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LOK SABHA DEBATES

(Part I—Questions and Answers)



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LOK SABHA SECRETARIAT
NEW DELHI

FOUR ANNAS (INLAND)

ONE SHILLING (FOREIGN)

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LOK SABHA

Thursday, 3rd March 1955

*The Lok Sabha met at Eleven of
the Clock*

[SARDAR HUKAM SINGH in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Chairman: Questions.

Shri A. M. Thomas: Sir, I rise to raise a point of order. It has been ruled by the Deputy Speaker on former occasions that the Deputy-Speaker is entitled to participate in the debates even while he is in the Chair, so that, in this case, the question stands in your name and though you are in the Chair. Are you not entitled to say that this question may be answered by the Government?

Mr. Chairman: From the expression of the hon. Member himself, I find that he realises the difficulty.

Shri Gadgil: The only limitation is that you cannot ask supplementaries.

शिव राव समिति

४४२८. श्री भक्त वरुण : क्या भ्रम मंत्री २ दिसम्बर, १९५४ को दिये गये तारांकित प्रश्न संख्या ६२२ के उत्तर के सम्बन्ध में वह बताने की कृपा करेंगे कि :

(क) क्या शिव राव समिति की विभिन्न सिकाफिरशां पर कोई अन्तिम निर्णय किया गया है, और

(ख) यदि हाँ, तो क्या उसकी एक प्रथम सभा की टैबल पर रखी जायेगी ?

भ्रम उपमंत्री (श्री आशु अली) : (क) प्रान्तीय सरकारों के साथ इस विषय पर मन्त्रणा हो रही हैं और आशा है कि अन्तिम निर्णय शीघ्र ही हो जायगा ।

(ख) निर्णय की एक प्रतिलिपि जब यह अन्तिम रूप में तैयार हो जायगी सभा के सामने रखी जायगी ।

श्री भक्त वरुण : क्या मैं जान सकता हूँ कि वे एंसी कौन सी कठिनाइयाँ हैं जिन की वजह से इतनी देरी हो रही है ?

श्री आशु अली : कोई खास कठिनाइयाँ तो नहीं हैं, बहरहाल सन् १९५४ में प्रान्तीय सरकारों के इस मामले में क्या इरादा है उन की जानकारी के बाद मिनिस्ट्रियाँ का फँसला भी मालूम करना जरूरी था और अब प्रान्तीय सरकारों से बातचीत चल रही है । उम्मीद है कि जल्दी फँसला हो जायेगा ।

श्री भक्त वरुण : क्या यह सत्य है कि बहुत सी प्रान्तीय सरकारों ने इस बात का विरोध किया है कि एम्प्लायमेंट एक्स्पेंडिचर का भार उन के ऊपर छोड़ दिया जाय । अगर केंद्रीय सरकार ने यह भार उन के ऊपर छोड़ ही दिया तो उन को कुछ आर्थिक सहायता भी देनी चाहिए, क्या उन्होंने इस सम्बन्ध में भी कोई राय भेजी है ?

श्री आशु अली : ४० फी सदी तो देते ही हैं । अभी केंद्रीय सरकार जो मदद देती है वह पर्याप्त तो जारी ही रहेगा ।

श्री भक्त वरुण : क्या मैं जान सकता हूँ कि पिछले दिनों जो प्रान्तों के भ्रम मंत्रियों को बैठक हुई थी उस में क्या डिस्कीशन हुआ ?

श्री आर्षि अली : यही हुआ था कि यह काम प्रांतीय सरकारों के जिम्मे दे दिया जाय, और सेंटर देख रख तो रखेगा ही ।

Shri Chattopadhyaya: May I know whether after the Employment Exchanges are brought under the jurisdiction of the State Governments, the Gorakhpur Labour Recruiting Organisation will be under the Centre or the U. P. State Government?

Shri Abid Ali: The Gorakhpur Organisation has a different status. It is for the recruitment of workers for coal mines. A Committee was appointed last year and changes were made according to the recommendations of that committee. Therefore, there is no further change contemplated with regard to that particular centre.

Shri Chattopadhyaya: May I know why the Gorakhpur Labour Recruitment Organisation has a different status?

Shri Abid Ali: Because it has a different function to perform.

Shri Gidwani: Will the staff employed at present by the various States remain in service or will there be any changes?

The Minister of Labour (Shri Khandubhai Desai): Most of the staff have been recruited from the State services themselves and when they will be transferred, they will, of course, be under the States. Whatever staff has been engaged at the central level will be adjusted with the States. I am sure that they won't lose their service.

CATERING ON RAILWAYS

*459. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state the steps taken to open an "Annapoorna" Stall at the Gorakhpur Railway Station?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The proposal to provide an 'Annapoorna' Refreshment Room at Gorakhpur

Railway Station has since been dropped.

Shri Jhulan Sinha: May I know what is the reason behind the dropping of this proposal when the 'Annapoorna' has been catering healthier and cheaper food at the station?

Shri Shahnawaz Khan: According to the recommendations of the Alagesan Committee on catering, it was decided that departmental catering should be started at least at one important station on each railway. It has been decided to start departmental catering at Gorakhpur on the North Eastern Railway.

सेठ अबल सिंह : क्या मंत्री महोदय बताने की कृपा करेंगे कि किन उखलानों पर स्टेशनॉ पर अन्नपूर्णा की कॅन्टीन और स्टाल्स खाली जाती हैं ?

श्री शाहनवाज खां : पहले तां जहां पर अन्न-पूर्णा की कॅन्टीन्स शुरू हुई थीं वहां उस का बुनियादी उखल वह था कि जां सीरिपल फूड्स हैं, यानी गेहूं और चावल, वह नहीं दिये जायेंगे और दूसरी चीजां और सब्जियां के खाने तैयार किये जायेंगे, लेकिन चीक अब तां खाना बहुत काफी हैं, गेहूं और चावल की कमी नहीं हैं इस लिये अन्नपूर्णा की जां खाल चीजां थीं उन की अब कोई ज्यादा जरूरत महसूस नहीं होती ।

Shri Bhagwat Jha Asad: May I know how long this spoilt child of the Railway Ministry, Mr. Vallabhdas, will be allowed to give slow poisoning to the travelling public?

Mr. Chairman: The hon. Member should not put in so many adjectives and must not assume things.

Shri Chattopadhyaya: May I know whether the Annapoorna at the Gorakhpur railway station has been dropped because this Annapoorna has a special status?

Shri Shahnawaz Khan: The Annapoorna restaurant was never started at Gorakhpur. How can it have a special status?

Mr. Chairman: Question No. 461.

Shri Bhagwat Jha Azad: May I suggest that Q. No. 500 may also be answered along with this one?

Mr. Chairman: The hon. Minister may consider whether he can answer the two together.

FOODGRAINS AND OILSEEDS

*461. **Shri Bishwa Nath Roy:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that the prices of foodgrains and oilseeds are rapidly falling to unremunerative levels;

(b) if so, whether Government propose to take any steps for stabilising the prices; and

(c) whether Government propose to open purchasing centres in the areas where the prices have fallen to very low levels or where middle men have forced the agriculturists to sell foodgrains at cheap rates?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) There has been a general fall in the prices of foodgrains and oilseeds but the prices have not reached unremunerative levels, except in certain isolated pockets.

(b) Government are already taking steps to prevent a sharp and sudden fall in agricultural prices.

(c) The Governments of six States have already been authorised to undertake purchases of coarse grains in the affected areas.

Shri Biswa Nath Roy: May I know whether the attention of the Government has been drawn to the fact that in the colonisation area of U. P. oilseeds are being sold at present at the rate of about Rs. 15 per maund and similar is the case with the low rates of paddy and other foodgrains there?

Dr. P. S. Deshmukh: So far as I can see, there is a report from Basti in U.P. I do not know if there is any other complaint.

Shri Bishwa Nath Roy: I mean in the colonisation area in U. P. where the State Government farm is the biggest in Asia.

Dr. P. S. Deshmukh: I would like to have notice of that question.

Shrimati Tarkeshwari Sinha: May I know what will be the future policy of the Government in regard to the State trading in the falling agricultural market in view of the recommendation of the Taxation Enquiry Commission that States should not enter into trade in the falling market?

Dr. P. S. Deshmukh: The Taxation Enquiry Commission's Report has yet to be analysed and decided upon by the Government. I think the hon. Member will have to wait for a reply to this question till then.

Kumari Annie Mascarene: May I know whether the Government will see to the maintenance of prices in conformity with the average income of the individual?

Dr. P. S. Deshmukh: There are many considerations which govern our price policy but I do not know how far this consideration will have much to do because this is something that is new.

Mr. Chairman: The hon. Minister wanted to say something.

The Minister of Food and Agriculture (Shri A. P. Jain): I wanted to say that the Government have no idea of entering into State trading in any general way. Government have so far decided to make purchases as a measure of relief in certain *mandis* (markets) where the prices of certain foodgrains, have gone too low. And, those purchases are going to be made from the agriculturists direct and not from the middlemen.

Shri Dabhi: May I know on what basis Government have decided that the present price level has not gone down so as to be unremunerative and whether Government have purchased grains from agriculturists in any area?

Shri A. P. Jain: We have taken a number of factors, namely, the comparative price indices, procurement prices in some years etc., into account, and have come to the conclusion that Rs. 10 per maund for wheat may be taken as a price which could not be considered to be unremunerative. The prices of foodgrains, namely, *Bajra*, *Jawar* and *Maize* have been fixed on a parity basis of Rs. 10 per maund for wheat.

Shri Dabhi: My second part of the question is not answered.

श्री किशोरी मिश्र : क्या सरकार को पता है कि धान गत वर्ष १६ रुपये मन बिकता था और इस साल धान ८ रुपये मन बिकता है और इसी तरह से ज्वार, बाजरा और ऐसी दूसरी चीजों को भी सरकार बहुत कम भाव पर खरीदने को तैयार है। उत्तर बिहार में चम्पारन और मुजफ्फरपुर के नेपाल समीपवर्ती इलाकों में भी ८ रुपये मन धान बिकता है। कपड़ के भाव तो २ प्रतिशत ही गिरा है, जब कि धान तथा अन्य चीजों के भाव ५० प्रतिशत गिर गए हैं। क्या मैं जान सकता हूँ कि सरकार इस सम्बन्ध में क्या कार्यवाही कर रही है ?

Shri A. P. Jain: It is a fact that while the price of foodgrains has gone down, the price of manufactured goods, which the peasant generally consumes, has not shown any tendency to go down. Government has been making every effort to help the agriculturists. In the case of certain agricultural produce, we have liberalised the export policy; e.g., in the case of rice, we have taken away the export duty of 20 per cent. and are encouraging the export of rice. We have also allowed a liberal quota for export of oilseeds. As I said before, we have also started purchasing coarse foodgrains in certain specified areas where the prices had gone down below the level fixed.

NEW RAILWAY FACTORY

*464. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct another factory for the

manufacture of wagons in the near future;

(b) if so, when it will be implemented;

(c) whether any place has been selected for the purpose; and

(d) the estimated amount required to start the factory?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) No, Sir.

(b) to (d). Do not arise.

Shri D. C. Sharma: Is it not a fact that the Railway Ministry is suffering from a shortage of wagons? If so, how are they going to make up the deficiency?

Shri Shah Nawaz Khan: Although there may be a certain shortage of wagons at present, our indigenous capacity to produce wagons is coming up to anything in the neighbourhood of 12,000 wagons a year, and we feel that that would be quite sufficient for future requirements.

Shri D. C. Sharma: May I know how long it will take for the supply of wagons produced in India to catch up with the demands of wagons required in India?

Shri Shah Nawaz Khan: At the very outset, three to four years.

Shri D. C. Sharma: In view of the fact that there is a lag between the requirements of wagons and the production of wagons, is it not economical to produce wagons in India rather than send orders to other countries for supply to India?

Mr. Chairman: That will be entering into argument.

Shri T. B. Vittal Rao: May I know whether indigenous production is from the British-owned factories in India or Indian-owned factories?

The Deputy Minister of Railways and Transport (Shri Alagesan): Some of the wagon manufacturing firms continue to retain their European

names, but I understand their shares as well as managing agency are largely owned by Indians.

ELECTRIFICATION OF RAILWAYS

*465. **Shri M. R. Krishna:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to electrify some of the Sections on the Central Railway;

(b) if so, the names of the Sections which will be electrified during 1955; and

(c) the estimated expenditure to be incurred thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) and (b). There is a proposal to extend electrification on the section from Igatpuri to Bhusaval but no decision has been taken so far.

(c) Does not arise.

Shri M. R. Krishna: May I know the basis on which these lines have been selected for electrification?

Shri Shahnawaz Khan: The basis is the intensity of traffic.

Shri M. R. Krishna: May I know whether there is any proposal to electrify some of the lines in Hyderabad?

Shri Shahnawaz Khan: Not at present.

Shri M. R. Krishna: May I know whether the Ministry is aware of the fall in the supply of coal to the Railway due to electrification?

Mr. Chairman: I do not follow how it has any relevance to the question.

Shri T. B. Vittal Rao: May I know whether it is not a fact that, according to the statement made by the Chairman of the Railway Board, if you have got to electrify any of the lines, you will have to go in for import of electrical goods and equipment from foreign countries and that is the reason why electrification of lines is dropped for the present?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): It is true that when we electrify, we have to import a great deal more than for steam tractors. That is one of the considerations, but in the course of the next two years, attempts are being made to have many electrical industries established in this country, in which case we may go ahead boldly with electrification plans.

Shri Thimmaiah: May I know whether the Government proposes to electrify railway lines where electricity is available in plenty?

Shri Alagesan: That will be one of the considerations when we undertake electrification. The availability of electricity and the rate at which it is available will be one of the main considerations.

RAILWAY CLASSIFICATION

*466. **Shri Gidwani:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to change the classification system for passenger service on the Indian Railways;

(b) if so, the nature of changes contemplated; and

(c) the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) Yes.

(b) and (c). In pursuance of the policy to reduce the number of classes of accommodation on trains, first class accommodation is being progressively withdrawn from 1-10-52. From 1-4-55, the existing first class will be completely eliminated and it has been decided to redesignate the present Second, Inter and Third classes as First, Second and Third classes respectively.

Shri Gidwani: What will be the difference in amenities in the newly created compartments of first class and second class? I hope I am very clear.

Shri Shahnawaz Khan: The idea is that without any increase in fares,

the standard in the present second class would be raised to provide better amenities such as reading lights, better seats, cushions, etc.

Some Hon. Members rose—

Mr. Chairman: I have already requested hon. Members that they may stand in their seats to catch my eye, but they should not proceed to speak unless I call any one of the Members.

Shri Gidwani: Will this change involve any extra expenditure for remodelling the compartments? If so, how much amount will be involved?

Shri Shahnawaz Khan: The hon. Member is aware that the Railway Ministry is spending anything upto Rs. 3 crores a year on providing passenger amenities, and no doubt some expenditure might be involved to provide these additional facilities.

Shri Jaipal Singh: How many crores did the Ministry spend for the first classification and how many more crores for merely marking the re-classification?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is a lot of exaggerated story about the vast expenditure that is said to be incurred with reference to these re-namings or re-designations. It does not amount to much at all.

Shri Jaipal Singh: May we know the figures?

Shri Sarangadhar Das: May I know if it is a fact that the Minister had said last year that the first class, as such, was to be abolished? How does he reconcile it now with elevating the second to first class?

Shri Alagesan: It is a simple piece of logic. We are now left with the second, inter and third classes. Without the first, there is no second class, and so, to make it a little more....

Shri V. P. Nayar: Dignified....

Shri Alagesan: Not dignified.

Mr. Chairman: The hon. Minister means to say that there cannot be any second without a first.

Shri Alagesan: ...to make it more easily understandable, we are redesignating it.

Shri S. C. Samanta: The hon. Minister told us before that the first class would be abolished, but now, when it is reorganised, the first class still remains and the inter class has gone. Is it not an anomaly?

Mr. Chairman: That question has been answered practically.

Shri Gidwani: Do I understand that, when the inter-class is converted into the second class, there will be no change in the fares and that the same fares will be charged for the second class as in the case of the inter class of old?

Shri Alagesan: Yes.

Shri Sarangadhar Das: May I know what objection there may be to calling the air-conditioned class, as first class, and consequently, let the present second class remain as second class?

Shri Alagesan: It is intended to call it like that. The air conditioned coach will remain air-conditioned.

Mr. Chairman: Members have another opportunity to discuss these matters in the course of the general discussion of the Railway Budget.

TOURIST SPECIAL TRAINS

*467. **Shri Bagnunath Singh:** Will the Minister of Railways be pleased to state:

(a) the number of Tourist Special Trains arranged during 1954; and

(b) the number of 'HAL' type of coaches provided on these trains?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Nineteen.

(b) Fifteen.

श्री रघुनाथ सिंह : इससे आमदनी क्या हुई ?

श्री साहनबाब खां : इसके लिए नोटिस चाहिए।

श्री रघुनाथ सिंह : क्या हम यात्रियों की संख्या जान सकते हैं ?

श्री साहनबाब खां : इसके लिए भी नोटिस चाहिए।

ACCIDENT IN MANGANESE MINE (BANGALORE)

*468. **Shri S. C. Samanta:** Will the Minister of Labour be pleased to state:

(a) whether an accident took place in a manganese mine near Bangalore towards the end of December, 1954;

(b) if so, how many persons died or were wounded in this accident;

(c) whether any enquiry has been made into the accident; and

(d) if so, the results thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes. An accident took place in Venkajigudda (Vajra) mine in the Tumkur District on the 23rd December, 1954.

(b) Five persons lost their lives and four persons received minor injuries.

(c) Yes.

(d) The enquiry revealed that the accident was due to fault of management and criminal proceedings are being instituted against those responsible for the occurrence.

Shri S. C. Samanta: May I know how many women workers lost their lives, amongst these five?

Shri Abid Ali: I do not think any woman worker lost her life.

Shri S. C. Samanta: May I know whether the tunnel in which the accident took place had any support?

Shri Abid Ali: I would request you, Sir, not to have any further discussion on this matter, because we are

instituting a criminal case against the proprietor, agent and those responsible for this accident.

Shri S. C. Samanta: May I know after how many hours did the Inspector of Mines reach the place?

Shri Abid Ali: The mine is situated about 150 miles from the headquarters of the Inspector and therefore it took some time.

Shri Basappa: May I know whether there was any miraculous escape from death in this accident and, if so, what is the nature of that miraculous escape and whether more lives could have been saved by earlier action?

Shri Abid Ali: Death was instantaneous.

TOURIST TRAFFIC

*469. **Shri Sarangadhar Das:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the members of the International Tourist Organisation who were here some time back, suggested that the customs and passport regulations should be less complicated so as to attract more tourists in the country;

(b) if so, whether any proposal to simplify the procedure is under the consideration of Government; and

(c) the nature of the relaxations proposed to be allowed?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The reference, presumably, is to the Alliance International de Tourisme—the organisers of the Bombay—Geneva Motor Rally in December, 1954. The suggestions made by the head of this Rally—Mr. Muench—related to the dispensing with of Baggage and Currency Declaration Forms at the border and also the relaxation of certain formalities. There was no suggestion for passport relaxations;

(b) The question of extending the 'triptyque' system across land Frontiers on a legal basis is under consideration;

(c) With the extension of the system referred to in (b) above, tourists can bring and take back their cars without payment of customs duty within the period specified.

Shri Sarangadhar Das: May I know if the facilities that may be extended to the tourists will be applicable to the citizens of this country also—the facilities with regard to the passport and customs.

Shri Alagesan: It is meant for bringing motor-cars of the foreigners across the frontiers. Now they can bring these cars when they enter into any sea-port and they can have them for six months, provided they take them back. These facilities are being extended to the land frontiers also.

Shri Kasliwal: May I know, if it is not a fact that not merely are the passport regulations intricate but actually, in the Passport Controller's Office, there is a dearth of staff, and the staff who look after this passport control office are not very well up in English education?

Shri Alagesan: I think this question should be directed to another Ministry.

SUGARCANE PRICE FORMULA

*470. **Shri Heda:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to set up an Expert Committee to revise the formula accepted by the Central Government in October, 1954 for profit sharing between sugar mill-owners and sugarcane growers; and

(b) if so, what interests would be represented on the Committee?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, there is a proposal to refer the Formula to an Expert Committee for further examination, but it is not the intention to make any change in so far as its application to the 1953-54 season is concerned.

(b) The composition of the proposed Expert Committee is yet to be decided.

Shri Heda: Is it not a fact that the formula which was applied in the factories in South India was not applied in the Nizam Sugar Factory, and what is the reason for the special exemption given to it?

Dr. P. S. Deshmukh: I do not think we have given any exemption. But that being a factory owned by the State Government, they have not readily accepted it as the others did.

Shri V. P. Nayar: May I know whether the Government have any proposal to find out the real profits of the sugar mills as distinct from the book profits, and may I also know whether Government proposes to take any steps to mop up such profits?

The Minister of Food and Agriculture (Shri A. P. Jain): We always try to find out the real profits.

Shri V. P. Nayar: How?

Shri A. P. Jain: From the balance-sheets.

Shri V. P. Nayar: The hon. Minister said that from the balance-sheets, he is able to find out the profits. But my question was whether Government had any means to find out the real profits as to distinguish it from the book profits. The balance-sheets will show only book profits.

Shri A. P. Jain: I do not know any methods by which profits can be found out, except through the balance-sheets.

Dr. Rama Rao: In view of the complicated nature of this formula and the helplessness of the agriculturists and in view of the shortage of sugar, have the Government any proposal to directly raise the price of sugar?

Shri A. P. Jain: This has nothing to do with the raising of the price of sugar. Under that formula the price of sugarcane will be worked

out on the basis of the prices of sugar.

CIVIL AVIATION DEVELOPMENT SCHEMES

*471. **Shri Morarka:** Will the Minister of Communications be pleased to state:

(a) the nature of the development schemes for Civil Aviation in the country to be undertaken during the Second Five Year Plan; and

(b) whether suggestions have been invited in this connection from the State Governments?

The Deputy Minister of Communication (Shri Raj Bahadur): (a) The schemes to be included in the Second Five Year Plan have not yet been decided. The guiding principle will be the augmentation and modernisation of the facilities at the existing aerodromes from the technical and amenities points of view. The construction of new aerodromes will be provided for. The Plan will also include provision for assistance to the two Air Corporations for purchase of new equipment.

(b) No, Sir.

Shri Morarka: May I know how many new aerodromes are going to be constructed and in what States?

Shri Raj Bahadur: At the moment, during the first Five Year Plan period, we have completed five aerodromes and three are under construction: one at Kandla, another at Udairpur and the third at Chandigarh. The following places are being considered for the new aerodromes: Tuliha, Calcutta (for the Bengal Flying Club), Kurnool, Shillong, Raxaul, Jogbani, Ajmer, Lushai Hills, Ratnagiri/Kozhikode, Gopalpur-on-Sea, Malda, Kangra Valley, Nowgong (Assam), Bhagalpur and Hubli.

Shri Morarka: May I know what are the plans of the Government for the extension of our International service to other countries?

Shri Raj Bahadur: Our tentative proposals are for the purchase of

seven aircraft for increased traffic in existing services, 3 for expansion of services and 4 aircraft to replace the present 4 Constellation; and also expansion of existing workshops, hangars, ground and other equipments.

श्री अचल सिंह : सिविल एविएशन डेवलपमेंट स्कीम्स के मातहत जो सिविल एयर स्टेशंस खुलेंगे, तो क्या यह मुनासिब नहीं होगा कि आगरा जो एक टूरिस्ट सेंटर है, वहां पर भी एक सिविल एयर स्टेशन स्थापित किया जाय ?

श्री राज बहादुर : सिविल अड्डा आगरा को बनाया जाना एक बात है और आगरा को एयर सर्विस से सम्बन्धित करना दूसरी बात है । आगरा होकर एक एयर सर्विस की योजना बनाई गई है और वह निकट भविष्य में चालू की जायगी, ऐसी आशा है ।

Shrimati Tarkeshwari Sinha: May I know, if before finalising the Second Five Year Plan, Government propose to appoint an expert committee to see the working of the present planes, especially the Dakota, in view of the increasing accidents?

Shri Raj Bahadur: The choice of an aircraft is a highly technical matter and we have got to be guided and governed by the advice given by the experts in this behalf. An expert committee consisting of Shri V. K. Ghatke of the Hindustan Aircraft Ltd., and two engineers from our own department went into this question. They have made certain recommendations and we are going into them.

Shri N. P. Damodaran: May I know whether there is any proposal to construct an aerodrome at Calicut under the Second Five Year Plan?

Shri Raj Bahadur: Yes. I have given that name—Kozhikode or Calicut.

SUPER-ANNUATION OF RAILWAY STAFF

*472. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in accordance with a letter issued by

the Railway Board on the 23rd December, 1953, the Eastern and North-Eastern Railway Authorities served notices on some officers and other employees to go on leave from April, 1954 preparatory to retirement;

(b) whether it is a fact that most of them have been recalled to duty; and

(c) the number of officers and other employees working on those Railways at present after attaining the age of super-annuation?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes; on some ministerial staff governed by Rule 2046 (2) (a) of the State Railway Establishment Code Volume II. (The letter does not apply to non-ministerial railway servants).

(b) No. Only one employee has been recalled to duty.

(c) A few employees have been re-employed, but their number is not available. The ministerial staff mentioned in (a) above are not treated as superannuated.

Pandit D. N. Tiwary: The Minister has just said that the number is not available of those who have been re-employed. May I know the reason why the number is not available when the Ministry has got full authority over the employees?

The Deputy Minister of Railways and Transport (Shri Alagesan): We can get this information and place it on the Table of the House. Just now it is not available.

Pandit D. N. Tiwary: May I know why one officer who was given notice was recalled? What was the reason for recalling him?

Shri Alagesan: He is not exactly an officer, he is one of the ministerial staff. Under the existing rules such of those who are really efficient can be employed up till they attain the age of 60 and this one person comes under that category and he has been re-employed.

Shri Ajit Singh: May I know, as a result of this notice, how many officers and other employees are affected and what was the special reason for serving the notice? May I also know on what basis the notice was served?

Shri Alagesan: I could not quite follow the question.

Mr. Chairman: The hon. Member may repeat his question. He may put the two questions separately.

Shri Ajit Singh: I want to know, as a result of this notice how many officers and other employees have been affected and may I also know on what basis this notice was served?

Mr. Chairman: He wants to know how many officers have been affected.

Shri Shahnawaz Khan: As the hon. Deputy Minister has stated before, we do not have the exact information with us available at present. It can be made available if the hon. Member would put a separate question.

The basis on which this change was made was in connection with the clarification that was issued by the Ministry of Home Affairs regarding this rule. Previously it was stated that those employees who had entered Government service permanently prior to 1st April, 1938 may be required to serve up to the age of 55 years but should ordinarily be retained in service if he continues to be efficient up to the age of 60. This was the original rule and later on it was changed because anybody who was retired before 60 had to be issued a 'show-cause' notice. Later on, in the clarification it was held that no 'show-cause' notice was necessary and that the people who should be retained should be decided only on the basis of their efficiency. That is the reason.

TRAINING IN AGRICULTURAL STATISTICS

*473. **Shri V. Missar:** Will the Minister of Food and Agriculture be pleased to state the duration of the

training in Agricultural Statistics in the newly Organised Centre therefor?

The Minister of Agriculture (Dr. P. S. Deshmukh): About ten weeks.

INTERNATIONAL STATISTICAL TRAINING CENTRE

*475. **Shri Ibrahim:** Will the Minister of Food and Agriculture be pleased to state the number of the Indian agricultural, animal husbandry and statistical officers who are receiving training at the International Statistical Training Centre on Experimental Designs and Survey Techniques opened at the Indian Agriculture Research Institute, New Delhi?

The Minister of Agriculture (Dr. P. S. Deshmukh): Thirteen Indians received training at the Centre.

RAILWAY STAFF QUARTERS

*476. **Shri Randaman Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway authorities have not so far provided residential accommodation to their employees as promised at the time of regrouping of Railways;

(b) whether it is also a fact that a deputation of the workers met him recently in this connection; and

(c) if so, the action taken or proposed to be taken in this regard?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No Sir. All staff who were transferred on condition that they would be provided with quarters immediately have been provided with quarters. But the majority of the staff who were transferred to Delhi on condition that they would not be provided with quarters for sometime to come have not yet been provided with quarters.

(b) Yes, Sir.

(c) The matter is under active consideration.

श्री रत्नबमन सिंह : क्या रेलवे तथा परिवहन मंत्री के सभासचीव महोदय अपने अंगरंजी में दिये गये उत्तर को हिन्दी में समझाने की कृपा करेंगे ?

Mr. Chairman: The hon. Minister may give the gist of his answer in Hindi.

The Deputy Minister of Railways and Transport (Shri Alagesan): The original question was in English and not in Hindi.

Mr. Chairman: That has been the difficulty for the past 3 or 4 days. He wants the answer in Hindi.

श्री शाहनवाज खां : (क) नहीं साहब । तमाम वह लोग जिनकी तबदीली दिल्ली में इस शर्त पर हुई थी कि उनको जरूरी तौर पर क्वार्टर दिये जायेंगे, उनको क्वार्टर दिये जा चुके हैं, लेकिन अक्सरियत ऐसे लोगों की थी जिनको दिल्ली उस शर्त के ऊपर तबदीली किया गया था कि उनको क्वार्टर कुछ देर के बाद मिलेंगे। ऐसे लोगों की अक्सरियत है जिन को अभी क्वार्टर नहीं मिले हैं ।

(ख) जी हां ।

(ग) मामला जेर गौर हैं ।

श्री रत्नबमन सिंह : जब कि ये रेलवे कर्मचारी खास तौर से परमानेंट मुलाजिम माने जाते हैं, तब उनके लिये मकान देना क्या आवश्यक नहीं समझा जाता ?

श्री शाहनवाज खां : जी, आवश्यक तो जरूर माना जाता है और रेलवे मिनिस्ट्री पूरी पूरी कोशिश कर रही है कि जल्दी से जल्दी यह तमाम क्वार्टर मुहैया किये जाय ।

श्री रत्नबमन सिंह : इसमें कितना बका लगेगा ?

श्री शाहनवाज खां : यह कहना जरा मुश्किल है ।

Shri Bhagwat Jha Azad: May I know by what percentage accommodation facilities for the staff have fallen short of the present demand?

Shri Shah nawas Khan: I do not have the exact percentage with me now.

पंजित डी० एन० तिवारी : अभी माननीय पार्लियामेंटरी सेंक्रेटरी साहब ने कहा कि कुछ ऐसे लोगों को भी तबदील किया गया जिनके साथ यह शर्त थी कि उनको क्वार्टर जल्दी नहीं दिये जायेंगे, तो क्या मैं जान सकता हूँ कि हम मुलाजिमों को ट्रांसफर करते वक्त इसमें उनकी रजामंदी ले ली गई थी ?

श्री शाहनवाज खां : जी हां, इस बात में तो सबसे पहले उनकी रजामंदी ले ली गई थी ।

सरदार ए० एस० सहगल : क्या यह सच नहीं है कि रंजीटेशन एकाॅमोडेशन के बारे में जितनी भी जानल रलवेज हैं और जो वहां के इम्प्लायीज हैं उनको रहने की सुविधा ठीक ठीक जो मिलनी चाहिये वह नहीं मिल रही है ?

श्री शाहनवाज खां : कोशिश तो यही है कि उन सब को एंसी सहूलियत मिले ।

सरदार ए० एस० सहगल : यह क्या सच है कि.....

Mr. Chairman: I have brought it to the notice of the hon. Members that before asking a question they should get the permission. Now, the hon. Member may proceed.

सरदार ए० एस० सहगल : यह क्या सच नहीं है कि इस्टर्न रलवे में और खास कर बिलासपुर की डिस्ट्रिक्ट में वहां के कर्मचारियों को रहने की सुविधा ठीक ठीक नहीं है ?

श्री शाहनवाज खां : जैसा कि मैं पहले अर्ज कर चुका हूँ, हम मानते हैं कि जैसी सुविधायें हासिल होनी चाहियें, वैसी यहाँ पर अभी तक हम नहीं दं सके हैं, लेकिन मेरी कोशिश है कि जल्दी से जल्दी तमाम वह सुविधायें उनको दं दं ।

Shri Kelappan: May I know if, in pursuance of the Central Government's orders providing for the grant

of house rent allowance in Notified Municipalities and contiguous areas, the railway employees in Podanur, which is contiguous to coimbatore, submitted a memorandum to the Government for grant of house rent allowance; and, if so, have Government taken any decision in the matter?

Shri Shah nawas Khan: I am not aware of this particular case. If the hon. Member would put a separate question we will try to reply.

POST-GRADUATE EDUCATION

*478. **Dr. Ram Subhag Singh:** Will the Minister of Health be pleased to state:

(a) whether Government propose to establish a post-graduate education centre in Ayurveda at Jamnagar (Saurashtra);

(b) if so, when that centre will be established; and

(c) the cost involved in establishing that centre?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) Yes.

(b) and (c). The matter is under consideration.

Dr. Ram Subhag Singh: If I remember aright, one day the hon. the Health Minister had said on the floor of the House that this is an unscientific form of medicine. May I know what consideration enabled the Government to open this Post-graduate Institute there now?

The Minister of Health (Rajkumari Amrit Kaur): The Government of India started this Research Institute in Jamnagar some time ago, and an Under-graduate School is also running there in conjunction with the Central Government and the Government of Saurashtra; and now the proposal for post-graduate training is being considered by these two Governments.

I deny the allegation that I have ever said that Ayurveda is an unscientific system. All I have said is

that any system and any proposals that can be taken into modern medicine must be proved on a scientific basis.

Dr. Ram Subhag Singh: May I know whether the staff and the teachers who will be employed in this Institute will be given the same facilities in respect of pay and other amenities as the staff and teachers of other medical institutes of allopathy?

Rajkumari Amrit Kaur: That matter will be taken up when the details are examined.

Shri Thimmalah: May I know how many Ayurveda Colleges in the country have been given financial aid from the Centre?

Rajkumari Amrit Kaur: This is the duty of the State Governments, and the Centre does not maintain medical Colleges of any sort or kind in the country.

Shri D. C. Sharma: That is what I know whether the Health Minister has revised the decision, so as to include Ayurveda among modern medicines?

Rajkumari Amrit Kaur: No. Ayurveda is not included in modern medicine.

Shri D. C. Sharma: That is what I wanted to ask. In reply to a supplementary question the hon. Minister had said that the ayurvedic system of medicine was not a modern system of medicine. May I know what constitutes a modern system of medicine?

Mr. Chairman: That she has answered; she denies it.

Rajkumari Amrit Kaur: I have more than once said that modern medicine is the sum total of all the knowledge that has been acquired throughout the ages.

Shri Bhagwat Jha Asad: Is it the expert opinion that the hon. Minister is stating?

NORWEGIAN SEAMEN

***478-A. Shri Radha Raman:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a team of 21 Norwegian Seamen has come to India for the purpose of training Indian fishermen in modern methods of deep-sea fishing;

(b) whether the assistance is being given under the Norwegian Aid Programme; and

(c) if so, the terms and conditions of the programme?

The Minister of Agriculture (Dr. P. S. Deshmukh: (a) Yes. Twenty five;

(b) Yes;

(c) A copy of the agreement entered under the Norwegian Aid Programme is placed on the Table of the Lok Sabha [See Appendix III, annexure No. 25].

