

Tuesday, March 6, 1956

LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME I, 1956

(17th February to 15th March 1956) .



सत्यमेव जयते

TWELFTH SESSION, 1956

(Vol. I contains Nos. 1 to 20)

LOK SABHA SECRETARIAT
NEW DELHI.

CONTENTS

[Vol. I. Nos, 1 TO 20—17TH FEBRUARY TO 15TH MARCH, 1956]

	COLUMNS
<i>No. 1—Friday, 17th February, 1956—</i>	
Oral Answers to Questions--	
Starred Questions Nos. 41 to 46, 48 to 53, 55 to 60	1-34
Short Notice Question No. I.	34-37
Written Answers to Questions—	
Starred Questions Nos. 1 to 28, 30 to 40, 47, 61 to 72	37-62
Unstarred Questions Nos. 1 to 29	63-78
Daily Digest	79-84
 <i>No. 2—Monday, 20th February, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 73 to 76, 78, 79, 101, 80, 82 to 85, 87 to 91	85-119
Written Answers to Questions—	
Starred Questions Nos. 77, 86, 92 to 100, 102 to 107	120-27
Unstarred Questions Nos. 30 to 48	127-36
Daily Digest	137-40
 <i>No. 3—Tuesday, 21st February, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 108, 110, 111, 113, 115, 116, 118, 121 to 126, 128 to 131	141-75
Written Answers to Questions—	
Starred Questions Nos. 109, 112, 114, 117, 119, 120, 127, 132 to 134, 136 to 140, 142 to 149	175-85
Unstarred Questions Nos. 49 to 55, 57 to 64	185-92
Daily Digest	193-96
 <i>No. 4—Wednesday, 22nd February, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 150 to 153, 155, 156, 162 to 168, 171 to 174, 176, 177, 179 to 182, 154 and 160	197-229
Written Answers to Questions—	
Starred Questions Nos. 157 to 159, 161, 169, 170, 178	229-32
Unstarred Questions Nos. 65 to 81	232-40
Daily Digest	241-42

No. 5—Thursday, 23rd February, 1956—

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 184 to 195, 197, 202 to 210 and 183	243-77
--	--------

Written Answers to Questions—

Starred Questions Nos. 196, 198 to 201	277-79
--	--------

Unstarred Questions Nos. 82 to 94	279-86
-----------------------------------	--------

Daily Digest	287-90
--------------	--------

No. 6—Friday, 24th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 211 to 215, 218 to 230, 234 to 238	291-326
---	---------

Written Answers to Questions—

Starred Questions Nos. 216, 217, 231 to 233, 239 to 245	326-31
---	--------

Unstarred Questions Nos. 95 to 108	331-38
------------------------------------	--------

Daily Digest	339-40
--------------	--------

No. 7—Tuesday, 28th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 285 to 296, 298 to 301, 304, 306, 307, 312, 308 to 311.	341-73
--	--------

Written Answers to Questions—

Starred Questions Nos. 246 to 284, 297, 302, 303, 313 to 315, 317, 318, 81.	373-95
---	--------

Unstarred Questions Nos. 109 to 167	395-428
-------------------------------------	---------

Daily Digest	429-34
--------------	--------

No. 8—Wednesday, 29th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 319 to 322, 324 to 327, 329, 330, 332, 334, 336 to 339, 343 to 347, 349	435-69
--	--------

Written Answers to Questions—

Starred Questions Nos. 323, 328, 331, 333, 335, 340 to 342, 348, 350 to 369	469-82
---	--------

Unstarred Questions No. 169 to 186	483-92
------------------------------------	--------

Daily Digest	493-96
--------------	--------

No. 9—Thursday, 1st March, 1956—

Oral Answers to Questions—

Starred Questions Nos. 370 to 372, 374 to 378, 381, 382, 384, 386 to 392	497-531
--	---------

