till 1935. So during that deflationary period the whole project was abandoned. Again, at the conclusion of the Second Great World War there was again a talk of expanding railway lines in Orissa. You know, Sir, some 24 Oriya-speaking States in the meantime have been merged with Orissa. Before their merger the British Government was in correspondence with many of those States for extending railway facilities. After merger, Sir, all those plans and projects were once again abandoned. Now, as you know Sir, we are having the Hirakud Project which is to come into operation in about 1955. <sup>^</sup>nas been estimated that 3 - lakh 20 thousand Kilowatts of electric energy will be generated in Hirakud. In order to utilise that energy, we have to set up some industries. I am told Orissa has got first priority in having a pig iron factory. Then, an aluminium factory and the development of mines are all in the plans; those have been contemplated. But unless there are railway lines, how are we going to develop those industrial projects ?

Then, Sir, recently a body of French experts who came at the invitation of the Government, investigated the possibilities of having a port in Orissa. They recommended that there should be a port at Paradip on the mouth of the Mahanadi. To facilitate the development of all these projects, a survey was carried out for having 2,000 miles of new railway lines in Orissa. But I regret all those plans and projects have been abandoned once again. It is only because, the Oriyas are too 'constructive' according to the latest New Delhi connotation. They are constructive, Sir, inasmuch as they are

[Shri S. Mahanty.] silent, and silent like a corpse ! A sort of stoic placidity pervades in Orissa. In their days of crisis, Radhakrishnan is the only saviour to whom they pray and I think, Sir, due to his kind grace I have been able also to put forth the plea of Orissa here before this august House. Therefore, I should try to impress upon the hon. Minister for Railways to give a little more attention to the case of Orissa.

The question of regrouping of Railways is a matter which has been agitating the public mind. There were many abler speakers than myself who had their say on the matter. To me, *prima facie* it seems—without attributing any motives to anyone—that if the regrouping project prove successful then nothing could be a better success. I would only suggest that in addition to the six zones under which the Railways have been regrouped there should be a seventh zone with its headquarters in Orissa which will go a long way in mitigating the unemployment problems and the undevelopment problems of Orissa

Speakers after speakers have dwelt on the commercial aspects of our Indian Railways. It is not for me to go into that aspect, but I want to dwell upon the ideological aspect of the Railway Budget. The Indian Railways are a national concern, a State concern. A State concern is different from an ordinary capitalist concern inasmuch as it has got a pattern of social philosophy underlying it. Of course, I know that the hon. Railway Minister will reply at the end of the debate that his Budget has a definite pattern of philosophy. He may further argue that his philosophy is an empirical one. His philosophy, his pattern of philosophy was not metaphysical as unfortunately the Finance Minister's philosophy was, But, Sir, the only philosophy that I was able to discern in the bulky documents that we are presented with is the philosophy of an ordinary businessman or speculator. The passion for more and more profits pervades from A to Z in the Budget. And rightly the hon. Mr. Gopalaswami

Ayyangar said towards the conclusion of his speech that he had no emotional peroration *(after a pause)*. Therefore, quite naturally passion for profits has made him close all the shutters of his imagination.

Now, Sir, on the revenue side of the Railway Budget, you will find that the Railways are earning 6·6 per cent, to the Government on capital. The inflated Railway revenue is mostly due to increased traffic of passengers who are paying quite exorbitant railway fares not commensurate with the facilities provided to them. We have therefore to concentrate on passenger amenity programme' more intensively but what do we find here? The provision for improvements in travel facilities is just a drop in the ocean. Their aim is more to satisfy the troubled conscience of the hon. the Railway Minister than to give any real benefit to the travelling public. As regards the earnings, Sir, the earning from the third class passengers is the second in volume. In 1951-52 I find earning on this account was near about Rs. 99·3 crores, and for the current year it is estimated at Rs. 98·55 crores. Therefore, Sir, the Railway *prima facie* is more or less the concern of the third class passengers. And the hon. the Minister for Railways is inflating his revenue on the earnings from the third class passenger traffic. If I were the Railway Minister I could also have shown an inflated revenue.

I would like to draw the attention of the hon. the Railway Minister to the methods employed in inflating Railway passenger earnings. Last year in Rantlai, about 17 miles from Mera-mundli, on the branch line from Cuttack to Talcher, a shepherd boy was distributing a divine herb, with an alleged efficacy to cure all ailments. Therefore literally millions were flocking there to get that medicine though there was no accommodation, no water and no sanitary arrangements etc. Therefore, Sir, the Orissa Government had issued a notification banning the visit of pilgrims to that place from outside. But our Railway officials were

issuing special trains after special trains to that place, in spite of the ban. And the net result was several thousands of people died in epidemic under most pitiable circumstances. This is how the Railway Ministry has earned its income. Whatever it might have been in the past, I would only submit that the railway amenities proposed should not be merely to satisfy the troubled conscience of the Railway Minister, but should be aimed at producing definite results. \*

MR. CHAIRMAN : Thank you. Now I call upon Mr. Lakshesvar Borooah.

SHRI L. BOROOAH (Assam) : Mr. Chairman, all these three days during the discussion of the General Budget, I was very happy to find that all the hon. Members on this side of the House as well as those on the other side were very solicitous about the welfare of the common man—My hon. friends of the Opposition said that this Budget is not a Budget for the common man, whereas the hon. the Finance Minister emphatically denied it, and said that the Budget is a common man's Budget. The success of the Railway Budget depends upon how far its provisions go to ameliorate the condition of the common man. In the case of the Railway I think the third class travellers are the common man, and they contribute the largest portion of the revenues. The first thing that I would like to suggest is that more amenities should be provided to third class passengers. On going through the Budget, I find that several steps have already been taken to ameliorate the condition of third class passengers. Therefore, Sir, I must have patience and wait for the time when it will be possible for the Railway authorities to introduce the amenities including the reduction of third class fares.

My State, Assam, Sir, is one of the States which have been carrying on an agitation and criticism against the fixation of the headquarters at Gorakhpur. To my mind, it appears that the agitation was mainly on economic grounds; the employees of the Assam Railway

living in that State were afraid that if the headquarters of the Railway were established at Gorakhpur, their services might be terminated, and that some of them might be transferred also far away from their homes. These are the main reasons for which the people of Assam as well as the workers on the Assam Railway protested against the stationing of the headquarters at Gorakhpur. I am very glad to see that the hon. the Railway Minister as well as the hon. the Prime Minister have assured the parties that there would be no retrenchment in the services, and that they will be kept wherever they are. In all earnestness and with all emphasis, I request the hon. the Railway Minister to see that this promise given to the railway workers of Assam is strictly implemented. Also, Sir, I would request that more attention should be paid towards the Assam part of the Railway than to other parts. It is gratifying to note, that all the Railways previously owned by the company are now owned by the State, and the entire railway system in the country has been nationalised. Sir, the Railways are an important wing of the Government because they are earning revenue. Therefore my view is that the Railway in a particular region should also help the Government of that region in solving its unemployment problem. As far as my province is concerned, this particular point should be borne in mind. I should like to emphasise this point, and I would request the hon. the Railway Minister to see that there should be no cause for complaint or any misgiving in the minds of the workers owing to uncertainties in their service conditions.

Sir, I come from Lakhimpur District—the easternmost part of India in Assam. About 15 miles of this easternmost part of Assam Railway were damaged very seriously in the earthquake of 1950, and the floods that followed. Some of the railway stations like Dangari and Saikhowa ghat sank by several feet, and many railway employees in that area lost their houses. I do not know what improvement has been effected in the meantime. The workers are living under nominal roofs,

[Shri L. Borooah.] Therefore, I strongly urge upon our Railway Minister to see that some consideration is shown for these workers also, by way of providing some habitable quarters to live in. As I have already mentioned, I would once again request the hon. the Railway Minister to see to it that the promise given by our Prime Minister is strictly adhered to so that there could be no cause of any grievance on the part of the railway workers in Assam as also the people of Assam.

SHRI B. GUPTA (West Bengal) : It appears, Sir, that the hon. the Minister for Railways is not present in the House. He should be here to listen to the debates.

MR. CHAIRMAN : The representatives of Government are here.

SHRI ABDUL RAZAK (Travancore-Cochin) : Mr. Chairman, my task here is very simple, in that I have just to resume the thread left by my friend Mr. Karayalar and add one emphasis which my friend had omitted, probably due to lack of time. Sir, the picture of prosperity presented by the hon. the Railway Minister bears within itself a tendency to hoard on the part of the Railway administration. The Railway revenue surpluses are largely diverted to the Exchequer, with the result the Railways are deprived of the opportunity of utilising the fruits of boom towards rehabilitation and expansion. This stands, Sir, in subtle comparison with the proverbial Bania in Malaya who rushes home the profits of the year without spending the least on the better organisation of his own trade there. To illustrate this, Sir, I need cite only one instance. Out of a total net revenue surplus of Rs. 23.47 crores, only Rs. 48,97,000 is set apart for the construction of new lines and the restoration of dismantled ones. Worked out further, it amounts to—and deplorably amounts to—only two per cent. of the surplus. More so is it deplorable, Sir, that even this paltry sum is not equitably distributed among the six Railways.

Speaking for the Southern Railways, it stops short with the revised Budget estimate of 1951-52. For the current financial year, no fund whatever is allotted for the Southern Railway, and curiously enough, the Quilon-Erna-kulam railway link is decided to be taken in hand. The Quilon-Ernaku-lam railway link involves a distance of at least 125 miles, and for that purpose, Sir, only Rs. 3,90,000 is budgeted. If at this rate of progress that railway link is sought to be accomplished, I have a very serious doubt, Sir, to pass on to the Railway Minister. It is said in Ramayana that Sugriva lived long enough to see the bridge completed between Dhanushkodi and Talaiman-nar. But I doubt, Sir, whether it would be possible for the hon. Railway Minister to see the completion of this railway link at this rate of planning, even if he continues to cling to his office for another 15 years.

THE LEADER OF THE COUNCIL (SHRI N. GOPALASVAMI) : Does the hon. Member suggest, this allotment of one lakh is going to be repeated in each of the subsequent years ? What does he expect ?

SHRI ABDUL RAZAK : No, I expect that the Railway Ministry would only take it into its head, in view of the importance of the place and of the urgency of trade, to complete it within the course of two years. But deplorably enough, only Rs. 3,90,000 is budgeted to cover a railway link for a distance of not less than 125 miles.

Then, Sir, there is another grievous wrong with which I charge this Ministry of Railways. It is the charge of this Ministry having collaborated with the Government of Travancore-Cochin in the cultural-civil-commercial suppression of 15 lakhs of Tamiilians living in the southern tip of the erstwhile Travancore State. It is the suppressed voice of these 15 lakhs, Sir, that is voiced by the Travancore Tamil Nad Congress, which I have the honour to



represent here. By historical tradition, cultural ties and geographical contiguity and likeness, this tip of land, this southern-most tip of land in Travancore, forms an integral part of the rest of Tamil Nad in the Madras State. Yet, Sir, by an arbitrary stroke of the pen and due to the whimsical fancies of a Sultan or a Paramount overlord, this was gifted away to the Malayalee Maharaja in Travancore. Thus, these Tamilians, 15 lakhs in number, were shut out from the rest of Tamil Nad. Since then, smarting under the two-fold bane of paramountcy and the native-State-sovereignty, they were thirsting for cultural and social contacts with the rest of Tamil Nad. Sir, a careful sifting of the records of the South Indian Railway Company would reveal the strength of the representations made on this behalf and the action taken thereon. In fact, Sir, the survey of the railway link between Tinnevely and Kanya Kumari *via* Nagercoil was completed and was decided to be taken up even before the railway link from Shencot-tah to Trivandrum. But, unfortunately, the politics of the Ruler of the State prevailed upon the Railway Company, with the result it was put into the cold storage, if not abandoned. Sir, with the disappearance of paramountcy and the native-State-sovereignty, it has been the constant endeavour of the Travancore Tamil Nad Congress Party in the Travancore-Cochin Legislative Assembly to urge upon this Ministry to take up the railway link of Tinnevely-Kanya Kumari *via* Nagercoil. Every time, Sir, there were sweet promises which melted away before the succeeding morrow. But in the meantime, it was announced that the railway link between Quilon and Ernakulam was to be taken in hand. Sir, we are not aggrieved over this, for we agree that the railway link between Quilon and Ernakulam is very important from the commercial point of view. But, Sir, we only contend that the railway link between Tinnevely and Kanya Kumari *via* Nagercoil is doubly important both from the cultural and commercial points of view. These factors do not seem to have weighed with the Railway administration. I fear that they are in collusion with the Government of Travancore-Cochin.