Shri Radha Raman: May I know where the team has established its headquarters at present and which are the places of its operation?

Dr. P. S. Deshmukh: The place of operation as settled by the agreement is Neendakara, on both side of which an area of about ten square miles has been taken up. About the headquarters I am not sure; it must be near about the place.

Shri Radha Raman: What considerations weighed with the Government of India to invite this team?

Dr. P. S. Deshmukh: It is in pursuance of an agreement. I am afraid the hon. Member has not studied the question.

Shri Radha Raman: May I know whether the scheme will in any way prove to be disadvantageous to the indigenous fishermen of India?

Dr. P. S. Deshmukh: We are certain it would not; it is for benefitting them.

Shrimati Ila Palchoudhury: Has India bought any fishing craft from Norway at all?

Dr. P. S. Deshmukh: Yes.

Shri Heda: Is the training in fishing being given only in the Travancore-Cochin area or in the Andhra, Orissa and other coastal areas also?

Dr. P. S. Deshmukh: The local fishermen are trained there, and some people are sent to Norway itself for being trained.

MOTOR TRANSPORT INDUSTRY

*479. **Shri V. P. Nayar:** Will the Minister of Labour be pleased to state:

(a) whether any efforts have been made by Government to find out whether drivers in the Motor Transport Industry operating Diesel Oil Vehicles are more susceptible to certain diseases like Tuberculosis;

(b) whether any provision has been made by the Central Government compelling the employers to give extra nourishment to the drivers of Diesel Vehicles to increase their resistance to such diseases; and

(c) if so, the details thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) No.

(c) Does not arise.

Shri V. P. Nayar: Is it a fact that owing to the peculiar position of the driver of the diesel oil vehicle very near the engine, it is absolutely necessary that he should be given some protection, in view of the fact that he has to inhale the refuse from the burning of the diesel oil?

Shri Abid Ali: No. The drivers of diesel engine motor vehicles are not exposed to any special hazards that may be considered to arise out of the use of diesel engines.

Shri V. P. Nayar: Has this been recorded as the opinion of medical experts after any enquiry, or is it just

an opinion by some of the persons who manage the transport industry?

Mr. Chairman: The hon. Member wants opinions and not facts.

Shri V. P. Nayar: I wanted to know the authoritative opinion, because there is some difference in the diesel truck.

Mr. Chairman: He asks whether the Minister knows that certain scientists or experts have given opinion.

Shri Abid Ali: The expert of the Government of India has given this opinion.

Shri V. P. Nayar: Is it a fact that the diesel buses which are operating, both in the State-owned transport and in private transport, are almost all of them heavy duty vehicles—most of them being 9 or 10 tons; and may I know whether Government has laid down that for operating these heavy duty vehicles a minimum time should be prescribed, different from that which prevails in the matter of the two or three ton trucks?

Shri Abid Ali: Of course these are heavy vehicles, but that has nothing to do with the question of any hazard from the use of diesel oil. As for the latter part of the question I want notice.

Shri V. P. Nayar: Is it not a fact that the operation of a heavier vehicle necessarily involves greater energy being spent; and, if so, is it not a fact that 9 tons and 10 tons diesel vehicles would involve the drivers and conductors spending more of their energy than those who operate three or two ton trucks?

Shri Abid Ali: As I have said, these are heavy vehicles and need more energy than an ordinary vehicle.

POSTINGS OF P. & T. EMPLOYEES

*480. **Shrimati Tarkeshwari Sinha:** Will the Minister of Communications be pleased to state:

(a) whether Government are aware that the recent orders banning the

posting of Lower Selection Grade officials in their home districts have adversely affected the promotions of Posts and Telegraphs clerks;

(b) whether Government have received any representation protesting against this order from the Union of Posts and Telegraphs Workers; and

(c) if so, the decision taken thereon?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The orders apply only to Head Postmasters and Inspectors and not to all Lower Selection Grade Officials and do not affect the promotional avenues of clerks in any way.

(b) Yes.

(c) The order banning the posting of the classes of officials mentioned in (a) above to their home areas were issued with a view to avoid any possibility of an official being influenced by his earlier affiliations or associations or misusing his authority and this decision was taken in the large public and service interests. The position was explained to the Union.

Shrimati Tarkeshwari Sinha: May I know whether it has come to the notice of Government that these postmasters who are transferred to places other than their home towns suffer a lot of hardship because of the low scale of pay?

Shri Raj Bahadur: As a matter of fact, the executive officers, as I have just now mentioned, have to be placed in districts or in places away from their own home towns for the reasons which I have explained.

Shrimati Tarkeshwari Sinha: May I know whether Government started receiving more complaints before passing these orders?

Shri Raj Bahadur: I believe the hon. Member might be amused to learn that this decision was taken on the suggestion of a service union itself.

श्री भक्त बर्दान : अभी माननीय मंत्री महोदय ने बताया कि इस प्रकार के आदेश दिये गये हैं कि इन्स्पेक्टर लोग जिस जिले के रहने वाले हैं वहां वह न रकसे जायें। तो क्या इस का यह अर्थ लगाया जाना चाहिये कि जो सुपरिन्टेंडेंट साहबान हैं वह भी अपने स्थानों में नहीं रहने दिये जायेंगे ?

श्री राज बहादुर : आह्ला का जो विस्तार है वह यह है कि सुपरिन्टेंडेंट, इन्स्पेक्टर और हेड पोस्ट मास्टर जिन मुकामों के रहने वाले हैं, उन मुकामों पर उन की नियुक्ति न हो बल्कि अन्य स्थानों पर हो।

श्री कृष्ण लाल शर्मा : क्या सरकार को मालूम है कि गवर्नमेंट के दूसरे मुकामों के अफसरान अपने जिलों में रहते हैं, जैसे सबइन्स्पेक्टर और इन्स्पेक्टर पुलिस ? तो क्या पोस्टल डिपार्टमेंट और डिपार्टमेंटों से कुछ भिन्न है ?

श्री राज बहादुर : सौभाग्यवश अन्य मुकामों की जिम्मेदारी मेरे ऊपर नहीं है।

GRANT TO DELHI STATE

*482. **Shri R. N. Singh:** Will the Minister of Food and Agriculture be pleased to state.

(a) the total amount granted to Delhi State Government under the Five Year Plan for distribution as taccavi loan to cultivators;

(b) the total amount of loan granted by the State authorities so far;

(c) whether it is a fact that a major portion of the amount has not been utilised; and

(d) if so, the reasons therefor?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) During the first three years of the Plan, a sum of Rs. 24 lakhs was sanctioned by the Government of India for distribution as taccavi to cultivators in Delhi State.

(b) Rs. 21,39,700 has been utilised by the State Government.

(c) No, Sir.

(d) Does not arise.

श्री अरु एम० सिन्हा : क्या मैं जान सकता हूँ कि तफावी लेने के लिए कितनी दरखास्तें आई हैं ?

डा० बी० एस्० वंशमुक्त : इसके लिए ताँ स्टेट गवर्नमेंट से पूछना होगा ।

DISPLACED RAILWAY EMPLOYEES

*483. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 625 on the 2nd December, 1954 and state:

(a) the number of employees who originally opted for Pakistan and who have been since re-employed up to the 31st January, 1955; and

(b) the number of cases still pending?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) About 64,000 railway employees originally opted for Pakistan. Of these about 300 have been re-employed on Indian Railways.

(b) About 700 more have been asking for re-employment, and their cases are under consideration.

Shr. T. B. Vittal Rao: May I know if any communication has been received from the Pakistan High Commissioner in India to the effect that the cases of these people for reinstatement may be considered sympathetically?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): We are not aware of it.

Shri T. B. Vittal Rao: May I know if a deputation of these people met the Railway Minister when he visited Nagpur last and whether he assured them that he will look into these cases? When will the whole thing be finalised? Can any definite date be suggested?

Shri Shah Nawaz Khan: According to the existing instructions, the cases of all these railway employees who opted for Pakistan finally, but who

did not go to Pakistan, are being considered favourably provided there is nothing against them on grounds of security.

Shri T. B. Vittal Rao: In a previous question, I specifically asked whether these employees were asked to produce a clearance certificate from the police authorities and I was told, no. Now, again, what are the security reasons which the hon. Minister refers to?

Shri Shah Nawaz Khan: If there is any adverse police report in respect of any employee, we have to consider it.

Shri Namblar: May I know whether it is the policy of the Government to ascertain the matter from the police before a particular railway employee, who has opted for Pakistan, is taken back and is it their policy that he should not be employed back unless and until the police gives a clearance certificate about that employee?

Shri Shah Nawaz Khan: The House will appreciate that it is a very delicate question. Before an employee, who had opted finally for Pakistan, can be taken back into service, we have to be quite sure about his *bona fides* and therefore we have to ask for police report.

CONTAMINATION OF THE JAMUNA

*485. **Shri M. S. Gurupadaswamy:** Will the Minister of Health be pleased to state:

(a) the progress made so far in the implementation of the scheme to prevent sewage contamination of the Jamuna;

(b) whether it is a fact that the number of deaths due to intestinal disease is on the increase in the Capital;

(c) whether it is also a fact that the experts of World Health Organisation, who visited the place recently, were of the opinion that there is high bacterial content in sullage from open sewers discharged into the river, and

(d) if so, the action taken or proposed to be taken in the matter?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) The main sources of pollution of R. ver Jamuna are due to the overflow of sewers at Najafgarh, Nigambodh and Delhi Gate.

Land for sewage treatment plant at Najafgarh has been acquired and the installation work is to be started in the beginning of the next financial year.

The extension of the pumping station at Nigambodh is complete. The machinery has been received and erection work will soon start.

The scheme regarding the construction of a new outfall from Delhi Gate to Kilokri, which will cross the Railway line, is ready and the work will be started as soon as the railways give their consent.

(b) No such report has been received.

(c) No expert from World Health Organisation has visited Delhi recently and given an opinion in the matter.

(d) Does not arise.

Shri M. S. Gurupadaswamy: May I know the amount of money that is going to be involved in implementing this scheme?

Shrimati Chandrasekhar: I have no information about that.

Shri M. S. Gurupadaswamy: May I know when the installation of this machinery will be completed and when the scheme will be completed? Can the hon. Minister give us an idea?

Shrimati Chandrasekhar: It will take at least 2 or 3 years to complete the entire work.

EMPLOYMENT EXCHANGES

*489. **Th. Lakshman Singh Charak:** Will the Minister of Labour be pleased to state:

(a) whether the administration of Employment Exchanges throughout

India has been transferred or is proposed to be transferred to the respective State Governments;

(b) if so, whether it will entail any reduction in the staff and their scales of pay; and

(c) the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). The matter is under negotiation with State Governments and it is hoped that final decision would be taken soon.

RAILWAY LINE AT AVADI FOR THE CONGRESS SESSION

*491. **Shri Veeraswamy:** Will the Minister of Railways be pleased to state:

(a) the amount spent by Government on the construction of a new Railway line to "Satyamurthi Nagar" at Avadi in connection with the Congress Session in January, 1955;

(b) the number of days on which this line was put to use;

(c) the number of passengers who travelled on this line; and

(d) the total revenue earned by the sale of tickets?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Rs. 3 lakhs approximately.

(b) For ten days only from 15th to 24th January, 1955.

(c) 2,05,837.

(d) (i) The earnings on account of the traffic referred to in part (c) above are Rs. 1,21,563. (ii) Earnings on all the additional traffic moved to and from Madras Egmore and Madras Central Stations attributable to the Congress Session is estimated to Rs. 7 lakhs.

Shri Veeraswamy: May I know what the Railway Ministry is going to do to make up the loss incurred on the construction of this line?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is no loss; perhaps, there is a gain.

DEVELOPMENT OF TOBACCO

***492. Shri Amjad Ali:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any scheme for the development of tobacco for inclusion in the Second Five Year Plan is in hand;

(b) whether the recommendations of Planning Sub-Committee of the Indian Central Tobacco Committee in this connection have been received; and

(c) if so, the action taken thereon?

The Minister of Agriculture (Dr. F. S. Deshmukh): (a) Yes.

(b) Yes.

(c) Proposals about tobacco development for inclusion in the Second Five Year Plan are still under the consideration of Government.

Shri Amjad Ali: Have the State Governments been given any direction in order to see that tobacco cultivation is taken up seriously?

Dr. P. S. Deshmukh: We are more anxious to reduce the acreage.

SEA FREIGHT ON IRON ORE

***493. Shri Deogam:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Calcutta Continental Lines increased the freight on Iron Ore by 5 shillings some time in November, 1954 and by another 2½ shillings on the 7th January, 1955 without notice to the Trade;

(b) whether it is a fact that owing to the inability to use trampers freight for the deferred rate, Indian shippers cannot compete in C.I.F. cost in the consuming countries; and

(c) if so, the steps taken by Government in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir. It is understood that no notice was given by the Conference about these increase as it is customary for them to give such notice in respect of general increases and not in respect of increases for individual commodities;

(b) Trampers freight rates vary from time to time depending upon the market whereas Conference rates are fixed over a period of time. It cannot therefore, be said that trampers freight rates will always be cheaper and will go to reduce the C.I.F. cost in the consuming countries.

(c) The Government have taken up the question of abolishing the deferred rebate system on shipments of iron ore from Calcutta with the Calcutta Continental Conference and it is now understood that the Conference have since abolished the deferred rebate system and introduced a nett rate system.

STAFF OF PANAGARH AIR BASE

***494. Shrimati Ila Palchoudhury:** Will the Minister of Communications be pleased to state:

(a) whether Government have received any Memorandum dated the 3rd December 1954 from the General Secretary, Aero Employees' Union, West Bengal, Calcutta Airport, Dum Dum, in regard to the equipment and staff of the Panagarh Air Base; and

(b) if so, the action taken thereon?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) The representation is under consideration.

Shrimati Ila Palchoudhury: May I know whether the staff of the Panagarh air base are registered under the Factories Act and whether they are not people privileged to get all the facilities that they are entitled to under that Act?

Shri Raj Bahadur: So far as we are concerned, there is only one permanent employee who has been posted

there, and apart from him, all others are work-charged.

Shrimati Ila Palchoudhury: May I know whether Government would consider absorbing the staff in some other air base or in the Hindustan Aircraft Factory?

Shri Raj Bahadur: That depends on the avenues of absorption available to the Government.

Shrimati Ila Palchoudhury: May I know whether the equipment including aircraft in this air base cannot be usefully utilised by the Indian aviation industry and if not why not?

Shri Raj Bahadur: This has been thoroughly gone into over a long and protracted period of time. We have come irresistibly to the conclusion that it is not feasible because the Curtiss Commandos have been found unsuitable for our purpose both as freighters and passenger carriers. The average load of a Commando is about 50 per cent more than a Dakota, but the petrol consumption is 100 per cent higher and safety factor is not as satisfactory and as desirable as it should be.

WRITTEN ANSWERS TO QUESTIONS

TOURISM

*456. **Shri S. N. Das:** Will the Minister of Transport be pleased to state:

(a) whether the question of internal tourism has been examined or is being examined by Government for developing and providing facilities to pilgrims and for youths and workers on holidays; and

(b) whether any survey in this connection has been held or is proposed to be held?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (b). The question of developing internal tourism which *inter-alia* includes provision of better facilities to pilgrims, youths and workers on holidays, is under examination.

MINING ACCIDENT AT PARASIA

*457. { **Sardar Hukam Singh:**
Shri P. C. Bose:

Will the Minister of Labour be pleased to state:

(a) whether an enquiry has been conducted into the tragic disaster in the colliery at Parasia in Madhya Pradesh on the 10th December, 1954;

(b) if so, whether Government have considered the report; and

(c) whether there was any negligence on the part of the Company?

The Minister of Labour (Shri Khandubhai Desai): (a) to (c). A Court of Inquiry has been set up to inquire into the causes of and the circumstances attending the accident and the inquiry is still continuing. Findings of the Court have not yet been received.

VACANCIES ON THE SOUTHERN RAILWAY

*460. **Shri Keshavaengar:** Will the Minister of Railways be pleased to state:

(a) how many vacancies on the erstwhile Mysore Railway have been held to be "Mysore Railway vacancies" even after the integration;

(b) the categories in which these vacancies have arisen; and

(c) whether such reservations apply to Gazetted posts as well?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 146 permanent vacancies in non-gazetted posts, which existed on the *ex-Mysore State Railway* on 14-4-1951, i.e. the formation of the Southern Railway, have been treated as *ex-Mysore State Railway* vacancies for purposes of confirmation of *ex-Mysore State Railway* staff;

(b) A statement showing the vacancies category-wise is placed on the Table of the House [See Appendix III, annexure No. 30]; and

(c) No, as there was no permanent vacancy in the gazetted cadre.

PATHANKOT JAMMU ROAD

*462. **Shri Krishnacharya Joshi:** Will the Minister of Transport be pleased to state:

(a) the progress made so far on the construction of the Pathankot-Jammu Road; and

(b) when this work is likely to be completed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (b). A single lane black top road with bridges across the main rivers was completed some years ago. The work of widening the road for two lane traffic is in progress and is expected to be completed by the end of July 1955.

RAIL TRAFFIC BETWEEN INDIA AND PAKISTAN

*463. **Shri A. N. Vidyalkar:** Will the Minister of Railways be pleased to state:

(a) the financial arrangements in respect of the traffic on the rail routes between Pakistan and India;

(b) whether Pakistan has discharged all its financial liabilities in respect of this traffic;

(c) whether it is intended to open the Lahore-Ferozepur route for passenger and goods traffic; and

(d) if so, when?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) All goods and parcel traffic between Pakistan and India is booked on "Paid-To Pay" system i.e. traffic is booked 'Paid' up to the Border station of the booking country and 'To pay' for the remaining portion of the journey.

Passenger traffic is booked up to the border station by each country and passengers purchase tickets at the

first border station in the other country.

(b) Does not arise in regard to transactions from 6th November, 1949 from which date 'Paid-To Pay' system of booking traffic has been in force. In regard to claims for the transactions prior to 6-11-1949 financial settlement is held up since 'Devaluation' in September, 1949 and settlement would be effected as soon as an agreed decision regarding adjustment of Government transactions is reached between the Governments of India and Pakistan.

(c) and (d). No formal request from the Government of Pakistan has so far been received for the opening of Lahore-Ferozepore route.

हवाई अड्डे

*४७४. श्री आर० एस० तिवारी : क्या संचार मंत्री एक विवरण सभा पटल पर रखने की कृपा करेंगे जिसमें निम्नीलिखित बातें दिखाई गई हों :

(क) पंचवर्षीय योजना के अन्तर्गत, उसके आरम्भ होने के समय से, कितने हवाई अड्डों का निर्माण किया गया है और कितने हवाई मार्ग आरम्भ किये गये हैं ;

(ख) उन पर कितना व्यय हुआ ;

(ग) ये हवाई अड्डे कहां कहां पर हैं और किन मार्गों पर विमान चलते हैं ; और

(घ) क्या सरकार विन्ध्य प्रदेश के लिये भी हवाई अड्डे बनाने और हवाई मार्ग आरम्भ करने के किसी प्रस्ताव पर विचार कर रही है ?

संचार उपमंत्री (श्री राज बहादुर) : मैं माननीय सदस्य द्वारा इच्छित विवरण सदन पटल पर प्रस्तुत करता हूं [द्वितीय परिशिष्ट २, अनुबन्ध संख्या २१]।

FOREIGN TOURISTS.

*477. **Shri B. D. Shastri:** Will the Minister of Transport be pleased to

state the amount of revenue earned from the visit of foreign tourists during 1952-53, 1953-54 and so far during 1954-55?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): The amount of foreign exchange earned during the year 1952-53 may be estimated at Rs. 2.5 crores approximately. Figures for 1953-54 and 1954-55 are not available.

**MINING DISASTER AT NEWTON CHIKLI
COLLIERY**

***481. Th. Jugal K. Khore Sinha:** Will the Minister of Labour be pleased to state:

(a) whether any decision for payment of compensation to the widows and children of the coal-miners who lost their lives in the recent mine disaster at the Newton Chikli Colliery, has been taken;

(b) if so, the scale of payment; and

(c) the total amount sanctioned for this purpose?

The Minister of Labour (Shri Khandubhai Desai): (a) The dependents will get compensation as admissible to them under the Workmen's Compensation, Act. In addition certain *ad hoc* relief amounts were sanctioned by the Government as well as some other bodies for payment to the bereaved families.

(b) and (c). The quantum of Compensation is fixed in accordance with the scale laid down in the Workmen's Compensation Act. The management have deposited with the Workmen's Compensation Commissioner, Chhindwara, a sum of Rs. 95,030 on this account. A statement showing the amounts sanctioned as a relief measure is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 32].

P. & T. ACCOUNTS SERVICE

***486. Shri Tushar Chatterjee:** Will the Minister of Communications be pleased to refer to the reply given to Unstarred Question No. 294 on the 24th November, 1954 and state:

(a) whether any decision about re-

ducing the limit for securing exemption marks in respect of the Post and Telegraph Accountants' Service Examination has since been taken; and

(b) if so, whether in the light of the revised decision, past cases of examinees will also be reconsidered?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) No.

INDIAN SHIPPING

***487. Shrimati Renu Chakravartty:** Will the Minister of Transport be pleased to state:

(a) whether any complaints have been received from the shippers in India that shipment in Indian vessels puts them to considerable inconvenience; and

(b) if so, the steps taken by Government to investigate these complaints?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) One or two complaints have been received from shippers about delays, etc. in the arrival of cargoes shipped by Indian vessels in the U.K. Continent trades.

(b) The complaints have been brought to the notice of the Indian shipping companies concerned and the Government have also impressed upon them the need for maintaining regular and efficient services.

DELHI WASHERMEN

***488. Shri Punnoose:** Will the Minister of Health be pleased to state:

(a) whether Government have received a representation from the Washermen of Delhi;

(b) the object of the representation; and

(c) the decision taken in the matter?

The Minister of Health (Rajkumari Amrit Kaur): (a) Copies of the representation made to the Delhi State authorities have been received.

(b) the representation demanded construction of a Dhobi Colony, abolition of licence fee and reduction of existing water rate.

(c) the matter is under the consideration of the Delhi State Government.

FOOD POLICY

***490. Shri L. N. Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the food policy for 1955 has been framed by Government;

(b) if so, the nature thereof;

(c) whether any wheat reserve is to be created;

(d) if so, the quantity thereof; and (e) the sources from which it will be procured?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (e). The food supply position in the country is quite satisfactory at present. Rice and coarse grains have already been completely decontrolled, and it is proposed to continue the present policy of allowing further relaxations in the controls on wheat by creating new or extending existing free wheat zones.

There is no question now of importing rice or coarse grains. Governments have in fact allowed export of rice.

It is proposed to import wheat partly for current consumption and partly for Central Reserve. It is, however, difficult to say at this stage what quantity of wheat we shall be able to put aside in the Central Reserve and from which precise sources we shall be able to import wheat.

रैल के डिब्बों का कारखाना, अजमेर

***४९५ श्री नवल प्रभाकर :** क्या रैलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) अजमेर के रैल के डिब्बे तथा बेंगल के कारखाने में १९५४ में कितने माल

डिब्बों और सवारी डिब्बों को मरम्मत की गई ;

(ख) उसी काल में वहां पर कितने नये माल डिब्बे और सवारी डिब्बे तैयार किये गये ;

(ग) ये माल डिब्बे किन श्रेणियों के हैं ; और

(घ) प्रत्येक श्रेणी के कितने डिब्बे हैं ?

रैलवे तथा परिवहन मंत्री के सभासद (श्री शाहनवाज खां) : (क) से (घ). एक विवरण सभा पटल पर रख दिया गया है [दीर्घ परीक्षा १, अनुबन्ध संख्या २३].

FOREIGN TOURISTS

***496. Chaudhuri Muhammed Shafiq:** Will the Minister of Transport be pleased to lay a statement on the Table of the House showing:

(a) the number of foreign tourists who visited India during the year 1954 with separate figures for each country; and

(b) the number of tourist guides employed by Government?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) (a) A statement is placed on the table of the Lok Sabha [See Appendix III, annexure No. 34.]

(b) Seven.

BORDER ROAD (PUNJAB)

***497. Sardar Akarpuri:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Government propose to lay a metalled road along the border of the Punjab; and

(b) if so, the estimated cost thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and

(b) The Government of India do not propose to construct any such road. The matter is primarily the concern of the State Government.

POSTAL EMPLOYEES IN AJMER

*498. **Pandit, M. B. Bhargava:** Will the Minister of Communications be pleased to state:

(a) the number of postmen attached to the Ajmer Head Post Office;

(b) the number of zones in which they work;

(c) whether it is a fact that only one postman is deputed to distribute both the 'Daks' of a day, with the result that the public receive their letters at late hours; and

(d) if so, the steps proposed to be taken in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 57 postmen including 7 leave reserve postmen.

(b) 24 beats in each delivery.

(c) No postman is asked to attend to both the deliveries. In exceptional circumstances, however, when there is heavy absenteeism, one postman is asked to attend to the delivery work of his adjacent beat also.

(d) The question does not arise.

नये डाक टिकट बेचने वाले डाकघर

*499. **सैठ गोविन्द दास :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि क्या सरकार एंसे डाकघरों की संख्या बढ़ाने का विचार कर रही है जो नये डाक टिकटों को उनके जारी किये जाने के बाद, आरम्भ के कुछ दिनों में बेचते हैं ?

संचार उपमंत्री (श्री राज बहादुर): नये प्रचलित किये गये डाक टिकट सदा ही सब डाकघरों में भेज दिये जाते हैं। केवल दो अवसरों पर ही समय के अभाव के कारण स्मारक-टिकटों का प्रचलन सीमित रह गया और सार्व कार्यालयों में इनका वितरण नहीं किया जा सका।

राधानों के भावों में गिरावट

*500. **श्री भागवत भा आजाद :** क्या स्वराज तथा कृषि मंत्री यह बताने की कृपा करेंगे कि जिन स्थानों पर भाव बहुत अधिक गिर गये हैं, वहाँ पर किसानों को सहायता देने के लिये सरकार ने अभी तक भिन्न भिन्न प्रकार का मोटा अनाज कितनी मात्रा में खरीदा है ?

स्वराज तथा कृषि मंत्री (श्री ए० पी० जैन): राज्य सरकारों से पूछ ताछ की जा रही है और शीघ्र ही एक विवरण सभा की पटल पर रखा जायेगा।

PROMULGATION OF FOODGRAINS CONTROL ORDER

*501. **Shri N. B. Chowdhury:** Will the Minister of Food and Agriculture be pleased to state whether the Government of West Bengal consulted the Government of India before promulgating the recent Foodgrains Control Order?

The Minister of Food and Agriculture (Shri A. P. Jain): Yes, Sir.

MEDICINAL PROPERTIES OF WATER

*502. **Shri S. V. Ramaswamy:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that two Russian experts are touring the country examining the medicinal properties of waters, with a view to establishing spas in this country; and

(b) if so, what is the result of their labours?

The Minister of Health (Rajkumari Amrit Kaur): (a) Two Russian experts toured the country from 1st January to 6th February 1955 and did visit two places in connection with the examination of mineral springs.

(b) A report containing the views of the two Russian experts was received on 3rd February, 1955 and is under examination.

DELHI TRANSPORT SERVICE

*504. **Dr. Satyawadi:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the principle of reservation of vacancies for Scheduled Castes and Scheduled Tribes is not applied in the Delhi Transport Service;

(b) if so, the reasons therefor;

(c) whether Government propose to reserve the necessary quota; and

(d) whether a statement showing the existing number of Scheduled Castes in different trades in Delhi Transport Service and the ratio they bear to the total number will be laid on the Table of the House?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (c). The Delhi Road Transport Authority have accepted the principle of reserving 12% of the posts in their organisation for Scheduled Castes.

(b) Does not arise.

(d) A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 35].

TICKETLESS TRAVELLING

*505. **Shri M. L. Agrawal:** Will the Minister of Railways be pleased to state:

(a) whether there was recently a ticketless travelling detection raid in the Pilibhit-Shahjahanpur Branch line on the North Eastern Railway;

(b) how many persons were found travelling without ticket;

(c) what amount was realised as fare and penalty respectively; and

(d) how this raid compares with previous similar raids in the matter of persons detected, and the amounts realised as fare, penalty and fine, since the beginning of the year 1954?

The Parliamentary Secretary to the Minister of Railways and Transport

(**Shri Shah Nawaz Khan**): (a) Yes, on 6-2-55.

(b) Six.

(c) Fare—nine annas. Penalty—nil.

(d) Compared to the eight raids conducted on the Shahjahanpur-Pilibhit Section in 1954, the raid conducted on 6-2-55 does not show any conspicuous abnormality regarding the number of persons detected, although the fare and penalty realised was on the low side.

INDIAN AIRLINES CORPORATION—
TRAFFIC

*506. **Sardar Hukam Singh:** Will the Minister of Communications be pleased to state:

(a) the ton mileage of (i) passenger traffic (ii) freight traffic and (iii) mail carriage, during July to December, 1954, on the Indian Airlines; and

(b) the total loss incurred by the Indian Airlines Corporation during the year 1954?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) I lay on the Table of the Lok Sabha a statement giving the required information [See Appendix III, annexure No. 36].

(b) The profit or loss sustained is worked out for a financial year which for the Corporations ends with the 31st March. The excess of expenditure over revenue of the Indian Airlines Corporation during the calendar year 1954 after making provision for interest and depreciation charges works out to about Rs. 111.68 lakhs.

सड़कों का विकास

*५०७ श्री भक्त वरुण : क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नेपाल को जाने वाली उत्तर प्रदेश, बिहार व पश्चिमी बंगाल की सड़कों का विकास की कोई योजना तैयार की गई है, और

(ख) यदि हां तो उसका व्यौरा क्या है ?

रूखों तथा बरिबहन मंत्री के सभासचिव (श्री शाहनवाज खां) : (क) और (ख). भारत सरकार ने नेपाल को जाने वाली सड़कों के विकास के लिए कोई विशेष योजना नहीं बनाई है। इसकी मुख्य जिम्मेवारी सम्बन्धित राज्य सरकारों पर है। भारत सरकार ने फिर भी नेपाल को जाने वाली या नेपाल की सीमा से गुजरने वाली सड़कों के विकास के लिये, जिनकी एक सूची सभा के मंच पर रखी गई है, [बिस्वके परिशिष्ट २, अनुबन्ध संख्या २०] उत्तर प्रदेश तथा बिहार सरकार को अनुदान दिया है। इसके अतिरिक्त भारत सरकार ने वर्तमान पंच वर्षीय योजना में नेपाल सीमा के पास के राष्ट्रीय राजमार्ग २५ ए० के जो बिहार में चकिया से रक्सौल तक जाती है, विकास को भी शामिल किया है।

AIR MAILS

*508. **Shri Jhulan Sinha:** Will the Minister of Communications be pleased to state:

(a) whether an attempt has been made to pack the air mails in fire proof covers to prevent their destruction in the event of accidents to aircrafts; and

(b) if so, with what results?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). Enquiries made so far show that it is not possible to manufacture fire-proof bags which will give absolute safety to mails when exposed to intensive flames during air crashes. The matter is, however, being further examined.

WORKS AND DRAINAGE SCHEME OF PUNJAB

*509 **Shri D. C. Sharma:** Will the Minister of Health be pleased to refer to the reply given to unstarred question No. 454 on the 14th September, 1954 and state:

(a) whether the Punjab Government have since submitted any Schemes of water supply and drainage for inclusion in the First Five Year Plan;

(b) if so, the details and the cost thereof; and

(c) the decision taken by Government in the matter?

The Minister of Health (Rajkumari Amrit Kaur): (a) Yes.

(b) A statement containing the requisite information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 38].

(c) The Government of India have sanctioned to the Government of the Punjab, a loan of Rs. 75.0 lakhs for their urban water supply and drainage schemes and a grant-in-aid of Rs. 21.0 lakhs for their rural water supply and sanitation schemes, to be spent within the Plan period.

HINDI TELEGRAMS

*510. **Shri Heda:** Will the Minister of Communications be pleased to state:

(a) the programme for introducing Hindi in Telegraph Offices in the year 1955; and

(b) whether there are any telegraph offices which operate only in Hindi?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) About 450 Hindi trained operators will be made available by the end of 1955. The service will be gradually extended into rural areas and the hours of service in large telegraph offices will be extended.

(b) No.

CONSTELLATION SERVICE

*511. **Shri Morarka:** Will the Minister of Communications be pleased to state:

(a) whether Government propose to introduce a daily Constellation service between Delhi and Bombay; and

(b) if so, when this service is likely to be introduced?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise

I.C.A.R. MILK SUPPLY SCHEME

*512. **Dr. Ram Subhag Singh:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a negotiation was carried on between the Government of India and the Delhi State Government regarding the taking over by the latter of the I.C.A.R. Milk Supply Scheme; and

(b) if so, what has been the outcome of that negotiation?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). Yes. The negotiations are continuing.

HOUSES FOR COAL MINE WORKERS

*513. **Shri V. P. Nayar:** Will the Minister of Labour be pleased to refer to the reply given to starred question No. 447 on the 29th November, 1954 and state:

(a) the number of Coal Mine workers for whom houses have been provided till the 31st December, 1954 by the amount apportioned from the Coal Mines Labour Welfare Fund; and

(b) the percentage of the workers who remained without proper housing facilities till that date?

The Minister of Labour (Shri Khanubhal Desai): (a) (i) 2153 houses have been constructed from Coal Mines Labour Welfare Fund.

(ii) Number of houses which have been subsidised from the Coal Mines Labour Welfare Fund are:—

Sanctioned	3380
Constructed	1594
Under construction ...	63

(b) This information is not available.

MIXED FARMING

*514. **Shri S. C. Samanta:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any investigations on mixed farming were conducted in

three provinces of India between 1941 and 1946;

(b) if so, the names of those provinces;

(c) the economic advantages that were evaluated thereby;

(d) whether any attempts have been made thereafter to avoid the flaws and mistakes that were found in the experimentation; and

(e) the names of the States that are at present carrying on mixed farming?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, in four Provinces.

(b) U.P., C.P. and Berar (now Madhya Pradesh), N.W.F.P. and Sind (now in Pakistan).

(c) The final results achieved under these schemes indicate that mixed farming, in general, is more profitable than ordinary farming.

(d) No. The experiments were not continued.

(e) Government have no information. The I.C.A.R. is not, however, financing mixed farming scheme in any State.

ALL INDIA MEDICAL SERVICE

*515. **Shri Raghunath Singh:** Will the Minister of Health be pleased to state whether it is a fact that Government propose to constitute a Central Medical or Health Service?

The Minister of Health (Rajkumari Amrit Kaur): Yes. The Government of India are considering a proposal for the constitution of a Central Health Service which will include all medical, public health and medical research posts under the control of the Central Government other than those under the Ministries of Railways and Defence.

WHITLEY COUNCILS

*516. **Shrimati Tarkeshwari Sinha:** Will the Minister of Communications be pleased to state:

(a) whether Government have decided to establish Whitley Councils in the Posts and Telegraphs Department;

(b) if so, whether Government will lay on the Table of the House a copy of the orders issued in this regard; and

(c) if not, when the proposal is expected to materialise?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) The details of the scheme are under examination.

(c) No date can be given at this stage.