Short Notice Question No. 2	531-32
-----------------------------	--------

Written Answers to Questions—	
Starred Questions* Nos. 373, 379, 380, 383, 385, 393 to 399	533-38
Unstarred Questions Nos. 187 to 207	538-50
Daily Digest	551-54
<i>No. 10—Friday, 2nd March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 400, to 403, 405, 406, 408, 409, 411, 412, 414, 415, 417, 419, 421 to 424, 427, 428	555-89
Written Answers to Questions—	
Starred Questions Nos. 404, 407, 410, 413, 416, 418, 420, 425, 426	589-93
Unstarred Questions Nos. 208 to 229	593-602
Daily Digest	603-06
<i>No. 11—Saturday, 3rd March, 1956—</i>	
Oral Answers to Questions—	
Short Notice Question No. 3	607-12
Daily Digest	613-14
<i>No. 12—Monday, 5th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 433 to 437, 439, 440, 442 to 444, 446, 448 to 450, 452 to 454, 461, 463 to 465, 467	615-47
Written Answers to Questions—	
Starred Questions Nos. 429 to 432, 438, 441, 445, 447, 455 to 459, 462, 466 and 468 to 472	647-60
Unstarred Questions Nos. 230 to 253	661-70
Daily Digest	671-74
<i>No. 13—Tuesday, 6th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 474, 476 to 481, 483, 485, 488 to 490, 492 to 494, 496, 498, 499, 502, 505, 507 and 508	675-708
Written Answers to Questions—	
Starred Questions Nos. 473, 475, 482, 484, 486, 487, 491, 495, 497, 500, 501, 503, 504, 506, 509 to 530	708-24
Unstarred Questions Nos. 254 to 299	725-52
Daily Digest	753-58

No. 14—Wednesday, 7th March, 1956—

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 533, 535, 536, 539, 540, 542 to 544, 546, 547,
552 to 554, 556, 558, 560, 531, 537, 538 759-90

Written Answers to Questions—

Starred Questions Nos. 532, 534, 541, 545, 548, 549, 551, 555 790-93

Unstarred Questions Nos. 300 to 319 793-804

Daily Digest

805-08

No. 15—Thursday, 8th March, 1956—

Resignation of Deputy-Speaker 809

Appointment of Speaker *Pro-tem* 809

Oral Answers to Questions—

Starred Questions Nos. 561, 563 to 565, 567, 568, 571, 572, 573, 575,
576, 582, 585, 587, 570 and 584 809-34

Written Answers to Questions—

Starred Questions Nos. 562, 566, 569, 574, 577 to 581, 583, 586 and
588 834-39

Unstarred Questions Nos. 320 to 325 840-42

Daily Digest

843-44

No. 16—Friday, 9th March, 1956—

Oral Answers to Questions—

Starred Questions Nos. 590 to 594, 599 to 601, 604 to 606, 608 to 610,
613 to 616, 589, 602, 603 and 607 845-78

Written Answers to Questions—

Starred Questions Nos. 595 to 598, 611, 612 and 617 878-80

Unstarred Questions Nos. 326 to 346 891-92

Daily Digest 893-96

No. 17—Monday, 12th March, 1956—

Oral Answers to Questions—

Starred Questions Nos. 620, 623, 624, 626, 628, 630, 632,
634 to 636, 638 to 645, 559, 621 897-931

Written Answers to Questions—

Starred Questions Nos. 618, 622, 625, 627, 631, 633, 637 931-34

Unstarred Questions Nos. 347 to 362 934-46

Daily Digest

946A-46B

<i>No. 18—Tuesday, 13th March, 1956—</i>	COLUMNS
Oral Answers to Questions—	
Starred Questions Nos. 646, 649, 650, 653, 652, 655, 656, 658, 660, 661, 663, to 665, 667 to 674, 676 to 679	947-80
Written Answers to Questions—	
Starred Questions Nos. 647, 648, 651, 654, 657, 659, 662, 666, 675 and 680	981-85
Unstarred Questions Nos. 363 to 379	985-92
Daily Digest	993-96
 <i>No. 19—Wednesday, 14th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 682, 684 to 687, 689, 691 to 693, 698 to 703, 707 to 709, 683, 688, 681, 695	997-1031
Written Answers to Questions—	
Starred Questions Nos. 690, 694, 696, 697, 704 to 706 and 710	1031-34
Unstarred Questions Nos. 380 to 408	1034-50
Daily Digest	1051-54
 <i>No. 20—Thursday, 15th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 711 to 714, 716 to 720, 722, 723, 725 to 729, 731, 734, 732, 715, 721, 724	1055-83
Written Answers to Questions—	
Starred Question No. 733	1083-84
Unstarred Questions Nos. 409 to 418	1084-90
Daily Digest	1091-94

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• LOK SABHA DEBATES
(Part I—Questions and Answers)

675

LOK SABHA

Tuesday, 6th March, 1956

*The Lok Sabha met at Half Past Ten
of the Clock*

[MR. DEPUTY-SPEAKER in the Chair]

ORAL ANSWERS TO
QUESTIONS

CENTRAL TELEGRAPH OFFICE,
CALCUTTA

***474. Shri Jhulan Sinha:** Will the Minister of Communications be pleased to state the exact position as it obtains now with regard to the old building hired in Calcutta for housing the Central Telegraph Office on a rent of Rs. 7,0000 per mensem?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The building in question continues to be occupied by displaced persons from East Pakistan.