Si., there are other compelling reasons also to have the Tinnevely-Cape Comorin line *via* Nagercoil. As a pilgrim centre, it ranks probably only next to Banaras. Now that the jutting point at Cape Comorin has become the eternal abode of Gandhiji, its sacred importance is enhanced a thousandfold. I wonder, Sir, whether this Railway Ministry has ever cared to pay any regard or attention to this aspect. There is one more compelling reason, and that is the reason of strategy. Sir, that jutting point at Cape Comorin serves as a window post from where one could watch the meeting of the three seas, and the enemy action, if any there. To connect this important place with the rest of India, it does not involve any heavy financial commitment. I can assure the hon. the Railway Minister that there is no mountain to be bored through; also there are no big rivers to be bridged over except two or three streams. I can assure the Railway Ministry again with confidence that only a link for a distance of about 65 miles on the level ground is required to connect Kanya Kumari by rail with the rest of India. If the Railway Ministry would only venture upon this project, I am sure, it will have the additional benefit of liberating 15 lakhs of Tamilians for social and cultural contacts with the rest of Tamil Nad.

SHRI B. G. KHER (Bombay) : Sir, I do not propose to make a long speech. But I intervene with a view to making one or two suggestions which I hope will meet with the approval of the Railway Minister. Sir, as we are all aiming at a classless society in our country, I think we had better make a beginning by abolishing classes, or making as earnest efforts as possible to abolish the classes on the Railway. I do not mean to say we can all at once begin to travel in the same class. It is not possible. But the amenities, the kind of travel that we have in our third class, should be of such a quality that it should be possible for all to travel by that class. Now, I am not suggesting this change immediately and surely the Railway Minister knows how to achieve these things better. But it

[Shri B. G. Kher.] should be possible to so improve the amenities that we give to the poor man, who is really responsible for enabling, to run the Railways at a profit, proper facilities. We ought to care more for him and to see that he gets the very best that it is possible for us to give. It is for this, that Mahatma Gandhi always travelled in third class. We cannot all be so heroic.

So far, we have in all our speeches only emphasised the financial aspect of the working of the Railways. But I wish to submit to the House that transportation is not a matter only of profit and loss. I congratulate the Minister for Railways, because, as has already been said, in no other country has such a huge nationalised undertaking as the transport system of a country been worked with profit. Not even in great Britain or in other countries, as has been mentioned, and we are really proud that we have now fully established a unified nationalised Railway undertaking for the whole country. The process of regrouping, etc., has all been completed. Simultaneously with the plan of the integration of all Indian Railways into a unified undertaking, owned and worked by a single Central authority, several important reforms in relation to the financial and economic structure of Railways have also been introduced, and, as we all know, we are making a surplus of about Rs. 24 crores. But, Sir, it is not only with the net surplus in the working of the Railways that we are concerned. Effective transportation is very important for other reasons, for a country like India. Because of its varied resources, the country's development can be useful and effective only if there are adequate facilities for moving goods and people freely from place to place. As a very eminent economist, Marshall, has observed, "the dominant economic fact of our age, is the development, not of the manufacturing but of the transportation industry," and that has a very great significance. Our transportation system consists not only of Railways, but of buses, highways and waterways, but certainly the Railways constitute the most important item of these.

This is one of our great national assets, employing thousands of people, also contributing considerably to the national income. The effect of improved transportation would be primarily reduction in its unit cost, though it may also take the form of increased speed, safety, etc. Increase in speed, although it means greater risk of accidents, means increase facilities for the marketing of the perishable produce. It helps to equalise the supply of goods, and the free movement of passengers. I wish to emphasise that the efficiency of the transportation system is not a mere matter of pounds, shillings and pence. Whether we make a surplus or whether we make a loss, it confers great economic, social and political benefits on the life of the country.

If you will give me two minutes, Sir, I will point out the great economic and other benefits that are conferred by efficient transport. Reduction in the cost of transportation makes it possible for passengers and goods to move at less expense. These facilities for travel make it possible to have a better distribution of goods, and in a country where rationing plays such an important part, I have no doubt that it will also contribute to the increase of peace and welfare. As regards the social aspect, I submit, improved transportation not only transforms the organisation of industry but is also beneficial socially. We all know, Sir, that when a railway breaks into land which is so far isolated, it raises the standard, it raises people's mode of life, by bringing about an improvement in their housing, education, clothing, recreation, food and other habits. Efficient transportation promotes culture. It also enhances the intelligence, the knowledge of the people. The wide distribution of mails and facilities for transferring men, women and goods over broad areas, not only help in their education but destroy rural isolation, and serve as an incentive to progress. As regards political benefits, efficient transportation helps to unite politically a vast country like ours. At any rate, a system of communication is absolutely necessary for holding the whole country together and defending

it. It creates a need for national unity, with a strong Central Government. It helps in strengthening the national defence. It was originally this motive which induced the Britisher to open Railways in the north in our country. I do not wish to dilate here on the military importance, the strategic importance, of Railways. But there is no doubt that even for this purpose its importance has been recognised, not only in this but in other countries also, and that is the reason why a number of well-known rail roads have been started in recent times, why the Union Pacific and other trans continental lines in U.S.A., the trans-Siberian Railways in Russia came into being and all these projects are illustrations of the political effect of the railway systems. Now, such being the importance of our transportation, I think we have emphasised too much only the financial aspect, the profit and loss account, of the matter in the debate that has gone on so far. I wanted therefore to emphasise the other aspects also. For that purpose, the first suggestion I made was that the differentiation between classes should be done away with. Today, you see this differentiation between traveller and traveller. The poor man finds that he is travelling on sufferance. He is treated like a mendicant. This man who contributes the largest portion of the earnings of the Railways does not get his due, because he is ignorant. It is with his money that many facilities are provided for the other travelling public. I do not want to dilate on this although I feel very strongly about it. In no other country would this snobbery have been tolerated. It is because we have been accustomed to be treated as slaves by foreign rulers over centuries, that we do not see any incongruity in the man who is really the backbone of our country being treated as if he was asking for favours in buying railway tickets and in sending his goods. He waits for hours, he is cheated, he is insulted, he is not cared for. I am not criticising either this or that Department, or the Railway Board or anybody else. I have had nothing to do with the Railway Board. I certainly do not birr—"hem. What I

say is that we ought to take up a proper attitude in these things—not only the Ministry, but everyone who cares for a real improvement of the railway system and thus of the country. The poor man sends his goods by rail, and in this respect also there is a great deal to be desired. On the efficiency and the incorruptibility of the staff depends the happiness of the travellers. I hope I am voicing the sentiments of most of us here. It is not the fault of any particular authority, but in this matter we all have got to travel a great deal. We condemn a man who cheats his neighbour out of Rs. 4, but when one boasts of having cheated the Railway conductor and had a long journey at State expense in a railway, we do not condemn him, but just acquiesce.

Sir, I do not wish to take any more time of the House. But we have to see that the poor man, the man who sends his goods, gets a fair deal. I have known of cases of people who wanted to send bananas from East Khandesh to Bombay. It takes months and months to get wagons. It maybe, we have had difficulties with wagons. But how is it that wagons are available if the man can produce Rs. 50 in notes? So, I submit that in this matter we ought to emphasise the needs and convenience of the common man and the poor man—the paymaster of our country. A beginning might be made by having classless Railways, so that ultimately we may have a classless society.

SHRI H. C. MATHUR (Rajasthan) : Sir, many uncharitable remarks were made and repeated by our friends sitting on the opposite side that Members sitting on this side of the House indulge only in destructive criticism and want to take advantage of their position here to do some sort of propaganda. But they must have observed that Members here will never be found wanting in giving appreciation where appreciation was due. There was a lot to criticise in the General Budget and everybody is here to put forward rightful criticisms. But when we find something deserving appreciation, we never lag behind. My friends who have preceded me have given their

[Shri H. C. Mathur.] unstinted support to the Railway Budget. And I stand here to say that the remarkable ability with which those in charge of the Railway administration have conducted their affairs deserve our congratulations. It would be ungrateful if we did not acknowledge what they have done during these five years. But of course there is no reason for us to get complacent about it. The situation as I understand it, is briefly this way. Great deterioration had set in in the Railway administration. What we have succeeded in doing is that we have been able to arrest this downward trend. We have definitely turned the corner. We have also succeeded in introducing certain very salutary reforms. But, Sir, it is equally true that the main problems still remain to be tackled. I appreciate that all this could not have been done during this short time. They have done wonderfully well. But we have yet to achieve what would really constitute a national programme. We have no doubt toned up our Railway administration to a very great extent. But, as was pointed out by the learned speaker Mr. B. G. Kher, who preceded me, we are too far away from the ideal which we should have before us. Nobody can deny that efficient transport is important in the various aspects of our life, but the ideals so ably propounded by my learned predecessor are too far away on the horizon. As a matter of fact, we, sitting here, have never even been able to think about any of those ideals being achieved in the near future. As a matter of fact, we are at present asking for nothing but the barest necessities—the removal of the inconveniences with which we are face to face. It would really be a very happy day when we reached anywhere near the ideals so ably propounded by Mr. B. G. Kher.

11 a.m.

Well, Sir, the hon. Member who initiated this debate gave very impressive figures about the progress that we have made. But if we were only to examine those figures in the context of our target, in the context of our actual

demand, we would find that we were still in a complete stalemate. We have been able to do very little to improve our travel conditions, particularly for the third class passengers. Also, transport bottlenecks are there as they were. It may look a very small matter, **but** I might submit as a concrete instance that in Rajasthan particularly, the whole of the movement of coal is through Agra East Bank. Leave aside the private sector of industries—they are nowhere; they get their permits from the Supply Department and they run about for transport facilities but get nothing—leave aside the private sector, even the essential utility Departments, Departments like the Electrical Department run by the Government, find themselves in difficulty, and they have been sending frantic telegrams to the transport authorities to give them transport in order to get them out of difficulties. This has happened not only once: it is a regular occurrence. I do not know if we could pay more attention to this bottleneck and see that something is done to improve matters. Rajasthan is not very much developed industrially. The demand of Rajasthan is very limited. And if we cannot meet the demands of Departments like the Electrical Department, you can very easily imagine what will be the fate of those industries which are run privately. This is one of the reasons why everybody hesitates in starting any new industries in that region.

As regards regrouping, this is a big problem and I do not want to say anything that is unnecessary, but I certainly deprecate what has been said against the critics of this scheme attributing a provincial angle to them. The most unfortunate feature is that those who practise provincialism are the persons most vociferous in denouncing it. I cannot understand how such a charge can be brought against Members sitting here. I cannot understand how those opposite can criticise the able speaker Pandit Kunzru who advanced one argument after another against the regrouping so far as **the** East Indian Railway is concerned.

He does not come from Bengal, and his criticism was definitely based on a very intimate knowledge of the subject. I have not heard one argument which meets the arguments advanced by him, except general aspersion, except general criticism and that we should accept what has been done. We are not here to accept what has been done. If we were here only for that, I do not think there would be any sense in our being here at all. We have done something. That is true. But there is absolutely no reason why we should stick to it when there are such weighty arguments against the scheme and arguments from people who are most disinterested and also those who can reasonably claim an intimate knowledge of the subject. Well, Sir, we do not ask for anything unreasonable. As a matter of fact, Sir, I can submit to you that Jodhpur Railway was originally proposed to go to the Western Zone and there was every prospect of Jodhpur being the headquarters of that zone. The Railway Board's record itself will show that some Members from the Railway Board had gone there to investigate the matter. Even the Financial Commissioner had been there to examine the suitability or otherwise of Jodhpur to form the headquarters of the Western Zone. But then we have not raised our voice against our going to Northern Zone because I understand that it is more reasonable to put Jodhpur Railway in the Northern Zone and to form one frontier Railway. If a voice is raised against a particular regrouping scheme or a particular group, we cannot just say that the voice is raised in the spirit of provincialism.

Passing on to the next point I submit, Sir, that Rajasthan most unfortunately is very backward in transport facilities. There are reasons for it. Rajasthan is comprised of 20 and more small and big States. All these States were independent of each other. There could never have been any co-ordinated plan or programme, which could have been chalked out and which could have been given any effect. So, Sir, it is really in a very bad state of affairs. And, Sir,

we were very happy when Rajasthan was formed and we were very happy when the Centre took over the Railway administration, because we had every reason to believe that now it would be possible for all these overdue schemes to be taken up. But, most unfortunately, Sir, when I go through the long lists which are there in the White Paper, I find that there is not one place where anything is being done in the whole of Rajasthan. Nothing is being done anywhere. I can assure him, Sir, that even if we had been left to ourselves, even if Jodhpur Administration had been left to itself, it would have had on its programme at least two Railway links, e.g., Phalodi to Jaisalmer and Raniwara to Deesa. Apart from other things it would have definitely been important from the strategic view-point to take up Phalodi-Jaisalmer link. That is our most vulnerable point with Pakistan as a matter of fact. I am sure, Sir, these matters will receive the consideration of the Railway administration.