RAILWAY ROLLING STOCK

***517. Shri V. Missir:** Will the Minister of Railways be pleased to state:

(a) the number of steam locomotives received so far from West Germany during this year;

(b) the total cost of these locomotives;

(c) whether it is a fact that a large portion of the order is still pending; and

(d) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 72 locomotives have been received from 1-4-1954 to 31-1-1955.

(b) A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 39].

(c) Yes, but there is no delay in supply of locomotives from West Germany.

(d) Locos are being completed according to contracted delivery and so the question does not arise.

UNEMPLOYMENT INSURANCE

***518. Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to refer to the reply given to starred question No. 63 on the 16th November, 1954 and state:

(a) whether the working group appointed to study the problem of unemployment insurance has since submitted their report; and

(b) if not, when they are likely to submit their report?

The Minister of Labour (Shri Khan-duhai Desai): (a) No, Sir,

(b) Within a couple of months.

INDIAN TELEPHONE INDUSTRIES

***519. Shri K. C. Sodhia:** Will the Minister of Communications be pleased to state:

(a) whether the Managing Director of the Indian Telephone Industries visited any foreign countries during 1954-55 with a view to securing market for its products; and

(b) if so, the names of the countries which he visited and the results achieved as a result of this visit?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) The Manager, Indian Telephone Industries, visited Burma in November, 1954 and the Managing Director visited Indonesia in January-February 1955. There are no immediate prospects of any substantial business in Burma, as that Government have recently placed a large contract with a foreign firm. The Managing Director has recently submitted his report on his visit to Indonesia. The suggestions made in the report are being examined.

CALCUTTA PORT

***520. Shri M. S. Gurupadaswamy:** Will the Minister of Transport be pleased to state:

(a) the total revenue receipts of the Calcutta Port during the year 1953-54;

(b) whether it is a fact that although the receipts have been less than the previous year, the expenditure has increased;

(c) if so, the reasons therefor; and

(d) the steps taken to balance the receipt and expenditure for the next year?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Rs. 8,17,72,566.

(b) Yes.

(c) The fall in income was due to a decline in traffic; the increase in expenditure was mainly due to additional expenditure resulting from the implementation of the provisions of the Minimum Wages Act.

(d) The Port charges on certain commodities were increased with effect from the 1st June, 1954.

FARM DEVELOPMENT

*521. Shri B. N. Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is a proposal to sponsor a programme of Farm Development with the help of the Government of U.S.A.;

(b) if so, whether any decision has been taken in the matter; and

(c) the main features of the programme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No.

(b) and (c). Do not arise.

परासिया कोयले की खान

*५२२. श्री नवल प्रभाकर : क्या भ्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में परासिया कोयले की खान में से अब तक कितनी लाखों निकली हैं ; और

(ख) क्षतिपूर्ति के रूप में अब तक कितनी राशि दी गई है ?

भ्रम मंत्री (श्री खंडर्भाई इंदार): (क)

५०।

(ख) लोक-सभा के सामने एक विवरण प्रस्तुत किया जाता है। [दीर्घाचर्चा परिसिद्ध २ अनुबन्ध संख्या ४०]

TRANSPORT OF MAILS OVER PIRPANJAL

*523. Chaudhri Muhammed Shafiq: Will the Minister of Communications be pleased to state:

(a) the number of persons usually employed for carrying mails over Pirpanjal (Banihal Pass) in Jammu and Kashmir State during the Winter season;

(b) the number of staff injured in the accidents on this route during the past two years;

(c) the facilities provided to the staff; and

(d) the compensation paid to the relations of those either injured or killed in snow storms during the past two years?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Mails are not conveyed departmentally but by an outside contractor—Messrs. Radha Kishan Co. Generally 30 to 40 mazdoors are employed by the contractor when the pass is covered by snow. Each mazdoor carries a load of 20 seers.

(b) The contractor has intimated that there has not been any casualty or accident during the last two years.

(c) and (d). Does not arise as the work is not done departmentally. The responsibility is that of the contractor.

COTTON

*524. Shri Krishnacharya Joshi: Will the Minister of Food and Agriculture be pleased to state:

(a) the steps taken by Government for increasing the production of cotton during 1954; and

(b) the amount spent on this account during the above period?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). A statement is placed on the Table of the Lok Sabha, [See Appendix III, annexure No. 41].

TICKETLESS TRAVELLING

*525. **Shri Hem Raj:** Will the Minister of Railways be pleased to state the estimated number of ticketless travellers on the Indian Railways during the year 1954 and the estimated loss incurred thereby?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): The number of passengers detected travelling without tickets and the amount of excess fares and penalty realised from them during the calendar year 1954 were, 79,23,337 and Rs. 1,54,11,915/- respectively. But an estimate of the extent of ticketless travel that went undetected and of the loss incurred thereby on Indian Railways in 1954 is not available.

रैलों में स्थान सुरक्षित करवाने की सुविधाएँ

*526. डा० सत्यवादी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बम्बई सेंट्रल रेलवे स्टेशन पर गाड़ियों में स्थान सुरक्षित करवाने की सुविधा की व्यवस्था न होने के कारण यात्रियों को स्थान सुरक्षित करवाने के लिये वहाँ से दो-तीन मील दूर चर्चगेट स्टेशन तक जाना पड़ता है ; और

(ख) यदि हाँ, तो इसके कारण ?

रेलवे तथा परिवहन मंत्री के सभासचिव (श्री शाहनवाज खाँ) : (क) बम्बई सेंट्रल स्टेशन पर गाड़ियों में स्थान आरक्षण (reservation) नहीं किये जाते । सभी आरक्षण (reservation) चर्च गेट रिजर्वेशन आफिस में किया जाता है जो चर्चगेट स्टेशन के बिल्कुल सामने है ;

(ख) जनता की मांग पर रिजर्वेशन आफिस चर्चगेट में रखा गया है । बीच में होने के कारण यह लोगों के लिए अधिक सुविधाजनक है ।

ALAGESAN COMMITTEE REPORT

*527. **Shri M. L. Agarwal:** Will the Minister of Railways be pleased to state:

(a) the recommendations of the Alagesan Committee regarding departmental catering;

(b) whether Government have accepted them; and

(c) if so, how they are being implemented?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): (a) (i) Railways with no departmental catering should start with an experiment on a limited extent, with an economic departmental catering organisation so as to set a standard for service.

(ii) Steps should be taken to run departmental catering on a 'no profit no loss' basis.

(b) and (c). Yes. They are in the process of being implemented.

TRANSPORT ADVISORY COUNCIL

*528. { **Sardar Hukam Singh;**
Shri Bibhuti Mishra;

Will the Minister of Transport be pleased to state:

(a) whether any decision have since been taken on the recommendations made by the Transport Advisory Council in November, 1954 in regard to the freedom of movement of road transport in the country and reduction in taxes on Motor Vehicles; and

(b) if so, the nature of the decisions taken?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shah Nawaz Khan**): (a) and (b). The recommendations of the Council are subject to ratification by the participating Governments who have been requested to ratify and implement the recommendations.

TRACTOR TESTING STATION

*529. { Dr. Ram Subhag Singh:
Shri Randaman Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the U.K. Government have recently deputed Mr. S. J. Wright, Agricultural Adviser to the Ford Motor Company and Consulting Engineer to the Royal Agricultural Society under the Technical Co-operation Scheme of the Colombo Plan to advise the Government of India on the setting up of a Tractor Testing Station in India; and

(b) if so, the nature of advice tendered by him and when the station is proposed to be set up?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) The services of Mr. Wright have been obtained under the Colombo Plan to advise the Ministry of Food and Agriculture regarding setting up of a Tractor Testing Station. Mr. Wright joined on 31st January, 1955 and is studying the situation. It is not possible at this stage to say when the Tractor Testing Station will be set up. A detailed plan will be prepared after a complete report from Mr. Wright has been received.

STATE TRADING IN SUGAR

*530. Shri K. C. Sodhia: Will the Minister of Food and Agriculture be pleased to state whether in view of the profits made as a result of the State trading in sugar, Government propose to continue the Scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): The State trading in sugar is being continued not for the sake of any profits but to ensure adequate supplies of sugar at reasonable prices.

WHEAT PRODUCTION

*531. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) what is the quantity of wheat produced in the year 1954;

(b) whether the maximum limit fixed under the Five Year Plan has been reached; and

(c) if so, the quantity in tons produced?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). A statement giving the relevant information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 42].

METEOROLOGICAL WARNINGS TO FISHERMEN

*532. Shri S. C. Samanta: Will the Minister of Communications be pleased to state:

(a) what arrangements have been made to forewarn the fishermen of coastal areas about impending bad weather before they set out for fishing;

(b) whether fishermen will get information directly from the Meteorological Department or through some agency; and

(c) the names of the ports that will be immediately benefited by these arrangements?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) to (c). A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 43].

HILL ALLOWANCE TO RAILWAY EMPLOYEES

*533. Shri Hem Raj: Will the Minister of Railways be pleased to state:

(a) whether any representations have been received for the payment of Hill and Compensatory allowances to the railway employees of Simla and the Kangra Valley Section of the Northern Railway; and

(b) if so, the decisions taken thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes.

(b) The Board have sanctioned the same allowances and on the same rates and conditions as are applicable to the P. and T. Department staff.

पैप्सू में डाक और तार विभाग के कर्मचारियों

*४२४. डा० सत्यवादी : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) पैप्सू का डाक व तार विभाग केंद्रीय सरकार ने अपने नियन्त्रण में किस तारीख से लिया ;

(ख) इस परिवर्तन के समय बहानों के टेलीफोन आदि का वतन-क्रम क्या था ;

(ग) क्या यह सच है कि केंद्रीय सरकार द्वारा वतन-क्रम लागू करने तथा वरिष्ठता सूची तैयार करने में पैप्सू के कुछ पुराने कर्मचारियों को वे लाभ नहीं दिये गये, और

(घ) यदि हां, तो इसके कारण क्या हैं ?

संचार उपमंत्री (श्री राज बहादुर) : (क) १२-४-५० ।

(ख) (१) ४०-२-६० रूपय और (२) ४५-२-६० रूपय ।

(ग) प्रश्न स्पष्ट नहीं हैं । लिये गये सब स्थायी कर्मचारियों को केंद्रीय या पूर्व-रियासत के वतन-क्रम को चुनने का विकल्प दिया गया था ।

उनकी वरिष्ठता के प्रश्न पर सरकार सन्तुष्ट-रूप से विचार कर रही हैं ।

(घ) ऊपर (ग) के उत्तर के अनुसार यह प्रश्न ही नहीं उठता ।

ACCIDENTS IN DIGWADIH COLLIERY

106. **Shri P. C. Bose:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that a coal seam at Digwadih Colliery in the Jharia coal-fields caught fire on the 2nd January, 1955;

(b) if so, the causes of the fire;

(c) the steps taken to control it;

(d) the estimated loss to coal property due to the fire; and

(e) the number of mine workers retrenched as a result thereof?

The Minister of Labour (Shri Khandubhai Desai): (a) Yes, thick smoke was noticed issuing out of a shaft connected with No. 15 seam on the 1st January, 1955.

(b) As far as is known at present, it was apparently not a case of spontaneous heating but one of small local fire.

(c) The affected area has been sealed off.

(d) As it appears to be a case of small local fire, there should not be much loss of coal. The extent of the loss is not at present known.

(e) Nil.

LEAVE RESERVE

107. **Shri Ramananda Das:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the Postmaster General, West Bengal Circle has not yet sanctioned leave reserve staff in the P. and T. Motor Services despite the orders of the Director-General in this regard; and

(b) if so, the steps taken in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). Yes. The leave reserve staff is, however, stated to be not necessary because the number of vehicles actually on the road is far less than the strength of the permanent drivers. The position will however be reviewed.

R.M.S. VAN DRIVERS

108. **Shri Ramananda Das:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the drivers of R. M. S. Vans in Calcutta are

required under compulsion to perform duties over and above the normal working hours due to paucity of staff; and

(b) if so, the steps Government propose to take in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Sometimes a driver of an R. M. S. Van in Calcutta may be required to perform overtime duty not due to paucity of staff but on account of some administrative need.

(b) Does not arise.

MAIL VANS

109. Shri Ramananda Das: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that dilapidated vans without road-worthiness are being used at Calcutta for conveyance of mails; and

(b) if so, the steps Government propose to take in the matter?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). Only road-worthy vehicles are put in service. It is, however, proposed to replace shortly 33 vehicles which have done large mileages by new ones.

CENTRAL TELEGRAPH OFFICE FOR BARODA

110. Dr. Amin: Will the Minister of Communications be pleased to state:

(a) whether any representation has been received from the people of Baroda for the opening of a Central Telegraph Office in Baroda; and

(b) if so, the decision taken thereon?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes, very recently.

(b) The latest traffic statistics do not justify conversion of the existing Telegraph branch into a Central Telegraph Office.

PHARMACEUTICAL ENQUIRY COMMITTEE

111. Dr. Amin: Will the Minister of Health be pleased to state the action taken by Government on the recommendation made by the Pharmaceutical Enquiry Committee that the administration of Drugs Control should be centralised for the uniform and effective enforcement of the Drugs Act?

The Minister of Health (Rajkumari Amrit Kaur): The views of the State Governments have been invited on the recommendation made by the Pharmaceutical Enquiry Committee.

The same was also placed for consideration before the Central Council of Health at their meeting recently held in Trivandrum.

CO-OPERATIVE FRAMING

112. Shri Karni Singhji: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government have received any proposals from the Government of Rajasthan for the development of co-operative farming; and

(b) whether any amount has been allotted for this purpose?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) The question does not arise.

URBAN WATER SUPPLY AND SANITATION SCHEME FOR RAJASTHAN

113. Shri Karni Singhji: Will the Minister of Health be pleased to state:

(a) the amount allotted to the Rajasthan Government for the development of urban water supply, drainage and sullage schemes during the first three years of the First Five Year Plan; and

(b) the names of the cities and towns for which the schemes have been approved?

The Minister of Health (Rajkumari Amrit Kaur): (a) Nil.

(b) No schemes were received from the Rajasthan Government during the first three years of the First Five Year Plan and as such the question of approving any such schemes does not arise.

EXPRESS TRAIN

114. Shri Karni Singhji: Will the Minister of Railways be pleased to state:

(a) whether any proposal for starting an express train from Bikaner to Delhi has been received by Government; and

(b) if so, the decision taken thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No such proposal is traceable.

(b) Does not arise.

RAIL ROUTES

115. Shri A. N. Vidyalankar: Will the Minister of Railways be pleased to state:

(a) the number of passengers who travelled during 1954 from—

(i) Pakistan to India.

(ii) India to Pakistan, by the Rail Routes open between India and Pakistan; and

(b) the names of the Rail Routes that are open between India and Pakistan and the amount of earnings from these routes?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a)

(i) 4,72,426 passengers travelled from Pakistan to India; and

(ii) 5,58,851 passengers travelled from India to Pakistan and

(b) The following are the rail routes open for traffic between India and Pakistan. The information regarding earnings derived from each route is

being collected and will be placed on the Table of the Lok Sabha when received.

Name of Rail Routes Eastern Railway

1. Ranaghat (India) Darsana (Pakistan),

2. Bongaon (India) Benapole (Pakistan),

North Eastern Railway

3. Radhikapur (India) Parbatipur (Pakistan),

4. Gitaldah (India) Lalmanirhat (Pakistan),

5. Changrabandha (India) Patgram (Pakistan),

6. Karimganj (India) Kulaura (Pakistan),

7. Haldibari (India) Parbatipur (Pakistan),

Northern Railway.

8. Amritsar (India) Lahore (Pakistan).

SHIPPING TONNAGE

116. Shri Raghunath Singh: Will the Minister of Transport be pleased to state:

(a) the total Indian owned shipping tonnage at present; and

(b) the percentage it bears to the world tonnage?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 4,68,110 Gross Registered Tons.

(b) About half per cent.

INTERNAL AIR SERVICES

117. Shri Morarka: Will the Minister of Communications be pleased to state:

(a) which of the internal air services is most paying;

(b) route on which the traffic is heaviest; and

(c) the name of the air route which is incurring loss and is not self-supporting?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Calcutta-Gauhati.

(b) Calcutta-Agartala.

(c) In an integrated system of air transport operations, it is ordinarily difficult to single out precisely the route which is the most paying or so say which routes are not self-supporting. Normally, the route where "load factor" is the highest should be the most paying route and those where the "load factor" is less than the break-even" level are not self-supporting. But the position is complicated by the fact that fares are not uniform on all routes. In the light of the above remarks the routes given in the appended statement cannot be held to be self-supporting [See Appendix III annexure No. 44].

PRINTING PRESSES IN INDIA

118. Shri Bibhuti Mishra: Will the Minister of Labour be pleased to state if the information is available:

(a) the number of printing presses in India State-wise;

(b) the total number of workers employed therein; and

(c) the wages paid to workers in different States?

The Minister of Labour (Shri Khandubhai Desai): (a) to (c). Available information is placed on the Table of the House. [See Appendix III, annexure No. 45].

INDIAN TELEPHONE INDUSTRIES

119. Shri K. C. Sodhia: Will the Minister of Communications be pleased to state:

(a) the parties to whom the goods manufactured by the Indian Telephone Industries are generally sold;

(b) the prices of different articles and how they compare with those of similar articles of foreign manufacture; and

(c) the value of its products which were purchased by the Posts and Telegraphs Department during the year 1953-54?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Major sales are to the Posts and Telegraphs and Railway Departments, but some business firms and organisations also make a few purchases.

(b) The prices of main articles manufactured by the Indian Telephone Industries are compared below with those of the imported ones:—

	I.T.I. cost of production	Imported prices
	Rs.	Rs.
Auto desk tele- phones each	89-0-0	111-11-0
C.B. desk tele- phones each	66-0-0	89-2-0
Dial, each	17-12-0	22-5-0
Uniselector bank plates (for 1,000 nos.)	263-0-0	360-0-0
Relay (BJR. 1346 AZR) each	18-4-0	21-10-0
Relay (BJR. 1841 AZR) each	22-5-0	24-13-0
Single Channel Carrier	9,650-0-0	15,650-0-0

(c) Rs. 1,19,31,722-0-0.

SUGAR REFINERIES

120. Shri K. C. Sodhia: Will the Minister of Food and Agriculture be pleased to state whether Government levy any excise duty on the products of the sugar refineries and if so, how much?

The Minister of Food and Agriculture (Shri A. P. Jain): No sugar refineries have yet been established in the country. Imported raw sugar is being refined at present by some of the existing sugar factories and such refined sugar is subject to excise duty at the same rate as applicable to sugar produced from sugarcane by the factories.

**OVERSEAS COMMUNICATIONS
SERVICE**

121. **Shri K. C. Sodhia:** Will the Minister of Communications be pleased to state:

(a) the names of the Indian News Agencies which have been granted facilities of sending their press reports to foreign countries by the Overseas Communications Service;

(b) the terms of business and the names of the countries for which this facility exists; and

(c) the reasons why other agencies do not avail of this facility?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The facility of sending news transmissions to foreign countries has been given to the Press Trust of India only so far.

(b) The service is at present in an experimental stage and a charge of Rs. 900/- per transmitter for two hours daily service is levied. The P.T.I. are sending their press reports to Japan, Nepal and Afghanistan only at present.

(c) The service is at present in an experimental stage and the question of extending the facility to other news agencies who apply for it would be considered when sufficient technical equipment is available with the Overseas Communications Service.

EMPLOYMENT EXCHANGES

122. **Shri D. C. Sharma:** Will the Minister of Labour be pleased to state:

(a) the number of Matriculates, who registered themselves with the Employment Exchanges in 1952, 1953 and 1954 (State-wise);

(b) the number amongst them who had some technical qualifications; and

(c) the number of those who were found employment through the respective Exchanges?

The Minister of Labour (Shri Khandubhai Desai): (a) and (c). A statement is placed on the Table of the

Lok Sabha. [See Appendix III, annexure No. 46]

(b) This information is not available, as no separate statistics are maintained in respect of matriculates possessing technical qualifications.

ACCIDENTS IN COAL MINES

123. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) the number of workers involved in fatal accidents in Coal Mines in the year 1954;

(b) the number of cases in which prosecutions were launched against the management;

(c) the number of prosecutions that resulted in conviction; and

(d) the number of workers killed per thousand persons employed and per million tons of coal raised?

The Minister of Labour (Shri Khandubhai): (a) 331.

(b) 14.

(c) The cases are still pending.

(d) According to provisional calculations, the figures are 0.98 and 9.0 respectively.

EMPLOYMENT EXCHANGES

124. **Th. Lakshman Singh Ocharak:** Will the Minister of Labour be pleased to state:

(a) the number of Intermediates who registered themselves with the Employment Exchanges for the last three years (Statewise);

(b) the number amongst them who have technical qualifications also; and

(c) the number who got employment through these Exchanges during the above period?

The Minister of Labour (Shri Khandubhai Desai): (a) and (c). Statistics are available only from October, 1952 and are given in a

statement placed on the Table of the Lok Sabha. [See Appendix III annexure No. 47].

(b) Information about Intermediates possessing technical qualifications also is not available, as at present, in the case of educated persons statistics of registrations are neither collected nor maintained by Trade Categories.

FREIGHT RATES FOR IRON AND MANGANESE ORES

125. Shri Deogam: Will the Minister of Transport be pleased to state:

(a) the year in which the first of Indian Iron Ore shipment was effected to Europe from Calcutta;

(b) the freight rates of the Conference Liners at that time from Calcutta to Hamburg, Antwerp, Rotterdam and Bremen;

(c) whether it is a fact that the Calcutta Continental Conference Lines have kept a Deferred Rebate System on shipment of Iron Ore and Manganese Ore from Calcutta to Continental European Ports viz., Hamburg, Antwerp, Rotterdam and Bremen; and

(d) whether it is also a fact that this deferred rebate which is five shillings a ton is liable to be forfeited, if any shipper ships cargo by Chartered Steamer, in following 3 or 6 months of his last shipment in Conference lines?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). It is understood that the first shipment took place in 1950 and that the freight rate at the time was about 45 shillings per ton nett.

(c) and (d). Yes. The system of paying deferred rebates to the shippers has been prevalent for some time in Calcutta and other ports in India. The rebate is paid to shippers after 6 months provided the shippers have not in the meantime made any shipments by chartered or non-confe-

rence lines vessels. It is however understood that according to Conference rules a shipper is at liberty to charter a vessel for his own cargo without forfeiting his claim to deferred rebates provided this is done with the approval of the Conference. It is also understood that the Calcutta Continental Conference Lines have very recently introduced nett rate system in lieu of the deferred rebate system so far prevalent.

RAILWAY PERSONNEL

126. Pandit M. B. Bhargava: Will the Minister of Railways be pleased to state:

(a) the number of Wireless Operators and Maintenance personnel working on the Western Railway at present;

(b) the percentage of confirmed Wireless Operators and Maintenance personnel among them;

(c) whether it is a fact that the percentage of confirmed personnel on the operating side is comparatively less than that on the maintenance side;

(d) if so, the reasons therefor;

(e) whether it is a fact that there are practically no avenues of promotion for operational Wireless personnel over the Western Railway and no uniform policy has been laid down by the Railway Board for different Railways;

(f) the number of various grades of the operational Wireless personnel over the different Indian Railways;

(g) whether it is a fact that the operational Wireless personnel have to discharge arduous and strenuous duties and they have been classified as Intensive under the Hours of Employment Regulation; and

(h) if so, what are their rostered duty hours and whether any relaxation or change in their duties has been laid down at an advanced age of the operational Wireless personnel?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a)

Wireless Operators 76

Maintenance Personnel 49

(b) Wireless Operators 89%

Maintenance Personnel 61%

(c) No.

(d) Does not arise.

(e) No, Sir, there are avenues of promotions for Wireless Operators on the Western Railway e.g. Inspectors Wireless Traffic and Chief Inspector Traffic. Different Railways have got their own avenues of promotion.

(f) There is only one grade in the prescribed scale of pay Rs. 80—5—120 EB—8—200—10/2—220 on all Railways.

(g) and (h). Wireless Operators have been classified as 'Intensive' or 'Continuous' depending on the nature of traffic prevalent on Wireless links. 'Intensive' classification provides for duty of 45 hours per week and 'Continuous' 54 hours per week. No relaxation in the roster is made on account of age of individual Operators.

COMPENSATORY AND HILL ALLOWANCE TO POSTAL EMPLOYEES

127. Shri Hem Raj: Will the Minister of Communications be pleased to state:

(a) whether any representations have been made by the Posts and Telegraphs employees of the Kangra Postal Division for the payment of Compensatory and Hill Allowances;

(b) if so, when; and

(c) the decision taken thereon?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) On 14-9-53, 25-2-54, and 8-10-54.

(c) The matter is under consideration.

PAYMENT BY CREDIT NOTES ON RAILWAYS

128. Shri Deogam: Will the Minister of Railways be pleased to state:

(a) the names of firms enjoying the facility of payment by Credit Notes for goods transported to Calcutta (K. P. Docks) at present;

(b) the amount of security deposited by each firm separately;

(c) the average transaction of freight of each such party during the half year July-December, 1953 and the monthly average thereof;

(d) the number of firms which failed to pay the Credit Notes;

(e) The amount of security is shown their facility of Credit Notes payment and the amount which has been drawn in excess; and

(f) the names of the firms and the amount drawn in excess?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A statement giving the required information is attached. [See Appendix III, annexure No. 48].

(c) The information is being collected and will be placed on the Table of the House.

(d) Nil.

(e) the amount of security against in the attached statement. No amount in excess of the security has been drawn.

(f) NIL.

3rd March, 1955

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

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LOK SABHA

Thursday, 3rd March, 1955

The Lok Sabha met at Eleven of the Clock

[SARDAR HUKAM SINGH in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON

RAILWAY BUDGET FOR 1955-56
GENERAL DISCUSSION

Mr. Chairman: Now, we have to resume the discussion on the Railway Budget. Mr. Ganpati Ram was on his legs. He has already taken 9 minutes yesterday. So, he has six minutes left.

A very large number of hon. Members are very anxious to speak. If it be the will of the House that more Members should be accommodated, then we shall have to reduce the time.

Hon. Members: Yes.

Mr. Chairman: If this be the wish of the House, we can reduce it normally to ten minutes.

Shri T. B. Vittal Rao (Khammam): Could we know whether the Minister will reply today or tomorrow?

Mr. Chairman: The hon. Minister will reply to the debate tomorrow. We have got time up to the end of today. I will ask Mr. Ganpati Ram to continue.

Hon. Members already know there is an over-all time-limit for the Railway Budget, its general discussion and the

Demands. Therefore, if the hon. Minister replies tomorrow, then that time would be taken from the Demands allocation. That should be clear to us, because the over-all limit cannot be increased.

श्री गणपति राम (जिला जौनपुर—पूर्व—रीढ़त—अनुसूचित जातियाँ) : चंवरमेंन महोदय, मैं कल कह रहा था कि रेलवे पीब्लिक सरविस कमिशन, इलाहाबाद, के सैक्रेटरी के काम और एफीशियेंसी के विषय में आपका रेलवे बोर्ड काफी प्रसन्न हैं। उनकी भी कुछ शिकायतें हैं। मैं सदन के समझ और खासतौर से रेलवे मिनिस्टर के समझ उनको रखना चाहता हूँ। उन्होंने मिनिस्टर साहब के पास मेमोरेंडम भेजा था, जिसमें उनकी दो तीन मांगें हैं जिनको मैं पढ़कर सुना देना चाहता हूँ।

1. The fixation of my salary in the post.
2. Retention of lien on my substantive post.
3. Channel of promotion for future advancement.

उन्होंने यह मेमोरेंडम रेलवे मिनिस्टर साहब के पास २१ नवम्बर, १९५२ को भेजा था। उन्होंने उसमें कहा है कि यह आश्वासन दिया गया था कि जो लोग सरविसेज में लिए जायंगे, और खास तौर से रिगुलरिग के समय, उनकी सेलरी का और दूसरी सुविधाओं का ख्याल किया जायगा। लेकिन वह आश्वासन अभी तक पूरा नहीं किया गया है। मैं एक बात और कहना चाहता हूँ कि रेलवे बोर्ड ने बम्बई, कलकत्ता और मद्रास के सैक्रेटरीज को हाउस एलाउंस और और भी फौसलीटीज दी हैं। तो इलाहाबाद के सैक्रेटरी को भी कम्पेन्सटरी एलाउंस और हाउस एलाउंस मिलना चाहिए।

[श्री गणपति राम]

क्लास २ गजेटेड आफिसर्स की तरफ से २९-५-५३ को एक रिप्रजेंटेशन मिनिस्टर साहब को पेश किया गया था। वह उन अस्थासनों के सम्बन्ध में हैं जो कि रेलवे मिनिस्टर साहब ने क्लास २ के गजेटेड आफिसर्स को दिये थे। उनकी मांग है कि जो आस्थासन रेलवे मिनिस्टर साहब ने क्लास २ गजेटेड आफिसर्स को दिये हैं उनको पूरा किया जाना चाहिए।

अब मैं एक ऐसा कंस जो कि बहुत ही रीजनबल है माननीय मंत्री महोदय के सामने रखना चाहता हूँ। यह कंस साल भर से रेलवे डिपार्टमेंट के सामने पड़ा हुआ है और उस पर कोई विचार नहीं हो रहा है। आपके दिल्ली के नार्दन रेलवे के आफिस में एक सचिवदानन्द नाम का क्लर्क एकाउंट साइड में चार साल पहले से काम कर रहा था और उसने एस० ए० एस० एग्जामिनेशन पास कर लिया है। लेकिन रेलवे डिपार्टमेंट के ५-७-५४ के सर्कुलर में कहा गया है कि जो फिर से एस० ए० एस० का एग्जामिनेशन देंगे उनको लिया जायगा। मैं यही कहना चाहता हूँ कि इन लोगों की मांग यही थी जिन लोगों ने एग्जामिनेशन पास कर लिया है उनको एग्जामिनेशन मिलना चाहिए। इसके लिए एक दूरस्वाम्त रेलवे मंत्री महोदय को दी गयी थी और मैं न खुद उनके मैमोरैंडम को पेश किया था, लेकिन मुझे खेद है कि आपका विभाग इतना डिस्कर्टियस है कि मुझे एक भी जवाब नहीं दिया गया। मैं आपसे कहना चाहता हूँ कि जो क्लास २ और क्लास ४ के लोग हैं उनकी पुकार को आप खास तौर से सुनने की कोशिश करें।

इसके आगे मैं आपसे कहना चाहता हूँ कि जो रेलवे के क्लास २ और क्लास ४ के सर्वेट्स हैं उनकी बहुत सी मांगें हैं। मैं खास तौर से दून एग्जामिनेर्स के बारे में कहना चाहता हूँ जिनको कि टैक्निकल सुपरवाइजर कहा जाता है। इनका कंस सेंट्रल पे कमीशन के सामने भी गया था और उनका कहना था कि जो और टैक्निकल सुपरवाइजर्स को मिलता है वह

उनको भी मिलना चाहिए। इस मांग को यहां के पहले रेलवे मंत्री श्री जान मथार्ड ने भी मान लिया था और हमारे पार्लियामेंटरी सेक्रेटरी मिस्टर शाहनवाज खां के, जब वह एक्सीडेंट इन्क्वायरी कमेटी के सिलसिले में गये थे, सामने भी यह सवाल आया था और उन्होंने अपनी रिपोर्ट के पैरा ५५ में यह रिक्मेंडेशन की है :

"We recommend that a careful investigation of the problem should be made and suitable modification of Train Examiners' grade allowed so that this class of staff may not smart under the sense of injustice and may not suffer from any feelings of frustration."

मैं माननीय मंत्री महोदय के सामने उनका इस मैमोरैंडम को पेश करना चाहता हूँ जो कि उन्होंने २०-२-५५ को पेश किया है। वह मेरे पास भी है और मैं उसको पेश करना चाहता हूँ। उस पर गौर किया जाय। उनकी उचित मांगों पर ध्यान दिया जाय क्योंकि अगर आप क्लास २ और क्लास ४ के लोगों को सुविधायें नहीं देते हैं तो जो रेलवे की सीक्योरिटी के सम्बन्ध में आप मुसाफिरों को सुविधायें देना चाहते हैं वह भी नहीं मिल सकेंगी। यह मेरी खास मांग है जो मैं उनके सामने पेश करना चाहता हूँ। इस पर मैं चाहता हूँ कि खास तौर से ध्यान दिया जाय।

इसके आगे मैं कहना चाहता हूँ कि आपके विभाग में थोड़े दिनों पहले असिस्टेंट्स के चुनाव के लिए १६० कैंडीडेट उपस्थित हुए जिनमें से ६० पास हुए और उसके थोड़े दिनों बाद जो इम्तिहान हुआ उसमें ९७० में से २४ ही पास हुए। मुझे कहना यह है कि आपके क्लास २ सर्वेट्स में यह असंतोष है कि जहां कि एक नानमेट्रिक को प्रोमोशन के लिए क्वालीफाइड समझा जाता है वहां पर ग्रेजुएटों और इंटरमीडिएट को अन्क्वालीफाइड समझा जाता है। इसीलिए मेरा आपसे कहना है कि

नान-मैट्रिक के मुकाबले ग्राजुएटों और इंटर-मीडिएट को अन्वयालीफाइड न समझा जाय। इस तरफ आपको ध्यान देना चाहिए।

सभापति महोदय : माननीय सदस्य अब अपनी स्पीच खत्म करें। माननीय सदस्य को शिक्षादत्त थी कि उनको समय नहीं मिलता। लेकिन जब वह शुरू करते हैं तो खत्म नहीं करना चाहते।

श्री गणपति राम : मुझे एक बात और कहनी है। हमारे माननीय मंत्री महोदय जब बाबतपुर आये थे तो वहाँ की जनता ने उनसे यह मांग की थी कि अगर शाहजहापुर पुरी फास्ट पैसेंजर बाबतपुर में रुकने लगे तो वहाँ की जनता को बहुत सहूलियत हो सकती है। उस पर माननीय मंत्री जी ने आश्वासन दिया था कि वे हमारे यहाँ एप्लीकेशन दें, उस पर विचार किया जायगा। हमने चार दिन पहले एप्लीकेशन दे दी है। मैं समझता हूँ कि आप इस पर ध्यान देंगे।

एक बात मैं और कहना चाहता हूँ। वहाँ के व्यापारियों की शिक्षायात है कि लखनऊ-बनारस रेलवे लाइन पर कोल वेंगन की सप्लाई की कोई व्यवस्था नहीं है, इस लाइन पर इस की व्यवस्था की जाये।

Mr. Chairman: The speech of the hon. Member shall be deemed to have been concluded. I am calling upon the next member.

Shri Vallatharas (Pudukkottai): During the last five years we have had the experience of the integrated railway system and the effects and the defects of the regrouping system. At this stage, we have got lot of material subjected to the discussions of the Rajya Sabha and this Sabha and also public comments as to what the defects and the merits of the institution are that we can comment upon. I would try to eliminate all common factors which have been discussed so far and concentrate myself upon a prospective fact in which the Government have failed to discharge their duty with a

foresight and a perspicuity which must have been the attending characteristic as a result of the experience that they have gained during the last five years.