In the meantime I would earnestly appeal to the honourable Member to give consideration at least to one item—that they could at least develop Jodhpur and Bikaner Railway workshops. We have got fairly good workshops, Sir, and these can be developed and expanded. That will help the Railway administration itself to the extent that it will help in implementing their policy of meeting their own needs in the country itself. That way at least one problem—the most acute problem of unemployment in our region—can also be solved. We are in a very bad state of affairs. I know it personally, Sir. There are hundreds and hundreds of families at present who are living on the brink of starvation. They will accept no gratuitous relief. All that they want is honest employment and that honest employment can very easily be given. I hope the hon. Member for Railways will give due consideration to these few things. Thank you, Sir.

THE LEADER OF THE COUNCIL  
(SHRI N. GOPALASWAMI) : Mr. 1  
Chairman, if I wish to intervene in this

[Shri N. Gopalaswami.] debate at this stage, it is not for the purpose of trying to traverse the wide ground that has been covered by the critics of the Railway Budget during this debate. That is not possible for me to do and I am sure that my hon. colleague will deal with most of the points if not all of them. I am at present proposing only to say a few words on the question of Railway regrouping. This has elicited a certain amount of criticism in this House just as it elicited criticism in the other House. I had to deal with most of these criticisms in the other House yesterday. Well, I shall only refer on this occasion to some two or three points which were raised in this connection by my friends here.

In railway matters I have always attached great importance to whatever fell from the lips of my hon. friend Pandit Kunzru. He has devoted a great deal of time to the study of railway matters. He presided over a Committee which produced a report on which a good deal of forward action was taken by me during my tenure of office. Similar is the respect in which I hold whatever falls from my hon. friend, Mr. Guruswami. He has been associated with railway matters for quite a considerable time. I have been in very frequent contact with him during the period that I was in charge of the Railway portfolio and I learnt to respect whatever he said as practical solutions of some of the problems that arose in the course of our talks and negotiations. So far as my friend Pandit Kunzru is concerned, he referred to certain aspects of the latest instalment of Railway regrouping that has taken place. Mr. Guruswami referred to it perhaps in more general terms but the net effect of the speeches of both my friends is that they do not like this latest instalment of Railway regrouping.

Now, Sir, I candidly recognise the fact that the Indian Railway Inquiry Committee over which my hon. friend presided did not favour the cutting up of the East Indian Railway. But I do not think that when they were tackling this problem the conditions were in any sense the same that confronted

us after a number of further developments had taken place in the unification of the railway system in this country under Central control. Their problem was a more limited one and in tackling it they certainly gave advice which we have not found ourselves able to accept when we came to confront problems of a somewhat different character. The main argument that was advanced was that the East Indian Railway was itself a large system and that the Indian Railway Inquiry Committee was impressed by the fact that that system was not given adequate attention by the single General Manager who had to look after that system. The new Eastern Railway is a larger.....

SHRI H. N. KUNZRU (Uttar Pradesh) : May I explain ? The Committee did not say that a single General Manager could not look after the whole system. The Committee had the opinion of the Railway Board to that effect before it.

SHRI N. GOPALASWAMI : Unfortunately, I was not present when my hon. friend was developing his argument yesterday. I wish only to deal with the point that I was told he had made. That point was that, under the old conditions, a General Manager was not able to look after the East Indian Railway. Whether it was the opinion of the Committee or it was the evidence that was given before the Committee, does not matter. The impression was there. The argument was developed in this way, according to my information, that the new Eastern Railway is a much larger system and therefore if one General Manager was unable to deal adequately with the whole East Indian Railway, he would find it even more difficult to deal with a larger railway system. I cannot see the force of this logic, but let us remember what has happened under the regrouped systems we have established in this country. With one exception, the North Eastern Railway—I do not know if even *vis a-vis* that Railway the East Indian Railway was larger in size—but with reference to every other system, you find that the

route mileage is certainly much higher than what the East Indian Railway had to deal with under the old arrangement. Now, Sir, we have developed an organisation and an administrative technique which enables a single General Manager to deal with a system, a much larger one than in previous days. That is almost a fundamental principle in the regrouping idea. If the route mileage of the East Indian Railway was large and was not adequately dealt with, it is impossible that the new Eastern Railway with a larger mileage could be adequately dealt with—that is an argument which is not quite strong in the altered conditions of the regrouped system. That is one thing.

The other thing that was said was that there was some difficulty regarding the cutting up of the East Indian Railway at Moghalsarai. It was said that the Deputy Director under the direct control of the Railway Board who has been planted there will not be an adequate instrument for removing the difficulties in wagon supply that might crop up at that place. Well, I am afraid that that is not a correct appreciation of things. Whenever traffic has to flow over two railway systems with different General Managers and so on, it is possible that some difficulties might crop up in the adjustment of supply of wagons. Those difficulties, especially in a congested area like Moghalsarai which has to cater to the coal fields and so on, have to be got over and the most satisfactory method of doing it is to plant an officer who derives his authority from a higher source, to solve these difficulties on the spot by issue of orders which both administrations will have to carry out. I take the entire responsibility for devising this system both at Moghalsarai and Calcutta and I have absolutely no doubt that that would produce a thoroughly improved state of affairs as regards the movement of traffic.

The other point that was mentioned, I understand, was about the Sealdah Division, and I gather that Pandit Kunzru was of the opinion that if the

Sealdah Division had been kept with the North Eastern Railway as originally intended, there would have been no need to have a Director of the Railway Board at Calcutta. Now, I do not know what my hon. friend means when he refers to 'what was originally intended'. Now the question had been settled that the headquarters of the North Eastern Railway will be in Gorakhpur and after that was settled, negotiations were carried on between me and the Chief Minister of West Bengal as the representative of public opinion of all shades and interests in West Bengal as to how the Sealdah Division was to be disposed of. He, in the first instance, favoured the addition of that Division to the North Eastern Railway, but he was very much interested in seeing that the traffic between Calcutta on the one side and North Bengal, North Bihar and Assam on the other should move easily and smoothly. Therefore, the device that was then adopted was to plant a Deputy General Manager of the North Eastern Railway at Calcutta whose business it would be to see that the smoothing of this flow of traffic was carried out.

That was an essential part of the tacking on of the Sealdah Division to the North Eastern Railway. Now what has been done? Owing to a later change of opinion, it was decided, and I think decided rightly, that the Sealdah Division should be kept in the Eastern Railway. But the difficulty about the flow of traffic of south of the river and also of north of the river still remains ; and for the purpose of solving that difficulty, I suggested the idea of planting a Director of Railway Board at Calcutta, just as we have appointed a Deputy Director at Moghalsarai, who would see that all the traffic on both sides of the river Ganga would have an easy flow. That is what happened. I do not see how if this Sealdah Division had been kept with the North Eastern Railway we could have avoided the planting of some officers in the North Eastern Railway, but even that could not have been so satisfactory as the planting of an officer deriving his authority from the

[ Shri N. Gopalaswami. ] Railway Board, who could issue orders both to the North Eastern Railway and the Eastern Railway. Now, Sir, I did not exactly catch what my hon. friend Mr. Guruswami had to say against regrouping as such. I believe he blessed the principle of regrouping ; he also half-blessed the implementation of that principle with regard to the Central and Western and Southern Railways. But his complaint seems to be that whatever was intended in the scheme of regrouping for these areas has not yet been fully implemented. I believe that was his ground? I confess that perhaps the portions relating to staff had yet to be implemented, but they are in the process of being implemented ; the necessary machinery has been set up, and orders have been issued and are day to day being implemented. These things are big administrative reorganizations which take a little time to get completed altogether. And that is why it takes a little time. I do not suppose that Mr. Guruswami really objects to the principle of regrouping. I have not been able to gather as to what exactly his complaint against the Northern zones is, and therefore I am not in a position to answer that point.

SHRI S. GURUSWAMI : My point was that you should have stayed with the experiments in the Southern, Western, Eastern and Central areas, and should not have precipitated an unnecessary situation in regard to the East Indian Railway.

SHRI N. GOPALASWAMI : I join issue with him on that ground. If he agrees with the policy of regrouping, it is important that that policy should be given effect to in the shortest possible time, because all the benefits of regrouping in the whole country cannot be realized until all the parts of this scheme are implemented in the quickest possible way. I do not know if my hon. friend realizes that in other countries where this regrouping has been done, a number of zones or regions have been established at one stroke. In our case, we did it gradually, but I was very anxious that even though one

after another, it was implemented, it should be implemented within the quickest possible time. We could have taken half a dozen years, just as we have taken 30 years discussing this matter. But when we come to a decision, I felt that that decision had to be implemented quickly. I was anxious that it should be done within the space of 12 months ; otherwise, all the beneficial effects of regrouping, you cannot realise, if you spread it over a long period. I think it is one of the essentials of the scheme that it should be given effect to as quickly as possible. I can understand people presiding over committees, hearing evidence, and leisurely making recommendations, suggesting that this should be done or that should be done, and that it should be done in a gradual way and so on. That is all right. But my upbringing has been different. If on the merits of a case, I come to a decision that something should be done, all my administrative background compels me to see that that scheme is implemented as quickly as possible. That is my excuse, Sir.

SHRI B. GUPTA : But you have to care for public opinion also.

SHRI N. GOPALASWAMI : I have nothing more to say, Sir.

MR. CHAIRMAN : We have 10 minutes' time, limit now ; but that does not mean that each Member should take 10 minutes; it is only the maximum. The order of business for tomorrow is as follows :

1. Election of the Deputy Chairman.
2. The hon. the Railway Minister's general reply to the debate on the Railway Budget.
3. Consideration of the Tariff Amendment Bill, as passed by the House of the People.
4. Passing of other Bills sent by the House.



SHRI S. GURUSWAMI: Before the next speaker. Sir, I would respectfully request the hon. Shri N. Gopala-swami Ayyangar to explain what is the new technique which enables the General Manager in the new scheme to control a bigger area than was the case before.

MB. CHAIRMAN: Would the Leader of the House like to answer it now, or would he like the hon. the Railway Minister to answer it tomorrow ?

SHRI N. GOPALASWAMI : The hon. the Railway Minister will answer the point tomorrow.

PROF. G. RANGA (Madras) : Sir, I would like to have enlightenment on one particular point. I was told after I had spoken yesterday that I was mistaken in regard to what the Government had done in regard to Calcutta. Is it true that some political influences had been brought to bear upon my hon. friend Mr. Gopalaswami Ayyangar in changing his decision in regard to this Calcutta controversy in a period of three weeks, and therefore he gave such a big jolt to public opinion there ?

SHRI N. GOPALASWAMI : I had referred to this point in the other House yesterday. As my hon. friend has asked the question here, I should like to make it perfectly clear. The House can take it from me that no political pressure wherever it may come from, and however strong it may be, will deflect me from the path which I consider to be right.

Secondly, Sir, it is a calumny on the persons who came and put that point of view before me, to suggest that the Chief Ministers of Uttar Pradesh and West Bengal, tried to exert any political pressure on me. That again I would like hon. Members to remember. So far as Uttar Pradesh or West Bengal, was concerned, the Chief Ministers could only put the particular point of view of the citizens of the particular

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areas of which they are Chief Ministers. They put these points of view as expressions of public opinion of their respective areas. I do not think there is a greater representative of responsible public opinion in either of these two States than the Chief Ministers of each of these States\* They put their points of view before me, and this point of view did not tally with the scheme which had been originally circulated ; so I called my technical advisers and told them : "Here is what public opinion says ; tell me if I have to defer to public opinion, whether this would conflict with operational efficiency or sound administration." It is only when my experts advised me that there would be no such prejudicial effect that I accepted public opinion as it came to me. Public opinion had expressed itself in certain ways in Uttar Pradesh ; I accepted a portion of it, and rejected the rest ; public opinion expressed itself in certain ways in Bengal, and I accepted it with regard to certain aspects,, and rejected it in regard to certain other aspects, so that the final decision that I took in this matter was a decision on the merits. I repudiate the suggestion that I gave in to political pressure.

SHRI B. GUPTA: I would like the hon. Member in charge of the Railways to tell us which section of the public opinion he consulted. For, we know, Sir, that large sections of the public opinion are against the unscrupulous manner in which he has carried out this measure. Not only that, we know that important Railway officials too have expressed their opinion against the manner in which he has carried it out. It is no use trying to pose as if the hon. Minister is Caesar's wife.

MR. CHAIRMAN : You cannot make a speech. He has made it clear that consultation with responsible representatives of public opinion is not to be confused with coercion or undue pressure. Shri Kapoor.

SHRI T. R. KAPOOR (Uttar Pradesh) : May I say, Sir, that there are two Kapoors in this House.

**SHRI PRITHVIRAJ KAPOOR**  
(Nominated) :

**श्री पृथ्वीराज कपूर** (नाम निर्देशित) : माननीय सभापति जी, मैं ज्यादा समय नहीं लूंगा। मुझे यहां पर जो १०, १२ और १५ बातें कहनी हैं, वह मैं १५ या २० मिनट के अन्दर खत्म कर दूंगा। यहां पर जो चीजें चल रही हैं और पब्लिक (public) का समय बरबाद हो रहा है, उसको देखकर मैंने दुःख होता है।

[THE VICE-CHAIRMAN (SHRI M. L. PURI) in the Chair.]

जो मैं बातें आपके सामने रखना चाहता हूँ और जिनका मैंने खुद जाती तजुर्वा हुआ है, वह मैं आपके सामने रखने जा रहा हूँ।

पहली तो रेलवे में कन्सेशन (concession) से मुतालिक है। मैं एक ट्रेवलर (traveller) हूँ और साल में काफ़ी रेल में ट्रेवल (travel) करता हूँ। करीब १०० आदमी पृथ्वी थियेटर के मेरे साथ थर्ड क्लास (third class) की एक पूरी बोगी (bogie) में सफ़र करते हैं। इसके साथ ही साथ मेरे साथ थियेटर (theatre) का भी बहुत सा सामान रहता है। इस सिलसिले में मुझे बहुत से सेक्शनों (sections) में होकर गुजरना पड़ता है। पिछले ७ और ८ वर्षों से मैं सारे हिन्दुस्तान में घूम चुका हूँ।

दूसरी बात जो मुझे कहनी है वह रेलवे वर्कर्स (railway workers) के बारे में है। मेरा जी० आर्द० पी० से काफ़ी सम्बन्ध रहा है। पिछले तीन वर्षों से मैं उनके एक ब्रान्च (branch) का प्रेजिडेंट (President) भी हूँ। इस सिलसिले में मुझे उनके नजदीक आने का मौक़ा मिला है और मैं उनके कुछ प्वाइन्ट्स (points) आपके

सामने अर्ज करना चाहता हूँ। कल मैंने सौभाग्य से दूसरे भवन में रेलवे मंत्री जी का भाषण सुनने का अवसर प्राप्त हुआ। क्योंकि इस सदन की बैठक प्रातःकाल नहीं थी इसलिये मैं वहाँ चला गया। अगर यह बात किसी पार्लियामेंट कन्वेंशन (Parliament convention) के खिलाफ़ नहीं है तो मैं इस विषय के बारे में कुछ कहना चाहता हूँ वैसे तो वहाँ की बात सब अखबार में आ चुकी है और यहां पर कहना कोई खिलाफ़ बात नहीं होगी—यह मैं आशा करता हूँ।

यहां पर जो कलकत्ते, गोरखपुर और दूसरे शहरों का जिक्र आया, मैं उसके विषय में कुछ कहना चाहता हूँ। मैं तो यह चाहता हूँ कि यह रेल का सारा काम एक सेन्टर (centre) के अधिकार में आ जाय जिस से हम को बहुत से क्षेत्रों में जाने में तकलीफ़ न हो। अक्सर जब मुझे अपनी पार्टी (party) के साथ रेलवे में सफ़र करना पड़ता है, तो मुझे बहुत से सेक्शनों से गुजरना पड़ता है।

मैं एक बात डियरनेस अलाउन्स के बारे में कहना चाहता हूँ और वह यह है कि डियरनेस अलाउन्स (dearness allowance) सब को बराबर का मिले, चाहे कोई बड़ी तनख़्वाह पाता हो या छोटी। मुझे कई मर्तबा इंजन ड्राइवर और दूसरे वर्कर्स (workers) से बात करने का मौक़ा मिला है। वह लोग एक-दो मिनट में अपनी सब तकलीफ़ें कह डालते हैं। चाहे वह रेलवे इन्स्टीट्यूशन (Railway Institution) में हों या रेलवे वर्कर हों। उनके साथ बातचीत करने में बड़ा आनन्द आता है और उनकी बातें मालूम करके दुःख भी होता है।

इससे पहिले मैं आप लोगों का कुछ समय लूँ, मैं आपकी खिदमत में कुछ यहां पर कहना चाहता हूँ। हमें यहां पर एक

दिक्कत हो रही है और मुझ जैसे आदमी के लिये तो यह दिक्कत क्यादा हो रही है। अगर यहां पर इस तरह का इन्तजाम हो जाय कि जो यहां पर प्रोसीडिंग्स (proceedings) होती हैं अगर लौबी (lobby) में लाउड स्पीकर (loud speaker) लगा दिया जाय तो हम जो लोग वहां पर सिगरेट पीने के लिये चले जाते हैं, वे यहां की कार्रवाई से छूट न जायें। सिगरेट का शौक तो मेरे लिये एक प्यारी चीज हो गई है और उम्र भर के लिये यह चिपट गई है—“छूटती नहीं है मुंह से ये काफिर लगी हुई।” तो मैं आपसे दरखास्त करता हूँ कि अगर इस तरह का लाउड स्पीकर वहां पर लगा दिया जाय तो यहां का कोई भी मेम्बर अगर लौबी में जाता है और वह उस लाउड स्पीकर को स्विच (switch) करके भीतर की कार्रवाई को सब सुन सकता है। वहां पर बहुत सी बातें चलती हैं, मगर इस तरह पर कुछ काम की बात हो जायेगी। मेरी आपसे यह प्रार्थना है कि यह प्रार्थना बहुत यूसफुल (useful) है और इससे बहुत फायदा होगा और हम लोग भीतर की कार्रवाई से महकूम न रह सकेंगे।

THE VICE-CHAIRMAN :

उपसभापति : आपको दस मिनट के अन्दर सब बातें खत्म करनी हैं।

SHRI PRITHVIRAJ KAPOOR :

श्री पृथ्वीराज कपूर : जनाव, मैं तो अभी शुरूआत ही कर रहा हूँ।

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

THE VICE-CHAIRMAN : I would request him to deal with the more important points which he wants to make.

SHRI PRITHVIRAJ KAPOOR :

About concessions, Sir, I would place before the Railway Minister and the Railway Board which is also present here, that they are needed for the

poets, the writers and artists who are there to contribute their mite to the life of the nation. They go from place to place and convey the message of unity, good-will, amity, love and fellow-feelings. Of course, it might mean loss in revenue, but perhaps revenue can be collected from the people who are supposed to pay income-tax but they do not pay. And here also, through their writings, the poets and writers and stage and film people through the respective acts will be able to induce these persons to pay the income-tax, and make them understand that by paying income-tax they are doing no favour to anybody, but they are contributing to a fund from which everybody is going to derive benefit including they themselves and their children and grand children.

The next point is about regrouping of Railways. I have travelled through all the parts of the country, and I have wonderful experience of O. & T. Railway in particular. I listened to the speech of the Railway Minister in the House of the People. That was India speaking. Only that spirit can do something. It is that sort of humility that is needed not only at the top, but in all the Departments.

This is the only solution. The man who is at the helm of affairs should come nearer the worker, even the smallest of workers. One kind word, said at the right time, will go a long way to make the worker to contribute to the nation-building activities. If that is done and the example set by the hon. Minister for Railways is followed by the officials, I am confident that they will be loved by the entire Railway staff. About the lower staff also I have got to say something. I have come in contact with them. I go to workshops and I talk to the workers in different places. I went to Bhusaval, at such a critical moment that the people there were set for a strike. I was told that if I said anything against the strike, I would be stoned in Bhusaval. In spite of that I went to Bhusaval and addressed a meeting. There was a gathering of about 7,000 people. It

[Shri Prithviraj Kapoor.] had just stopped raining and the ground was wet. I spoke, not against the right to strike but against the coming strike. This was last year. When you are likely to be stoned, nobody would talk against the strike. I spoke for an hour and 25 minutes. No one left the ground. Clouds were hanging over threatening to pour at any moment but not one man left the ground. I heard later that the strike was called off.

AN HON. MEMBER : Is this all connected with the Budget Demands ?

SHRI PRITHVIRAJ KAPOOR : It is all in the Budget. There must be that spirit of love to convince the worker. When I heard the speech of the Railway Minister yesterday, I felt that we should approach the worker with love and confidence. If all the officials are imbued with the spirit of love for the worker everything will be alright. Everyone of us belongs to this land. Let us go nearer the worker, and things will be better ; the work will be better. Now, about dearness allowance .....

THE VICE-CHAIRMAN : There are 15 speakers more who wish to speak.

SHRI PRITHVIRAJ KAPOOR : Sir, you can give one minute less to each one of them.

THE VICE-CHAIRMAN : You can take two minutes more.

SHRI PRITHVIRAJ KAPOOR : Time must be given to me, Sir. About the dearness allowance, the workers with whom I have come in contact have felt this. I do not know how far it is practicable, but I put it to you Sir, that let there be one universal scale of dearness allowance. If it is Rs. 40, let it be Rs. 40 for all ; if it is Rs. 50, let it be Rs. 50 for all.

महंगाई जो हुई है वह ग्रेन (grain) के बारे में है और ग्रेन के लिये डीयरनेस एलाउंस (dearness allowance) दिया जाता है। इस से हमारी तसल्ली हो

जायगी अगर महंगाई का भत्ता सब के लिये बराबर कर दिया जाय।

[Grain is dear and the dearness allowance is given for grain. It will give us satisfaction, if this allowance is given uniformly to all]

Government will save some money too. High officials should not mind their dearness allowance being cut a bit.

There are just two points that have been brought to my notice by railway workers. They say that the railway worker does not come under section 353. I stand corrected. He does not come under the definition of a Government servant. Another point is that the Section Controllers say that nobody should be promoted to higher posts till he goes through the job of Section Controller. Then there are the poor engine drivers. When I was travelling in Saurashtra, some engine drivers came and asked me, "Why don't you make a picture of our life ?" He gets married. He is an engine driver or he becomes an engine driver the next day. When he retires, he sees so many children produced by him during those few hours that he got between one duty and another without ever having the opportunity to stay long enough at home to enjoy real home life. This is very unfortunate.

Another thing is about the contribution towards the cultural life of the country by the railway workers. Perhaps you do not know, Sir, but you must see what the Railway Institutes provide nowadays. We should look to that side also which will contribute a great deal to the life of the country.

Now, coming to my last point. One word to my Trade Union friends. Just a word in all humility, a humble word. Let us not be agitators. The time has gone for agitation. It is no use, Sir, wearing warm clothes when the winter is gone. That is the trouble with the trade union leaders. It is time to learn how to make a river, how to prepare a small part of the machine. It is time now to work, but

that precious time of the worker is being wasted in agitation. No, please let us not do it. Let us sit down and work. They are children of the soil. If we deprive them of that great knowledge now, how will they get on when they grow old ? Unless they gain that knowledge, unless you make them feel that knowledge—technical knowledge of their job—is essential, it is no use, making them just agitators. Trade Union !—yes, it is important. It is essential. It is the right of the workers to join Trade Unions and be a part of them. But let the Trade Union leaders get it into their heads that they are not there to dissuade them from their work. I was once travelling on the O.T.R. I met a guard. I will not give his name. I do not want to hit anybody below the belt. We—my artiste workers and I—were all travelling in a third class bogie. We were travelling from Bhagalpore to Muzaffarpur. We had no water in the latrines. There was no light. There were no window panes. It was winter—January. Everything was absolutely bad. I had a torch in my hand and I was reading to my colleagues. There was a guard. I met him at every station. I got down and asked him. "You cannot put window panes. You cannot supply water in the tap. But you can put a bulb and give us some light." His reply was :—

**गवर्नमेंट (Government) खराब है तो हम क्या करें साहब ।**

[Sir, what can we do, the Government is bad.]

There was a change of guards. We were told the light would be put on at the next station. I met the guard at the next station. We were told that a train was coming. Two or three more stations passed. Another guard came. He said :

**अरे साहब, क्या बात है । पृथ्वीराज साहब आप क्या कहते हैं । हमारे आफिसर (officers) लोग ही ऐसे हैं । हमारी गवर्नमेंट (Government) ही ऐसी है ।**

**[Oh, what do you say Mr. Prithviraj?**

Such are our offices and such is our Government.]

After some stations, another guard came. He was a young man. I told him that when I asked one guard, he told me that the Government was bad, and when I asked another guard, he told me the Government officers were bad. I told him : "The train is rotten ; everything is rotten on the O.T.R. But can we have this light put on ?" I asked him just as the train was moving out. He said he would meet me at the next station. And at the next station\*he fitted the bulb. Now, what had happened ? Why lecture about the Government ? Let us work. That bulb was there, and it was fitted in a second. We hear a lot of lectures and spend very little time in useful work. If we go that way we will keep ourselves in the dark, and leave other people in the dark as well. No Sir,—we want people like that guard who did not bother to discuss Government and bosses—but who knew about his duty and did it. He put the bulb at its place and gave us light—let us do like him—put in the bulb and give light and dispel darkness.

THE VICE-CHAIRMAN : We will stick to the time limit more strictly. I hope the hon. Members will observe the time limit. In any case, I shall have to call time before ten minutes are over.