True, that the integrated system has proved a successful one. The finance of the railway institution is sound and the working of the railway has also been stabilised to a very appreciable extent. Even if the Government and the Ministry may falter, the railway institution and the track will not falter. But this is not the satisfaction we should derive at this stage. The working of the institution should show that not only has it discharged its duty and work so far, but that it has paved the way for a future progress. I feel that the Plan which has guided us during all these five years has to guide the railway institution also. The Convention Committee which has submitted its report quite recently seems to dominate over the future fate of the railway system, not only in the matter of dividends, but also in regard to the fact that this railway institution should form a primary and resourceful feeding source for the General Revenues—that is being stabilised now. Whether I agree with the four per cent dividend or not is a different question altogether, because some time has to elapse before we shall have to think about a reorganisation of the railway institution by which it should be made totally independent, even as regards the liability of the payment of the dividend of four per cent to the General Revenues or any other obligation of a similar nature. But at present, as we look into the things, the observations of the Railway Convention Committee, 1954 are of absolutely no help; there is no help given to the railway institution, by which the institution can take some hints for adopting a bold and resourceful policy to expedite its working capacity, and also to enhance its earnings and resources to an appreciable degree.

The years 1951 and 1952 were years of heyday for the Railways: that was the time when international trade, and movement of foodgrains into the country and outside the country from the

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ports to the inland, etc. had all led to an increase in the earnings. But after 1952, in the years 1953 and 1954, there was a temperate attitude in regard to the movement of goods. That shows that the movement of traffic both passenger as well as goods, has become normal. In my view, it seems that all possible resources for expanding the sources of revenue during these four years have reached a climax, and at this rate, given the conditions now existing, we cannot expect to increase the freights and fares by any appreciable degree so as to increase the general earnings of the railway institution.

It is in this context that we shall have to consider how far the Plan will be able to help us. The Plan has conceived of the working of the road system, the ship system and the airways along with the railways. But it is a pity that there is no attempt to co-ordinate all these four systems. Even though the Minister in charge of Transport and Railways happens to be the same person, yet the differences that arise between the two main systems are not able to be reconciled at the proper level and at the proper time effectively. That has led to a sort of decline in the efficiency of the working of the two systems. I do not want to detail these instances, because I have seen from the remarks of the hon. Minister as well as the other hon. Members who have dealt with this particular point last year as well as this year, that such a decline in efficiency has been noticed.

So, I would suggest that the co-ordination between the Railways, the road transport system, the airways, and the ship system, should be entrusted to a common commission, which should lay down a co-ordinated policy. In the Plan, I do not see any such attempt to co-ordinate the policy of these four systems. Unless these four systems are co-ordinated properly, I am afraid there is absolutely no chance of the one helping the other, or of a mutual trust being established between all the four systems, or of an increase in the com-

mon efficiency with a view to improving the conditions of earning, as well as the utility of the transport system in the country. I would suggest at this juncture, that a commission should be appointed, just like the Transport Commission in England and elsewhere, to go into the question of a speedy co-ordination between all these four institutions with necessary changes in their working systems, so that the efficiency of these four institutions could be independently and jointly enhanced.

I now come to the question as to how the earnings of the Railways can be improved in any other way. The only way, in my opinion, by which the earnings of the railway institution can be improved at the present level is only by a resort to the exploitation of those vast areas in this country where the transport system has not so far been introduced. I would suggest that a separate committee should be appointed to analyse this position, and to take stock of the facts, so that the working system of the railway institution may be enabled to extend and expand itself into those areas at the earliest opportunity possible. Unless those vast unexploited areas are approached and exploited, it is not possible to achieve any increase in the earnings. How far the present Ministry is able to appreciate this can be seen from a hint given by the hon. Minister in the course of his speeches made during the last two years, namely that the resort to the exploitation of the interior parts will lead to the enhancement of the industries and the activities in the mineral field, and the larger movement of traffic that would result therefrom would result in an increase in the earnings of the railway institution. That is a good augury which he has hinted at already, and I wish that that attempt gets materialised at the earliest opportunity possible.

So far as the situation at the present moment is concerned, leaving aside the satisfaction which is there on one side, we find that there is the greatest discontentment over the activities of the Ministry in another direction. This

Government is a government of the people. The conception that some people are the owners of the Railways, and that the others who are the passengers should pay for the services, is a conception which should seek revision at the earliest opportunity. But I am not going to dwell on that point now. I would only like to say this much for the present, namely that the railway passengers are now said to form a bloc, who should contribute in a fixed manner to the General Revenues every year, and also permanently; and with this end in view, the Railway Ministry has attempted to keep a standard level before them below which the income of the Railways should not fall.

This year, however, the Ministry has come forward to show some concessions in regard to long distance fares and freights, but that should not mean that they should sit upon the mass, i.e. the general people, namely the agriculturists and the small traders who form ninety per cent of the population, or that the small distance passengers should come forward to compensate the concessions that have been given to long distance passengers as well as goods. This is nothing but scrapping the mass, a mass that has already been fleeced and famished by the ravages of season as well as other artificial reasons during the last two or three years. This kind of a scrapping of the mass cannot at all be allowed further. The better gesture, therefore, on the part of the Ministry would be to see that the fares and freights for third class are not touched at all even for short distances. This concession to the third class passengers would not upset the total earnings of the railway institution or the working of the railway institution to any extent. Such a gesture is absolutely necessary in the present context, because it is the general public, it is the majority of the population, who resort to short distance travels for purposes of trade and other things, and they are the people who are to shoulder the burdens of Government and the working of the Plan in the future years. Some sort of confidence

must be infused into these people; just as when the last burden is thrown off the camel's back, the camel goes on in its own way, so also this sort of small burden which is sought to be imposed on the general public should be thrown off, so that the people may be bold enough to advance in their own way in co-operating with the working of the Plan; otherwise, it will result in the destruction of the mutual confidence between Government and the people. I hope better statesmanship and imagination would prevail on the part of Government to show these concessions, so far as the third class passenger fares and freights are concerned.

As for the efficient working of the institution, I find that regrouping has not shown any improvement. I would not like to go into the details of this matter at any length. In England, regrouping had begun somewhere about the year 1920 or so, and so also in the U.S.A., South Africa, Germany, France and other countries in the world; in India also, the attempt to integrate and regroup had begun about the same time. In England, you will be pleased to see that more than 1000 private companies were in existence at the early stages, but they were all integrated, and a reorganisation took place. Statistics would show that an expenditure of about £8 crores was reduced to about £5.75 crores soon after regrouping and integration had taken place; and a saving of nearly £2 crores was reflected subsequent to regrouping. That means that the overall expenditure in the operational field as well as in the administrative field was easily grappled there. But here in India, despite the fact that you have got the advantage of studying the process of amalgamation and savings in the other countries since 1920 onwards, you have not gained by their experience. After regrouping has taken place, we find that the expenditure in our country has been increasing; no doubt, the income also has been increasing, but the increase in expenditure is eating away the increase in the income. So, I would like to administer a caution or warning

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that a very strong control must be had, so that the expenditure is not allowed to increase on any account.

Defective budgeting also is a partial reason for the chaos now existing in the railways. Recently the audit report has given a hint about the defective budgeting but it is not so serious as we found it in the previous years. But anyway, defective budgeting should be attended to with promptitude and the defects must be rectified.

In future, so far as the railway system is concerned, there must be a fact finding committee to analyse the position and see how far regrouping has resulted in economies, how far economies can be effected as a result of the regrouping. Eventually, I feel that there must be a bold attempt to see that the present regrouping itself must be regrouped on a very far advanced and liberal view.

So, Sir, expressing satisfaction on the one hand about the stabilisation of the railways the prospect of increasing income should be based upon effecting large-scale economy in all our expenditure in the operational and administrative fields within the railways and not by encroaching upon the purse of the masses of passengers in this country.

Shrimati Jayashri (Bombay-Suburban): I am glad to get an opportunity to congratulate the Railway Minister on the improvement in efficiency in the railway service.

The Railway Budget proposals for 1955-56 have a number of redeeming features which testify to the keenness of the Railway Minister and the authorities to improve the present standard of our railway services. The expansion of concessional facilities to teachers as for students the issue of concession tickets during the Dusserah and Divali holidays, reduction of the price of the platform ticket from two annas to one anna, and particularly the heavy programme for procurement of rolling stock for rehabilitation are concrete steps to make railway travel

more attractive and to ease the handicaps of shortage of rolling stock, and as such, they are appreciated by the public.

The three-man delegation which has submitted its report to the Railway Minister after its study tour of foreign railways has made some wholesome suggestions to make the railways more beneficial to the community. In particular, it has recommended that the emphasis on the provision of passenger amenities on the Indian railways must continue until all stations have attained a certain minimum standard in the matter of waiting room facilities, lighting, protection from inclement weather, provision of drinking water, sanitation etc. The public appreciate all this effort on the part of the authorities, and understand that for the implementation of all these amenities, it is necessary to have adequate funds, and money will be required for all these amenities. In the Budget, Rs. 3 crores have been provided, but I would say that this money is not adequate for providing all these facilities, and I would suggest that this should be increased. But the burden should not fall on the poor people who are travelling short distances. At present, under the telescopic scale that has been suggested the increase in the fare falls mainly on the bulk of passengers travelling short distances. The public who have to make frequent journeys are those from round about big cities, going to and from big cities like Bombay and Calcutta in the suburban trains I would suggest that the grievances of the suburban people, specially the daily card holders who will suffer due to this change in fares, should be looked into. I am informed that perhaps in their case the increase might be from 10 to 20 per cent. Similarly, in the case of freights also, small consignors will suffer and I would request the Minister to look into these grievances. The railways, I would say, should not be made a vehicle for tax collection.

There is also another injustice done to the suburban people by keeping the first-class fares as they are. First-class

is cancelled in the other sections but first-class fares are still charged from suburban passengers, I would request that this matter should also be looked into, because from big cities like Calcutta and Bombay, suburban people have to travel frequently with their families; also due to the expansion of industries, cities like Bombay have expanded and daily card holders come to Bombay and Calcutta and other big cities from the suburbs. I am glad that a Committee has been appointed to look into this matter and to improve the condition of the suburban services. Here also I would suggest that some members of the Passengers Relief Association who have been doing useful service for suburban Passengers should be included in this Committee so that the grievances of the suburban people could be considered.

Another thing I would like to mention is about the frequent cases of thefts also in suburban trains. Women who are travelling first-class have also suffered due to this. I would request that some measures should be taken to safeguard these passengers. There is a complaint against the inefficiency of the railway police. There seems to be a lack of co-ordination between the Railway Administration and the railway police since the latter is independent of the former. Here also I would suggest that something should be done so that the railway police can come under the railway administration.

The other matter is with regard to claims. There is also a complaint with regard to claims. As regards claims on the railways, I may say that the discontent of the public is on the increase on account of the continued increase in the claims. I would suggest that the problem be re-examined and an equitable solution found. Here I would like to refer to the speech of Shri G. D. Modi, Vice-Chairman, Reception Committee of the All India Transport Users' Conference and President, the Passengers and Traffic Relief Association, Bombay. Recently in a

conference, he had suggested some changes in the law that at present exists with regard to these claims. He says:

"There is another point which needs a revision of law as it obtains today. Section 80 of the Code of Civil Procedure requires a notice of two months to be given before filing a suit in respect of claims arising against the Government including claims arising against the Government as owners and administrators of the different railways in the country. When the different railway systems in our country were owned by joint stock corporations, this provision of section 80 was not applicable in cases of claims against the then railway administrations. At that time, the only notice required for claims arising against the railways, as also now, was under section 77 of the Indian Railways Act which provided for a notice to be given within 6 months of the alleged loss, destruction or damage.

Now when most of the railway administrations have been taken over by the Government, notices are required to be given (1) as before under section 77 of the Railways Act and (2) to the Government under Section 80 of the Code of Civil Procedure. In claims against Government in cases concerning the Railways, a notice has to be given to the General Manager of the Railway concerned and a suit can be filed only on an expiry of two months after service of such notice on the General Manager."

Sir, I would now like to congratulate the Minister for the use of khadi that he has suggested to be made in the railway services. I would request that at big railway stations display should be made of khadi and cottage industries products so that the public can know what qualities are produced.

Another suggestion I should like to make to the authorities is about the use of loud-speakers which can be of very

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good service by doing propoganda for creating civic sense. Recently, when the Minister was in Bombay, he himself, in his speech, had said that waiting rooms were made dirty because people are spitting in all places even where there are basins and taps and waste matter is thrown wherever the passengers sit. Taps are left open, lights and fans are not switched off and flush is not used. These were some of the things about which users themselves have to pay attention. Similarly, passengers themselves are to be blamed if they encourage begging and unauthorised hawking in the compartments. They should look upon the railways as their own property and should not allow any damage to be done to railway property. In fact, the history of civilisation is verily the history of transport and communications. Means of transport and communication are not only the instruments of economic progress but also the agents of cultural and social advancement.

Shri G. D. Somani (Nagaur-Pali): Mr. Chairman, I would like at the outset to congratulate the hon. Minister of Railways for presenting a better picture about developmental activities in the railways so far as their rehabilitation and expansion programme under the First Five Year Plan is concerned. It is really gratifying to learn that the railways will not only be able to fulfil the target, of completing the 400 crore target laid down in the First Five Year Plan, but that this target may be slightly exceeded. I also welcome, in this connection, the assurance given by the Railway Minister in his speech, while presenting the Budget as well as yesterday in his reply in the Upper House, that the Railway Board are fully alive to the needs of our developing economy and that they are doing everything in their power to see that the needs of transport will be fully met as early as possible.

Having said so, I would like to draw his attention to the way in which our Railway Board are thinking of developing the resources of the railways.

I would like to draw his attention to the recommendations that were made by the Federation of Indian Chambers of Commerce and Industry that the Railway Board should plan an extension of 1500 miles of new railways every year under the Second Five Year Plan. I was very disappointed to learn that the Railway Board, in their reply, simply expressed their complete inability, both in men and material to take up any such programme of development which is necessary to meet the growing needs of our vast expanding economy. The Railway Minister ought to know that our Government is planning to increase the production of steel from about 1.8 million tons that we have at present to about 6 million tons by the end of the Second Five Year Plan. Similarly, we have an ambitious programme of increase in the production of cement from about 4.5 million tons to about 10 million tons. Now, if all the steel and cement means anything, it means that there will be a corresponding increase in various other articles and other sectors of our economy and, certainly, the way in which the Railway Board are planning, I am afraid, will still leave us in the same position as we are today. We find, from the time when the strain was put on the railways by the War, that the railways have not still been able to keep pace with the growing demand that is being made on the railways by the expanding economy of our country. Of course, I admit of very ample improvement in various directions, but the fact remains that the railways are even today not able to carry the traffic that is offered to them at various centres of industry. It is, therefore, desirable that the whole outlook of the Railway Board towards the Second Five Year Plan should be re-oriented and they should think on the same lines on which other sectors of our economy are thinking. We should not be placed in a position to find that while production in other sectors is increasing, our transport facilities are not increasing to the same extent.

Having said so much about the way in which the Second Five Year Plan is being formulated by the Railway Board, I should expect that the House will be given an opportunity at an early date to know these plans because so far as the Second Five Year Plan is concerned, the Railway Minister has not given any definite indication about the exact plans of development that they have in view in that connection. It is proper that the House should know at an early date all about the targets which the Railway Board have fixed for the Second Five Year Plan.

I would like to say something about our freight structure. The Railway Minister himself has referred to the persistent demand for the re-examination of the railway freight structure. It is really very gratifying to learn that some relief has been given for the transport of foodgrains, pulses and fertilisers. One would have wished that the railways could have gone a little more further and done justice to the various other representations that are pending before them to serve the needs of a developing economy. Not only has that not been done, but the Railway Minister has come out with a proposal to increase the burden on short distance traffic, both for the passengers as well as for the goods traffic. It is really very surprising so far as short distance traffic is concerned, which is meant for the transport of very vital raw materials for the various industries or for the transport of their manufactured goods, that there should have been this increase. It is clearly obvious that the bulk of the industrial traffic on the railways is covered by the short distance traffic. Actual figures have not been given. But, I would request the Railway Minister to show, out of the total traffic the railways carry, how much is over 1-300 miles and how much over 850 miles and what is the nature of the relief that this traffic will get from the 15 per cent. reduction he has announced. My whole submission is this, that so far as short distance traffic is concerned, it was already suffering under a great dis-

ability. When the railway rates were revised in 1948. Then, this telescopic structure brought about an appreciable increase in the transport charges for short distance traffic.

Secondly, this short distance traffic has to pay some special levy and thirdly, even terminal charges were standardised in a manner which also increased the incidence on short distance traffic. In view of all these increases in the freight structure for the short distance traffic, the Railway Minister himself had indicated that individual railways were at liberty to give concessions wherever it was possible or wherever it was appropriate. In that connection, I may say, certain concessions have been given. My point is that where there was a strong case for a downward revision of the short distance traffic rates, it is really surprising that the Railway Minister should have come forward to increase those rates by another 10 per cent. We have been told that this increase in short distance traffic works to about half a pie per mile. This is really a very clever and shrewd way of putting things. I think our Railway Minister should have stretched his imagination a little further and he could have worked out to an insignificant fraction of a pie per tola and told us in what way this incidence works on the industry. It is all very well to say that it is only half a pie per mile for short distance traffic, but what is the incidence of this increase on the various industries has been simply under-rated. As I have already pointed out, these various industries are suffering terribly due to an inequitable burden which has been placed by the present freight rate structure on short distance traffic and it is not right to say that there is an increase of only half a pie per mile and thereby minimise the incidence of the burden that has been imposed by the Railway Ministry.

Yesterday the hon. Railway Minister said in the other House that our railway rate structure was lower than that of any other country in the world. I do not think it is really a very appropriate way of comparing our rail-

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way rates with those of the other countries where economic conditions, which really form the material basis for determining the freight structure, differ so widely. But I have got some figures of Japan which clearly show how the other progressive countries, which want to help their industries, are basing their fares and freight structure. The operating ratio figures for Japan in 1951-52, 1952-53 and 1953-54 were 1.014, 1.010 and 0.999 respectively. That shows that the national railways in Japan were not able even to cover their operating expenses by the freight structure and fares that they were charging the public. We should not also forget the fact that the operating efficiency in other countries is perhaps far higher than what we have in India. In those countries where railway operation has a high degree of efficiency, if they are not able to cover their operating expenses by the freight structure and fares which they have, it is hardly correct and hardly doing justice to the case to say that we have got a very low structure.

I have got also an example of the coal charges in U.K. It appears that the coal charges work out to 35 per cent of the entire average freight rate per ton per mile, but in our country that ratio goes much higher. What I want to submit is that the Railway Board should examine the incidence and the scientific basis on which the freight structure is based in other countries and the way in which they are assisting the growth of the development of industries. Simply saying that our freight structure is lower than that of any other country is in a way misleading the whole significance of freight structure as it operates under particular conditions that prevail in particular countries. It is surprising, in this connection, that this should be brought about by the Railway Minister at a time when he says he is considering the advisability of appointing a committee to go into the question of

re-examination of the whole freight structure. He has himself said that the demand for this committee has been persistent. Last year the Railway Minister was good enough to say that he was examining the implications of revising the freight structure in order to assist the developmental economy of the country. I do not think anything has come out of his examination, because after one year we have been presented with this 10 per cent increase in the railway freight for short distance traffic. Two years ago when the suggestion was made, the Railway Minister outright turned down the suggestion. Last year he promised a scientific re-examination of the whole thing in his own department to see how far he can bring about a downward revision of the freight structure. Now, in this year's Budget, one would have expected that having thought over the problem during this long period, the Railway Minister would have come out with a definite announcement regarding the constitution of this committee instead of taking certain steps and presenting the committee with a *fait accompli*. This is rather surprising particularly when the Railway Minister himself admits that there is a persistent demand for a re-examination of the freight structure. I submit most respectfully that it is highly inappropriate on the part of the Railway Ministry to bring about a drastic revision in the freight structure when they themselves realise the fairness of the persistent demand which has been represented to them for a long time and the Railway Minister himself has promised that he is considering the constitution of such a committee. I only hope that the constitution of the committee will be announced by the hon. Railway Minister tomorrow because the consideration has been going on for a pretty long time. In view of the fact that we are now on the threshold of an industrial revolution there are ambitious plans for industrial development throughout the country, it would be in the fitness of things that our freight structure should be scientifically based and should be designed to promote the

development of industries and not to retard or come in the way of the development which we are seeking. As our Prime Minister said sometime ago, when you hear from any Minister that the matter is under consideration, it is a rather dangerous reply inasmuch as it may mean that the whole thing has been shelved in cold storage. I hope that will not be repeated. The hon. Minister should have made up his mind and I am expecting definite announcement in his reply tomorrow morning that the Railway Board would agree to the constitution of the committee, on which the representatives of those who are the chief customers of the Railways—I mean, the trade and industry—should get a fair share of representation.

Shri S. V. Ramaswamy (Salem): I thank you for giving me this opportunity for joining in praising the Railway Administration. The Railway Administration has done very well indeed, but in striking a balance sheet, I will try to bring out certain facts which, I hope, will be remedied next year.

Going through the pamphlet Indian Railways 1953-54, certain sections are not in favour. For instance, there is a fall in net revenue. There is less of net surplus and the operating ratio has increased. The goods train speed has fallen and in many other things also it shows a decrease, and instead of registering a progress, there seems to be a regress. On the other hand, in striking a balance sheet, I would like to point out—I am congratulating the Railway Administration—that the claims on losses and damages have fallen considerably from Rs. 3 crores and odd to Rs. 2 crores and odd. Even as this amount stands, it appears to me that it is considerable, because we have to pay about Rs. 3 crores by way of damages and losses in spite of the enormous number engaged on the Watch and Ward Section. I would urge upon the Ministry to take great precautions to see that these claims are brought down to a lesser extent. On the other hand, it is somewhat distressing to see that there is an in-

crease in new claims. I do not know why there has been an increase and I hope the Ministry will look into these things and try to keep down the claims as low as possible.

I might also congratulate the Ministry on checking to ticketless travel. The income from checking it seems to have risen by a few lakhs of rupees. I hope the checking staff will be strengthened further and this loophole closed. If for instance, we can minimise the loss in claims and damages and prevent the loss on ticketless travel and several other losses, we shall be having more money to spend on new lines to which I shall refer shortly and about which my hon. friend next to me also will speak.

Shri C. R. Narasimhan (Krishnagiri): Anticipating it.

Shri S. V. Ramaswamy: One other factor which still distresses me is this. Out of Rs. 90 crores, we still have to buy from abroad to the tune of Rs. 25 crores. From page 51 of the Report, you will find this. Take, for instance, the years 1947-48. Out of the total of about Rs. 81 crores, the indigenous stores purchased for Indian Railways were to the value of Rs. 74 crores and the import was only to the value of Rs. 7.59 crores. Take the 1953-54 figure. Out of a total of Rs. 90 crores, indigenous comes to Rs. 64 crores and imported, to Rs. 25 crores. From Rs. 7 crores, it has gone up to Rs. 25 crores and the proportion to the total is also high. I do hope that steps will be taken to see that, as far as possible, indigenous materials are utilised.

One other point I want to stress is this question of TELCO and the Chittaranjan workshop. Sometime ago, it was suggested by the Public Accounts Committee that the TELCO might be taken over by the State. The witness appearing before the Public Accounts Committee stated that the Government are considering that proposal. I hope that the Government will not

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take it over. The reasons why I urge for this, are these.

The Deputy Minister of Railways and Transport (Shri Alagesan): To cut short, we do not propose to take it over.

Shri S. V. Ramaswamy: You have cut short my arguments.

Shri C. R. Narasimhan: Not the trend of thought, anyway!

Shri S. V. Ramaswamy: No; not the trend of thought. I am glad that they come to this decision, because I want the TELCO to function in the private sector so that we may know the performances by comparison, and it would be better to make such comparisons. I find from Appendix 21 to Volume II of the Tenth Report that they have furnished the comparative costs of TELCO and Chittaranjan. In it, the Government seems to have taken up the position that the cost of production at Chittaranjan is more than in TELCO. For instance, in paragraph E at page 107, they say that townships and other amenities costing over Rs. 7 crores have been constructed, and they have given the figures for the maintenance and depreciation of the township as also the expenses of providing modern amenities, staff, etc. They say that the overheads have increased thus. They say also that in TELCO, there is comparatively a small township, the expenses of which are included in the administrative expenses. In the remarks column, they say that this is a major item contributing to the increase of the cost of production in Chittaranjan. Take out the townships, both from the TELCO and the Chittaranjan works, and then work out the costs. I believe that the TELCO, machine for machine or engine for engine, would be able to produce them at a cheaper cost than Chittaranjan for this reason. I find that the TELCO has been overburdened by a complexity in the orders. I gather that different types of boilers have been asked to be made by them in 11 different batches at different intervals in small order of 20 and 30.

You know making a boiler is not an easy thing. It is a very complicated process. Orders for different types, each involving heavy outlay, will naturally affect the quantum of production. I understand that if large orders for one or two types or designs are placed, they would be able to reduce the price by nearly 25 per cent. I hope the Ministry, in placing orders on TELCO, will view this aspect of the matter and confine itself to one or two types and place large orders over a period of years so that the price of boilers produced there may be brought down. That would help us to show also the efficient functioning of the Chittaranjan works in the public sector. As it is, we have no method of comparing the two.

When I was making a visit to TELCO, I saw the system of accounting. In the method of accounting, they have the card system. Of course, I am not an admirer of this machine because it has displaced over 150 clerks, but the marvel of it is that, if you want any point, any information on any subject, the cards are punched and you get the information in a trice. It shows the perfectness of the organisation. When I was at Chittaranjan, there was no such organisation. I am not saying this in a discouraging manner, and I am only trying to show that in the private sector, one can see efficiency and a certain amount of carefulness. I am emphasising this, but I am not running down public sector—not at all—and I do encourage the public sector. I am stating this so that the public sector may also see what things are taking place in the private sector, how efficient they are, how perfect their ways are. I find a sense of diffusion of responsibility in the public sector. There is not the punch; there is not that sense of deep responsibility; there is not that amount of drive and efficiency in the public sector. I am stating this so that the public sector may improve and I am not discouraging it. That is the purpose of what I say.

The next point that I would urge is with regard to catering. A witness before the Public Accounts Committee said that if we take over catering, then there is bound to be a loss. This is how it reads:

"He pleaded that in view of the liberalisation of pay-scales of the railways, the overall emoluments of cook, etc., employed in the Catering Department has decreased as compared to the salary that a contractor was paying to his staff, and this is one of the major factors for the loss. He contended that if good food was to be supplied by the Railway Catering Departments, some loss was bound to occur".

I do not think that the Government have that view. I hope they do not. Catering by the railway is certainly better than the private catering. What I would urge upon the Railway Administration is, for that reason which I quoted there should be no loss either. But they should make it at least a no profit no loss basis. If it is inevitable—that is, if loss is inevitable—I would rather have good food, even though the railway may be put to loss, than getting mere rotten, poor and unhealthy food from the private caterers. I do hope that attention will be drawn to this to see that there is no loss on this account.

I am coming to my last point with regard to the new railway construction that is going to be taken up. Sir, I am glad that the traffic and engineering survey are going to be taken with regard to the Salem-Bangalore line.

I P. M.

Shri M. S. Gurupadaswamy: (My-sore): We do not want that line.

Mr. Chairman: Hon. Members may continue addressing the Chair.

Shri S. V. Ramaswamy: I hope that this line will be taken up next year and all the surveys would be completed, because, as I said last year and I repeat it, it is an essential complementary to the Hingoli-Khandwa line and unless you have this link between Bangalore and Salem the linking up of Khandwa-

Hingoli is of no avail. It is only then that you will get a continuous metre gauge line from Bhatinda to Trivandrum. This line, I think is very important.

One other line the State Government have recommended and I would urge upon the Minister to kindly see that, that also is taken up. But, I would urge in a different way. They want the line to be extended from Salem to Tiruchirapalli. My submission is that it would be a waste. On the other hand if you take it along Karur, Dindigul and then to Madura, it would result in shortening the distance and help the trade between North and South to a considerable extent.

Shri Frank Anthony (Nominated-Anglo Indians): Sir, I am glad the Minister is in the House and I am going to belie his expectations of a broad side by congratulating him. May I say straightaway that I feel that the Railway Budget and the speech, by and large, are good.

Sir, I have not a little experience particularly with regard to matters which affect the staff. It is inevitable that in a huge undertaking such as the railways there are bound to be not only difficulties but anomalies—sometimes resulting not only in hardship but also even injustice. Because of that I never fail to sound a warning that we cannot afford in this matter of dealing with railway problems: to have an attitude of complacency, and least of all, afford to have an attitude of bureaucratic infallibility.

I shall deal briefly with some of the points with which the Minister's speech has dealt. My first reference is to the reduction of fares in respect of long journeys. I am not certain that this step, the reduction of fares: on long journeys and more particularly, the increase of fares for short journeys, will not have adverse effect on the income from passenger traffic. It is axiomatic that a person who is to undertake a long journey has no alternative and he has to undertake the journey. But my fear is—I hope it will not be justified—that so far as

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the increase of fares on short journeys is concerned, it may very well have the effect of diverting passenger traffic to the roads. And that fear extends also to the proposal with regard to the increase of freights for smalls. On a previous occasion I had ventured the opinion that the traffic in smalls was being adversely affected because of the inordinate delay in the movement of smalls. Now, we have this proposal to increase the freight on smalls. Here also, I feel, inevitably, that the effect will be to decrease the income from this item on freight. And, may I also ask the Minister as to whether there has been a breakdown of figures and whether income from passenger fares, a major part of it, is not derived from fares in respect of short journeys?

The Minister has referred to the drive for more economic use of wagons. This I feel is something vital. He has also referred to the drive to ensure that maximum economic use of the wagons is made. This I feel is a matter which must attract priority. The report on this given to us by the Railway Board says that haulage both for the metre gauge and the broad gauge has decreased. The net ton-miles moved per wagon has also decreased. This means in effect that there is a wastage of wagon capacity. We all know that we have a tremendous lee-way to make up with regard to our requirements in wagon capacity and we cannot afford in the present condition of the country to have any removable wastage of wagon capacity.

The Minister has also referred to the improvement in the position with regard to compensation claims. He has said that the improvement in the disposal of claims has been maintained and the amounts paid are less. But I feel that very much more should be done. Rs. 2.8 crores are still being paid out in respect of claims, for goods lost and in respect of other items. The largest item is represented by claims in respect of lost goods.

More than Rs. 1 crore are being paid out under this head. Now, I do not think that this position is one which cannot be retrieved. What is the reason that we are paying Rs. 1 crore in respect of claims for lost goods? I am not suggesting that the position is an easy one or that there is some kind of magic remedy available. But I do think that an improvement can be effected if more stringent measures for checking at the points of loading and at the points of unloading are initiated. I am merely making a suggestion. At the points of loading, so far as I am aware, at present, the checking is merely done by the Station Master. Now, if that checking is reinforced and we are required to get things checked not only by the Station Master but also by the Security Officer and also get the signature of the consignor there will be some check on the point of loading and much of the claims can be removed. Then there should also be some check at the point of unloading. There also the matter should not be left only to the Station Master. There should be some kind of counter signature. Then I feel that the opportunity for manipulation which is there at present, the opportunity for submission of false claims, will be largely mitigated.

We have the item here of Rs. 28 lakhs being paid out in respect of claims for goods damaged by rain. I do not know what the reasons are. I presume, it means that they are being damaged in transit because we have no water-proof wagons and also while they have been stored in places without protection from rains. I do not know what exactly is the reason; perhaps it is avoidable. Why not spend Rs. 28 lakhs in making our wagons water-proof or in providing some kind of shelter?

Then, the Minister has made certain observations with regard to re-grouping. His references were not very specific and I will reserve judgment until we are given more details.

with regard to regrouping. I have always submitted with regard to regrouping that rationalisation was inevitable but I still hope that the last word has not been said with regard to regrouping in its present form and I hope that when further details are available to us and adjustments are called for, those adjustments will be faced and met.

Sir, some time ago—I do not know whether the hon. Minister reads that—in a journal which writes about the railwaymen's rights, certain facts and figures were supplied by railwaymen showing that regrouping has definitely resulted in the decline of operational efficiency. That may be an interim or temporary phase, but there has been, according to those figures, a decline in operational efficiency. And, then, so far as the handling of staff problems is concerned, I can say from my own experience, that there has been a very great decline in efficiency in the handling of staff problems. Sir, I do not wish to point a finger at anyone, but I do say this, and I say so objectively, that your personnel officers do very little in this direction. From the number of complaints I get I find that since regrouping, these problems of leave, promotion, arrears, increments, all these are hopelessly in arrears. And the blame for all these defects is being laid by railwaymen at the door of regrouping.

I want to congratulate the Minister on the fact that certain concessions have been provided for travel for educational purposes and at the same time I want to express my deep regret that he did not go a little further and give concessions to his own educational people. Year in and year out I plead for some concessions for the teachers in the railway schools. But what do we find? We find that certain railway facilities that these teachers were getting were downgraded and withdrawn. I am not making a plea that you give your teachers travel facilities for educational purposes; but I would make a plea that the

teachers are included. Certain travel facilities which had been accorded to them before were withdrawn, and I have been pleading, and pleading in vain, for the restoration of those facilities. Nurses—I do not grudge it to them—not only nurses, but *ayahs* of railway officers, have been given upgraded facilities. Surely, those facilities can be extended to the teachers.

The Minister of Railways and Transport (Shri L. B. Shastri): Lady teachers?

Shri Frank Anthony: Teachers, my Lord, and more particularly lady teachers. I beg your pardon, Sir, I have just come from the Supreme Court.

Mr. Chairman: From nurses you went on to *ayahs* and therefore the hon. Minister thought you referred to lady teachers.

Shri Frank Anthony: I am glad that the hon. the Railway Minister gave an assurance with regard to the quotas in respect of Class II officers and also their arrears, that that matter is being attended to. I hope the process will not be an unduly protracted one, because there is a definite feeling among the Class II officers that they have received step-motherly treatment. There is one grievance which they still suffer from, and that is this that they are not certain of their cadre strength. A few years back the Class II officers knew definitely the number of permanent vacancies which were allowed to that particular class. Today Class I and Class II are lumped together; there is no defined cadre for the Class II people; and there is a very real feeling, which I share, that many of the posts which should be given to the Class II cadre are being usurped up by the junior scale Class I officers.

I do not know what the hon. Minister meant when he said that there should be greater flexibility in drawing a line between selection and non-selection posts. I sincerely hope that this will not mean that the selection net is going to be cast wider. I have

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been implacably opposed to gratuitously extending this principle of so-called selection. I have always held that the old system worked well, and there is no reason why it should not be adopted. And that system was that in regard to essentially non-supervisory posts, even those carrying a salary of Rs. 400 and above, appointments should be made on the basis of seniority-cum-suitability. I am not suggesting that unsuitable persons should be pitchforked into those posts. But I am categorically submitting that so far as non-supervisory posts are concerned—not marked by any definite scale, whether Rs. 400 or Rs. 450—where it is non-supervisory—then appointments should be made on the basis of seniority-cum-suitability.

While we are on this question of selection, I would remind the Railway Minister that he gave me an assurance—I think it was last year—that the results or the decisions of the Selection Board would be announced as soon as the Board had concluded its sitting. I regret to say that the assurance—I do not say the Minister is to blame—that assurance is not being fulfilled. There have been numerous instances where after the Selection Boards have completed their sittings the results have not been announced for months, and many months at times. I feel this is unfair to the men who may be superseded. While there is no appeal from a decision of the Selection Board, an employee has a right to make a representation if he has been wrongly superseded. If the results of the Selection Board are not going to be announced quickly, it means gratuitously depriving an employee of his right to make a representation against wrongful supersession.