DR. R. B. GOUR (Hyderabad) : Sir, we have been presented with a Budget which is supposed to be, from outside, a surplus Budget; a jugglery of figures has been presented to us saying : "Here is a Budget of a healthy and prosperous national concern." But if we look into the inside of the Budget, we find dilapidated rolling stock, worn out track, starving railwaymen, suffering passengers, and the business community in difficulties. Such is the nature of the wonderful Budget presented to us. As the saying goes in Hyderabad, it is very beautiful :

**अंदर मिट्टी ऊपर छूछ ॥**

" All earth inside, and whitewash outside."

[Dr. R. B. Gour.] This is the prosperity of our Railways— a prosperity within quotation marks. We and the country want a prosperity without quotation marks.

12 noon. Now, coming to the railway employees themselves, it has been said often and often that railway workers indulge in strikes like many other workers and by going on strike they make production suffer ; that the workers are responsible for the fall in production ; and so on and so forth. But, Sir, the figures supplied to us by the Government themselves, by the Railway Board itself, show a contrary picture, man-days lost due to strikes have not gone beyond a million days ; but man-days lost due to sickness—and let me tell you that every sick man is not provided facilities on the Railways due to lack of medical staff—number 6 million. As regards absenteeism, I have no figures. But whose responsibility is it ? Is it the responsibility of the Trade Union agitator who is so much maligned ? Or is it the working conditions that make the workers sick and force them to take leave ? And even that leave is not granted in sufficient periods. I do not want to dilate on this point any more. But I would ask our friends on the opposite side, the Government and the legislators generally, to think over this matter coolly and earnestly. That explodes the myth of railway workers going on strike and production suffering.

Sir, I had the opportunity of meeting the Nawab of Chattari—now that he has turned to the Congress benches—when he was Chief Minister, an anti-Congress Chief Minister in Hyderabad, in connection with certain demands of the railwaymen. That was in 1940 or 1941. He said that railwaymen were the best paid workers in our country. I think other workers are far better paid than the plantation workers in Malaya. But that does not mean that the rest of the workers are in a better way. We are far better than South Africans who are suffering under the Malan Administration. That does not mean we should not be given ame-

nities of life. What I mean to say is that Railways are a utility concern, they are a national concern. They should be run in the interests of people: who run them and who utilise them and not for commercial motives or profit motives. That was how British imperialism was running the Railways. My hon. friend Mr. Guruswami says that he has been connected with this subject for 27 years. It is a fact today that the Railways are running in the old pattern of British imperialism, for profit, and for making up the deficit in the bankrupt imperialist Budget. We do the same thing today. It is said with great pomp and ceremony that we are running a nationalised concern. That is a very important point. That is why I say that the spirit of Benthall pervades the present Budget, just as the Irwin statue pervades the atmosphere of Parliament House.

I come to one very important factor, and that is the Railway industry. The Railway industry is a big consuming industry for iron and steel goods— for rails, for under-frames of coaches, wagons and so many other things. The imperialists wanted to create, and did create, certain things in railway workshops in Hyderabad and Secunderabad. We were producing certain things. For example, Golden Rock was producing boilers. And today, our administration are discouraging that production ; they are not allowing our workshops to produce those necessities of the Railways. All that sum which has been earmarked for purchasing so many things for the Railways—the entire sum— will go to the exporting business sharks of Britain, Canada and the United States. The Government owes an explanation to the country and to the House as to what efforts they are making in this connection, what is the amount which they have earmarked to increase the productive capacity of our own workshops and increase the production of the Indian metallurgical industry to meet the huge demand of our Railways. Wonderful nationalism we have. We think of national industries. We think of nationalising industries. And

at the same time we do not think of increasing the national metallurgical industry which is the key to independent economy, if economic freedom has any meaning.

Coming to the question of regrouping, I am speaking for those whom the Treasury benches would have chosen to call by the name of provincialists. Let me tell them that we are not opposed to regrouping. We want regrouping. But the only thing we want is that we want Government to stick to the particular principle that they have themselves enunciated. They said that they want regrouping for administrative efficiency, economy in service, and to help the natural flow of goods and passenger traffic. May I ask, Sir, whether they have stuck to this principle? The N.S. Railway has been tagged on to Central Railway. It was said that the integration of linguistic zones—Andhras, Karnatakis, Tamilians and Malabaris—would not be possible without difficulty. Could not that portion of N.S. Railway that was in Telangana and Karnatak be put in the Southern Zone and the rest of it in the Western Zone? No, Sir, that was not done. Do they stick to the principle of natural flow of goods and passenger traffic? Did they give any consideration to the representation made by the Andhra Chamber of Commerce? No. I know that they have to explain this position. At the same time, I see that the Railways in Rajasthan have been divided. The Bikaner-Jodhpur line has been tagged on to Northern Railway and the rest of the Rajasthan Railways have been merged in the Western Zone. Could they not have the entire Rajasthan Railways in one zone?

And similarly we should not look at this question from parochial interests e.g. Calcutta or Gorakhpur—Bengal or U.P. That would rather be a mischievous course to take. The most important point is that the Railway system of North Bihar and Assam must be linked with Bengal for the simple reason of economic affinity because economic development of a place should be the only considera-

tion. That is why we have suggested that a Parliamentary Committee including experts must go into the matter and then necessary steps be taken. Sir, with these few observations, I take my seat.

SHRI B. R. DUBE (Orissa) : Sir, I come from the District of Sambalpur within Orissa State.

SOME HON. MEMBERS : Sir, we cannot hear.

SHRI B. R. DUBE : I said I come from Sambalpur where the river valley project, Hirakud Dam construction, is going on. That is a place, Sir, where one lakh acres of land will be submerged under water. And about one lakh people will be deprived of their hearth and home and land which would have been under cultivation. There was a time when there was agitation against that project but now all that agitation has subsided and now the people of that place want land for land, house for house. No doubt a scheme has been going on there by which lands are being acquired and reclamation is continuing. But what I say is that that will not be sufficient for the people there. If the land becomes fertile, then only people will get some benefit. Therefore they should be given some margin of compensation, without which they will not be sufficiently rehabilitated.

In this connection, Sir, so far as my information goes, a question was put by me—of course it was an Unstarred question—and the answer was that information was being collected and after that information was collected the same would be placed on the Table of the House. Now, Sir, my point is that poor Orissa will be paying an interest of Rs. 4 crores after the construction of the Hirakud Dam is completed. Now I would like to know wherefrom poor Orissa is going to pay that much interest. From which source that interest will be paid? Therefore, industrial development is extremely essential and for the industrial development the opening of a Railway is indispensable. That is a chronic-need so far as Orissa is concerned.

[Shri B. R. Dube.]

In the year 1948, when Dr. John Mathai visited Orissa, a representation was made to him that Orissa, which is a land of about 4! crores of people comprising an area of about 60,000 square miles, has got a railway track of only 575 miles. Therefore, in order to develop the resources that are there it is necessary to develop its railway lines. So far as the forests are concerned, I can safely say, Sir, that Orissa is second in the entire Indian Union and so far as the mineral resources are concerned, I can claim that it is the first in the Indian Union. But there is no machinery, so far as Orissa is concerned, to tackle these vast resources. The main drawback is that there is no railway line connecting that area. As a result of the representation to Dr. John Mathai a survey was made and one line, i.e., Talcher—Sambalpur—Burgard—Balan-geer—Katahanah was considered to be a suitable group where the railway line could be established. But, Sir, today we are disappointed. We find that no attempt has been made in that direction. No provision has been made in the Budget to materialise this thing. We do not know how long it will take. But I would impress upon the Railway Minister that this assurance should be fulfilled.

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I submit, Sir, that there are three projects for dams in Orissa now. One is the Hirakud project, the second is the Tikarapara project and the third the Naraj project. If these projects had been completed, navigation facilities from the interior to the coastal belt would have been provided. So far as the Hirakud project is concerned, Orissa is dependent on the Centre for financial aid. There is no immediate chance of the completion of this project. So far as the other two projects are concerned, the Tikarapara and Naraj, their chances of completion are also remote. That is the reason why I am submitting to the House that railway lines should be constructed in Orissa connecting Sambalpur, Talcher, Banayi, Bargard, Bilangeer and Katahanah. It will also

provide employment to a large number of people.

Then, Sir, I would submit something about the third class in Railways. Some hon. Members have suggested improvement in the third class. I submit I join hands with my hon. friend, Shri B. G. Kher, that the classification of the compartments in railways should be abolished. If the classification is abolished, there will be no clamour that the third class should be improved or complaints that the second class is inconvenient, the first class is inconvenient, etc. The third class passengers pay 98 crores. More amenities should be given to them. There should be more and cleaner latrines and the compartments should be fitted with more fans.

THE VICE-CHAIRMAN : I am going to enforce the time-limit on speeches strictly. Hon. Members should observe the rule of 5 minutes. I would not interrupt anyone who is making useful contribution to the debate but so many Members have expressed a wish to participate in the debate. Shri Kishen Chand.

SHRI KISHEN CHAND (Hyderabad) : Sir, I shall confine myself to concrete suggestions for improving the Railway Budget.

The Railways are a great national asset in which over 850 crores of taxpayers' hard-earned money is invested. It is a public utility service and in a country of long distances, it is the only means of transport for the common man. As such, it must provide him with comfortable transport facilities at minimum of cost and also provide cheap means of transfer of goods from one part of the country to another extending over 2,000 miles. As it is a nationalised industry, the Government is the sole employer and must provide all amenities and security of service at decent wages and living conditions to all its employees. Further, as a national asset it must contribute a suitable amount to the annual revenue of the country. Sir, I shall examine the Railway Budget



on the above points and see how the Railways can be further improved.

The revenue from traffic has continuously increased from Rs. 262 crores in the Accounts of 1950-51 to Rs. 280 crores in the Budget estimates of 1951-52, revised to Rs. 288-7 crores and now is estimated at Rs. 282 crores. The superficial recession in earnings is due to the fact that freight on coal and stores consumed by Railways estimated at Rs. 15 crores is not charged. If it had been charged, the actual revenue would have been Rs. 297 crores or nearly Rs. 300 crores. But in a country so vast as ours this income of Rs. 282 crores or nearly Rs. 300 crores is too small. The earnings of the Railways can be easily increased if some of the bottlenecks in our transport system are removed at an early date. I submit, Sir, that in the past, due to business rivalries, the metre-gauge system and the broad-gauge system were kept apart. These two systems of gauges are necessary for the development of our country and if the few links that I am going to suggest are connected up, we will be able to have through metre-gauge and broad-gauge service from the north to the south and from the east to the west. It will increase the revenues of Railways by a considerable amount. That will also open up the Madhya Pradesh and Rajasthan which are short of railways but rich in natural resources. These links are : Hotgi to Parli Vajinath *via* Latur; Hungoli to Khandwa *via* Dherwamotibag and Ellichpur ; Hima-yatnagar to Chanda *via* Adilabad; Secunderabad to Macherla etc. I have a long list of them with me. If they are linked, the total mileage of these links will come to only about 450, and it will cost only 6 crores of rupees. It has been estimated by many Railway authorities that if these links are added up, they will increase the Railway revenues by at least Rs. 20 crores. Even if we assume that the gross profit is only 30 per cent, of the earnings and if these links give an additional traffic of at least 20 crores, the gross profit will be 6 crores and the initial cost will be recovered from the first year's earnings.

In a vast country of long distances, the Railway is the only means of trans-

port and considering the extreme poverty of the masses the rates of third class fares are too high. From time immemorial it has been a custom that inter-class mail fares are one-half of second class fares and third class mail fares are one-third of second class fares. Some conveniences such as electric fans and drinking water have been provided in a few of the third class compartments, but the chronic discomfort of overcrowding still continues. It is a common sight that a compartment which is expected to seat only 30 persons is filled by at least 100 persons, some of whom are hanging on the footboards.

I Welcome the introduction of Janta trains but the overcrowding in mail trains continues. Now that we have received heavier engines, and some of the long distance mail trains have been accelerated by a few hours, I will suggest that instead of accelerating these trains, a few more third class bogies may be attached to the mail trains. And in spite of these conveniences, I would submit, Sir, that the third class mail fare be reduced to one-third of the second class fare. I am sure, that if we do this, the volume of traffic will increase, and the Railways can make up for any loss which may be caused by the reduction in the fare rates.

Coming to other hardships, Sir, the goods tariff has been continuously increased and the accumulated burden on the industry is too high. I would suggest to the hon. the Railway Minister that as the working cost per ton mile on metre-gauge is at least 25% less than on broad-gauge, a reduction of 10% in freight rates on the metre-gauge may be allowed. If the missing links in the metre-gauge are completed, and this reduction in freight rates is brought about, it will greatly encourage goods traffic by metre-gauge and eventually the Railways will gain thereby.

However, the poor common man is paying such high fares and high freight rates only with the hope that as equal owner of the Railways, he is building up its assets on sure foundation and that some part of this money is finding its

[Shri Kishen Chand.] way to the National Exchequer in the shape of dividends. Hence he can demand that the Railways are run most economically and efficiently, and maximum contribution is made to the Central revenues.

The investment on Railways is over Rs. 850 crores on pre-war price level. At the present level, it will be worth at least three times, but on a most conservative basis, it may be put at double the price, i.e., Rs. 1,700 crores. To get 4% dividend on the book value of Rs. 850 crores means getting 2% on minimum present value which is too low. It may be suggested that the capital of the Railways be revalued and fixed at Rs. 1,700 crores, and 4% dividend paid on the new values. I do not think that this suggestion is a good one as it will encourage industries in the private sector to revalue their capital structure. The Socialist Party wants to nationalise all industries and cannot permit overcapitalisation. It is far better if we insist on the more healthy convention that all industries and commercial undertakings whether private, public or State-owned pay income-tax and other taxes equally alike. After paying these taxes, the commercial enterprises of Government should pay 4% dividend or 1% over the Reserve Bank rate, whichever is higher.

SHRI K. L. NARASIMHAM (Madras) : On a point of information, Sir. Is the hon. Member suggesting that a tax should be made on interest charges ?

SHRI KISHEN CHAND : I am only suggesting that the Government-owned Railways should also pay income-tax as I have already said in the debate on the General Budget.

The total working expenses as percentage of gross income are 68.4 % in 1950-51, 68% in 1951-52, and 68.5% in 1952-53 as presented in February and 66.5% as now proposed. The slight reduction of 2% in expenses ratio of 1952-53 Budget is entirely due to deducting the coal freight from

revenue. From the statistical point of view it will be seen that the gross expense is steady at 68.5 per cent, of gross, earnings. This is a very high ratio of expense. In many industrial enterprises, the gross expense is not allowed, to exceed 60% of the gross income. But in a utility concern, we may expect to spend up to 65% of the gross income which means that we will have to reduce the expenditure by about 3%, i.e., 10 crores of rupees. These gross working expenses are so high because the repair and maintenance job is excessively high in our Railways. I have been obtaining figures from Continental Railways where repairs and maintenance cost does not exceed 25% of gross working expenses, while on our Railways, it amounts to 34%. If we can lower down our limit to 30% of the total working expenses on repairs and maintenance, we will be making a saving of about 4%, thus saving about 7 crores of rupees.

Then there is the question of overhead charges. There also, the hon. the Railway Minister has suggested that in view of the zonal readjustment, there should be some saving amounting to some Rs. 2 to 3 crores. Concluding, Sir, I would suggest that if we make all this saving, then instead of Rs. 65 crores as net profit we shall have Rs. 75 crores as net profit out of which the Railways can easily pay Rs. 33 crores as income-tax, give a dividend of Rs. 34 crores to the General Budget and still have a surplus of Rs. 8 crores.

SHRIMATI SHARDA BHARGAVA

(Rajasthan) :

**श्रीमती शारदा भार्गव (राजस्थान) :**  
अध्यक्ष महोदय, मैंने रेलवे बजट (Railway Budget) को देखा। मैं माननीय मंत्री महोदय को इसके लिये बधाई देना चाहती हूँ। आज रेल यातायात में जो प्रगति दिखाई देती है, वह सन्तोषप्रद है। यदि ऐसा ही काम हमारी रेलवे में होता रहा तो हमारे देश की जनता को काफ़ी लाभ पहुँचता, परन्तु तो भी यह मैं मानती हूँ कि जितनी मिश्र-मिश्र हमारा आवश्यकताएँ

हैं वह बहुत हद तक भूरी नहीं हुई हैं। मेरा सात-आठ वर्षों से रेलवे विभाग से सम्बन्ध रहा है। जयपुर लेजिस्लेटिव काउंसिल (Legislative Council) में मेरे प्रस्ताव पर एक रेलवे एडवाइजरी-कम-फाइनन्स कमेटी (Railway Advisory-cum-Finance Committee) बनी थी, जिसकी मैं भी सदस्य था। इस कमेटी के मुद्दाओं से जयपुर स्टेट रेलवे (Jaipur State Railway) में काफ़ी सुधार हुआ था; उसी अनुभव से मैं यहां पर भी कुछ सुझाव देना चाहती हूं।

तीसरे दर्जे के यात्रियों के बारे में काफ़ी कहा जा चुका है और उनकी कठिनाइयों को कम करने का प्रयत्न भी किया जा रहा है। परन्तु प्रतिदिन अब भी जो इनको कठिनाइयां होती हैं और उसमें जो सुधार होने चाहियें, अगर अधिक गति के साथ किये जायें तो अच्छा है। रेलवे में डिब्बों की कमी के कारण भीड़ तो रहती ही है, इसके अतिरिक्त अन्य भी बहुत सी कठिनाइयां हैं जिनमें से कुछ तो इस भवन में मेरे पूर्व बक्ताओं द्वारा बताई जा चुकी हैं। मैं कुछ विशेष समस्याएँ आपके सामने रखना चाहती हूं। बहुधा तीसरे दर्जे में देखा जाता है कि गाड़ी चलते ही तरह-तरह के वेण्डर्स (vendors) घुस आते हैं और कई प्रकार से भोले-भाले मुसाफ़िरों को लूटने का प्रयत्न करते हैं। बहुत से वेण्डर ऐसी वस्तुएं लेकर आते हैं, जो देखने में तो बहुत सुन्दर व सस्ती मालूम पड़ती हैं, पर खरीदने के बाद उनकी असलियत का पता चलता है। ये वेण्डर इन चीजों को चलती रेल में चढ़कर गा-गाकर नीलाम द्वारा तथा तरह-तरह की झूठी-सच्ची बातें कह कर यात्रियों पर धोप देते हैं। इनमें बहुत सी खाने की चीजें तो हानिकारक भी होती हैं। इस प्रकार स्टेशन-स्टेशन पर नये वेण्डर रेल में चढ़ते

हैं और तरह-तरह की चीजें लाते हैं। हमारी साधारण जनता अभी इतनी पढ़ी-लिखी नहीं है, न वह इतनी समझदार है कि वह इन लोगों की बातों को समझ जाय और इनकी चीजों के बारे में ठीक-ठीक मालूम कर ले। मैंने एक बार देखा कि एक साबुन वाला साबुन बेच रहा था। उस साबुन पर अंग्रेजी में 'समलाइट' (SUMLIGHT) लिखा हुआ था। इस साबुन की सूरत बिल्कुल सनलाइट (SUNLIGHT) की तरह की थी। अतः वह उसे सनलाइट के नाम से बेच रहा था। उस पर लिखे हुए को पढ़े-लिखे लोग भी जल्दी से नहीं समझ सकते थे, तो बिना पढ़ों की तो बात ही क्या। वह इसको सस्ते मूल्य में बेच रहा था, वहां पर लोगों ने बहुत खरीदा। बाद में पता चला कि वह असल में साबुन ही नहीं था कोई दूसरी नकली वस्तु उसके अन्दर भरी हुई थी। इस तरह से यह वेण्डर रेल के यात्रियों को बहुधा तीसरे दर्जे में ठगा करते हैं।

इसके अतिरिक्त तीसरे दर्जे में ही बहुत से मंगते आकर यात्रियों को धर्म के नाम पर ठगते हैं। कभी-कभी तो देखा गया है कि एक स्टेशन पर गाड़ी चली तो एक गवैया आया, दूसरे पर गऊशाला वाला आया, तीसरे पर गूंगा-बहरा और चाँधे पर अन्धा; यहां तक कि पूरी यात्रा में यात्रियों को इनसे एक मिनट को भी अवकाश नहीं मिलता। इस प्रकार की हरकतों को रोकने के लिये हमको अवश्य कोई कदम उठाना चाहिये। इसकी रोकथाम व छानबीन करने के लिये एक कमेटी बनाई जानी चाहिये या बड़े-बड़े स्थानों पर स्थानीय धारा-सभा तथा संसद के सदस्यों को इस काम में रुचि लेकर इस प्रकार की बातों को रोकने के लिये स्टेशन के अधिकारियों से मिलकर प्रयत्न करना चाहिये। इससे

[Shrimati Sharda Bhargava.]

रेल विभाग वालों को सहायता मिलेगी और इस काम में उन्हें जल्दी से सकलता मिल सकेगी। इसलिये मैं निवेदन करना चाहती हूँ कि इस ओर अवश्य तथा शोध ध्यान दिया जाना चाहिये।

दूसरी बात मैं यह कहना चाहती हूँ कि रेलवे कर्मचारियों को अपने बच्चों की शिक्षा में बड़ी कठिनाई होती है। अक्सर देखा गया है कि रेलवे कर्मचारी अपना तबादला छोटे-छोटे स्टेशनों पर नहीं होने देना चाहते। हर एक यह चाहता है कि वह बड़े स्टेशन के समीप रहे। उसका एक बड़ा कारण यह है कि उनकी छोटे स्टेशनों पर अपने बच्चों को पढ़ाने के लिये सहायता नहीं मिलती है। इसके लिये मेरा सझाव यह है कि एक तो रेलवे कर्मचारियों के बच्चों के लिये अधिक से अधिक स्कूल खोले जायें। दूसरे जिन स्कूलों में पास के स्टेशनों से आने-जाने वाले बच्चों की संख्या बहुत हो वहाँ उनके रहने व खाने-पीने का भी प्रबन्ध रेलवे विभाग करे, अर्थात् वहाँ पर बोर्डिंग हाउस (boarding house) होना चाहिये। यह ठीक ही कहा गया है कि रेलवे कर्मचारियों का अपना घर नहीं होता क्योंकि अक्सर बदली के कारण उन्हें अपनी गृहस्थी को लेकर एक जगह से दूसरी जगह जाना पड़ता है। यदि उनके बच्चों को पढ़ाई की सुविधा और रहने का प्रबन्ध मिल जायगा तो उनकी पढ़ाई की समस्या तो हल हो जायगी, जिससे कि वे अपने बच्चों की शिक्षा को बराबर कायम रख सकेंगे।

एक और भी इससे लाभ होगा, जो मैं आपके सामने लाना चाहती हूँ, वह यह कि इन रेलवे कर्मचारियों के बच्चों को अपने स्टेशन से स्कूल वाले स्टेशन पर जाने के लिये पास मिलते हैं। परन्तु देखने में

आता है कि ये बच्चे अक्सर बिना पास के यात्रा करते हैं। इनके साथ और भी कुछ बच्चे इधर-उधर बिना टिकट के आते-जाते हैं। इससे बच्चों की आदत खराब होती है और जो इनको बगैर टिकट जाते देखते हैं उनका भी हौसला बढ़ जाता है। इसकी रोक-थाम परमावश्यक है क्योंकि यदि बचपन से ही बच्चों को बुरी आदत पड़ जाती है तो उनके पूरे जीवन पर इसका प्रभाव पड़ता है। अतः यदि उनकी पढ़ाई का उपरोक्त प्रबन्ध कर दिया जायगा तो उनको रोज स्कूल के लिये यात्रा करनी ही नहीं पड़ेगी और इससे देश को सब प्रकार का फायदा रहेगा।

एक और बात मुझे महिलाओं के रिजर्व (reserve) डिब्बों के लिये कहनी है। बहुधा रेलगाड़ियों में महिलाओं के लिये तीसरे दर्जे का एक ही डिब्बा रिजर्व रहता है। परन्तु आपको ज्ञात है कि स्त्रियाँ बहुत अधिक यात्रा करती हैं। यद्यपि बहुत सी जनरल (general) डिब्बों में भी बैठती हैं, तो भी रिजर्व डिब्बों में बैठने वाली महिलाओं की संख्या बहुत अधिक रहती है, जो उस एक ही डिब्बे में बैठने का प्रयत्न करती हैं, जिस से उन्हें बहुत बूट होता है और यात्रा बड़ी दुखदायक हो जाती है। वह डिब्बा इतनी स्त्रियों के लिये इतना कम पड़ता है कि वे इसमें सामान की तरह ठुसी हुई भरी रहती हैं। जो महिलायें अपर क्लास (upper class) में यात्रा करना चाहती हैं, पर स्वतंत्र रूप से वह भी अपर क्लास के जनाने डिब्बे न होने से उसी तीसरे दर्जे में यात्रा करती हैं, जिससे बहुधा महिलाओं को बड़ी लम्बी यात्रा तक में खड़े-खड़े जाना पड़ता है। इसलिये मेरा निवेदन है कि हर गाड़ी में महिलाओं के डिब्बे बढ़ा दिये जायें। मैं यह जानती हूँ कि नये और अधिक सुविधाजनक डिब्बे

बढ़ाने में अभी समय लगेगा और सरकार के पास इतने पुराने डिब्बे भी नहीं हैं कि महिलाओं को अलग-अलग क्लास के डिब्बे दे सके। अतः कुछ तीसरे दर्जे के तो डिब्बे महिलाओं के लिये फ़ौरन बढ़ा दिये जायें तो बड़ी सुविधा हो। हो सके तो हर एक ट्रेन में एक बोगी (bogie) अपर क्लास की भी कर दी जाय।