Then there is another reprehensible feature with regard to Selection Boards. Cases have come to my notice recently where the results of Selection Boards have been cancelled. Some pretext or other is always found, that the Board was not properly con-

vened or not properly constituted. But the impression is left inevitably on the minds of the employees that the results of Selection Boards are cancelled because some person who is in favour with the authorities was not first selected and so the results are being cancelled so as to give that favourite a chance of coming into the panel made by the following Selection Board.

Then the Minister has referred to the *ad-hoc* Tribunal. I am not pointing a finger at Mr. Justice Shankar Saran. I do not know what the number of petitions is, but I should estimate that the number runs into anything from five thousand to fifteen thousand—a number of them have gone through me. As far as I can make out, most of these representations were in the nature of grievances against inadequate pay scales. And may I say this, that I feel that in many cases those grievances have considerable validity. I do not know whether Mr. Justice Shankar Saran will be able to deal with these ten or fifteen thousand cases. If he does purport to deal with them I should imagine it will take anything from two to three years. Whether he deals with grievances which involve representations against the pay structure, I do not know. But I would ask the Minister to consider this, because these anomalies are there, either because of the manner in which the recommendations of the Pay Commission were implemented or the manner in which they were not implemented or were wrongly implemented. There are tremendous anomalies with regard to pay scales in certain categories. I would make a suggestion to the Railway Minister that instead of referring all these matters to a one man tribunal, which I think would be beyond the powers of that tribunal to deal with, but the matter may be considered by another body in the nature of a second Pay Commission. I do not know whether the Minister will consider this favourably.

I am glad that the Minister said that there is need for greater co-ordination from the Centre in respect of medical facilities. I believe a suggestion was made that the medical section of the railways should be taken over by the Ministry of Health. I do not know whether that would be acceptable. But I do feel that this co-ordination which takes place should remove the medical officer from the supervision of the executive. Because what happens today is this; I do not say it happens always, but it does happen. The medical officer, because he is under the control of the official on the spot, spends his time currying the favour of that official. And once he does that, he does not bother about his medical work. In this respect I would also ask the Minister to consider whether railway men should not be brought into line with other government servants, whether they should not be allowed to submit sick and fit certificates from private medical practitioners. I know, that may open the doors of abuse. But perhaps if these sick certificates can be given, not only by registered medical practitioners, but by medical graduates, the opportunities for abuse will be qualified. But today there is no doubt that in some parts of the country there is the abuse that railway doctors do extract something for sick or fit certificates. Not only that. Because the railway men cannot go to a private medical practitioner, the railway doctors, their incomes being assured, have lost touch with their professional work.

Then I have one last word to say, and that is about quarters. I could not find a reference to this question of quarters in the Railway Minister's speech I have always felt strongly that this is an acute problem and perhaps the provision in the Budget—not perhaps, I am certain that the provision in the Budget—is not adequate, and this problem cannot be resolved, in my estimate, under a period ranging from ten to fifteen years. I do not know whether railway men will be prepared to wait for

that period. But at least the Minister can do this. When the problem is admittedly an acute problem and when he finds that the problem is being accentuated—not mitigated, but accentuated—by the caprices of the local official, I would ask that he should intervene strongly. I have had to represent these matters to the Railway Board. Purely on the basis of caprice a local official will give some junior a superior type of quarters. The senior employee is given an inferior type of quarters. The P. A. of the local official, his stenographer or his clerk is always given quarters. We know—I am not pointing my finger at them—but we know that the clerical staff, apart from their regular hours of duty, have very little onerous duty. On the other hand the running staff have to put in long hours and strenuous work, but no provision is made for them.

Shri B. K. Das (Contai): This is the last Budget for the Plan Period that is closing with 1955-56. During this period, the target of expenditure was fixed at Rs. 400 crores. We find that this target has been fulfilled and even exceeded by about Rs. 18 crores. This is satisfactory from the point of view that the slackness in the previous years has been made up during the last year. We find that the rehabilitation programme that was in hand has been largely fulfilled and we see that for the rolling stock and machinery for which nearly a total sum of Rs. 208 crores was to be spent, a sum of Rs. 250 crores has been spent. We find that the rehabilitation programme has been much accelerated and the pressure has been thrown on the present Budget on that account. From that view point, the funds that have been allocated to the several Funds have not been adequate. If we examine these Funds, the Depreciation Fund, the Development Fund and the Revenue Reserve Fund, we find that there has been some diminution in the Depreciation and Development Funds. In the current year, the closing balance in the Depreciation Reserve Fund was

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Rs. 102.68 crores and the Budget proposal is that it would be Rs. 99.31 crores. The Development Fund would be Rs. 3.61 crores as against Rs. 15.62 crores. During the current year, the Revenue Reserve Fund would go up to Rs. 46.87 crores as against Rs. 38.37 crores. Thus, we find that there is a diminution of Rs. 3.37 crores, in the Depreciation Reserve Fund and Rs. 12.01 crores in the Development Fund. The whole of the surplus will be credited to the Revenue Reserve Fund. In the past year, this was credited to the Development Fund. I support this new arrangement because the Development Fund will have to depend on the general revenues. As we find from the report of the last Convention Committee, during the next five years, the expenditure from the Development Fund would be to the tune of Rs. 90 crores and that amount has to be found by the general revenues and given as a loan to the Railway Administration. Of course, this diminution of the Development Fund is not a sign of strength to the railway finances. As matters stand at present, there is no way out of having this money from the general revenues. As I have already pointed out, this Budget year, there has been a great pressure on the finances of the railways for making up the lee-way in development expenditure and other expenditure for fulfilling the Plan and probably the result has been like this.

I shall now examine the finances of the several zonal systems of railways and try to find out how these have been faring individually. If we look at the figures of the revenue and profit and loss account of the several railways, we find that the Central Railway, in the Budget year, will have a net revenue of Rs. 13.24 crores and a profit of Rs. 6.62 crores. The Eastern Railway will have a net revenue of Rs. 16.27 crores and a profit of Rs. 8.78 crores. In the Northern Railway, the net revenue will be Rs. 6.04 crores and the profit Rs. 0.56 crores.

In the North-Eastern Railway, the net revenue will be Rs. 3.23 crores and there will be a loss of Rs. 6.86 crores. The Southern Railway shows a net revenue of Rs. 0.91 crores and a loss of Rs. 3.96 crores. In the Western Railway, the net revenue will be Rs. 11.65 crores and the profit Rs. 7.09 crores. We find that there will be a loss in respect of the North-Eastern Railway and the Southern Railway. During the current year, as we find from the revised estimates, the loss in respect of the North-Eastern Railway would stand at Rs. 9.30 crores. There will be a certain diminution in this loss now. In respect of the Southern Railway, I find that the revised estimate shows a loss of Rs. 2.50 crores. That would come up to Rs. 3.96 crores. I would like to point out that each railway must be run in such a way that it is self-supporting. I do not know why a loss should occur in these two railways, namely, the North-Eastern and Southern Railways. I find that other railways have been able to pay for their expenditure and there has also been some amount of profit. These two railways should also be able to pay their own expenditure and should at least fulfill their commitments.

From these figures and from the size of the several Funds that are the source of strength of the railways, we find that there is yet need for constant watch and constant caution in the matter of expenditure and also in the matter of earnings. There has been a criticism that the working expenses of the Railways have not been proportionate to the earnings which have shown some increase. For improving the finances of the railways, constant watch should be kept over expenditure. In the Budget against an increase in traffic receipts of Rs. 9.7 crores, the increase in expenditure is Rs. 3.83 crores. From this point of view also, it appears that the expenditure is a little high. Of course, in the very nature of things, there is bound to be an increase in expenditure.

There is provision for better amenities to passengers, better facilities for staff, for staff quarters and other programmes are also there. But, still, if the expenditure does not keep pace with increase in earnings, in the long run, there will be shrinkage in the Funds which are the mainstay of the railway. Of course, the Convention Committee has prescribed that the railways should pay 4 per cent. dividend and certain concessions were also granted regarding their payment in other matters. But still, we have no reason to be complacent, and I hope the railway authorities will always be on the watch to see that the finances are better improved.

Criticism has also been made about the increase in fares in the first leg of the telescopic rates that have been proposed. The hon. Minister indicated that there might be a fourth leg instead of the three legs that have been proposed. Since opinion has been expressed from all quarters of the House that the fare for third class passengers for short distances should not be increased, I hope he will find his way to consider that matter carefully.

Another matter to which I beg to draw the attention of the hon. Minister is that, since the present classification of the railways will undergo some change at least in nomenclature and the present second, inter and third classes will be called first, second and third classes, there should be sleeping arrangements made in the inter-class that is to become the second class. I think it is only fit and proper that that arrangement should be made because it is not conceivable that there will be no arrangement in this class when there will be similar arrangement in the highest and the lowest classes. Since I imagine that in the future there will be only two classes, the upper and the lower, it will be easy to fulfil that objective by this arrangement being done as early as possible.

Now, about the expansion programme that is before us, some

arrangement is already in progress. Of course, there is always a demand for greater expansion from all parts of the country, and the need for additional mileage and new lines is so great that probably the finances of the railways are not able to cope with them. Still, coming from a province which is suffering greatly from lack of proper facilities, I would like to point out that the construction of a bridge at Farakku should be seriously considered, especially in view of the fact that the survey has been completed for the Tildanga-Khajuria-Malda line, and a survey is also proposed to be undertaken in the Balurghat area for the Eklakhi-Balurghat Chikanpur-Raiganj line. I think this programme will not be complete unless the bridge is constructed at Farakku which is a part of the Ganga Barrage scheme which has been always described as very important and on which the life of the Port of Calcutta depends.

Yesterday, Shrimati Palchoudhury while referring to this problem of transport difficulties in West Bengal pointed out that nowhere the name of West Bengal appears in the picture. I would like to correct her by saying that I am grateful to find that the survey of this line has been completed and also another survey is proposed to be undertaken. The transport difficulties of our State will be solved to a certain extent if these lines are taken up very early.

Another point I would like to bring to the notice of the Transport Minister is that there is a proposal for development of a sea resort or health resort in the State of West Bengal and several lakhs of rupees are going to be spent in that direction. But, unless there is a railway connection established between the nearest railway station and that place called Digha, I do not think the objective will be properly fulfilled. I would impress upon the Railway Minister that in the development programme, he should see whether the subdivisional towns can be now connected with the nearest railway station

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where there are no lines now, because there are many subdivisional towns from which the nearest railway station lies at a distance of more than 30 or 40 miles. Nowadays people are very eager to have transport facilities, and when airmindedness is developing so much, it is difficult to console people when they see that there is not a single railway within 30 or 40 miles. So, I think the Railway Minister will, when considering this matter, keep in mind the need of the part of the province to which I belong and for which I am speaking.

One word about the railway re-grouping that was discussed yesterday. About this matter I need not say much, but we have always found that the pressure on the Eastern Railway has been very great. Of course, the Railway Minister in his speech said that the work load in certain cases has become very high. He has not indicated on which side of the zone this has been found to be very heavy. But I would request him to examine the load on the Eastern Railway, because I think there is scope for re-arrangement or re-grouping.

Shri Nambiar (Mayuram): Many hon. Members congratulate the hon. Minister for presenting this Budget, but unfortunately I am unable to congratulate him for three main reasons.

One is that he has increased the fares and freights for which I need not say that nobody in this country will congratulate him.

Secondly, he says that there is increased efficiency, but we find that there is growing inefficiency in the re-grouped railways, and more of accidents, in many cases taking a heavy toll of life.

And thirdly, there is the unsatisfactory relationship that he has maintained with labour. Therefore I find from a practical point of view, from the fact presented to us, that we have nothing on which to congratulate him

for the present as compared with the past.

I have to point out that the increase in fares and freights is really going to effect the travelling public for short distances. The figures speak about it. Between the figures for the current year and the revenue for the next year we find a difference of Rs. 10 crores, but the hon. Minister says that only Rs. 4 crores will be effected due to the increase in fares and freights. But he cannot give us facts about it. I tried to contact the Railway Board Office to get the figures with regard to these three main points. I wanted to know the percentage of passengers travelling up to 150 miles and the fares collected from them, the percentage of goods wagons for wagon loading of classified items upto 850 miles, and the percentage of earnings from smalls of less than 20 maunds. The Railway Board office say that they have not got any figures, but Mr. Lal Bahadur Shastri yesterday said in the Upper House that the difference will be only Rs. 4 crores. I cannot accept it. Nobody can reasonably accept those figures. Otherwise, he cannot account for the Rs. 10 crores increase. He says that there will be a normal increase of Rs. 2.7 crores. We cannot accept that because already there is a steep increase in the present Budget to the tune of Rs. 9.55 crores, and you cannot expect another increase in the same way for the next year. There is a clear indication of the increase in freights also. Shri L. B. Shastri says in his speech that the increase on most commodities in common use will not exceed about half a pie per seer. My hon. friend Shri G. D. Somani has explained that point already. I feel that there is something seriously wrong with railway finance, and as Shri G. D. Somani has suggested, there should be a review of the whole situation in regard to the earnings, and their allocation to the Depreciation Reserve Fund, the Revenue Reserve Fund and the various other Funds that are there.

Coming to the appropriation to the Revenue Reserve Fund to the tune of Rs. 7.14 crores for the next year, I find that no valid reason has been given for the same. From the Report of the Railway Convention Committee, you will find that the Committee have categorically stated that there should be a definite appropriation to the Development Fund, and they have laid emphasis on that point. But in spite of that we find that the whole story has been forgotten, and the amount of Rs. 7.14 crores, which is likely to be the surplus for the next year, has been appropriated to the Revenue Reserve Fund, which is intended for the lean period. From this, it is evident that the hon. Minister of Railways expects that there will be a lean period, that there will be a fall in the earnings, and therefore, this money has to be kept in reserve for the lean period. This clearly shows that all is not well with railway finances, and we have to consider the matter seriously. I strongly protest against the appropriation of this amount to the Revenue Reserve Fund. Even now, I hope that the hon. Minister will rectify the mistake tomorrow and reappropriate the money to the Development Fund so as to be in tune with the development economy that we have set before ourselves.

Sardar A. S. Saigal (Bilaspur): According to your suggestion?

Shri Nambiar: Coming to the question of regrouping, I say that the efficiency has gone down. There is no proof given by the hon. Minister to show that the efficiency has gone up. On the other hand, I have contacted railwaymen, and from what they say, I find that the efficiency has definitely gone down, and there is a serious case for reconsideration now as to whether this regrouping into six zones should continue as such, or it should be increased to seven, eight or nine—I do not know what the figure will be; but the point is that the efficiency has gone down. When regrouping was undertaken, it was promised that

there would be increased efficiency, better flow of goods, economy and so on and so forth, but nothing of that sort has happened. There has been no economy either, because they have not given us the figures in that regard. If they had any figures with them, they should have placed them before us; but they have not done so. That shows that there is something serious with regard to regrouping, which requires careful consideration.

Next, I come to the question of the relations with labour. Of course, the hon. Minister of Railways has got a soft corner for railway labour, and he says so. Let us surely take him at his word, but from his acts, we find that it is not so. He says that he has maintained good relations with the Railwaymen's Federation. But what is the sort of Federation with which he has maintained good relations? He has got good relations with a group of persons in the Federation, whom he likes. That is what has actually happened. Recently, a fortnight ago, we had a conference of the railway federation here in Delhi, convened by no less a person than the General Secretary, Shri S. Guruswami himself; and nearly two hundred delegates had come to attend it from all over the country. But even the granting of passes and leave to them was refused by the Railway Board on the intimation of Shri Vasavada who is the President of the Federation. This is the sort of relation that the hon. Minister has with railway labour. The Railway Board and the hon. Minister accepted the recommendations of Shri Vasavada who is considered to be the President, while they refused the requests of the General Secretary, and denied passes and other privileges of leave etc., to nearly two hundred people. This is the sort of relation that the hon. Minister has with the railwaymen.

My hon. friend Shri V. V. Giri said yesterday that there is some rift in the leadership of the Federation, and that the leaders must come together.

[Shri Nambiar]

This is not the place to say that the rift is to be adjusted. This is not a trade union platform to say that kind of a thing. We can decide it later on. Here, the main point is that this rift is mainly due to the interference of the Railway Ministry in the internal affairs of the trade unions in this country. They have done that with regard to the Federation. With regard to the individual unions, they say that they will recognise only those unions which they like, and that they will not go on the basis of the membership of the union. I say, if there is ten per cent. membership, let them recognise that union. If there is a dispute, let them go to the workers and ask them as to which of the unions has got a representative character, and then accord recognition; that will be a proper way of doing things. On the contrary, you say that you will recognise only that Federation which you like, or that you will recognise only that union which is related to that Federation which you like; this is a closed shop system, which no trade union organisation can accept. This is a system which the Railway Ministry is borrowing from America and other places, but we cannot accept that.

My hon. friend Shri V. V. Giri also said yesterday that there should be better relations, and that this being a national industry, the railwaymen must have a share in its management. But we are not asking for any share; the railwaymen are not asking for any share, because they know fully well that a share in the management is never going to be handed over to them in spite of the socialist pattern of society that is going to be brought about. What they want is only this. Let the Railway Board treat the labour with the courtesy that it deserves, and give them recognition, if they have got the representative character; let them recognise a union, if it has got a representative character. That is what the railwaymen want. In this connection, I would

submit that the question of the recognition of the Southern Railway Labour Union, which has got more than ten per cent. membership, has to be decided by them. They must decide on the basis of its representative character, and not on the basis of their likes and dislikes.

In this connection, I have to submit that not only are they launching a direct attack on the trade unions, but even indirect attacks they are launching. They have removed 300 railwaymen from service on the plea of the Safeguarding of National Security Rules. We have made repeated representations to the Ministry for their reinstatement, but the Ministry is continuously refusing it, in spite of the recent judgement of the Madras High Court in Anantanarayanan in this regard. One Mr. Anantanarayanan who was dealt with in this way has been reinstated as a result of the orders of the Madras High Court. The High Court said that the charges issued against him could not be accepted, and with a cost of Rs. 250 paid to him, he came back to duty. In the course of the judgement, the Judge asks:

"Would the exposition of ideas with which the Government in power for the time being disagrees, and which that Government cannot definitely regard as prejudicial to national security come within the scope of that Rule?"

There are certain ideas being propagated, and they should not be allowed, namely the communist ideas. That is what this Government want. To that, the Judge says:

"Now if a soldier or a policeman were deeply imbued with the doctrine that under no circumstances life should be taken, then it is obvious that as a soldier or as a policeman, he will be of no use to the State."

The Judge continues, and asks, if the teachings of Buddha or Mahavira are

accepted by a policeman, then the policeman's activities will be against the security of service, but are you going to remove him from service, surely not, he should have the right to be in service. Five specific charges had been framed against Mr. Anantanarayanan, and instead of Anantanarayanan answering those charges, the Judge has answered them on his behalf. The first charge was:

"You are a member of the Communist Party of India, and of the communist controlled South Indian Railway Labour Union, Golden Rock."

Answering that, the Judge says:

"There is nothing unlawful in a person being a member of that Party or in his being a member of the South Indian Railway Labour Union so far as it is a legal organisation."

The next charge was:

"You are in touch with the Politbureau secretariat of the Communist Party of India."

For that, the Judge asks, what is wrong in it, if he was in touch with the Politbureau of the Communist Party of India.

The third charge was:

"You contributed articles to the communist organs criticising the Government of India and the Railway Administration, with a view to spread discontent and disaffection among railway staff."

As regards this charge, the Judge says that this is too vague a charge which cannot be answered, and therefore, this charge is not acceptable.

The next charge was:

"You spread the doctrine of communism among the public and the railway staff."

In respect of this, the Judge says:

"A librarian who issues Marxist books can also be charged under this",

and so, this charge is so vague and fantastic. This is what Justice Bala-krishna Iyer has stated in a recent case in the Madras High Court, (No. 507 of 1954 dated 3rd September 1954). And on the orders of the Madras High Court, Mr. Anantanarayanan has been reinstated. But the reinstatement of the rest of the 300 people is still pending, and the Railway Board is not taking a decision on their cases. Of course, the Ministry will say, all that is done is done, let us see for the future. But that is a thing which we cannot accept.

Sardar A. S. Saigal: How many years past?

Shri Nambiar: Five or six years. It is eternally going on.

Sardar A. S. Saigal: So now it is decided.

Shri Nambiar: No, no. We cannot decide it like that. If that is to be decided, it has to be in the face of the judgement. Of course, with a strong hand, with an iron hand, with a steam-roller authority you decide it, but not with the support of the opinion of the public and the opinion of learned Judges of High Courts.

Now, coming to Labour conditions, there is a feeling that labour are paid more on the railways. It is not so. The average pay, as published by the Railway Ministry, is this. A class III servant gets Rs. 150. That means he will go up to be a foreman, a man who is supposed to draw Rs. 400 to Rs. 500. Including that, the average pay is only Rs. 150. For class IV, which constitutes 50 per cent. of the whole railway staff, the average pay is only Rs. 81. So to say that they are paid more in a nationalised industry, an industry where there is so much surplus, is untenable, and I support Shri Frank Anthony's suggestion that there must be something wrong in regard to payment already and there is a clear case for a revision of the pay structure. This point must be seriously taken into consideration and attended to.

[Shri Nambiar]

Then again, it is not only that their wage scale is so low, but their condition is also bad. Ever since 1947, many of the concessions which they were enjoying prior to that, were withdrawn. I would only draw the attention of the House to a few of them. The concession of rent-free quarters to essential line staff like Station Masters, Pointsmen etc., was withdrawn. There is an exorbitant increase in the house rent in the name of standardisation. Then there is a ban on confirmation. About 1,80,000 workers are yet to be confirmed, according to the figures supplied by the Railway Ministry. Then the preferential treatment of which the railway employees had the benefit previously, namely, that their sons could get preference in recruitment, has been withdrawn since the advent of freedom. Previously, the loco sheds were under the orbit of the Factories Act. Now, they have been taken out of the purview of that Act. This has got very serious repercussions. Then the overtime allowance is reduced, and holidays are also denied.

Even in class IV and III staff, there was a chance of promotion, according to seniority. Now that is denied in the name of efficiency bars and trade tests and direct recruitment. These are all very serious things for the railwaymen, of which the Railway Ministry is, of course, aware.

As regards promotion by seniority, the point which was brought forth by Shri Frank Anthony, in the name of selection, seniority has been done away with, and there is so much corruption and malpractice that is going on. In the name of selection, any idiot is being promoted. On the other hand, the man who should be promoted really is not promoted. This is a fact—I am speaking from my own experience. I can throw at the desk of the hon. Minister any number of cases of this types, provided he is prepared to hear me, because I am not speaking theoretically on the

issue, but it is a reality. Therefore, I suggest that there must be very serious consideration given to the railwaymen's case.

As regards the Tribunal, they have said that something is going to be included in the items coming up before it. If that is so, let them include certain facts like these. Let them have better relations in the proper trade union method, and then labour will co-operate. Labour is prepared to co-operate; do not think that labour is against you. Labour is prepared to co-operate. Labour considers that this is an important industry of the nation and this is an industry in which it must give the best co-operation and best support, provided you deal with it on proper lines; then there will be good for the railways, for the public and for the country.

Kumari Annie Mascarene (Trivandrum) rose—

Shri Achuthan (Crangannur): I thought you would call one Member from the opposition and then two Members from this side.

Mr. Chairman: I am coming to that side.

Shri Achuthan: We are waiting for a chance.

Mr. Chairman: Kindly leave it to me.

Kumari Annie Mascarene: I am sorry the hon. Member remembered it only when I got up.

Mr. Chairman, the Budget discussion is an annual examination of conscience on that side and a cross-examination on this side. The year's work is examined in view of the income of the nation, the expenditure of the nation, and in view of the constructions and improvements made by the Government—as also in view of the many defects that the nation is suffering from the Government.

Taking the Railway Administration as a whole, let us examine whether we have gone forward during the last

eight years. If the results of the examination are in their favour, do they expect any congratulations or flattery from the Members of this House?

An Hon. Member: No.

Kumari Annie Mascarene: No, they are paid for that. It is their job. When they are entrusted with enormous amounts of the nation's earnings, they are to discharge their duty in faith and in confidence to the nation. On the other hand, we are entitled from this side of the House to cross-examine the accounts given to us and tell them in their face that either they have done their work well or ill, and that they deserve no thanks for it.

[**SHRI BARMAN** in the Chair]

I went through the accounts given to us and I heard the first remark made in this House by an ex-Minister initiating the discussion. He said that we had done very well and in comparison with the American Railway Administration, we were just second to them. I was wondering whether that remark was quite all right. So I examined the facts about it, and I find that that remark is not well founded. In America, I find, that the railways constitute two-fifths of the world's railways. The mileage of railways in India, as given by the Year-book in 1954, is 33,566, with an addition of 339 miles as construction work now completed. That means, we have 33,566 miles of railways. In the U.S.A., they have got 2,51,865 miles of railway; that is, two-fifths of the mileage of the world's railways which is 6,29,663. And what about their administration? They earn \$10,600 million and they spend \$8,065 million, i.e. 76.1 per cent. of the income. What do we spend? This comparison is not in the least acceptable. On the other hand, I wish to point out to the Minister that when he handles an administration like that of railways, a major industry of the State, he should have in view the nation at large, much

more than the income and expenditure, so that he may so arrange the income and expenditure that the salient principle of the welfare of the whole nation, especially when they claim to run a Welfare State, is kept in view.

2 P.M.

Now, looking at the average income of the nation, the figure given is Rs. 265 a year; this is as earned by the nation in 1951. When you work it out, it comes down to 11 annas 9-1/3 pies a day. The income of the Railway Department for the last 8 years is Rs. 1,541.15 lakhs. For one year, it is Rs. 192.64375 lakhs; for one month, it is Rs. 16—05363 lakhs and for one day, it comes to Rs. 53,512.1. If you look at these earnings and the expenditure on the railways you will see what justice is being done to the common man. They have spent the earnings of the nation recklessly and they have wasted. If you look further into the details, you will find that the way in which the railway administration is run is very careless and the whole department is steered by a certain machinery rather than by the Minister or his Secretaries or his deputies. If you look still more into the details of maladministration you will find that the fair name of the railways suffers to a large extent from the accidents that happen. I am just inviting their attention to the facts and figures given by the Indian Railways, 1953-54. What do we get here? You will find the callous way in which they have run the administration. The number of accidents to trains from 1950 to 1954 is 85915, out of which passenger trains have incurred 1387 accidents. The number of people killed during 1950-54 is 22,072; the number of persons injured is 1,47,546. The nation's wealth is used to run a department and this is the injury that is done to the travelling public. What is the nature of the accidents? Accidents occurring from failure of tunnels, bridges, viaducts, culverts etc., 3 in 1950, 15 in 1951, 5 in 1952, 3 in 1953

[Kumari Annie Mascarene]

and 4 in 1954. That shows that we are spending a very good amount for bridges and what our Engineering Department is doing. Why are we paying this machinery of administration to kill people like this with such negligence? And further, derailments, 280,345,370, 294 and 223. And still worse, the trains running into road traffic at level crossings etc.—an equally big number. These figures show that the accidents are caused by negligence, by irresponsibility and by carelessness.

Then we have the workshops. They give us the causes of the accidents and that is failure of engines due to faulty designs, materials and workmanship in the mechanical department, boilers, machinery fittings etc. That shows that the nation is paying very heavily for the administration and the machinery with which the administration is run is not fit to be there. The whole machinery of administration should be remodelled and changed and the blue bureaucrats should be got rid of.

The Minister says that the administration is now fairly efficient. But, at the same time, he gives in his speech, in the concluding paragraph, more or less a warning to the department that—

“Howsoever well equipped the Railways may otherwise be, their efficient working depends mainly on those who actually run them.”

Then he adds:

“I need not therefore remind railwaymen, officers and workers alike, of their continued obligation to maintain and foster the development of the highest ideals of service to their countrymen in the performance of their duties.”

He hopes, but I wish to ask him to see that he should not hope but that he must execute, it with a vigour and seriousness that will prevent such maladministration.

There is the top-heavy administration that sits heavily on the tax-payer and increases his burden of taxation every year. There is the Railway Board, constituted in 1905, consisting of a Financial Commissioner and three members ensuring the close relationship between the railways and the public. There the Central Board of Transport, recently constituted to consider labour and transport problems. There is the Regional Users Consultative Committee. There is the Central Railway Users Consultative Committee, there is the National Railway Users Consultative Committee and a small Efficiency Bureau at the Centre for maintaining a high level of efficiency besides a Deputy General Manager for passenger amenities, a Deputy I.G. for security arrangements. When you analyse the functions of all these constituted bodies, you will see that they are more or less synonymous. Why enlarge such bodies? Then, there is the Secretariat, there is the hon. Minister and his Secretaries, all this over and above the heavy machinery sitting tight on the tax-payers.

Then, with regard to the zonal arrangements. I agree with the hon. Minister in classifying the railways into various zones. But, I wish to point out the defects in the zonal working of the system. The Central, Eastern, Northern, the North-Eastern and the Southern Railways function all right. Let us look into the income and expenditure. You will find on pages 36 to 41 of the Explanatory Memorandum a table giving the incomes etc. In that you will find that the North Eastern and the Southern Railways spend the most; they are running deficit lines and the North Eastern is the heaviest deficit zone. They spend much more than what they earn. You will find that where the hon. Ministers are located they spend much more than in any other zone in the whole of India. All kinds of construction and amenities are available there and the other zones are really suffering for want of an equitable distribution of these provisions.

The Eastern and Western zones spend the least and the North Eastern and the Southern zones spend the most.

Then, with regard to the Southern Railway, the zone from which I come. We have the vast system of railways. We have got the longest routes and the area covered by those routes should be taken into consideration. You will find that it is, of course, as it is in the East, an admixture of broadgauge, metre-gauge and narrow-gauge. But the system of railways functions in such a manner that when they come to the Southern zone, when they reach Bezwada there is a bottle-neck. The result is that our food requirements, our industrial development etc. suffer much owing to this bottle-neck. What attempt has been made during the last 8 years to free us from this bottle-neck? Coastal shipping did not help us in any way. We are suffering for want of coal because our industries cannot develop without coal. But, hitherto no attempt has been made by the Government to solve that problem. With regard to the development of railways, if you look at the table given by the hon. Minister in his speech, you will find that excepting for Ernakulam-Quilon railway, there is no development in the South. We have got again to think of the Trivandrum-Cape line, which is a fundamental line in the whole of India, because no Minister comes to the South without going to the Cape.

Hitherto, all the surveys made and constructions sanctioned do not come anywhere in the South and I wish to remind the hon. Minister that his attention should be extended to us in the South where the area is wider the railway constructions are fewer. The three main lines of broad gauge that go Trivandrum Madras onwards and from Mangalore onwards do not cover the whole area.

There are some salient points in the budget, but if you examine the expenditure of last so many years, as given in table XII in the book *Indian Railways*, you will find that during the British period they had earned much

more in proportion to the income during our period, and the expenditure during our period exceeds the income. The net earning is a failure so far as our period is concerned as compared to that of the British period. Now, you find that it is a losing concern, but they will say they are constructing or building up India. But what about the income and expenditure that cannot form a proportionate net revenue to the State, say from 1947 to 1954. If you examine it, you will find that the whole administration is a miserable failure, that they have not done their duty properly or in proportion to the income they are earning, and that they have not discharged their duty, in view of the small income that the nation is getting in return.

Shri C. R. Narasimhan: At the closing stages the debate, no doubt, becomes somewhat dull, notwithstanding the fact we are waiting hungrily here for our respective chances to speak.

Babu Ramnarayan Singh (Hazari-bagh West): Then, make it interesting.

Shri C. R. Narasimhan: The Railway Minister struck a note of confidence, though not a buoyant note. It is natural that the circumstances, facts and figures concerning the Railway Administration justify taking that stand. The general economic level of the country having improved, it is but natural for the Railway Administration to be more confident about its immediate future. The general economic situation of the country and the Railway Administration's prosperity are inter-linked and actually they take an alternate turn in their affairs.

During the post Independence period, the economic condition of the country was rather depressing and every one was full of anxiety, but the Railways came to the rescue of the country and due to their active services, the economic situation was tidied over. Now that the economic situations has improved, it is for the country's general finances, in their turn, to come to the rescue of

[Shri C. R. Narasimhan]

the Railways and to look after the Railways' immediate future. This alternate mutual help has to continue, and I am sure the general public, the railway users and all those who are interested in the Railways will not grudge to do their bit now. In that confident hope or belief, the Railway Minister has changed the freight structure and hopes to derive more revenue by the new system of telescopic fares. In this connection, I am glad he is coming to the opinion gradually, after discussion here, that instead of a three-legged framework, a four-legged framework would be more stable and cause less complaint. I hope he will consider the question in a sympathetic way and see that travellers going less than 50 miles will not be affected by the changes proposed.

On the question of dismantled railway lines, the unfortunate areas, where the lines were dismantled during the war, have been waiting for the last fifteen years or so for relief to come. No doubt, considerable relief is given and a number of lines have been restored, but I am very sorry to note that Salem District, in particular, which has suffered very badly in this way, is yet to receive relief. The total length of the railway lines dismantled during the war was about 700 miles and the share of Salem is 100 miles, that is, one-seventh, and it is still waiting to get the lines restored. No doubt, the hon. Minister has been good enough to announce the traffic and engineering survey. It is somewhat encouraging, but I must emphatically say that justice has been delayed in the case of Salem District, and justice delayed is practically justice denied. I hope the survey will not take a long time and that serious steps will be taken to give the lines in the manner the Railway Minister has proposed in his Budget. A few days ago I put a question about loop lines in Bangalore, and I am sorry to say that the way Government answered the question was not quite convincing. They said that though the loop lines exist there, they do not

want to use it because the cost of rehabilitating it will be very much and they would prefer to improve the Bangalore Station. But the improvement of that Station is very limited owing to its situation and still they depend on improving it rather than using the loop line. The attitude taken by them is not convincing. We should not measure the cost of rehabilitating the loop line. We should see what was the cost involved in putting the loop line, what was the cost involved in expert, technical and other knowledge utilised there. If all this is taken into consideration, the value of the loop line must really be great, but now you simply ignore it and order it to be dismantled. This is not apparently a sound policy. I do hope that more convincing reasons will be given and in this connection I may be permitted to quote the resolution that the Maharashtra Chamber of Commerce recently adopted:

"The Committee insisted on the loop lines everywhere in order to help raw materials."

The Railway Minister has not considered the problem of overcrowding in the intermediate stations. I would like him to take some measures to prevent overcrowding in intermediate stations.

As regards canteens, there must be more cleanliness there. The plates are now allowed to remain on platforms and sometimes even animals like dogs come and lick the plates. So, some attention must be paid even from the hygienic point of view.

One more small point. In some stations, I find lot of monkeys coming and intervening not only with the passengers and their edibles but also with the railway parcels and things like that. In Jalarpet, I saw a number of monkeys opening up all fruit baskets and eating the fruits and the station staff sitting completely indifferent and not taking any action. This kind of indifference is not fair to the people who book parcels. I hope some steps

will be taken to deal mercilessly with the monkey. Mahatma Gandhi himself, in his Young India, wrote quite a strong lines about the monkey nuisance.