मैं एक-दो स्थानीय सुझाव राजस्थान के बारे में देना चाहती हूँ। राजस्थान एक पिछड़ा हुआ प्रान्त है। राजस्थान की राजधानी जयपुर के स्टेशन को लीजिये, इस स्टेशन की दूसरे स्टेशनों से तुलना करने से आपको पता चल जायगा कि यहां कितनी उन्नति करने की आवश्यकता है। मैं समझती हूँ कि हमारे माननीय रेलवे मंत्री जी राजस्थान को सुविधायें देने की सोच रहे होंगे और इसके लिये ग्रांट (grant) देंगे ही। राजस्थान में पहले छोटी-छोटी रियासतों में अलग-अलग कई छोटी-छोटी रेलें थीं जिनकी हालत बड़ी खराब है। बी० बी० एण्ड सी० आई० (B.B.&C.I.) के स्टेशनों की दशा भी बहुत खराब है। अब उन सब को मिला कर वेस्टर्न रेलवे (Western Railway) बनाई गई है जिसमें मुधार की बहुत ही अधिक आवश्यकता है। इसलिये अन्य रेल समूहों की अपेक्षा इस पर अधिक ध्यान देने की आवश्यकता है।

एक और बात, जिसकी ओर मैं आपका ध्यान दिलाना चाहती हूँ, वह यह है कि अहमदाबाद और दिल्ली के बीच मीटर गेज (metre gauge) की एक मेल ट्रेन (mail train) चलती है, जो पहले जयपुर, अलवर व बान्दीकुई होकर जाती थी। कुछ वर्षों से यह ट्रेन रिवाड़ी-फुलेरा कार्ड (chord) से जाने लगी है जिससे

राजस्थान की राजधानी तथा प्रमुख शहर इस मेल ट्रेन से वंचित हो जाते हैं। इससे यहां के व्यापार को हानि पहुंचती है और साथ ही साथ वहां की जनता को भी कठिनाई हो गई है। इसलिये मैं रेलवे मंत्री महोदय से प्रार्थना करना चाहती हूँ कि उस मेल ट्रेन को फिर से अलवर, बान्दीकुई तथा जयपुर होकर ले जाना शुरू कर दिया जाय। जयपुर राजस्थान की राजधानी है, वहां पर मेल ट्रेन का जाना बहुत ही आवश्यक है, क्योंकि राजधानी को यातायात के लिये अन्य स्थानों से कनेक्ट (connect) करने के लिये वहां से मेल ट्रेन का जाना जरूरी है। आशा है, माननीय मंत्री महोदय इस पर पूरा विचार करेंगे और शीघ्र ही वन अप और टू डाउन मेल (1 Up & 2 Down mail) को रिवाड़ी से अलवर, बान्दीकुई व जयपुर होकर चलाने का आदेश कर देंगे।

THE VICE-CHAIRMAN :

उपसभापति : अब आपका समय खत्म होने को है।

SHRIMATI SHARDA BHARGAVA :

श्रीमती शारदा भार्गव : मैं थोड़ा समय और लेकर अपने भाषण को खत्म कर दूंगी।

मैं एक और आवश्यक मामले पर आपका ध्यान दिलाना चाहती हूँ, वह है रेलवे के कुछ आवश्यक नियमों की रेलवे कर्मचारियों द्वारा अवहेलना। इस तरह की बात कई बार हो चुकी है और देखने में आई है कि रेलवे के नियम के विरुद्ध कभी-कभी रेल स्टेशन पर से चलती है तो बगैर सीटी दिये एक दम तेज रफ़्तार में चलना शुरू कर देती है। अभी हाल में स्वयं मेरे साथ एक इसी तरह की घटना घटी। जब मैं इस सेशन (Session) के लिये दिल्ली आने

[Shrimati Sharda Bhargava]

को जयपुर से रवाना होने को थी उस समय गाड़ी चलने के पूर्व में प्लेटफार्म (platform) पर खड़ी थी कि गाड़ी यकायक चल दी। सीटी भी नहीं दी और रफ्तार भी तेजी से प्रारम्भ हुई, फिर मेरे साथी और सम्बन्धी जो वहाँ विदा (see off) करने आये थे, उनकी सहायता से मैं रेल में बड़ी कठिनाई से बैठ सकी। बहुत से आदमियों के चोट आते आते बची। बाद में मालूम हुआ कि रेलवे गार्ड (Railway Guard) भी बड़ी मुश्किल से गाड़ी पर चढ़ पाया। मैं यह जानती हूँ कि रेलवे की ओर से इस तरह के नियम हैं कि रेल जब स्टेशन से चलती है, तो उसको पहले सीटी देनी चाहिये और आहिस्ता-आहिस्ता अपनी रफ्तार बढ़ानी चाहिये, पर इन नियमों का पालन करना परम आवश्यक है।

अन्तिम सुझाव मेरा इस समय रेल की दुर्घटनाओं (accidents) के सम्बन्ध में है। अक्सर देखा गया है कि ट्रेन में एंजिन (engine) के ठीक पीछे तीसरे दर्जे का डिब्बा लगता है जो बहुत ही गलत है। मैं यह तो नहीं कहना चाहती कि तीसरे दर्जे के स्थान पर पहला या दूसरा दर्जा लगा दिया जाय। पर तीसरा दर्जा तो कदापि नहीं लगाया जाना चाहिये। देखा गया है कि जब रेल दुर्घटना होती है, तो एंजिन के पीछे वाले डिब्बे को ही सबसे अधिक हानि पहुँचती है। तीसरे दर्जे में सबसे अधिक यात्री यात्रा करते हैं और यह मनुष्यों से भरा रहता है। वही एंजिन के पीछे लगाया जाता है, इससे रेलवे दुर्घटनाओं में मृत तथा आहतों की संख्या इतनी अधिक होती है, जैसा कि हाल ही में वीकानेर एक्सप्रेस (Express) की दुर्घटना में हुआ। दुर्घटनाओं की संख्या कम हो रही है पर तो भी होती ही है, अतः ऐसा प्रयत्न होना चाहिये कि कम से

कम संख्या में यात्रियों की जान संकट में रहे। इसलिये इसके लिये मेरा सुझाव यह है कि एंजिन के पीछे एक-दो डिब्बे लगेज (luggage) या माल के लगा देने चाहियें जिससे दुर्घटनाओं में सामान को ही हानि पहुँचे, मनुष्यों की जान को नहीं। इससे कम से कम मनुष्य दुर्घटनाओं के शिकार होंगे।

अब समय अधिक नहीं है, अतः मैं अधिक न कहकर आशा करती हूँ कि जो सुझाव मैंने देने का प्रयत्न किया है, उस पर माननीय मंत्री महोदय अवश्य ध्यान देंगे।

[For English translation, see Appendix 1, Annexure No. 24]

SHRI D. NARAYAN (Bombay) :

श्री डी० नारायण (बम्बई) : श्रीमान्, चेयरमैनजी.....

THE VICE-CHAIRMAN :

उपसभापति : आपका शुभ नाम ?

SHRI D. NARAYAN :

श्री डी० नारायण : देवकीनन्दन।

THE VICE CHAIRMAN :

उप-सभापति : हाँ फ़रमाइये।

SHRI D. NARAYAN :

श्री डी० नारायण : मुझे जो समय दिया गया है उससे ज्यादा लेने की कोशिश मैं नहीं करूँगा। मुझे कुछ चन्द बातें कहनी हैं और उन्हें खासकर अपने रेलवे मिनिस्टर (Railway Minister) साहब के कानों तक पहुँचाना है।

पहली बात तो यह है कि अभी बहुत कुछ कहा गया है कि तीसरे दर्जे के प्रवासियों को एमेनिटीज (amenities) दी गई हैं। मैं आपका ध्यान इस बात की ओर खींचना चाहता हूँ कि जो यह एमेनिटीज

धी गई हैं, उनकी तरफ अगर आप देखेंगे तो यह पायेंगे कि खासकर जंक्शन (junctions) स्टेशनों को ही ये दी गई हैं। जो हमारे बीच के और छोटे स्टेशन हैं वहां कोई एमेनिटीज नहीं दी है और कोई फायदा नहीं पहुंचाया गया है। गत वर्ष जो तीन करोड़ रुपया खर्च हुआ है, वह भी जंक्शन स्टेशनों पर खर्च हुआ है और आगे जो ३ करोड़ खर्च होने वाला है वह भी बम्बई, नागपुर, सूरत, अड़ोदा, जबलपुर और ऐसे ही बड़े-बड़े शहरों पर खर्च होने वाला है। बीच में इन बड़े शहरों के देखते छोटे-छोटे स्टेशनों बहुत हैं। बीच के स्टेशनों पर बहुत दिक्कतें हैं, वहां कोई आराम नहीं है, प्लेट-फार्मस (platforms) नहीं हैं, वेटिंग रूमस (waiting rooms) नहीं के बराबर हैं, पानी का तो कुछ कहिये ही नहीं, इतनी दिक्कत है कि कई स्टेशनों पर पानी मिलता ही नहीं। तो मैं यह प्रार्थना करूंगा कि तीन करोड़ में से कुछ रकम इन छोटे स्टेशनों के लिये भी अलग की जाय, और इन छोटे स्टेशनों की तरफ ध्यान दिया जाय, क्योंकि इन्हीं स्टेशनों से हमारी देहाती जनता चढ़ती है और इन्हीं स्टेशनों का उपयोग हमारे देहात के किसान करते हैं।

दूसरी बात यह मैं कहना चाहता हूँ कि जो फ्रैंक शहर और ग्राम में किया जाता है उसी तरह से ट्रेनों (trains) में भी किया जाता है। बिजली के पंखे आपको सिर्फ़ मेल ट्रेनों (mail trains) और एक्सप्रेस ट्रेनों (express trains) में ही मिलेंगे, पैसंजर (passenger) में कहीं दिखाई नहीं देंगे। जो कुछ सहूलियतें दी गई हैं वह मेल और एक्सप्रेस में दी गई हैं, चाहे पानी को लीजिये, संडास को लीजिये या बिजली को लीजिये। जो पैसंजर गाड़ियाँ हैं, उनके कैरेजेज (carriages) वही

हैं जो कि मेल और एक्सप्रेस के काम के नहीं रह गये हैं। इसलिये कि उनमें कोई 'मला' मनुष्य बैठता नहीं, देहाती बैठते हैं। मेरी दूसरी प्रार्थना यह है कि मेल और एक्सप्रेस के बदले इन पैसंजरों पर अधिक ध्यान दिया जाय, जिन पर हमारे अधिक देहाती किसान चलते और बैठते हैं।

तीसरी बात जो मुझे कहनी है, वह यह है कि मेरे खयाल में ताप्ती व्हेली रेलवे (Tapti Valley Railway) सबसे ज्यादा उपेक्षित है और यदि कोई सबसे अधिक ध्यान की अधिकारी हो सकती है तो वह यह लाइन है। इस पर न कोई पानी का प्रबन्ध है, न कोई प्लेटफार्म है, डिब्बे बिल्कुल निकम्मे हो गये हैं और चोरियां तो इतनी होती हैं कि उनकी तो गिनती नहीं की जा सकती। यहां दो पैसंजर ट्रेन चलती हैं। पहले तीन चला करती थीं, बीच में दो कर दी गईं। भीड़ बहुत ज्यादा होती है। वहां के रहने वालों ने कई दफ़ा शिकायत की, कई दफ़ा लिखा-पढ़ी की, मगर कुछ नहीं हुआ। मेरी प्रार्थना है कि माननीय मिनिस्टर साहब इस ओर ध्यान दें और जो वहां लोगों की दिक्कतें हैं उन्हें कम करें।

चौथी बात मुझे यह कहनी है कि एक बारसी लाइट रेलवे (Barsi Light Railway) है। यह सरकार की नहीं है। सरदार बल्लभभाई ने राजा-महाराजाओं के राज्य भारत में मिला दिये और हमारे भूतपूर्व माननीय रेलवे मंत्री ने सारे राज्यों की रेलवेज (Railways) को उसी तरह मिला कर एक कर दिया, मगर एक यह ऐसी बदनसीब रेल निकली जो अभी तक स्वतन्त्र है, अर्थात् यह एक स्वतन्त्र कम्पनी (company) के हाथ में है और इस रेलवे के रास्ते में हमारे दक्षिण का एक बहुत बड़ा तीर्थ स्थल है, क्षेत्र है, जहां कि

[Shri D. Narayan]

लाखों लोग हर साल जाते हैं। रेलों में यह लोग इस तरह से ठूस दिये जाते हैं जिस तरह से कि भड़ें भी नहीं ठूसी जाती होंगी। जो डिब्बे चलते हैं वह वही हैं जो कि शुरू में चले थे और उसमें आज तक कोई दुरुस्ती नहीं हुई है। उनकी खिड़कियां टूट गई हैं, पाखानों में दरवाजे नहीं हैं, इस तरह के करेजेज हैं कि उनमें आदमी खड़े भी नहीं हो सकते। अगर यह कम्पनी आपके मातहत नहीं है तो कम से कम इतना तो करें कि वहां पैसेजरो को वह सब सहुलियतें मिलें जो कि आप दे रहे हैं।

मैं उस प्रदेश से आ रहा हूं, जो प्रदेश कि उत्तर भारत के लोगों को केले खिलाता है। कल यहां संतरी की बात हुई और मैं यह कहता हूं कि अगर सहुलियत दी जाय तो बहुत सस्ते केले आपको यहां मिल सकते हैं, चार आने दर्जन में मिल सकते हैं। क्योंकि मुझे मालूम है कि जिस वक्त आपके रेल के अधिकारी वैगन्स (wagons) नहीं देते तो आध आने या एक आने दर्जन वहां केले बिकते हैं और जिस वक्त गाड़ियां मिल जाती हैं तो तेज हो जाते हैं। वक्त पर न वैगन्स मिलती हैं और न जरूरत के मुताबिक मिलती हैं। वैगन मिलने के लिये जब तक दो-एक हरे नोट नहीं सरकाये जाते तब तक एक भी वैगन नहीं मिल सकता। एक भी वैगन केले का वहां से नहीं मिल सकता, जब तक कि कुछ न कुछ पैसे आगे न बढ़ाये जायें। अभी दो-एक केस (case) चल रहे हैं। जहां केला लड़ता है वे स्टेशन्स गांवों से दूर हैं और इसलिये वहां के स्टेशन मास्टरों (Station Masters) या अधिकारियों को पकड़ना बहुत मुश्किल है। इसलिये मैं माननीय मिनिस्टर साहब से कहूंगा कि एक तो वैगन्स ज्यादा दिये जायें और दूसरे यह भी प्रबन्ध किया जाय कि केले वालों से पैसा न लिया जाय।

मुझे यह और कहना है कि जिस डिब्बे से मैं आ रहा हूं वह बम्बई स्टेट की बाउंडरी (boundry) पर है, यानी मध्य प्रदेश से मिला हुआ है। हमारे यहां प्रोहिबिशन (prohibition) है और मध्य प्रदेश में नहीं है। मैं यह कहना चाहता हूं कि मुझे माफ़ करें, कि अगर 'स्मगलिंग' (smuggling) होती है तो वह बहुत कुछ रेलवे के अधिकारियों द्वारा होती है, रेलवे के नौकर ही उसके बहुत कुछ जिम्मेदार हैं। मध्य प्रदेश से दारू लाकर हमारे इस बम्बई की तरफ डम्प (dump) किया करते हैं तो मैं मिनिस्टर (Minister) साहब से कहूंगा कि जब हमारे बम्बई प्रान्त की नीति सम्पूर्ण प्रोहिबिशन की है तो कम से कम रेलवे कर्मचारी इतना तो न करें कि उसमें किसी तरह की दिक्कत पैदा करें।

For English translation, see Appendix I, Annexure No. 25.]

THE VICE-CHAIRMAN : Shri Jagannath Prasad.

SHRI C. G. K. REDDY (Mysore) : May I rise to a point of order, Sir, on the question of catching the speaker's eye which I raised yesterday ? Though--we have come to an arrangement by which we have submitted a list of speakers, we find that the system is working against the Opposition.....

THE VICE-CHAIRMAN : Order, order. I do not want any aspersions to be made against the Chair. Will you kindly sit down ? You should know that you should not stand when the Chair is standing. You know the rules by this time. I feel that the Opposition is getting as good enough an opportunity to put forward their point of view as is possible in the circumstances. I have been invariably calling one Member from the Government side and then another Member from the Opposition side. I was doubtful as to the affiliation of Shri Jagannath Prasad. I was looking on this side but he happened to be on the other side. I think it was a most uncalled for remark.....



SHRI C. G. K. REDDY : I withdraw it. I am sorry, Sir.

THE VICE-CHAIRMAN : I am very glad you have withdrawn it.

SHRI C. G. K. REDDY : I rose to point out about catching the speaker's eye, and that a mistake had occurred.

THE VICE-CHAIRMAN : I am trying to follow that procedure. I have also a list with me to assist me, which has been supplied by wiiips of parties. I look round and try to select the speaker alternatively from two sides. I have today followed the rule that those who have not participated in the discussion at all, either on the President's Address or in the general discussion of the General Budget should be given preference, and that is why from this list I call son^ people from the bottom. That is why I have been calling those hon. Members who have not spoken at all. Unfortunately, for lack of time, the requests of some hon. Members are pending with me and they shall be complied with if there is time.

SHRI J. P. AGRAWAL (Uttar

प्रदेश) : श्री जे० पी० अग्रवाल (उत्तर प्रदेश) : आदरणीय चेयरमैन (Chairman) महोदय, बजट (Budget) का मैदान इतना बसीय होता है कि वहां तक पहुंचना बहुत ही नामुमकिन सा होता है कि उसकी तमाम बातें बताई जा सकें और उसके आदाबो-शुमार भी अरबों के होते हैं। तो मेरे पास न वह शब्दावली है और न उतना विमारा ही है कि वहां तक पहुंच सकूँ। इसलिये मैं तो बहुत छोटी-छोटी जरूरतों को, जो कि रेलवे मिनिस्टर (Railway Minister) साहब से सम्बन्ध रखती हैं, उन्हें आपके तबस्सुल से रखना चाहता हूँ।

उत्तर प्रदेश में एक जिला सीतापुर है। उसी में दो-तीन मुकामात हैं, जहां चाहता हूँ कि जहां तक हो सके वहां कुछ

Pradesh) :

रेल की पटरियां बढ़ा दी जायें। यह नहीं चाहता कि वह पटरियां बहुत लम्बी-चौड़ी हों, जिसे कि ब्राड गेज (broad gauge) कहते हैं, बल्कि छोटी-छोटी बचकानी किस्म की हो सकती है। डिब्बे भी छोटे-छोटे हो सकते हैं चाहे जमीनदोज ही हों। एक जमाना हुआ जब मुझे सफ़र करने का ऐसे डिब्बों में मौका मिला था, मैं ग्वालियर से एक जंगली इलाके में गया था। वहां बड़े छोटे-छोटे डिब्बे थे और ऐसे थे कि चलती गाड़ी में लोग सवार हो जाते थे। अगर उसी किस्म के खस्ता हालत के डिब्बे लगा दिये जायें तो भी बहुत अच्छा है। अभी थोड़े दिन हुए कि एक किताब में यह भी पढ़ा था कि सोवियट रूस में लड़के अपने हाथों से गाड़ियों को चलाते हैं, खुद गाड़ी करते हैं, प्वाइंटमैनी करते हैं, ड्राइवरी करते हैं। अगर उसी किस्म के डिब्बे यहां भी रख दिये जायें, तब भी मैं समझता हूँ कि काम चल जायगा। अब मैं मुकाम का जिक्र कर दूँ। मैं भी बनिया हूँ और चूंकि हुजूर ने ५ मिनट दिये हैं तो एक व्यापारी के नाते चार मिनट में ही खत्म कर दंगा और एक मिनट बचा दूंगा।

वह मुकाम सैलाबी इलाका है गांजर का। अगर सीतापुर को दूसरे जिले से मिलाना है तो बिस्वां से, बहराइच तक, जो सफ़र २९ मील है, अगर एक रेल का डर्रा डाल दिया जाये तो किसी न किसी तरह से पूरा हो जायगा। ज्यादा सफ़र भी नहीं होगा। हां, कई पुल बनाने पड़ेंगे, अगर उधर ध्यान दिया जाय तो सैलाबी इलाके को बहुत फ़ायदा होगा। उस इलाके में जूट (jute) होता है, धान होता है, गन्ना भी होता है। अगर रेल खल जाय तो इंडस्ट्रीज (industries) सनत व हिरफ़त के कारखाने खोले जा सकते हैं और उससे फ़ायदा उठाया जा सकता है।

[Shri J. P. Agrawal.]

दूसरा है हरगांव, उसको लहरपुर से मिलाया जाय जो कि सिर्फ १६ मील है,

तीसरे यह है कि बिस्वा परसेडी और बिस्वा सरैया के दमियान हाल्ट स्टेशन (halt station) कर दिया जाय ।

मेरे लिये यही एक मौका था जब कि मैं अपनी गुजारिश को सरकार के सामने ला सकता था, इसलिये ला दिया ।

[For English translation, see Appendix I. Annexure No. 26]

SHRI RAJAGOPAL N A I D U (Madras) : Sir, I shall be very brief and I shall try not to place you in an embarrassing position by occupying more time than is necessary.

In recent years our Indian Railways have achieved two great objects. One is nationalisation ; the other is integration. So far as integration is concerned, a lot has been said on either side and I shall not deal with it any more. So far as the prosperity of the present Indian Railways is concerned, it is due, in my opinion, to the increase by 25 per cent, of the passenger fares, especially third class passenger fares. The estimated revenue is Rs. 282-16 crores. Out of that, passenger earnings alone comes to Rs. 112 • 19 crores and earnings from third class passenger traffic amounts to Rs. 98-55 crores—roughly 90 per cent, of the gross passenger traffic earnings, and over one-third of the gross earnings. Yet, what have the Railways done for the improvement of the lot of the third class passengers ? Of course, some fans are provided for third class passengers ; some water is given at railway stations, and some other improvements have been made. But the most crying need, that is, relief from overcrowding in third class compartments, has been completely neglected.

Again, waiting room facilities with regard to third class passengers have been completely neglected. I will quote only one instance. Take for instance Coimbatore, which is a very big industrial city in South India. Just 12 n s n v.

past midnight, two trains cross each other—one going to Jalarpet and the other to Calicut. The passengers are made to wait in queues for long hours, and though it is written in bold letters on the walls that tickets will be issued all the 24 hours, no tickets are sold, the reason given being that the day begins only at 6 hours.

I would like to mention only one or two points with regard to eradication of corruption on Railways. A good lot has been said by my friend Mr. Guru-swami, and I may also add that in the case of railway wagons, the invoiced weight in the railway wagons never tallies with the actual weight of the stuff that the wagon contains. I have got peculiar knowledge with regard to this because I have to handle about 3,000 tons of imported food grains every month, and I find every wagon at least 10 to 20 maunds short. I would suggest to the Railway Minister that his anti-corruption department should be more active, and I would stress the need for more and more funds being allotted for anti-corruption drive so that there will be efficiency in the Department besides corruption being eradicated.

With regard to the present surplus resulting from increased third class passenger fares, I would suggest two things. Firstly, you should reduce the third class fares, or in the alternative you should increase train services. I would like to have enlarged on these suggestions, but since the time is short, I am not going into details.

With regard to railway grain shops and railway waiting rooms I would like to say a few words. With regard to railway grain shops, Government is spending nearly 3 crores over subsidies on Railway grain shops in the matter of pulses, gram, oils and food grains. Well, Sir, the Finance Minister was not prepared to spend even Rs. 15 crores for the whole country for subsidising food. Why should Rs. 3 crores be spent for subsidies for Railway grain shops ? Let the workman who gets only a few

rupees be benefited out of the grain shops. Let the stuff that is sold to him be subsidised. But why should the 'stuff that is sold to highly paid railway employees be subsidised? Out of Rs. 3 crores something may be saved to a certain extent at least.

About railway waiting rooms, of course I welcome more waiting rooms at big junctions. But several times, after long travel, one tries to get retiring rooms, but what is the reply? We find that for several days the same man under different names every day has "one on occupying the same room, and the actual traveller is not benefited at all. I think some provision should be made to eradicate all these evils in the Railway Department.

With regard to improvements, I do not know how far I will be justified in saying that coal should be gradually eliminated and electric system should be introduced. That will result in greater efficiency and speed and will rid dust. It is better to have electric railway system introduced. Of course it will take a very long time, but we can proceed gradually. I find in several cities electric railway systems are being introduced as shuttle services for 20 or 5 miles. Let those lines be gradually extended to the interior areas from the cities.

I would suggest that for greater speed, double lines should be introduced. For example, we have got double line between Madras and Arkonam, but that double line should be extended right up to Katpadi and gradually Jalarpet and Bangalore. When one train is arriving at one station, the other train has got to wait for a long time. This causes delay to the passengers.

I wanted to say several things with regard to the increased provision for labour that is provided in the Budget. I find that Rs. 8 • 5 crores has been set apart for labour welfare. On one side, you increase third class passenger fares, and on the other side, you provide social welfare amenities to labour. The worker who travels may be an agricultural labourer. So, the agricultural labourer will have to pay more, nearly 25 per cent, more, for his travel, and the Railway labourer gets the benefit. This kind of anomaly should be gradually eliminated, and I would suggest that passenger fares should be reduced. If fares continue at the same level, I suggest that these welfare funds should be diverted in other directions.

The Council then adjourned till a quarter past eight of the clock on Saturday, the 31st May 1952.