Shri Nettur P. Damodaran (Tellicherry): I shall confine my remarks to the railway requirements of the west coast. When I was going through the *Railway Map of India* supplied to us, I found that there is a network of railways in the north of India, especially in the Gangetic plain. South India, as my hon. friend Kumari Annie Mascarene said, does not have enough railway lines, when compared to the railway lines in the north. The west coast of India is woefully neglected in the matter of railway lines. With the completion of the Ernakulam-Quilon rail link, there will be one railway line running along the coast from Mangalore down to Trivandrum. Now, there are two big gaps on the west coast of India, between Bombay and Mangalore. There is no rail connection there. Between Trivandrum and Cape Comorin also we find that the gap is there. So, the *Railway Map of India* will be complete only if there is a railway line from Bombay down to Cape Comorin.

I think the Railway Ministry have undertaken the survey of the Hassan-Mangalore railway line. But I would also like to press the need for another railway connection from the west coast to Mysore. I strongly feel that priority should have been given to this railway line over the Hassan-Mangalore railway line. The Tellicherry-Coorg-Mysore railway line has been in the picture for about quarter of a century. Two surveys, I understand, were conducted before. I am given to understand that the survey reports are in favour of constructing this railway line from Tellicherry, through Coorg, to Mysore. The necessity for giving rail connection to Coorg has been emphasised by the hon. Member representing Coorg, Shri N. Somana, yesterday. The Deputy Minister of Railways and Transport Shri Alagesan paid a visit last year to Tellicherry to declare open the new railway station construc-

ted there. I am sure that he is fully aware of the strength of feeling in Malabar in favour of this proposed railway line. I understand that he has recently been to Coorg and representations have been made to him there for giving a rail connection to Coorg. Now let me, for a moment, compare the Hassan-Mangalore line, which is now under the consideration of the Railway Ministry, with the Tellicherry-Coorg-Mysore line. Both these lines are really necessary for the development of the area which is popularly known as Malnad, that is, the backward districts of Mysore, Coorg and Bombay States and the Malabar District. I understand that the Mangalore-Hassan line is going to be a very stupendous work. It has to cross the western ghats in a very high plane. The survey conducted on the Tellicherry-Coorg-Mysore line shows that it is definitely going to be a cheaper line. If we view the problem from the utility standpoint, the Tellicherry-Mysore line is more useful to the people than the Hassan-Mangalore line. Most of the area through which the Hassan-Mangalore line will have to pass is unpopulated except perhaps a town called Saklespur. There are no important towns or villages on the way there, whereas the whole area between Tellicherry and Mysore is thickly populated, and this line is a long-felt need of the district of Malabar, the State of Coorg and the State of Mysore. One of the objections raised by the railway authorities hitherto was that this line has not been recommended by the Government of Madras. Malabar is a district which has so far been woefully neglected both by the Centre and by the State. Public opinion in Malabar has not been very well appreciated by the State Government as well as the Central Government. Most of the Central Ministers who came to Malabar recently have really expressed their feeling that Malabar is a woefully neglected area. Now, fortunately for us, the Government of Madras has included this railway line—Tellicherry-Coorg-Mysore line—in the list of proposed railway lines submitted to

[Shri Nettur P. Damodaran]

the Governmental of India. All the Municipal Councils in Malabar have passed resolutions in favour of this line. The Malabar District Board has also requested both the State Governments and the Central Government to include this railway line in the Second Five Year Plan. Now, the Madras Government itself has included this line in its proposals, though the priority given is not very high.

Another railway line though not a new line, which is absolutely necessary for the development of the highlands of Malabar, Coorg and Mysore is the extension of the present Shoranur-Nilambur line, through Wynad, to Coorg. This will certainly open the Mainad areas of all the States that I have mentioned for development.

Another line which has been recommended by the Government of Madras for inclusion in the Second Five Year Plan is the Kollengode-Trichur railway line which has also been surveyed long ago and this is also a very badly required railway line in the south.

I should like to say a few words about the Calicut railway station. Calicut is the most important town in Malabar and the railway station requires re-modelling very badly. I would suggest to the Railway Ministry that this matter should not be allowed to be delayed any longer. When the re-modelling scheme is taken up, the present site of the station should be avoided and the station should be shifted a little to the north towards a place called West Hill. Calicut is a fast-growing town and the present railway station can continue as a goods shed, and the new re-modelled railway station should be constructed at West Hill. Another important station which requires re-modelling is Badagara. Again, an important town like Palghathas got a very small railway station. I request that attention should be paid to re-model these railway stations. With these words, I close.

श्री राधेनाथ व्यास (उज्जैन) : जो रेलवे बजट रेलवे मंत्री ने पेश किया है उसके लिए मैं

उनको बधाई देता हूँ। पिछले चार पांच वर्षों में रेलों ने काफी प्रगति की है और उस पर हमें अभिमान है। एक विशेष महत्व की बात यह है कि चिततरंजन में इंजन बनने लगे हैं और उसमें काफी प्रगति हुई है। इसी तरह पेरम्बूर में इंटेंगरल कोच फैक्टरी में सवारी के डिब्बों का निर्माण किया जा रहा है। इस के सम्बन्ध में मुझे यह सुभाव देना है कि जहाँ हम इतनी प्रगति कर रहे हैं वहाँ हमें विदेशों में माल निर्यात करने के लिए भी तैयार रहना चाहिए। हमें यह भी देखना चाहिए कि हम अपने पड़ोसी देशों में जैसे पाकिस्तान, अफगानिस्तान, बर्मा, सीलोन इत्यादि में हमारा माल की कितनी डिमांड हो सकती है और उस डिमांड को पूरा करने के लिए हमें उत्पादन भी बढ़ाना चाहिए। पेरम्बूर फैक्टरी के बारे में मेरा यह सुझाव है कि वहाँ काम की दो शिफ्टें होना चाहिए और वहाँ २५० डिब्बे प्रतिवर्ष के बजाय ७०० डिब्बे प्रतिवर्ष बनाए जाने चाहिए। ऐसा करने से मैं समझता हूँ देश को काफी लाभ होगा। इसी तरह से हमारा यहाँ रेलों में और भी सुधार हुए हैं। दूरी के यात्रियों के लिए किराए की दर में कमी हुई है और बह स्वागत करने की चीज है। लोकन में रेल मंत्री से यह निवेदन करूंगा कि हमारा यह एक अनुभव है कि जब कभी भी दूर के यात्री खास तौर से देहात के गरीब किसान या मजदूर जाते हैं और दूरी के टिकट मांगते हैं तो जब तक वे कुछ भेंट न कर दें या काफी सुझाव न करें या कोई शिकायत न लावें तब तक उन्हें टिकट नहीं दिया जाता। इस वास्तविकता को भी कोई शिकायत इस बारे में आए तो उस मुलाजिम के खिलाफ कड़ी से कड़ी कार्रवाई की जानी चाहिए।

खादी के बारे में यह कहा गया है कि खादी का प्रसार करने के लिए और इसके प्रोत्साहन देने के लिए खादी खरीद की जाने वाली है। मुझे मालूम हुआ है कि खादी को खरीदने के लिए खादी भंडारों से भी रेलवे बोर्ड द्वारा टिकट मांगे जाते हैं। मुझे यह सुन कर बहुत दुःख हुआ

आँर साथ ही साथ आश्चर्य भी । सब को मालूम है कि खादी भंडारों में दो भाव नहीं हुआ करते । वहाँ पर जो भी जाय उसको एक ही निश्चित दर पर खादी दिया जाता है । इस प्रकार टैंडर मांग कर आँर नकली आँर सस्ती खादी को खरीदकर प्रोत्साहन दिया जाए इससे आश्चर्य की बात आँर कोई नहीं हो सकती । इस वास्ते में निवेदन करूंगा कि जो भी खादी रेलवे बोर्ड को खरीदनी है उसे खादी भंडारों की ही मारफत खरीदा जाए ।

अब जो प्रगति हमारी रेलों ने की है उसके बारे में मैं पहले ही कह चुका हूँ कि उस पर हमें अभिमान है । लेकिन, श्रीमन, मुझे अपने मध्यभारत के बारे में कुछ कहना है । रेलों ने जितनी प्रगति की है आँर उसका असर मध्यभारत पर क्या पड़ा है इस के बारे में मैं जो कुछ भी कहूंगा वह कोई टीका-टिप्पणी की दृष्टि से नहीं, परन्तु जैसा वहाँ की जनता महसूस करती है उसकी दृष्टि से कहूंगा । मुझे यह कहते हुए दुःख होता है कि पिछले चार पांच वर्षों में जो भी प्रगति हुई है यदि उसको मध्यभारत की जनता की दृष्टि से देखा जाए तो सिवाय अफसोस के आँर कुछ भी नहीं है । यदि आप उस नकशे को देखें जो कि हम को सप्लाई किया गया है तो आप बहुत से चतुर्भुज इस में पाएंगे । मध्यभारत, चिन्धव, मध्यप्रदेश आँर उड़ीसा इन में बहुत से गैँस हैं । अभी हमारा माननीय सदस्य श्री दामोदरन आँर कमारी एना मेंस्करिन ने दृष्टिगत के बारे में कहा । यह ठीक है कि त्रावणकोर-कोचीन में रेलों का होना जरूरी है । वहाँ पर रेलें नहीं हैं । बैंगलोर आँर बम्बई के बीच में नहीं हैं । लेकिन जितने बड़े गैँस इन चार राज्यों में हैं उतने शायद इस नकशे में आपको कहीं न मिलें । सबसे बड़ा एक गैँस आगरा, कोटा १ गुना आँर बीना का है । दूसरा चतुर्भुज कोटा, बीना, भाँपाल आँर उज्जैन का है । यह भी एक बहुत बड़ा चतुर्भुज है । इसी तरह से दो आँर बहुत बड़े चतुर्भुज हैं । ग्वालियर नागपुर में बहुत बड़ा गैँस है बिलासपुर का आँर उड़ीसा का चौथा

गैँस है । मुझे बड़ा दुःख होता है कि सारा हिन्दुस्तान में इतने बड़े गैँस कहीं नहीं हैं जितने बड़े कि वहाँ पर हैं । अगली पंचवर्षीय योजना में रेलवे बोर्ड को इन सैँकड़ों मील के गैँस को खत्म करने के उपाय सोचने चाहिए आँर पहले जो योजना बन वह इन गैँस को खत्म करने के लिए आँर इन इलाकों में रेलवे का प्रसार करने की योजना बनाई जानी चाहिए । मध्यभारत में यदि आप माइलेज को देखें तो आप पाएंगे कि वहाँ पर बहुत ही कम मील लम्बी रेलवे लाइनें हैं । इन में कुछ नैँरो गेज भी हैं । वहाँ की स्थिति यह है कि ग्वालियर से भिड़, ग्वालियर से शिवपुर आँर ग्वालियर से शिवपुरी यह रेलवे लाइनें एसी हैं जिन में यात्रियों को सफर करना बहुत ही दुःख मालूम पड़ता है । एक घंटे में १० मील से ज्यादा य गाँड़ियाँ नहीं चलती हैं आँर यदि आप किराए को देखें तो वह बहुत ज्यादा है । जहाँ ग्वालियर से शिवपुरी ७२ मील है वहाँ उसका ११२ मील लगाकर उसी हिसाब से किराया लिया जाता है । ग्वालियर से शिवपुर १२४ मील है लेकिन किराया १५६ मील का लिया जाता है । कहने को तो कहा जाता है कि किराया पाँच पाई मील के हिसाब से लिया जाता है लेकिन मील कसैँ बढ़ जाते हैं यह मेरी समझ में नहीं आया है । लोगों में इस बारे में जो प्रतिक्रिया हो सकती है उसका आप अंदाजा लगा सकते हैं । इसके बारे में लोगों में बड़ी बेचैनी पाई जाती है । आगरा आँर उज्जैन के बीच जो नैँरो गेज लाइन है उस पर सफर करने वालों से ३४ मील के बजाय ४२ मील का किराया लिया जाता है । इस के बारे में भी लोगों में बड़ा असन्तोष पाया जाता है । इन रेलवे लाइनों को खत्म करके इन जगह रेलवे बोर्ड को मीटर गेज या ब्रॉड गेज लाइनें बिछानी चाहिए । ऐसा करने से रेलवे को लाभ होगा । यदि कोई ग्वालियर से शिवपुरी जाना चाहता है तो उसको पूरे १२ घंटे लगते हैं । इस वास्ते कोई भी यात्री गाड़ी द्वारा सफर करना पसन्द नहीं करता । इस वास्ते वे लोग बसों, ट्रक इत्यादि से ही सफर करने के ज्यादा इच्छुक होते हैं । इससे रेलवे बोर्ड को

[श्री राधेलाल व्यास]

भी नुकसान हो रहा है। मंरा निवेदन है कि रेलवे बोर्ड को इस ओर ध्यान देना चाहिए ताकि जो नुकसान हो रहा है उससे बच सके।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि मध्यभारत के ग्वालियर, शिवपुरी, गुना, राजगढ़, शाहजहांपुर और उज्जैन के जिलों के बीच कोई रेलवे लाइन नहीं है। नक्शों को देखने से आपको मालूम होगा कि सेंट्रल रेलवे और वेस्टर्न रेलवे गाड़ियाँ हमारे मध्यभारत के किनारे पर से होकर जाती हैं। यहाँ इन जिलों में इन गाड़ियों के होकर न जाने से बड़ी तकलीफ होती है। इन इलाकों का सर्वे भी हुआ था। ग्वालियर से शिवपुरी होकर और वहाँ से गुना, राजगढ़, आगरा, शाहजहांपुर होते हुए उज्जैन तक एक रेलवे लाइन बिछाई जाए तो इससे बहुत लाभ होगा। शिवपुरी तक एक २२ मील का टुकड़ा है वह नौरो गेज से ब्रॉड गेज हो जाएगा। मंत्री महादेय ने कहा है कि उज्जैन और इंदौर के बीच में एक नई रेलवे लाइन बिछाई जाएगी लेकिन मैं पूछना चाहता हूँ कि यह किस के लिए बिछाई जा रही है। ट्रांसपोर्ट की बड़ी तकलीफ थी, माल के यातायात में बड़ी डिफिकल्टी थी इसको दूर करने के लिए, व्यापारियों के लाभ के लिए और वहाँ से देश के दूसरे हिस्सों में माल भेजने में जो दिक्कत होती थी उसको दूर करने के लिए और लाभ उठाने के लिए ही यह रेलवे लाइन बिछाई जा रही है। इससे लोगों में कोई उत्साह नहीं हो सकता। इसीलिए मैं उनसे यह निवेदन करना चाहता हूँ कि यदि वे चाहते हैं कि लोगों में उत्साह हो तो उनको चाहिए कि ग्वालियर से उज्जैन तक एक नई लाइन बिछाई जाए। भोपाल और उज्जैन के बीच जो लाइन है उस में इतनी ज्यादा भीड़ होती है कि लोगों को चढ़ने तक की जगह नहीं मिलती। इस लाइन पर १४ मालगाड़ियाँ और ६ पैसेंजर गाड़ियाँ भी चलती हैं। इन सब गाड़ियों के आने जाने से बड़ी तकलीफ का सामना करना पड़ता है। बढ़ाऊँ से एक लोकल गाड़ी जाती है वह आम तौर पर लेट जाती है। लोग कहते

हैं कि यह कैसे स्वराज्य हुआ कि इस जमाने में यह गाड़ियाँ देर से जाती हैं। इस का नतीजा यह होता है कि मुसाफिरों को कनेक्शन नहीं मिलते हैं। भोपाल और उज्जैन के बीच जो गाड़ी जाती है वह अकसर लेट जाती है जिस के कारण एक तो लोगों को बड़ी तकलीफ होती है और दूसरे उनको दूसरी गाड़ियों के कनेक्शन नहीं मिलते जिन पर कि उनको जाना होता है। पहले तो उज्जैन तक एक टिकिया लगा करता था वह भी बन्द कर दिया गया है। उज्जैन एक बहुत भारी तीर्थस्थान है, वहाँ मेल होते रहते हैं हजारों और लाखों यात्री वहाँ जाते हैं उनकी सुविधा के लिए पहले रेलवे बोर्ड स्पेशल गाड़ियाँ चलाया करता था परन्तु आज इसकी ओर कोई ध्यान नहीं दिया जाता है कि कितने यात्री आएं और उनकी सुविधा के लिए कितनी गाड़ियाँ चलाई जानी चाहिए। हर जगह पर यही हालत है। लोग कहते हैं कि जो सुविधाएं पहले अंग्रेजों के जमाने में थीं वे आज कहीं नहीं हैं। इसीलिए रेलवे बोर्ड को इन सब बातों की ओर ध्यान देना चाहिए और इनको दूर करने की कोशिश करनी चाहिए जिस से लोगों की शिकायतें दूर हों। उज्जैन और भोपाल के बीच जो गाड़ी चलती है वह बहुत ही कम स्पीड से चलती है और बहुत समय लगता है। इसको एक्सप्रेस बग्या जा सकता है जिस से कि समय की बचत हो। उज्जैन से ग्वालियर तक एक नई रेलवे लाइन चालू की जा सकता है ताकि लोग जल्दी से यात्रा कर सकें और जगह जगह बदलने की जरूरत न हो। वेस्टर्न रेलवे की एक फ्रीटियर मेल तो जाती है लेकिन उसमें थर्ड क्लास के पैसेंजर बैठ नहीं सकते हैं। और जो एक लोकल ट्रेन है जो कि गुना और मथुरा के बीच चलती है वह आम तौर पर लेट होती है। केवल एक ही गाड़ी से लोग सफर करते हैं और उसमें इतनी भीड़ रहती है कि लोगों के लिए सफर करना मुशकिल हो जाता है और उनको बड़ी भारी तकलीफ का सामना करना पड़ता है। उसमें सात आठ डब्बे रहते हैं जिनमें से एक

स्त्रीपिंग कोच चली गयी, एक लेडीज के लिए डब्बा चला गया, एक डब्बा अपर क्लास के लिए चला गया, एक डब्बा तीन सौ मील से ऊपर जाने वालों के लिए चला गया, एक गाह्वर का डब्बा चला गया। एक दो डब्बे रह जाते हैं जो कि मामूली यात्रियों के लिए रहते हैं। उनमें मामूली यात्री चल सकते हैं। पहले एक जनता गाड़ी चलती थी, पर वह बन्द कर दी गयी। इससे जनता को तकलीफ हो गयी। यह कोई अच्छी नीति नहीं है। मैं चाहता हूँ कि रतलाम से दोहद तक या दिल्ली से बड़ौदा तक एक जनता एक्सप्रेस चलायी जाय जिससे यात्रियों को तकलीफ न हो। केवल एक गाड़ी से काम नहीं चल सकता।

अन्त में मैं एक और निवेदन करना चाहता हूँ कि नई गाड़ियों को खोलते समय उनको विचार करना चाहिए कि उज्जैन से ग्वालियर तक एक नई लाइन चलायें। उज्जैन और भोपाल के बीच इतना ज्यादा लोड रहता है कि समय पर माल नहीं आता। उसके लिए जरूरी है कि एक नई गाड़ी खोली जाय। वह जल्दी ही खोली जानी चाहिए। यह चार पांच जिलों की मांग है। मध्यभारत गवर्नमेंट ने भी इनकी सिफारिश की है।

इन्हीं शब्दों के साथ जो आपने मुझे समय दिया उसके लिए धन्यवाद देते हुए मैं अपना स्थान गृहण करता हूँ।

Shri Thimmaiah (Kolar-Reserved-Sch. Castes): Sir, I congratulate the Railway Minister on the various improvements he has made during the period after the attainment of our independence. The development of railways after the attainment of independence is quite satisfactory and nearly about 421 miles of railway construction has been completed and construction of another 330 miles is still to be achieved.

While congratulating the Minister on the progress of the Indian railways we feel a little bit dissatisfied when we see the increase in expenditure on the railways. Of course, the Railway

Minister has given satisfactory reasons for the increase of working expenditure, but, nevertheless, it ought to have been the duty of the Ministry and his administration to see that the working expenditure is not increased so much and on account of that he ought not to have come with a proposal to change the railway fares and freights.

Sir, in order to meet the increase in the working expenditure, now the hon. Minister has proposed to change the railway fares and also the freight rates. In the first leg he wants to raise the railway fares. I want to submit to the Minister that in the first leg of 150 miles, in these short distances, only the poor peasants and agriculturists will travel and they will travel several times. Therefore it means that the Minister wants to exploit those poor people and I think it is not fair. For that he gives a consolation that he has decreased the fares for long distances. Those who travel long distances are not poor people. They are always mostly rich people and I think there is justification for taxing those people rather than these poor people. Therefore, I request the hon. Minister not to increase the fares for distances in the first leg.

Then, for the first 300 miles he wants to increase the freight rates by ten per cent. This will also hit the small trading class of poor peasants who carry their vegetables or provisions to markets in cities at a distance of 300 miles. Therefore, even this I do not think will make the Minister popular among the poor people, and I request that he may dispense with this proposal also.

Next I come to the amenities provided for the third class passengers. I have seen several stations on the Southern Railway where the lavatories are still very dirty. The waiting rooms including those provided for second class passengers are full of bugs. The furniture provided there are all old types and they need repairs. When we enter these waiting rooms we feel as if we were in the 14th or 15th century.

[Shri Thimmaiah]

In the stations there are certain shops and restaurants. If you compare the rates at which coffee, foodstuffs, cigarettes, pan and other things are being sold they are comparatively higher than the rate at which we get these things inside the city. The quality of coffee and foodstuffs they provide is horribly bad and the passengers have no time to think whether they are good or bad. They simply pay the money and go away. This is another type of exploitation that is being done by the restaurant people at the railway stations.

There is yet another type of exploitation at railway stations. Whenever a villager comes with his children without proper tickets, the ticket collectors collect an abnormally excess rates from those villagers and sometimes they also harrass those ignorant villagers.

Now I come to the amenities provided in the train itself. Here I want to narrate my own case on the floor of this House. There is a through compartment from Bangalore to Delhi. The Minister was kind enough to accede to our request when we asked him to provide one through compartment from Bangalore to Delhi. The arrangements for reservation is such that through passengers from Bangalore to Delhi would be put to hardship and they will not get seats in the through compartment whereas cut-passengers are provided there. When I wanted to book my seat seven days before I started my journey, the station authorities said that there is no seat in the through compartment and that I will be given only one seat for my wife. I thought there was no seat available and that all the seats must have already been booked by through passengers. But, when I went to the Station on the day of my journey. I saw that cut-passengers were given seats inside the through compartment and I, a through passenger was not given a seat. Then I exchanged seats

with a cut-passenger and when I came to Madras I was put to lot of inconvenience by the Station Superintendent who said: "This is quota system and you cannot expect all the seats to be booked from Bangalore. Some seats are to be reserved for Madras passengers who are to go to Delhi." Therefore, you see that a passenger who starts from Bangalore to Delhi does not get a seat in the through compartment whereas a passenger who starts from Madras will get a seat. I had to shift from compartment to compartment with my luggage, with my children and with my family. That too, just a few minutes before the departure of the train the Station Superintendent came and said: "This compartment is booked for somebody else and you have to travel in some other compartment." This is how the officers arrange the reservation. This shows complete lack of commonsense and I have to say that this is a useless system.

Now I come to the *ex-State* officers of the Mysore State Railway. The Mysore State Railway was a No. 1 railway. It was highly efficient. It was inspected by the Indian Government Inspectorate which they now are going to take over to the Railway Department. At the time of integration they were promised that they will be given the same seniority and that their status will not in any way be less than what they were. I can read the terms of the agreement. The Krishnamachari Report says: "On terms and conditions not less advantageous than in the service of the State." This was the agreement entered into between the States Ministry of the Indian Government and the Mysore State Government. But what did the Railway Board do? They did not want to do this. They never wanted to provide class one jobs for all these 40 or 50 officers of the Mysore State. With this view they somehow evaded that issue and provided them all with Class II and Class III vacancies. I think only about 20 were provided with Class I jobs. For the rest they have done a great

injustice to these officers. They have lost all their seniority, increments and provident fund, and they are given a step-motherly treatment.

[SHRIMATI SUSHAMA SEN in the Chair.]

If they were in the State service they would have enjoyed all the privileges. Even today, if this subject of Railways is removed from the Centre and given back to the States, we can manage efficiently, and I think the railway development would have made much more progress as far as Mysore State is concerned. Even now I request the hon. Railway Minister to sympathise with these ex-officers who were all enjoying the status of Class I officers and who are now shabbily treated by their own officers and the Railway Board.

Lastly I request him to take some interest in developing railways in the Mysore State. Before integration we had a plan for the development of railways in many districts of Mysore State, but after the integration nothing has been done. Even the Mangalore-Hassan railway line is still under survey; I do not know when it will be completed. I request the hon. Minister to see that it is completed within the First Five Year Plan period.

In my constituency that is Kolar Dist. there is a narrow gauge line to the extent of 106 miles. We are requesting the hon. Minister to see that it is converted into metre gauge, and I request him now also to see that this is taken up in the Second Five Year Plan and converted into a metre gauge.

Then there is the Nandi Hills Station in Kolar which is worth visiting and hundreds of visitors go there. I request the hon. Minister to see that Nandi Hill is treated as a hill station and arrangements are made to that effect.

श्रीमती कमलेंद्र मात शाह (जिला गढ़वाल—
पश्चिम व जिला टिहरी गढ़वाल व जिला
बिजनौर—उत्तर) : सभापति महोदय, मैं आपकी
धन्यवाद देती हूँ कि आपने मुझे इस विषय पर

बोलने का अवसर दिया। रेलवे मंत्री को मैं
बधाई देती हूँ कि उन्होंने मेरे ह्याल से एक
काफी अच्छा बजट रक्खा है और उनके भाषण
में काफी अच्छी अच्छी बातें मौजूद हैं। मेरे
विचार से चाहे कुछ भी कोई कहे, हमारे रेलवे
के मंत्री महोदय गरीबों की सुख सुविधा का
ध्यान रखते हैं। मैं ने एक दो सुझाव जो उनके
पास भेजे थे, उन्होंने उन पर विचार विमर्श
करने का आश्वासन दिया है। उसके लिये भी
मैं उनका बहुत आभार मानती हूँ।

बजट में सड़कों के निर्माण के सम्बन्ध में
भी जिक्र है और यह स्वागत योग्य है कि नयी
सड़कों के निर्माण की तरफ आवश्यक कदम
उठाये जा रहे हैं। इसी तरह की और भी अच्छी
अच्छी बातें उसमें रक्खी गयी हैं। सड़कों
की बात में इसीलिये कह रही हूँ कि यदि सड़कें
बनेगीं तभी उन पर रेलवे लाइन चल सकती
है, इसीलिये पहले सड़कें बनें फिर उनके
ऊपर रेलवे चलाई जा सकती हैं। देश के अन्य
स्थानों में भी मैं देखती हूँ कि बजट में
नई नई लाइनों का एक जाल सा बिछा दिया
है और उनका यह कार्य सराहनीय है। मैं मंत्री
महोदय की सेवा में एक निवेदन करना चाहती
हूँ और आशा करती हूँ कि वे उस पर विचार
करने की कृपा करेंगे। मेरा निवेदन और मांग
यह है कि कृषिकेस से रुद्रप्रयाग तक जो
लगभग ८२ मील पड़ता है, एक रेलवे लाइन
खोलने की कृपा करें। अभी तो शायद यह
मालूम हो कि इसमें बहुत खर्चा आयेगा लेकिन
बाद में इस लाइन के बन जाने से रेलवे विभाग
को पन्द्रह गुनी आमदनी इस लाइन के खुल
जाने से होने लगेगी। रेलवे मंत्री मेरे सुझाव पर
विचार करें और मेरी उनसे प्रार्थना है कि यह
रेलवे लाइन खोली जाय। इसका एलाइनमेंट
८, ९ वर्ष पहले हो चुका है और यदि वह मेरे
जिले के जिलाधीश से इस विषय की
फाइल मांगें तो उसमें उनको इस एलाइनमेंट
के बाबत पूरी बातें मिलेंगी। इसीलिये मेरी
आपसे प्रार्थना है कि कृषिकेस से रुद्रप्रयाग तक
एक रेलवे लाइन खोलने के बारे में अवश्य
विचार करें। इस लाइन के खुलने से जो लाभ

[श्रीमती कमलेंद्रु माति शाह]

होंगे वह जिलाधीश से पूछ सकते हैं और यदि आप उधर के किसी आदमी से इस सम्बन्ध में पूछेंगे तो आप स्वयं जान सकेंगे कि यह कितनी लाभप्रद होगी।

आज कल थर्ड क्लास कम्यार्टमेंट्स में जो बर्थ होती हैं वे काफी संकीरी होती हैं और उन पर सोना और बँठना तो दूर रहा, ऊपर चढ़ने में भी बहुत तकलीफ होती है, उन बर्थों को यदि १२ इंच और अधिक चौड़ा कर दिया जाय तो ठीक होगा और रेल यात्रियों को सुविधा होगी।

दूसरा मेरा आपसे यह निवेदन है कि अभी कुछ महीने पहले जब मैं दक्षिण भारत की तरफ गयी थी तो मेरे दखने में आया कि वहाँ रेल से सफर करने वाले तीसरे दर्जे के यात्रियों के लिये भी खाने का बहुत अच्छा प्रबन्ध है और बहुत साफ सुथरे तरीके से कंटेनरों में दही, भात या सांभर, भात जिसको वह कहते हैं, वह दते हैं और वह भोजन बहुत ही सस्ता होता है और तीन आने में एक आदमी का भोजन में पेट भर जाता है। इसी तरह का खाने का प्रबन्ध यदि रेलों में और स्थानों में भी हो जाय तो बहुत अच्छा है और गरीबों को शुद्ध और साफ और साध ही सस्ता खाना मिलने लगे और आज जो उनको मैला और मक्खनियों वाला खाना खाना पड़ता है उससे वह बच जायें। मैं चाहती हूँ कि इस तरह का कुछ प्रबन्ध किया जाय और रेलों में कैंटीन खोली जायें जहाँ लोगों को साफ और सस्ता भोजन मिल सके। मेरी प्रार्थना है कि इस ओर ध्यान दिया जायगा और स्टेशनों पर इस तरह से साफ और सस्ता खाना लोगों को मिले।

मेरा आपसे एक यह निवेदन है कि यदि रेलवे में दो ही क्लास रहें तो काफी अच्छा होगा। मैंने चीन में देखा है कि वहाँ पर सॉफ्ट और हार्ड दो ही क्लास हैं। इससे मैं सार्कसि हूँ

कि निम्न क्लास के जो आदमी हैं उनको काफी स्थान मिल जायगा। अभी उनको कोई स्थान ही नहीं मिलता और वे लटकते हुए और दरवाजा पकड़े हुए जाते हैं, इत्यादि उनके वास्तु और ज्यादा डिब्बे बढ़ाने की भी आवश्यकता है। मेरे ख्याल से दो ही क्लास रखके जायें तो उससे भी फायदा होने की सम्भावना है।

रेलवे विभाग में जो भ्रष्टाचार चल रहा है उसके बारे में मुझे बही कहना है कि भ्रष्टाचारियों को उचित रूप से कड़ा दंड मिलना चाहिए, बही मेरी आपसे प्रार्थना है क्योंकि अपराधियों को और जो भ्रष्टाचारी हैं उनको कड़ा दंड देकर ही हम गरीबों और निरापराधियों को आराम और राहत पहुँचा सकते हैं। बस मुझे इतना ही आपकी सेवा में निवेदन करना था।

Shri H. N. Mukerjee (Calcutta North-East): This House, and the country, always attaches the greatest importance to the working of our railways and its effect on our economy. Its capital of Rs. 961 crores embodies in every pie the toil and sweat of our people, it is manned by a magnificent corps of nearly a million workers; no wonder, Madam, we all await with very great interest the Railway Budget.

I am sorry, however, to have to say that I notice that every year the Minister makes a consistently dispiriting speech. Every time I notice neither a whole hogging drive for efficient administration nor that quality of imagination which in a developmental economy is absolutely indispensable as far as a basic service like the railways is concerned.

I would like to avoid reference to points which have already been discussed, though perhaps a certain amount of overlapping might not be avoided. But it just happened that the other day I was trying to go through the answers to questions in regard to railways, asked on the 28th February

this year, and it struck me that some of the answers represent, so to speak, the quintessence of the Railway Administration and its present position in the country today.

3 P. M.

On the 28th February, several starred questions elicited information which to my mind typify the character of the Railway Administration. In answer to one question, it was said that the Shah Nawaz report regarding accidents was not going to be published at all. Another question elicited the information that the Government was not considering any scheme for renovating the Sealdah station which handles the largest passenger traffic of any station in this country. In answer to another question, we got to know that between 16 to 25 per cent. of our trains run late. Shri D. C. Sharma from Punjab was informed that in the Northern Railway, in the period January to December, 1954, three dacoities were committed. It seemed to be quite a normal thing: that was what was added in answer. It was also said in answer to another question that 25 per cent. of imported parts are used in engine manufacture by the TELCO and that during 1954, 45 imported boilers were used in the manufacture of engines at Chittaranjan. Shri Alagesan added, as far as this year, up till now, is concerned, Chittaranjan has made 86 locomotives and of these 45 boilers were imported and 41 were made in Chittaranjan itself. When Shri S. V. Ramaswami persisted, he got the answer that the stepping up of production from 120 to 200 locomotives will be based on imported boilers for some time. This is a cross section of the questions asked on one single day and the answers elicited on the same occasion show which way the wind is blowing as far as the Railway Administration and its future are concerned.

Railway earnings have increased to a certain extent. But, it is good to remind ourselves that it is still short by about Rs. 8 crores of the traffic receipt figures for 1951-52. It has already been pointed out that the proportion in which rail-

way earnings have risen in relation to the general rise of production in the economy of the country presents a disappointing picture. A rise of 23 per cent. in industrial production is claimed with a lot of hy hullabaloo by Government. But this is reflected in a rise of only 7 per cent in net ten miles. There are more engines and many more wagons on the lines if the railway statistics that are supplied are to be believed, and they have to be believed. How is it that this could happen? We have acquired high-power locomotives from Canada under the Colombo Plan and from the United States under the foreign aid programme. We also hear of improvement in internal production. This point has come up earlier also. How is it that traction power is not noticeable? Is it because the rolling stock is not being expanded? Is it because track conditions are bad? I remember in 1952, the late Shri Gopalswami Ayyangar had admitted that the track conditions were pretty nearly alarming. Is it that track conditions continue to be so bad that in spite of the high-power locomotives, we are not able to get the quick flow of traffic to which we are entitled? Or is it that there are bottle-necks in line capacity at strategic points which prevent expansion?

All these questions might, perhaps,— I do not know for certain—be related to the question of re-grouping, in regard to which the Minister has expressed himself in a manner which, I am afraid, I cannot command. He has told us to realise that it is time that we accepted re-grouping as a settled fact. This kind of language is reminiscent of things that are not very savoury. Because, I think, the essence of political life of a dynamic character is unsettling of settled facts from time to time. I do not see why the Minister should go out of his way to use certain expressions which have taken on a connotation which is not particularly fortunate. Later, he says rightly that in a developing economy, the organisations set up of railways cannot obviously remain static. Certainly that is very obvious. I do not say because I do not know for certain yet,

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that re-grouping has been wrong. I do not say that re-grouping has to be over-turned. But, I say this. The Minister has promised to the Parliament and the country that there would be a thorough-going examination of the results of re-grouping. What I find is that there has been no more than a perfunctory examination and Parliament has been told to keep mum about it. This is something which I am sure, neither Parliament nor the country would be in a position to appreciate. I remember the hon. Minister giving an assurance that the results of the examination of re-grouping will be made available to Parliament and that after a really serious consideration of the matter, we shall reach whichever conclusions are right.

I say also that he has spoken in a very delicate and judicious language about "a judicious re-adjustment of fares and freights in order to offset any possible decrease in railway earnings." We all remember how, on the last occasion, when the question regarding the payment of dividends to the general revenues came up, the Minister was asked—at least I was one of those who asked the Minister—for an assurance that there would not be any increase in fares and freights. The Minister, however, could not be good enough to comply with our request by giving that assurance. But, I was not quite ready for such a quick appearance of the Minister in Parliament to suggest that there should be a "judicious re-adjustment" of fares. This judicious re-adjustment has happened. I am sure a great deal has already been said about it. I need not repeat all that. But, I want to ask the Minister one thing, and it is this. Perhaps the Minister tries to explain away the matter by saying that this is not going to affect very many people and it is not going to bring in a great deal of revenue. If it is not going to bring in a great deal of revenue, why introduce this business at all? Then, I want to ask him, is it or is it not a fact that short distance

travellers represent an overwhelming majority of those who use our railways, and if that is so, why this particular system should be adopted without careful thought, a system which impinges badly on the poor man, both as far as passenger fares and freight on goods are concerned. This point has been discussed threadbare already and so I need not refer to it. But, I want to express my disappointment with the Minister that he should have thought it fit to come so early after his resolution on dividends to general revenues to ask for this judicious re-adjustment of fares and freights.

I wish to refer to a matter which affects my province and my city, the city of Calcutta and the State of West Bengal, and that is in regard to electrification. He has told us that the first sub-phase of electrification of the section between Howrah and Burdwan via main line and Tarkeshwar branch of the Howrah Division has been sanctioned and electrification of the section is expected to be completed by the middle of 1957. I remember very well how about 13 months ago, just before the Congress session was held at Kalyani, 30 miles from Calcutta, the Chief Minister of West Bengal was making public statements with all seriousness suggesting that by the middle of 1956, you would go from Calcutta to Kalyani by electric trains. We are told that we shall be able perhaps—which is not very certain—to travel from Howrah to Burdwan by the main line by the middle of 1957 by electric trains. All talk about Sealdah Division has been more or less a consigned to the limbo of oblivion. I know that in the ruling circles of Delhi, as far as I can make out, there is a feeling that West Bengal is a problem State and Calcutta is a mischief city and therefore, the less attention is given to the development of Calcutta the better for the country. Perhaps, there are people who wish away the existence of Calcutta. They seem

to imagine that Calcutta had better not been on the map of India. But, the trouble is that for historic reasons, in spite of all the wishful thinking of the ruling circles of Delhi, for historic reasons which they cannot obliterate, for concrete objective reasons, Calcutta has come to occupy a certain position in the economic life of the country. This indifference to the development of the economic life of the country, which is implied in the indifference to the development of the economic life of Calcutta, cannot very long be tolerated, not only in a parochial spirit by the people of Calcutta and West Bengal, but by the people of the whole country. When I say this, I am reminded of the continued indifference of the Government towards the Ganga barrage scheme. The Railway Minister, who is also the Transport Minister, knows very well how expert opinion is unanimous that the Calcutta port has no future unless the Ganga barrage scheme is proceeded with at once without any dilly-dallying or shilly-shallying which has continued for so long in regard to this matter.

I find also that it is necessary for me to refer to a matter which I mention every year in the budget speeches, and that is the question of stores. I do not know why, in spite of his very obvious predilection for economy, the Minister is not looking after this aspect of the matter. I find from the report supplied to us that the stores balance stood at the end of 1953-54 at Rs. 52.36 crores. Now, this is a reduction from the year before by nearly Rs. 5 crores, but I do not understand why we do not remind ourselves that the Stores Enquiry Committee reported that the 1950-51 balance of Rs. 45.42 crores was inordinately high, and that that committee had suggested that before the current year there should have been a reduction by Rs. 10 crores. That Committee had used language which usually sedate temperate-minded official committees do not employ, language which is very fitting perhaps from our benches, but that kind of language was used by that

Stores Committee, and how it has described its "shock" at the phenomenon of certain stores being there which would last us from between 162 to 222 years can be seen. All these observations were made by the Stores Enquiry Committee, but the stores balance has not been brought down in as quick a pace as it ought to be.

I find also that the Stores Enquiry Committee had made many recommendations after discussing the shocking state of affairs. They had made recommendations about the availability of excessive stocks in railway stores of certain items of stores like steel bars, rounds, galvanized sheets, copper and enamelled wire etc., and the Committee had suggested that these should be made available for the country's industrial needs. Many crores of rupees, it was discovered by the Stores Enquiry Committee, would be found lying absolutely idle. But this aspect of the matter does not seem to have received the attention of the Ministry, and I wish to know what has been the contribution of our railways to the developing industries of our country. That is a point to which I wish to draw the attention of the Railway Minister.

I wish also to ask him about the continued purchase of very large quantities of stores from abroad. I know that khadi is going to be used as railway workers' uniform, but khadi cannot cover a multitude of all kinds of sins, and I find that even now, in 1953-54, Rs. 26 crores were spent by way of purchase of stores from abroad. Now, this is extremely perturbing because in 1950-51 our foreign purchase of stores amounted only to Rs. 18.37 crores. It lead up to nearly Rs. 30 crores in 1951-52, and this year the latest figures suggest that we shall spend about Rs. 26 crores. I suggest that all this is largely avoidable. After all, the Mulgaonkar Committee had reported that 25 to 30 per cent of our engineering industries have their installed capacity lying completely idle, and I know when the installed capacity of our industries is sought to be

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exploited then Government hands out all the dope to British companies like Balmer Lawrie or Braithwaite or Jessop and so on and so forth, but I suppose the Minister knows that there was recently a great deal of talk about the small engineering firms in and near about Calcutta which were in a very bad way and they could very well be effectively assisted by co-operation with the railway administration.

I wish to refer to only a few other points, and particularly in regard to the continued demand of the staff for a revision of pay scales. I got some very interesting figures supplied to me by some employees, and these figures show how the loans taken from the Bengal-Assam Railway Co-operative Credit Society Limited, which is utilised mainly by class III staff, have increased tremendously from year to year. The Bengal-Nagpur Railway Junior Co-operative Credit Society's loan figures also show how the workers are being driven to take very large amounts of loan from time to time. These loans suggest that living conditions being difficult it is very necessary for these workers to take these loans.

In regard to housing. I know that the condemned wagons in Sealdah division are no longer in the picture, but the Mittra Committee's recommendations regarding the building of four lakh quarters has a very long way still to go.

I wish also to refer to one other matter, and that is the indifferent of the Administration to the demand of the refugees, some five thousand refugee families, who, without any assistance from Government, have rehabilitated themselves. They want conversion of the Lakshmipur halt in Eastern Railway into a flag station, but in spite of the support given to it by all sections, by the Congress President of West Bengal, by the Commissioner of a Division in West Bengal, by M.Ps. and M.L.As., of all parties, by the Railway Users Consultative

Committee and so on and so forth, all kinds of hinderances are put in the way.

I shall conclude by referring to the continued employment of the Safeguarding of National Security Rules which are still being supplied in a fashion which has brought the censure, so to speak, of the Judiciary. I understand already a reference has been made of the case of Anantanarayanan in the Madras High Court where the learned Judge, Mr. Justice Balakrishna Iyer, discussed all the typical charges which are brought against those who have to suffer under the safeguarding of National Security Rules. And one of the observations which the Judge makes is to this effect. He refers to the charge which says about a particular employee "you spread the doctrine of Communism among the public and the railway staff". The Judge says:

"It strikes one as most extraordinary. If a person could be dealt with on this ground, every librarian of our universities and our colleges which use a copy of Marx of Engels would be liable to disciplinary action because by issuing books he spreads the doctrine of Communism."

Now, the world is moving in such a way that even without reading a line of Marx or Lenin, people are understanding the basic necessity of a socialistic reconstruction of society, and even our Government has started talking about a socialistic pattern of society. Therefore, I submit that it is up to the Railway Administration to be conscious of the latest changes in the position, and I say that if that understanding was there, then I am sure the Railway Budget would have been very different from what it has been as presented to the House now.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): Several hon. Members have spoken in this

House about ticketless travel, passenger amenities and catering. They have been speaking of these things ever since the debate commenced. Recently, I have been connected with these items in particular, i.e., ticketless travel, catering and passenger amenities, and the hon. Railway Minister was kind enough to allow me to be associated with these things. Therefore, I take this opportunity of placing some actual facts before the House, and I would like to take the House into full confidence and place things exactly as they are on the railways.

Firstly, ticketless travel. Members have stated that there is considerable amount of ticketless travel. I do not deny that there is still very considerable amount of ticketless travel on the railways. In the month of December we launched a special drive to check ticketless travel through the Railway Magistrates.

An Hon. Member: Throughout India?

Shri Shah Nawaz Khan: Not throughout India, but on sections of the Northern Railway, North-Eastern Railway and the Central Railway—particularly on these. We held a meeting of all the Railway Magistrates in Delhi, and we appealed to them to give us their best co-operation and put forth their best effort.

I would like to place before the House some of the results that they have produced. There are twelve railway magistrates whose reports are available with me now. In one month, the number of persons detected as travelling without tickets was 15,050.

Dr. Lanka Sundaram (Visakhapatnam): Where?

Shri Shah Nawaz Khan: All the railways. Out of this, the number of beggars was 884, and that of railway employees 154. The total earnings in the form of fines and railway dues amounted to very nearly a lakh of rupees. It is apparent, however, that this scourge of ticketless travelling has not ended definitely. Among the cases of ticketless travelling that have

come to our notice, we have been able to deal with most other categories, but the students are still a problem.

Dr. Ram Subhag Singh (Shahabad South): Is it because they find difficulty in purchasing tickets on account of the crowd at the booking windows?

Shri Shah Nawaz Khan: In spite of the fact that the Railways have given concessions to students, in a number of cases, the students have been very rowdy, One way by which we are trying to check this evil is to approach the heads of the various educational institutions, and request them to insist on the students, who have to travel by trains every day, to purchase monthly tickets. In certain areas, we have secured very good results, and things are improving. I would like to take this opportunity of appealing to the student community, who have to travel by trains, and impressing upon them that it is not befitting the nationals of a free country to travel without tickets, particularly the enlightened people like the student community.

Dr. Ram Subhag Singh: Is it because they find difficulty in purchasing tickets at the booking windows?

Shri Shah Nawaz Khan: There will be no difficulty in purchasing monthly tickets, which are much cheaper.

We have also come across a number of cases where ticketless travel was connived at by the railway employees. We are dealing with those particular persons. We are going to show no mercy to any railway employee who abet, or connive at, ticketless travelling. In addition to the fines realised, I would like to tell the House, that whenever these drives are intensified, there is always a very considerable rise in the window earnings. I am sorry I have not been able to collect all the facts and figures regarding the increase in window earnings during the last month, but I have no doubt that the increase in the window earnings would be very considerable. So much for ticketless travelling.

I next come to the question of amenities. The House is aware that Deputy

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General Manager (Amenities) have been appointed on all the Railways. The hon. Minister of Railways and the Railway Board attach the greatest importance to the provision of proper amenities to passengers. I have been going round various places, without giving any prior information, without people knowing that I was the Parliamentary Secretary, and in several cases, changing my dress and appearing something different; and I do not mind admitting that the standard of cleanliness, particularly in third class compartments, third class waiting halls, third class passengers' latrines on stations near the waiting halls, bathing places, etc. had not been receiving the same attention as it ought to have. Later on, I caught hold of some of the Deputy General Managers (Amenities), and in the course of inspection, took them right into the third class passengers' latrines to inspect those things.

Shri Nambiar: Well done.

Shri Shah Nawaz Khan: I wish to assure the House that the Railways are seized of this particular problem. I personally met a number of Deputy General Managers (Amenities), and I can assure the House that those officers have been selected specially for their integrity, for their hard work, and for their sympathy towards the general public and the passengers; those young officers—most of them are very young—are doing very good work indeed.

Shri Dabhi (Kaira North): They are never seen anywhere either in the trains, or in the platforms, even in big stations.

Shri Shah Nawaz Khan: They do not go round saying, we are Deputy General Managers.

Sardar A. S. Saigal: Instruct the regional officers also likewise.

Shri Shah Nawaz Khan: I come now to a subject which is very favourite with this House, viz, the question of

catering. Here again, I do not mind admitting that the standard of catering on certain Railways is not so good as it ought to be. In order to improve the standard of catering on the Railways, the hon. Minister had appointed a high-powered Alagesan Catering Committee.....

Shri Nambiar: Catering Minister Alagesan.

Shri Shah Nawaz Khan: I can tell the House that one of the main grievances that this House always had, was that there were monopolies on the Indian Railways, and that certain vested interests had been created. I can assure the House that the Alagesan Committee went very deep into this problem, and the House would be glad to know that the Alagesan Committee has recommended that large monopolies must be broken up, so that the standard of catering would be improved.

The Minister of Defence Organisation (Shri Tyagi): But may I point out one thing? In the South, recently I had this experience; they supplied so much bulk of food, that most of it was all wasted. Would you ask them not to supply so much in a bulk?

Shri Shah Nawaz Khan: I am sure the Railway Ministry will certainly take a note of the suggestion which has been made by the hon. Minister of Defence Organisation.

Dr. Lanka Sundaram: His facts are wrong.

Shri Shah Nawaz Khan: Since he happens to come from the North, he might be eating less than the people in the South.

Every effort is being made to improve the standard of catering, and an attempt is being made, as was given out by the hon. Minister of Railways in his Budget speech, to cater for the various tastes by regions; and we propose to give some sort of standard food, so that the standard type of food will be available region-wise.

Allegations have been made in this House by some hon. Members that certain caterers or contractors, if they know that an important personality is travelling, give him the best type of food. But if it is some unknown person, then he gets a very poor type of food. I had heard of these things in this House, and I put the matter to test. I went from here to the eastern side, and at one place I ordered food as Parliamentary Secretary.....

Dr. Lanka Sundaram: As Parliamentary Secretary?

Shri Shahnawaz Khan: As Parliamentary Secretary. I specifically asked for a standard meal which has been prescribed by the Railways. The price that is fixed for that standard meal is Rs. 1-4. It contains one dish of meat and two dishes of vegetables. When the 'standard meal' arrived, I was amazed to find that there were seven dishes including pudding.....

Dr. Lanka Sundaram: Because you are Parliamentary Secretary.

Sardar Hukam Singh (Kapurthala-Bhatinda): If you had been a Minister, there would have been ten.....

Shri Shahnawaz Khan: Let me have the last laugh.

I kept all the dishes that should be in the standard meal and returned all the rest—the surplus dishes. Going further on, I changed my dress and nearing Calcutta I became a 'Bengali,—I tried to look like a Bengali—and I put on a *chaddar*. I went to a big refreshment room on the railway.

Mr. Chairman: You said you were going as an official.

Shri Shahnawaz Khan: They did not know.

Dr. Lanka Sundaram: How do you know that they did not know?

Shri Shahnawaz Khan: I tell you, they did not know.

So I went and sat inside that refreshment room. For some time, they just refused to take any notice. Eventually, somebody came. I told him 'I

want some tea'. Tea was brought and I kept on pouring the milk which was brought, into the tea, but it would not change colour. (*Interruption*). Eventually, I asked him to keep some milk on the table. I took that out. He asked, 'why do you want it?' I said, 'I have a baby inside my compartment'. (*Interruptions*).

Shri Tyagi: He meant his Minister. (*Interruptions*).

Shri Shahnawaz Khan: So I took that specimen of milk with me.

When I arrived at Howrah, the General Manager of the Eastern Railway happened to be there. I delivered that milk to him to be analysed. He got it analysed in the railway laboratory. The House would probably like to know of the result. The result was that in that specimen of milk, 80 per cent of the fat content was missing. Having taken out all the cream and all the fat, 55 per cent. water was added to the skimmed milk. So when I came back, the matter was taken up. I can assure the House that a very serious view is being taken of all this and we hope that such contractors who hope to live.....

Shri Bogawat (Ahmednagar South): All are 'such'.

Shri Shahnawaz Khan: ..by means other than real service to the people will have no place on the Indian railways in future.

Sardar Hukam Singh: Where was the baby delivered?

Shri Shahnawaz Khan: I am aware of the fact that there are so many Members who are keen to speak on the Railway Budget, and if I take too much of the time of the House, I am sure Members would object. But there is one very important thing, about which reference has been made in this House, and if I have your permission and the permission of the House, I shall take about ten minutes.

Some Hon. Members: Yes.

Mr. Chairman: Five minutes.

Shri Shah nawaz Khan: Reference has been made to the Report of the Railway Accidents Inquiry Committee in this House as well as in the Rajya Sabha, and since I happen to be the Chairman of the Railway Accident Inquiry Committee, my name was also mentioned on a number of occasions. I would like to place the actual facts about the Report of the Railway Accidents Inquiry Committee before the House. The House will remember that towards the end of 1953 and the beginning of 1954, there were a number of serious accidents, and throughout the country the public was agitating. Government naturally were seized of this position and the hon. Minister of Railways announced in the House on the 20th January, the appointment of a Committee which would review all these serious accidents that had taken place from 1st January 1953 to 10th January 1954, examine the recommendations of the various investigating officers who had dealt with these accidents in the preceding years and also make recommendations to reduce the incidence of accidents on railways.

Sardar Hukam Singh: Was it to review the accidents or to review the findings?

Shri Shah nawaz Khan: The second was to examine the recommendations which had been made by the investigating officers in regard to the accidents that had taken place and find out to what extent their recommendations had been implemented.

The House knows that the Committee consisted of myself as the Chairman, and Shri Mubai, Chief Government Inspector of Railways, and Shri Sen, a retired General Manager of, I think, the Central Railway, as members. The Committee toured all railways; particularly, we visited all the focal points where there had been a large number of accidents or where there was a rush of traffic. We visited all those centres. We started functioning from 1st February and we were asked to submit our report in three months. During this time, the Committee reviewed

3282 accidents, and I can tell the House that the Committee went very deep into all aspects of railway working. On the floor of this House, I would like to express my gratitude to my colleagues, Shri Mubai and Shri Sen, and Shri T. N. Dhar, who was the Secretary of the Committee, for the hard work they did and for the great interest they took in the work of this Committee. The Report was submitted to the hon. Minister on the 30th April.

The House knows that, personally, I am no expert on railways. But I did have the benefit of having Shri Mubai and Shri Sen, who were experts on the working of railways, with me. I wish to tell this House in all sincerity that in the Report of this Committee we concealed nothing and exaggerated nothing. We were interested in finding out exactly how things were and then present a true picture to my hon. Minister who had appointed the Committee.

Shri A. M. Thomas (Ernakulam): Is that the reason why it is not published?

Shri Nambiar: A very correct question.

Shri Shah nawaz Khan: Hon. Members must have seen from the report of the Reviewing Committee certain remarks. I would read a paragraph. It is stated in the report of the Reviewing Committee, of which also I was the Chairman, and Mr. Bhadwar, Chairman of the Railway Board and Shri L. P. Mishra, Shri Ranjit Singh were members, and the Secretary was Shri Pattabhiraman, that—"the Committee has thoroughly probed into every weakness that could be found in the railway procedures and practices."

Kumari Annie Mascarene: How do they account for the recurring breakdown of bridges?

Shri Shah nawaz Khan: Old age.

In short, I would like to say that the Committee saw and stated things

exactly as they were. We were fully aware of the numerous difficulties that the railways were facing. We were aware of the very serious shortages of material, very serious shortages of stores. Just before me, an hon. Member spoke and he said that huge stores were being accumulated on the railways. I can inform the House that there may be surplus of certain stores but there was shortage of particular types of stores and the railways were having a very very difficult position and the shortage of these stores is a thing for which the Railway Board or the Railway Ministry cannot be held responsible because we had to obtain our supplies of stores through another agency. There were numerous difficulties with which the railways were faced. But the Committee was not concerned with the difficulties of the railways or what their problems were. We were concerned with finding out what exactly were the weaknesses and what were the failings, if any, in the working of the railways. The Committee reported on things as they should be under ideal conditions. I am sure the House will agree that the ideal conditions which we are trying to bring about on our railways do not exist just at the present moment.

After the Report was submitted to the hon. Minister, it was sent to all the railways for their remarks. On the 7th of July, 1954, there was a meeting of the National Railway Users Consultative Committee. At that meeting, a desire was expressed by certain hon. members that they as the representatives of the public would also associate with the findings of the Railway Accidents Enquiry Committee. It appears to me that there was some misapprehension about the appointment of the Reviewing Committee and I wish the House to understand the circumstances under which this Reviewing Committee was appointed. The members of the National Railway Users Consultative Committee expressed a desire that they too would like to be associated with the Report of the Railway Accidents Enquiry Committee

and they felt that there would not be much greater confidence in this report if they were also associated with it. In conformity with their wishes, on the 24th September, a Reviewing Committee was appointed to review the Report of the Railway Accidents Enquiry Committee in the light of the actual conditions as they existed and in the light of the remarks which had been received from all the railways and also to make suggestions how best the recommendations of the Railway Accidents Enquiry Committee could be implemented. I was asked to associate myself with the Reviewing Committee. I was told by the Railway Board that there were certain additional data which, perhaps, had not been available when we went round. They also wished to place that before us and they wished to review the actual recommendations of the Railway Accidents Enquiry Committee in the light of the actual conditions existing in India today and also in the light of the remarks submitted by the General Managers of the various railways. I frankly admit that I had no hesitation in associating myself with the Reviewing Committee. If any hon. Member feels that I was forced into accepting something—my hon. friend Shri T. K. Chaudhuri was trying to make out yesterday that poor Shah Nawaz was forced into it—I may assure him that poor Shah Nawaz cannot be forced into doing things which he does not like.

Shri Nambar: We see the bold Shah Nawaz now.

Mr. Chairman: Already you have had more than ten minutes.

Shri T. K. Chaudhuri (Berhampur): May I make an appeal. We rarely hear. Shri Shah Nawaz and this is an important matter over which the House must have concern. Therefore, let him have some more time (*Interruptions*).

Shri Shah Nawaz Khan: I would like to tell the House that the data that was placed before the Reviewing

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Committee, but which we had not consulted during the preparation of the Report of the Railway Accidents Enquiry Committee, was data concerned with operational efficiency of the British and American railways. The position we saw during our enquiry, we did not consider satisfactory; but when the actual data was supplied to us regarding the operational efficiency of the British and the American railways, which had the best available equipment, where the shortage of stores was not the problem, there too, from the comparative data supplied to us, we found—and it was a very gratifying thing for me and a revelation to me—that the number of accidents, that the number of persons killed and injured etc. were very much less in the Indian railways than on the railways of some of the best run countries of the world and the most modern countries like England and America.

Shri A. M. Thomas: In those countries, is there not more of traffic intensity than we have in our country?

Shri Shah Nawaz Khan: Hon. Members must have seen from the report of the Reviewing Committee that was placed before them that the Committee has admitted that under the conditions as they exist in India at present, the need “for constant, competent and intensive supervision cannot be over-emphasised” Really all the recommendations of the Railway Accidents Enquiry Committee are embodied in this very significant paragraph.

As to the reason why the Report of the Railway Accidents Enquiry Committee has not been made public I am not competent to say, but if it is considered necessary, the hon. Minister will probably explain in his speech.

Sardar A. S. Saigal: I want to ask one question.

May I put the question to the hon. Minister?

Mr. Chairman: I have called on Pandit D. N. Tiwary already.

पंडित डी० एन० तिवारी (सारन दृष्टिगत) : सभानेत्री जी, रेलवे मिनिस्टर साहब ने अपने इतने वर्षों की कार्यवाही से और अपने इस साल के बजट से ऐसा कर दिया कि हम लोगों को जो चिरोपी दलों के कुछ सुन्दर भाषण सुनने को मिलते थे, उस से हम लोग महलूम रह गये । लोग उन की तारीफ ही करते हैं और पार साल या उस से पिछले साल जो स्कोरिंग क्रिकीटीसम्भ लोग किया करते थे उन को सुनने से हम लोग महलूम रह गये, इस से बढ़ कर तारीफ की बात और क्या हो सकती है ।

कुछ लोगों ने रेलवे टेलिस्कोपिक रेट्स के बारे में सवाल उठाया है । उस सदन में भाषण दते हुए रेलवे मिनिस्टर साहब ने कहा है कि मैं जर्नी के चार लेग कर दूं या नहीं यह सोच रहा हूं । तीन लेग से चलना ठीक नहीं इसीलिये चार लेग कर देना ही ठीक होगा । कोई भी जानवर या कोई भी गाड़ी चार लेग वाला अच्छा होता है । इस वास्ते मैं कहूंगा कि आप एक लेग १०० मील का कर दें और १०० मील से ऊपर और २०० मील तक का दूसरा लेग करके किराया बढ़ा दें तो कोई मुजायका नहीं है । इस लिये कि गरीब लोग कचेहरी या अपने सम्बन्धियों के पास जाते हैं तो वह नजदीक नजदीक ही जाते हैं । इस लिये १०० मील तक का किराया न बढ़ाने से उन लोगों को ज्यादा किराया नहीं देना पड़ेगा । साथ ही आशा है कि हमारे रेलवे मंत्री जी कुछ उन लोगों के लिये भी कर रहे जो थोड़ी दूर तक माल ले जाने वाले हैं ।

रेलवे में बहुत प्रगति हुई है, यह जाहिर ही है और लेबर के लिये भी कुछ इन्तजाम हुआ है और आखिरी भाषण मंत्री महोदय ने दिया उस में उन्होंने कहा है कि मैं ने एक नेगीशिएरिंग इंस्ट्रुमेंट कायम कर दिया है और इस से सब लोग सैटिस्फाइड हैं । लेकिन मैं इस सम्बन्ध में इतना कहूंगा कि वह डिस्ट्रिक्ट लेवल पर भी होना चाहिये जिस में

एम्प्लायीज के छोट छोट ग्रीवान्सज डिस्ट्रिक्ट खेले पर ही खत्म हो जायें। मुझे रेलवे एम्प्लायी के ग्रीवान्सज को रिप्रेजेंट करने का मौका मिला है, उस में मैंने देखा है कि कुछ अफसरों में ह्यूमन टच न रहने की वजह से मामला बिगड़ जाता है और अगर डिस्ट्रिक्ट खेले पर नेगोशिएटिंग मशीनरी कायम कर दी जाय तो बहुत आसानी से हल हो जायेगी और रेलवे बोर्ड को भी बहुत तकलीफ नहीं उठानी पड़ेगी।

मैं एक और बात बतलाना चाहता हूँ। सब कुछ तो बजट में अच्छा है लेकिन एक बात की खामी है। एकस्प्लेन्टरी मेमोरैंडम के पेज 5 पर लिखा हुआ है :

“The Consumption rate of coal has increased”

यह बहुत खतरनाक है। मैंने इस के बारे में एक आध प्रश्न भी किये थे कि कोल की चोरी बहुत होती है। आप पहलेजाघाट और मौकामाघाट की तरफ जा कर देखिये कि जो कंट्रॉलर्स सिन्डर्स लेते हैं वह किस तरह से ड्राइवर्स को एक आधा रुपया दे कर ज्यादा कोयला गिरवा लेते हैं। इस तरह से यह मालूम होगा कि रेट आफ कंजेशन नहीं बढ़ा है बल्कि कोयले की चोरी की मात्रा अधिक हो गई है, इस पर ध्यान दिया जाय तो बहुत सुधार हो सकता है और खर्च बहुत कम हो जायेगा।

आज रेलवे ही एक एंसी सर्विस है जिस की तारीफ चारों तरफ हो रही है। एडमिनिस्ट्रेशन के और महकमों के बारे में जरूर शिकायत है, लेकिन रेलवे की तारीफ सब लोग करते हैं। लेकिन इतनी तारीफ के होते हुए भी एक रेलवे एंसी है जो आज तक सभी सुविधाओं से महारूम रही है और वह है नार्थ ईस्टर्न रेलवे। इस रेलवे का एक पूरा का पूरा बीजन गोरखपुर से पंडु तक बराबर नेगलेक्टड रहा है। मुझे साउथ में ट्रेवल करने का मौका मिला है, मीटर गेज की बड़ी सुन्दर गाड़ियां वहां पर हैं और बड़ा अच्छा इन्तजाम है, लेकिन हमारे वहां की यह मीटर गेज गाड़ी है जो गोरखपुर

से चलती है, न मालूम क्या हो जाता है कि वह ठीक नहीं हो पाती। आज कल जो चंजरमैन हैं वह नार्थ ईस्टर्न रेलवे के बेंजरल मैनजर रह चुके हैं, आशा है कि वह इस के लिये कुछ चेष्टा करेंगे।

श्री एल० बी० शास्त्री : वह उसी तरफ के रहने वाले हैं।

पीडित डी० एन० तिवारी : उस तरफ के होने की वजह से शायद वह अपने यहां की चीज की तरफ ध्यान न दे सकते होंगे। वह लाइन इलाहाबाद तक आई है, लेकिन शायद दुर्भाग्यवश हमारे रेलवे मिनिस्टर साहब को बहुत कम इस लाइन से चलने का मौका मिला होगा। इसलिए वह वहां की तकलीफों को नहीं जानते होंगे। इस गाड़ी में न लाइट का ठिकाना है, न पानी का और न पाखाने का ठिकाना है। बड़ी ही गन्दगी रहती है। किसी भी चीज का ठिकाना नहीं है।

एक माननीय सदस्य : उधर के लोग गन्दे होंगे।

पीडित डी० एन० तिवारी : आप के ख्याल से जो पैसेन्जर वहां जाते हैं वह गन्दे हो सकते हैं क्योंकि आप शायद साफ सुथरी जगह के रहने वाले हैं और ऊंचे क्लास के हैं। लेकिन गवर्नमेंट ने अन्डर्वेलण्ड एरिया को डेवलप करने का बीड़ा उठाया है इस लिये आप की ओर न देख कर अन्डर्वेलण्ड एरिया को डेवलप करना उन का पहला फर्ज है। इस लिये मैं कहता हूँ कि नार्थ ईस्टर्न रेलवे में सुधार कम हुआ है और वहां पैसेन्जर्स एमनेंटीज भी कम हैं। मैं सोनपुर स्टेशन का मामला लेता हूँ। सोनपुर एक एंसा स्टेशन है जो बहुत बड़ा है और संसार का सब से बड़ा मंला वहां लगता है। शायद संसार का सब से बड़ा प्लेटफार्म भी वहीं पर है, लेकिन यात्रियों को इस पार से उस पार जाने के लिये कोई फुट ब्रिज नहीं है। एक प्रश्न का उत्तर देते हुए श्री शाहनवाज सां ने हम को बतलाया था कि यह तय हो गया है कि फुट ब्रिज बना दिया जाय लेकिन कब

[पंडित डी० एन० तिवारी]

बनाया जायेगा इस का कोई ठिकाना नहीं। हर साल वहाँ एक-दो आदमी कट कर मर जाते हैं। मालूम होता है कि हमारा रेलवे मंत्री वहाँ कुछ और बलिदान चाहते हैं तभी जा कर वह बिज बनगा। मैं उन से बतलाना चाहता हूँ कि यही नहीं कि वहाँ पेंसेन्जर ही कटते हैं बल्कि एक स्टेशन मास्टर का लड़का भी कट गया जो बाप को खाना देने आया था। इन्डियन की तरफ से रेलवे स्टेशन को जाने के लिये कोई रास्ता नहीं है। जो भी अफसरान गये होंगे उन्होंने दस्ता होगा कि सोनपुर का प्लेटफार्म इतना बड़ा है, करीब एक मील लम्बा है, कि आदमी इस सिर से उस सिर तक जाने की तकलीफ को बहुत महसूस करता है।

दूसरी बात जो आप की रिपोर्ट में है वह यह कि टार्निंग बहुत इम्प्रूव हुआ है। और सब जगह जरूर इम्प्रूव हुआ है लेकिन एन० ई० आरु में जरा भी इम्प्रूवमेंट नहीं हुआ है। रोब कुछ न कुछ शिकायत इस बार्ड में पटना के अखबार में रहती है। इस रेलवे पर अफसरान का व्यवहार भी ठीक नहीं है और टार्निंग तो ठीक है ही नहीं। खास कर इलाहाबाद पेंसेन्जर और २१२ अप ट्रेन तो तीन तीन चार चार घंटे तक लेट रहती हैं। साथ ही जो पहलेजाघाट जाने वाली गाड़ियाँ हैं वे भी कभी टाइम पर नहीं आती और बराबर पटना का कन्क्शन छूट जाया करता है।

इस के बाद मैं घाट टूट घाट बुकिंग की बात कहना चाहता हूँ। पहलेजाघाट से पटना की बात पर खास तौर से ध्यान दिलाना चाहता हूँ। पटना बिहार का कौण्टर है और पहलेजाघाट से बहुत से लोग पटना आते हैं। हर एक को चार आना पैसे ज्यादा देना पड़ता है। इसीलिये लोग क्या करते हैं कि जहाज वालों से मिल कर वे पैसे दिए चले जाते हैं, या कम पैसे दे कर चले जाते हैं, या नाब पर चले जाते हैं। इस से रेलवे की आमदनी घट जाती है। मैं जानना चाहता हूँ कि क्यों घाट टूट घाट बुकिंग नहीं होती है। अब लोगों का

वोरी से कम काम दे कर काम चल जाता है तो वह चार आना रेलवे को क्यों दे ?

4 P.M.

Mr. Chairman: There are many more Members yet to speak.

At this rate, I do not think others will get a chance.

Pandit D. N. Tiwary: All the Members are given ten minutes each.

Mr. Chairman: It is more than ten minutes now, for you.

पंडित डी० एन० तिवारी : एक बात और है। एन० ई० रेलवे में बहुत से टैम्पोररी एम्प्लॉई हैं। मैं ने प्रश्न किया था तो कहा गया था कि इनको निकाला नहीं जायेगा। अब १६६ आदिमियों को नॉटिस गया है कि तुम सररिजिस कमीशन के सामने उपस्थित होओ। जगह केवल ६० हैं। १६६ आदिमियों को बुलाया जा रहा है। न मालूम इनको कैसे एडजस्ट किया जायेगा। उचित तो यह था कि ६० जगह देकर जो बचते उनको पीछे जगह दी जाती।

साथ ही मैं यह कहना चाहता हूँ कि आपके वहाँ कुछ सीजनल एम्प्लॉयमेंट्स होते हैं। उन लोगों का कोई ठीक नहीं होता। बेचारा टकटकी लगाये दखते रहते हैं कि काम मिलता है या नहीं। उनमें से कभी किसी को बुलाया जाता है कभी किसी को। उनकी उम्मीद टैम्पोररी काम करते करते ही नीत चुकी है। इनका भी कुछ इन्तिजाम करना चाहिए।

सभापति महोदय : अब आप खत्म करिये।

Shrimati Maydeo (Poona South): I must thank you first for giving me a chance. After listening to the speeches of some of the hon. Opposition Members who had found so many shortcomings and faults in the Railway Ministry's administration, one feels like asking oneself and find out whether there are any good things at all. But then, it is also necessary that there should be some criticism: otherwise, the Parliamentary Secretary would not have seen to the catering &c-

partment of the railway Administration and found out what was the condition there.

The current year's budget has many features which are well drawn, and yesterday, our ex-Labour Minister Shri V. V. Giri, gave unsolicited tributes to our Minister of Railways, the Deputy Minister of Railways and the Parliamentary Secretary and expressed real appreciation of the achievements. I also share the belief that our Railway Department's administration is in safe hands, and so, there should be no anxiety as to the progress or the efficiency of this department.

We find from the reports that our people also have become more travel-minded, because they find that travel nowadays has become more comfortable and so many amenities and so many improvements have been made in the Administration. If we refer to the report, we will find that the earnings of the Railway Ministry are the highest from the third class passengers. The earnings from all the upper classes taken together, are only Rs. 10 crores, while the third class passenger earnings amount to Rs. 91 crores. So, it appears that the third class passengers are the real patrons of the Railway Administration, and they are the real consumers of the railways. It is, therefore, quite necessary that at a time when we think of any improvements, we should first think of the third class passengers, and then chalk our programme. But I was rather surprised to find that from the 1st April, the hon. Minister intends to allow inter class passengers to travel as second class passengers and second class passengers to travel as first class passengers. Last year, the Minister had declared that there would not be any first class, and instead, air-conditioned coaches were introduced. This year again he has begun introducing first class and second class coaches. These two classes will be allowed the same rates of fares, and he has made changes and increased the rates of third class passengers. I find from the two days' discussions that almost all

the Members have mentioned about the increase in the rates for distances up to 150 miles. Yesterday, the Minister told the Rajya Sabha that he was thinking of bringing out some adjustments and finding out if there can be a fourth leg. But as he says, when there would not be an all-round increase in the earnings by increasing the short distance rates, then, why should he try to have this, and just take up the disappointment from the people? He can very well choose to increase the rates of inter class and second class a little as he was going to call them second class and first class. He can very well make these adjustments and drop the increase that he intends to make for small distances.

The other point which I would like to mention is this. When we refer to the better conditions of travel, we find that there are 12 sleeping coaches which are attached to mails, and covered platforms for about 1,000 stations, and drinking water arrangements for some 27 stations. Like that, only a very few stations are touched in respect of these better conditions or amenities. But if we look at it still more, there are six zones in all and each zone contains hundreds of trains and thousands of stations and millions of passengers. So, if we have to provide these amenities to all these stations and all these trains, then, it will take a very long time, and if there is going to be an increase in the rates in alternate years, I do not know where the fares will go. I remember that nearly seven years back, we used to pay Rs. 24-0-0 to travel from Poona to Bombay, and today, the fare is Rs. 42-0-0. So, if we are going to have all these amenities, I cannot think up to what extent the rates will go for the third class passengers. So, I feel that as the earnings of the Railway are increasing every year, it is not necessary to increase the fares so as to have more income for the railways.

Dr. Krishnaswami (Kancheepuram):
The hon. Minister for Railways has made a most competent speech. In-

[Dr. Krishnaswami]

deed, it is one of my regrets that I was not an auditor to his performance. But reading through the speech, I was reminded of what the Vicar of Wakefield said of his wife's choice of a wedding gown. 'She chose it' the Vicar says "not for a fine and glossy surface but for such qualities as would wear well." I believe the best compliment that I can pay to the Railway Minister is to analyse five topics that he has dealt with at length in the same order and give my observations on them.

The five items of interest in his budgetary speech are: the consequences of and justification for the adoption of a system of telescopic rates; the basis of our freight and rate structures; the plan of railway development expenditure not only for this year but also for the future, taking into account the economic development of our country; regrouping and its effect on efficiency and the possibilities of utilisation of administrative talent for planning purposes; co-ordination between road-rail and shipping transport. As the time is very limited, I do not know whether I will be able to deal with all the topics; but first, let me take telescopic rates.

On the subject of telescopic rates, Madam Chairman, there has been needless controversy. On grounds of principle, I do not think any hon. Member can object to the re-introduction of telescopic rates. Now, as railways develop, short distance travel increases relatively to long distance travel. This is reflected in the fall in index of average passenger miles; the justification for having a telescopic rate structure is immediately obvious. The rate structure has after all to be adjusted, so that as wide a section of railway users as possible contribute to railway development. That is the justification for the adoption of a telescopic rate structure, and I would like to point out that when we say that short distance travel is meant to pay more, we have also to realise that there are certain limitations. Short distance railway travel is subject to

competition from alternative methods of transport and exactly because it is subject to competition, those who run our Railways cannot have the chance of exploiting the short distance traveller as much as they could in the case of the long distance traveller. In the matter of fixing telescopic rates I do not know what criteria was taken into account by the Railway Minister. The budget, the explanatory memorandum and the various other papers that have been presented to us, Madam Chairman, are singularly devoid of information on this subject I would have wished very much the Hon'ble Railway Minister had taken us into his confidence, to have told us what weight he attaches to alternative methods of competition between different routes and the manner in which he had arrived at new rates. I want to point out that had any other system been adopted, other than that of telescopic rates, it would have meant an exercise of gigantic monopoly power by our major socialist enterprise for the purpose of exploiting the long distance traveller. It would have meant the imposition of a tax on long distance travellers and it might have caused a great deal of hardship. Therefore, from the point of view of a socialised enterprise, I believe that it was perfectly justifiable to have re-introduced telescopic rate structure. My grievance however is that the Railway Ministry has not placed before the House the data, data regarding the alternative sources of competition which they have taken into account and how they arrived at these rates.

Now, Madam, while I am on this point, I wish briefly to advert to the question of 'smalls'. Here too, on grounds of principle, one may agree that smalls should be charged more than large consignments. A full wagon load should bear less charge than fairly empty wagon, because there is fuller utilisation; besides, 'smalls' have a higher cost of handling

relatively to their weight than big wagon loads. But in actually evaluating the rates for smalls, my hon. friend has chosen an extremely arbitrary figure of twenty maunds, and suggested a differential rate as it were, of 12½ per cent. on all consignments weighing less than twenty maunds. He is also going to increase the minimum freight for such consignments from Re. 1/- to Rs. 1/8 per consignment. Now, in fixing freight rates one should take into account economic factors; one should take into account the economic development of our country; and I feel that there are two important considerations which ought to have been taken into account by our administration. You have, in the first place, to assess the actual cost of carriage of various types of smalls. In the second place, you have to take into account the importance of these smalls in the national economy. A small raw material packet in a case not very great in value may be indispensable for the production of a large output of a different commodity and it may, therefore, be advisable on the part of our railways to levy a discriminating freight as it were, for the purpose of encouraging transport of such smalls to centres of production. How does the purpose of our Railway Administration which I take it is that of encouraging development square with the fixation rates on an arbitrary basis as has been done a rate. Indeed, if the matter is investigated more carefully it would be found the administration have taken into account these criteria should not have ignored them this leads me incidentally to the point which Mr. Somani made with considerable force namely that the whole question of freights and rates ought to be gone into in greater detail by scientifically-minded persons. I know that Members of the Railway Board are extremely pragmatic and distrust science. They have been too long in service to consider this basic problem of economic development from a rational angle. But, surely, when we are considering large scale economic development. When we are evaluating priority of schemes

many are we going to have a rational freight structure which does not take account of economic considerations of the need for co-ordinating different systems of transport.

I do not have the time to go into these factors but I should like briefly to refer to one or two other important features in the Railway Minister's speech and leave it to the House to judge whether I have done justice to speech or not. I pass to a consideration of a major aspect of railway finance.

The hon. Minister has taken credit for railways being able to spend the moneys that had been allotted to them. Now, Sir, it is a matter for very great pride to us when so many other Departments of Government are not able to spend the allotted amounts, the railways should have been able to spend funds which had been allotted to them.

Shri T. B. Vittal Rao: Departments?

Dr. Krishnaswami: My hon. friend does not understand that when I am talking of 'Departments', I am referring to other, Government departments. But it is not enough to take into account the moneys that have been already spent. I do not wish to play the role of a skeleton at an Egyptian feast by suggesting that there are other matters that the Railway Ministry and the Railway Minister ought to take into account from the angle of economic development. The Railway Minister has said that in last year of the First Five Year Plan we are going to spend Rs. 126 crores. The next Five Year Plan is going to involve an expenditure of a thousand crore of rupees on Railways. Unless and until it is possible for us to gear up our expenditure from the first year of the next plan, it would be impossible for us to spend anything like the amount visualised.

An Administration after all gets itself acclimatised to a certain range and rate of expenditure and it is extremely difficult for it to adjust itself to a sudden increase in expenditure. This year we are to spend Rs. 126,

[Dr. Krishnaswami]

crores. I predict that next year we will not be able to spend more than Rs. 150 or Rs. 160. Plans after all have to be made; plans have to pass through the sieves of an evaluating machinery.

It is no use the Railway Minister coming and telling us that he has not made up his mind about the next Five Year Plan. It is vitally important that he should have a knowledge of the outlines of Railway development during the next five years.

I pass on to another matter which is closely linked up with railway development. How far have we solved satisfactorily replacement of old stock by new.

The Railway Minister has pointed out that Rs. 35 crores has been allotted to the Depreciation fund. Quite right. But from the angle of replacement, what is it that we have to judge. Are we going to judge whether the Government has spent more in the shape of money, or whether there has been a replacement of the physical assets of the railways which have been sadly run down? Judging by what has occurred and by the reply furnished to the Federation of Indian Chambers of Commerce and Industry by the Railway Board, I think we have still a formidable list of arrears to make up; may inflict on the House these few figures so that it may judge for itself the adequacy of the Railway board to deal with this problem.

The Railway Board has stated:

"All the stock provided will not be received within the Plan period. But considering the provision made it will be seen that on the broad gauge there will be an arrear for rehabilitation of 749 locomotives, 1020 coach vehicles, 1094 goods stock and 250 metre gauge coach vehicles, while provision will have been made for an additional 18 metre gauge locomotives and 1054 metre gauge wagons."

I want to point out that we have not been able to make up the arrears of the past and it is a very difficult problem that is facing us. Let us look at this problem from another point of view; there are about 8,000 locomotives. Each locomotive has 40 years life. Therefore, simple arithmetic informs us that we should add about 200 locomotives each year for the purpose of replacement alone. If you take further account of the economic development of our country,—the First Five Year Plan the said transport would have to be increased 2½ per cent. and now in the second year it would be about 5 per cent,—we would have to add on a minimum basis another 200 locomotives. Is the Government of India in a position to suggest that 400 locomotives can be added each year from the first year of the next Five Year Plan? I do not think it would be possible and I do feel that this is a matter which will have to be gone into by the Planning Commission.

I wish to invite the attention of my hon. friend to an observation made, a reply as it were, which was given to the Federation of the Chambers of Commerce and Industry by the Railway board. The Railway Board pleads rather plaintively that the Federation's suggestion that 1500 miles of new lines should be constructed each year is impracticable as it is I quote "entirely beyond our sources of men and material." Why is it beyond our resources? I do not accept the Federation's figure of 1500 miles a year as correct. But.....

Shri L. B. Shastri: The letter is dated?

Dr. Krishnaswami: The letter is dated 19th February, 1955. I should like to point out that I do not agree with the Federation that we should have 1500 miles of railway lines per year. I would be content with 1000 miles a year and the reason for my suggesting 5000 miles of new railway lines are enough is simple. Taking into account the potential inflationary situation in which the next five year plan

would have to operate, taking into account the co-ordinating of road and railway transport—and road transport would be much cheaper than railway transport—I venture to think that 5000 miles would be quite sufficient. But can the Railways fulfil this programme? Is the administrative machinery competent enough to handle it? There ought to be some place for abstract thought in high places particularly when we are thinking of planning.

Let me say this much about regrouping. No one is opposed to regrouping as such. We are all in favour of regrouping but the great argument against regrouping as it is today is that Mr. Gopalaswami Ayyangar's scheme envisaged equality of mileage alone as the sole basis for regrouping. Compactness, complexity of transport, work-load—all these factors were left out of account, with consequent damage to efficiency and responsibility for work done in our Railways. While I appreciate the act of pious obligation performed to his great ancestor by the Railway Minister, which speaks volumes of his qualities of heart. I venture to think that we ought to, as quickly as possible, retrieve the Railway Administration from the blunders into which we have handed ourselves as a result of the ill-starred scheme of regrouping. Probably, if we had had ten units or thereabout of regrouped units, we would have been in a better position to handle traffic and Railway efficiency would have been greater because as has been pointed out aptly, negligent use of an axle by a supervisor might cost the Railway Administration much more than the running of two regional administrations.

बाँ २०० रनबीर रिसह (रोहतक) : सभानेबी जी, जो भी समय मुझे मिला है उस को मैं रेलवे मंत्री जी या रेलवे मंत्रालय का गुणगान करने में नहीं खत्म करना चाहता क्योंकि इस देश की हर एक गाड़ी और हर एक स्टेशन उन के अच्छे गुणों की जीती जागती शहादत हैं ।

मुझे शास्त्री जी से कुछ अर्ज करना है । मैं उन का भरकर हूँ कि उन्होंने हमारे इलाके की उठी हुई लाइन का अपनी तकरीर में बिक्र किया लेकिन लोगों को खाली तकरीर से किस तरह तसल्ली हो सकती है ? मैं जानता हूँ कि हमारे शास्त्री जी ने दो साल पहले अपनी स्पीच में यहां एक बयान दिया था कि इस रेलवे लाइन को दोबारा डालने के लिये २२ लाख रुपये का खर्च किया जा रहा है, शास्त्री जी ने और इस सदन ने उस को मंजूर किया । वह मंजूर हो गई इसके इलावा उसकी १९५० का जो सन्दल बोर्ड आफ ट्रान्स्पार्ट के अन्दर प्रोग्राम बना उस में उस को दोबारा बिछाने का हुकम दिया गया और इस सदन की मंजूरी को पटक दिया गया । तो फिर भला मंत्री महोदय के एक चीज के खाली बिक्र कर देने से किस तरह लोगों के दिल को शान्त मिल सकती है ?

मुझे एक और अर्ज करनी है । मुझे पता नहीं कि किस तरह से दोबारा उठाई गई रेलवे लाइनों को डालने का प्रोग्राम बना है और उस के अन्दर क्या कारण और क्या बाते रक्खी गई हैं, लेकिन मंत्री सामने सन् १९४०-४१ की रेलवे बोर्ड की एक रिपोर्ट है । उस रिपोर्ट के अन्दर लिखा हुआ है कि लड़ाई के अन्दर जो रेलवे लाइनें बनीं हैं उन में से सब से पहले वह उठाई जायें जो सब से ज्यादा घाट वाली हों और इस तरह से जब सारी घाट वाली लाइनें उठ जायें तो उन के बाद वह उठाई जावें जिस से कम से कम मुनाफा होता है । अगर मैं इस बात को अपने ध्यान में रक्खू तो, सभानेबी जी, मैं मंत्री महोदय से यह बताना चाहूंगा कि जब सन् १९४०-४१ में ८ लाइनें उठाई गई थीं तो उन में हमारी रोहतक, गुहाना, पानीपत की लाइन नहीं थी । उस के बाद सन् १९४१-४२ के अन्दर १० लाइनें छोटी मोटी उठाई गई थीं । उन के अन्दर हमारी लाइन का एक छोटा सा हिस्सा था और सन् १९४२-४३ में जा कर के हमारी लाइन उठाई गई थी । इस से जाहिर होता है कि हमारी लाइन के अन्दर जो आमदनी थी वह पहली ८ और १० लाइनों की आमदनी ज्यादा थी ।

[चाँ० रनवीर सिंह]

लौकन जब उन को डालने का सवाल आता है तो हमारी लाइन सब से बाद में आती है और जो ८ लाइनों पहले उठाई गई थीं उन में से कई एक पहले बिछा दी गई। मुझे नहीं मालूम कि इस का क्या कारण है। इसमें क्या बात छिपी हुई है। मैं ने यहां लाइनों से रिपोर्ट हासिल कर के इस को जानने की कोशिश की लेकिन मुझे बताया गया कि सेंट्रल बोर्ड आफ ट्रान्स्पॉर्ट की जो रिपोर्ट्स हैं वह नहीं आई हैं। खैर, मैं ज्यादा इस बारे में जाना नहीं चाहता। एक और बात मैं मंत्री महोदय से अर्ज करना चाहता हूँ। इस सभा ने कभी मंजूरी नहीं दी कि चंडीगढ़ की लाइन को बिछा दिया जाय। मुझे मालूम नहीं कि किस तरह से रेलवे बोर्ड को यह अधिकार पहुंचता है कि इस सभा की मंजूरी को ठुकरा दिया जाय और जिस चीज की किसी खास हालत की वजह से कोई खास मीत्रमंडल रिक्वेस्ट कर उस को मान ले।

श्री एल० बी० शास्त्री : यह अपनी सरकार से पूछिये।

चाँ० रनवीर सिंह : उस के बारे में ही मैं आप से अर्ज करूंगा। बहुत से दोस्त हैं जो मुझ से गिला करते हैं और कहते हैं कि चंडीगढ़ वह इलाका है जिस इलाके से हमारे पंजाब मीत्रमंडल के ट्रान्स्पॉर्ट मिनिस्टर मंत्र चूक कर आये हैं और इसी वजह से इस को पहले लिया गया। मुझे मालूम नहीं कि इस में सदाकत है या नहीं। वैसे शायद मैं इतनी कड़वी बातें न कहता.....

श्री एल० बी० शास्त्री : पंजाब के ट्रान्स्पॉर्ट मिनिस्टर ही नहीं, बल्कि सारी गवर्नमेंट की तरफ से यह बात कही गई थी।

चाँ० रनवीर सिंह : वह भी मैं अर्ज करूँ कि क्यों मैं आज इतनी कड़वी कड़वी बातें अर्ज करने के लिये उठा। अब तक मैं ने यह बात बर्दाश्त की। लेकिन अब एक और बयान छपा है हमारे मालनीय मुख्य मंत्री का कि वह

चंडीगढ़ को दस मील की लाइन बना कर एक दूसरी लाइन से मिलाना चाहते हैं। मुझे डर है कि इस से जो हम को थोड़ा सा आप ने अपने बयान में आश्वासन दिया है वहीं वह भी खत्म न हो जाय। मैं माननीय मंत्री जी से बतलाना चाहता हूँ कि हमारे यहां यह आम चर्चा है कि हमारे यहां के मुख्य मंत्री उस इलाके से खड़े होना चाहते हैं। मुझे इस का बहुत विश्वास नहीं कि हमारे मंत्री मंडल के जो फैसले होते हैं उन पर इन बातों का कोई असर होगा लेकिन बहरहाल जैसा लोग मंत्र इलाके में कहते हैं वह बात में आप से अर्ज करना चाहता था।

इस के अलावा कुछ और बातें भी मैं आप से कहना चाहता हूँ। मंत्र इलाके के बहुत से लोगों का खयाल है कि वह पंजाब से कटें और अगर दिल्ली का बड़ा सूबा बने तो उस के साथ रहें। और उसके अन्दर एक कारण यह है कि उनको गिला है कि इस इलाके के लोगों के साथ सौतेली मां जैसा स्तक होता रहा है और यह जो आज रेलों की बात है इस से यह साबित हो जाता है कि हमारे यहां जो रेलवे लाइन बननी थी और जिसको पार्लियामेंट ने मंजूर किया पंजाब की कॉमिनेंट या पंजाब का असम्बली चाहे वह कितनी ही जबरदस्त या कितनी ही एकमत वाली क्यों न हो उसको कैसे बदल सकती है। यह बात मेरी समझ में नहीं आई। मंत्र खयाल में तो उसको ऐसा करने का कोई अधिकार नहीं है।

सभानेजी जी, एक और बात मैं आपसे अर्ज करना चाहता हूँ, और वह है काश्तकारों के बारे में। जब वह अपनी फसल काट लेता है और बाजार में लाना चाहता है तो रेल का मंत्रालय वहां के लदान बन्द कर देता है। इस का नतीजा यह होता है कि गुरु वर्गरेह जिस के भाव पहले काफी गिर गए हैं उसको इसकी कीमत में रुपया या आठ आने की मन और भी कम मिलते हैं। इस वास्त में भी आप से यह प्रार्थना है कि इस की जांच करने के

लिए कि क्या एंसा आप के अफसर व्यापारियों से मिलकर तो नहीं करते एक कमेटी बिठा दी जाए जो यह देखे कि क्या रेल के कर्मचारियों की वजह से गरीब किसान को आठ आने या एक रुपया कम तो नहीं मिलता। इस बात की पूरी तरह से जांच की जानी जरूरी है और मैं चाहता हूँ कि कोई एंसा इन्तजाम किया जाए कि जिस वक्त किसानों का माल मंडी में आए तो लदान न मिलने की वजह से भाव न गिरने पायें।

Shri J. R. Mehta (Jodhpur): I am thankful to you for giving me a chance to take part in this debate. In the normal course I should have liked to deal with general matters first and then deal with local matters. You will excuse me if, in view of the short time at my disposal, I have to take local matters first.

I take this opportunity of referring to a subject on which some of us—I think almost all of us from the ex-States—have been agitated for the last two or three years. I mean those States which had railways of their own. I refer to the question of the equation of the ex-State railway officers now merged in the all India cadre. Some of us had signed a joint memorandum and personally discussed the matter with the Railway Minister; and I am here to acknowledge, on my behalf as well as on behalf of all my colleagues, the sympathy and consideration shown by the Railway Minister and his earnest wish to do justice to the officers concerned. In the Budget Speech now we are told that orders are being issued which the Railway Minister hopes would give satisfaction to all concerned—I am using his own words. We would have appreciated and wished that he should have found it possible to give us an indication of the content; of those orders or at least the principles underlying them, so that this House would have been in a position to judge of them and to offer suggestions, if any. But in view of the fact that he has chosen to be brief it will not be proper for me to go into the

matter at any great length, because anything that I might say would be more or less hypothetical. I would therefore content myself by expressing the hope that the orders which are under issue will, as the Railway Minister has held out, give the utmost satisfaction to all concerned.

I have hardly begun.

Mr. Chairman: He asked for five minutes. The Deputy Minister is going to reply. So I am sorry.

Shri J. R. Mehta: Just one minute. I would only like to bring to the notice of the Railway Minister that his reluctance to take us into confidence has helped to create misgivings and apprehensions in certain quarters. I trust and hope that these misgivings and apprehensions are unfounded and that our best hopes will be realised.

I am sorry there is no more time at my disposal.

Shri Alagesan: I am really sorry to snatch the few minutes that are at the disposal of the House to intervene in the debate.

Let me thank the House for the sympathetic reception and intelligent support that it has given to the Budget. I shall be failing in my duty if I do not thank some of the lady Members of the House who have extended their sweet support to the Budget. Some hon. Members, however, expressed doubts as to the capacity of our transport to keep pace with the advancement in the various sectors of our economy. I agree that it is the function of transport not only to keep pace with the economic development in the country, but also, if possible, to keep ahead of such development.

In this connection it is well to remember the recent history of our railways and the problems of replacement and rehabilitation that we had to tackle. We have just now begun to emerge from the period of rehabilitation and are on the threshold of expansion. The valiant efforts the railways are making to

[Shri Alagesan]

meet the needs of traffic, I should say, are progressively beginning to bear fruit, though it is true that we are not able to move all the traffic currently.

As far as the year 1953-54 is concerned there was a set-back in the operational results, as compared with the previous year. It was due to various causes, like the heavy Kumbh Mela traffic which occurred during the busy season December 1953 to February 1954. Also, there was a short-fall in the production of jute and sugar-cane in that year, and the pattern of traffic changed. Imports of food-grains grew less. All these went to affect the movement.

But this year, before the advent of the busy season special measures were taken to improve the availability of transport with the existing facilities, which stepped up movement over certain well-known bottleneck routes. I gave figures in the other House, which I do not want to repeat here, regarding increases in movement via Mandwadi, in Saurashtra area, in Rajasthan, on the North East line from Bezwada to Madras, on the Ratlam-Godhra section, etc. The increase in wagon loadings on broad gauge in 1954-55 during the busy period of October to January is 5.29 per cent. over the figures of 1952-53 and 7.48 per cent. over the figures of 1953-54. On the metre gauge, there is an increase in wagon loadings during this period, of 4.19 per cent. over the figures of 1952-53 and 6.7 per cent. over the figures of 1953-54. We are also planning to progressively step up the transport capacity during the next year by about 20 per cent. including 10 per cent. increase in coal loadings on the Eastern Railway.

I need not burden the House by quoting statistics, but I think it was Shri T. B. Vittal Rao who referred to some deterioration in figures of net ton miles per wagon day, etc. I would like to state for his information that the net ton miles per wagon

day during the current year from April to December, 1954, has risen by 9 per cent. on the broad gauge and 8 per cent. on the metre gauge. Similarly, the net ton miles per engine hour for the first nine months of the year have risen from 2146 to 2219. I also quoted in the other House figures regarding ton miles, passenger miles, revenue earning net ton miles, wagon miles per wagon day, net ton miles per wagon day, vehicle miles per vehicle day, all of which show an increase varying from 2 to 9 per cent. over the period April to December 1954 as compared with the corresponding period of 1953. This is with reference to the movement of goods. Coming to movement of passengers and lessening of over-crowding, which was also mentioned by Shri T. B. Vittal Rao, I should like only to say that as compared with the year 1950-51, the number of passengers originating in 1953-54 was less by 6.4 per cent. while the seats provided have increased by 10.5 per cent. This gives an overall improvement of about 17 per cent. with regard to passenger movement. I think this gives rather a heartening picture which encourages us to go forward with a still further acceleration of our efforts in this direction.

Then, again, the question of working expenses was referred to. I shall be brief as I do not have much time. In this connection, it is better to remember where the bulk of the increase in expenses comes from. I hope Shri Nambiar will bear me out when I say that out of the increase in expenditure of Rs. 41.36 crores in working expenses as compared to the year 1950-51, a sum of Rs. 30 crores goes to staff charges like implementation of the C.P.C. scales of pay, adjudicator's award, increase in provident fund and gratuities consequent on the merger of dearness allowance with pay, increased cash dearness allowance paid in lieu of grain shop concessions, annual increments to staff which is increasing by Rs. 1 crore every year, additional staff re-

quired for operation and maintenance with increase in traffic and provision of additional amenities to the travelling public.

Shri Nambiar: In spite of all that, this wage bill?

Shri B. Das (Jajpur Keonjhar): Nothing satisfies them.

Shri Alagesan: As compared with the previous year, staff charges account for an increase of Rs. 4.13 crores over the revised estimates of the current year and repairs and maintenance account for another half a crore of rupees.

The question of operating ratio was mentioned. Some hon. Members pointed out that this operating ratio is mounting up. It will be interesting to compare our figures of operating ratio with some other countries. The operating ratio during 1953 of the British railways was 92 per cent., on Canadian railways 93 to 94 per cent; on Australian railways it ranged from 91.4 to 120.95 per cent., as against about 82 per cent. on Indian railways. Hon. Members will realise that there need not be any alarm felt on this account.

Now, I should pass on to a few remarks that were made by my hon. friend Shri Asoka Mehta. I am sorry to see that he is not here. He mentioned about coefficient etc., which, I felt, transported me to my student days when I was working in the physics laboratory. He was giving some figures with reference to the U.S.S.R. and U.S.A. I had to ask him the source of his information. It is better if hon. Members give the source of information whenever they quote figures. We hear lots of figures mentioned without the source being given. It will be helpful if the source is also mentioned. He took the figures of industrial production in our own country, I think, from an economics journal, and compared the industrial production of 1951 and 1954 and said that there was an increase of 23 per cent. whereas the net ton miles

carried during the same period increased by 7 per cent. Then, one percentage was divided by another percentage and he arrived at the figure of 0.33 per cent; whereas, he said, over a period of 30 years of development in the U.S.S.R. the same coefficient was 1.5. The official figures are slightly different. I am not going into that. It is better to judge the results as they emerge from the working of the railways, and that would give us a better perspective than the figures of coefficient, and space dimension and what not. Taking the figures for 1938-39 and 1953-54, what do we find? The route mileage then was 41,156; in 1953-54, it was 34,406, a decrease of 16.4 per cent. Let us see the performance of the railways in these two years. In 1938-39 the originating tons were 88.36 million and in 1953-54 they were 99.36, million that is, an increase of 12.45 per cent. then, as regards ton miles which really give the actual performance of the railways, in 1938-39, the figure was 22.59 and in 1953-54 it was 29,493, that is, an increase of 33.1 per cent. This should enable us to judge the actual performance without going into airy figures

I shall now come to the question of increase in fares and freights announced in the Budget. Hon. Members pleaded the cause of short distance travellers. I should say that the case for telescopic fares has been very ably put by Dr. Krishnaswami who spoke a few minutes before. Let us examine whether it is going to be such a burden as is sought to be made out. It is true we are increasing the fare by a quarter pie per mile for distances up to 150 miles, and the percentage of people who travel short distances is very large. Members were mentioning 75 to 80 per cent. But it is well to remember that the revenue the long distance travellers contribute is not so small as that. It is much more than the percentage of the numbers. Another interesting point emerges, and it is this. The average distance travelled is perhaps between 30 and 32 miles. Taking a distance of 20 miles, what do

[Shri Alagesan]

we find? On how many miles have we this increase in fares? This was mentioned by the Minister in his budget speech also, but I shall give certain figures which will go to show whether all the short distance travellers are going to be affected by the increase in fares.

Shri Nambiar: What is the percentage of the passengers? That is what we want to know.

Shri Alagesan: He will kindly bear with me. I have got very little time at my disposal.

Shri D. C. Sharma (Hoshiarpur): How will the fare from Jullunder to Hoshiarpur be affected?

Shri Alagesan: The figures are as follows:

1st mile	..	no increase	..	1 anna
2nd mile	..	no increase	..	1 anna
3rd mile	..	no increase	..	2 annas.
4th mile	..	no increase	..	2 annas.
5th mile	..	no increase	..	3 annas.
6th mile	..	no increase	..	3 annas.
7th mile	..	instead of 3 annas, you will have to pay 4 annas.		
		There is an increase of one anna.		
8th mile	..	no increase	..	4 annas.
9th mile	..	no increase	..	4 annas.
10th mile	..	no increase	..	5 annas.
11th mile	..	no increase	..	5 annas.
12th mile	..	Increase of one anna from 5 annas to 6 annas.		
13th mile	..	no increase	..	6 annas.
14th mile	..	Increase of one anna from 6 annas to 7 annas.		

Again, on the 19th mile there is an increase of one anna from 8 annas to 9 annas. So, if you take a distance of 20 miles, all the short distance travellers except those who travel 7 miles, 12 miles, 14 miles and 19 miles, will not pay anything more than what they pay at present. So, it is rather difficult to sort out the figures and find out what exactly will be the percentage of short distance travellers who will be paying the increased fare.

But, even if you take travellers who travel beyond 300 miles, the percentage may be small, but their numbers may run into crores. Add to that the short distance travellers over these mileages. That is bound to increase the number still further. Then, we have to add to this another category of travellers who are season ticket holders, who hold suburban season tickets, non-suburban season tickets, milk-vendors, students etc. Their figure also runs into crores and millions. So, when we add up all these categories who will not have to pay this increased fare, I hope the number will not be a small percentage, but quite an impressive percentage.

Shri Nambiar: Then, why do you want to increase it, if it is so small? Leave it off.

Shri Alagesan: It can be argued bothways. If it is too much, do not impose. If it is too little, again do not impose. I was only trying to correct a wrong impression. The impression that all the short distance travellers will have to pay necessarily an increased fare is not borne out by the actual state of affairs. That is what I wanted to show.

Now, I think it was Shri Asoka Mehta, again, who said that the concession shown for foodgrains should be available for distances less than 300 miles also. Many other hon. Members also made that point. But, here, I should like to give some figures which will be revealing. Actually, the freight within 300 miles is not much. Now we are entering an era of falling prices and we have to be not bothered so much about the consumer as about the producer. The producer should get as large a price as possible for what he produces. Naturally the press, which is all metropolitan, was more anxious about consumers, and it placed this point of view. Many papers wrote, and I think Shri Asoka Mehta quoted from *The Hindu* of Madras. Now, taking Bezwada to Madras—Madras gets its rice from Bezwada—it is a

distance of 268 miles and the freight comes to only Re. 0-9-6 per maund. If the average price of rice per maund is taken at Rs. 15 per maund, you will find that this freight is roughly 3 per cent. of that price, and the relief to be given where relief is necessary is not over the short distance, but over long distances. The producer whose produce has to be carried over a longer distance gets the benefit. I do not want to say more on this point.

Again, taking Nellore, I can give some figures.

Mr. Chairman: There are only a few minutes left.

Shri Alagesan: I shall close.

Mr. Chairman: He can continue tomorrow.

Shri Alagesan: If you do not mind we can sit a little longer.

Mr. Chairman: Now, the Secretary will read the message.

MESSAGE FROM THE RAJYA
SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Working Journalists (Industrial Disputes) Bill, 1955, which has been passed as amended by the Rajya Sabha at its sitting held on the 2nd March, 1955."

WORKING JOURNALISTS (INDUSTRIAL DISPUTES) BILL

Secretary: Sir, I lay the Working Journalists (Industrial Disputes) Bill, 1955, as passed by the Rajya Sabha, on the Table of the House.

RAILWAY BUDGET FOR 1955-56
GENERAL DISCUSSION

Shri S. C. Samanta (Tamluk): On a point of information, this year only two days have been allotted for general discussion of the Railway Budget, and out of them about three-quarters of an hour has been taken by the Treasury Benches so far. The list you possess perhaps has numerous names of Members who want to speak, and there are others also who want to speak. So, I think some consideration should be shown about the time.

Shri D. C. Sharma: I support and endorse the proposal put forward by Mr. Samanta.

Hon. Members: We all support.

Dr. Suresh Chandra (Aurangabad): Quite right. The House agrees with it because there are a large number of Members representing certain regions who have not spoken at all.

Mr. Chairman: Yes, but I think the discussion has been quite full and all sections of the House have been taking part. So, I do not think....

Dr. Suresh Chandra: No Member from Hyderabad has been able to represent his views on the subject. It is a very important subject, and it concerns us very deeply.

Shri D. C. Sharma: Formerly, we used to have four days and now we are having only two days. I think the number of days should be increased because there are very many interests and they have to be represented in the debate.

Dr. Suresh Chandra: Some more time should be allotted for this. That is the desire of the House.

Shri Sarangadhar Das (Dhenkanal—West Cuttack): On a point of order.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): There are several Members wanting to speak.

Shri Sarangadhar Das: Those who wanted extension for this belong to the Treasury Benches, but the hon. Member says that the Treasury Bench has taken 45 minutes. So, it is from this side that we want extension.

5 P.M.

Dr. Suresh Chandra: We are Members of Parliament representing certain areas, and we have to represent certain grievances of those areas. If we do not get a chance now, we shall never have a chance at all to represent them.

Shri Bogawat: Does the hon. Member opposite mean that we should not speak?

Shri D. C. Sharma: The difference between these Benches and....

Mr. Chairman: Order, order. This matter will be considered. Government will consider it later on. But now, I cannot give a ruling on this. The House will now stand adjourned.

Dr. Suresh Chandra: Could we get an assurance from the Chair?

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 4th March, 1955.