Shri Jhulan Sinha: May I know whether the attention of the Government has been drawn to the remarks of the Public Accounts Committee to the effect that this amount is a waste, that this waste could not be justified on any grounds and that this expenditure could have been avoided?

Shri Raj Bahadur: The Government is aware of the observations of the Public Accounts Committee in this behalf and we have taken note of them. I can only say that the Ministry of Communications is helpless in this matter because it could not have used the police or the military for the eviction of the displaced persons on the one hand and on the other it could not have refused to pay rental to the owner

676

of the property. The matter is under consultation with the Ministry of Rehabilitation. Unless alternative tenements are provided or offered to the displaced persons, who happen to be squatters in this case, it is not possible for us to use any police force or other legal processes.

Shri Jhulan Sinha: May I know whether it was possible for the Government to recover the rent from the occupants of the buildings or from the Ministry of Rehabilitation?

Shri Raj Bahadur: Sir, squatters are after all squatters.

KAZIPET-NELLORE RAILWAY LINE

***476. Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 521 on the 5th December, 1955 and state:

(a) whether a firm decision has since been arrived at with regard to laying a line from Kazipet to Nellore via Macherla; and

(b) if so, when the engineering and traffic surveys will be undertaken?

(Shri Shahnawaz Khan): (a) No, Sir. **Minister of Railways and Transport (Shri Shahnawaz Khan):** (a) No, Sir.

(b) Does not arise.

Shri T. B. Vittal Rao: May I know the principles which determine the laying of a new track and whether the density of traffic is taken into consideration or not?

Shri Shahnawaz Khan: The main consideration is the density of traffic. Besides that, there is the operational convenience, distance etc. All these factors have to be taken into consideration.

Shri T. B. Vittal Rao: In view of the fact that the present track between

Kazipet and Madras via Bezwada has reached saturation point, may I know what steps the Railway Board propose to take to mitigate this?

Shri Shahnawaz Khan: We propose to double the line.

Shri B. S. Murthy: May I know whether the hon. Parliamentary Secretary is aware that on the floor of this House the hon. Deputy Minister said that the Railway Board has taken up the question of surveying and examining the question of laying a line from Kazipet to Nellore, and if so, what has happened to this effort?

Shri Shahnawaz Khan: Carrying out a survey—either an engineering survey or a traffic survey—does not necessarily mean that the line must be constructed. Surveys are carried out from time to time to find out whether or not a line should be constructed.

Shri B. S. Murthy: Has the survey been made and, if so, what is the result of the survey? That is what I want to know.

The Deputy Minister of Railways and Transport (Shri Alagesan): Only an appreciation of the prospects was made. In this connection I may say that this alternative line was found to be not as feasible as doubling of the existing track between Bezwada and Madras. Even in this year certain sections on the Tenali-Gudur section of the Bezwada-Madras line have been taken up for doubling.

Shri T. B. Vittal Rao: May I know, Sir.....

Mr. Deputy-Speaker: No, Sir, the Railway Budget is there and the hon. Members can carry it on there.

Shri T. B. Vittal Rao: How many minutes do we get, Sir?

Mr. Deputy-Speaker: If hon. Members do not have a chance in the Railway Budget.

Shri T. B. Vittal Rao: This question is going on for 1½ years, Sir. They give one assurance at one time and another assurance at a different.

Mr. Deputy-Speaker: The Question Hour is for questions. In the Railway Budget the hon. Minister will certainly reply.

Shri T. B. Vittal Rao: At Secunderabad while addressing a conference the Railway Minister said that this railway line will be taken up. It was published in bold headlines in the newspapers.

WAGON ASSEMBLY PLANT AT OKHA

*477. **Shri Bhagwat Jha Azad:** Will the Minister of Railways be pleased to state:

(a) whether there is any scheme to expand the wagon assembly plant at Okha in Saurashtra; and

(b) if so, what are the details of the scheme?

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

(b) A statement giving the information is placed on the Table of the House. [See Appendix III, annexure No. 29.]

Shri Bhagwat Jha Azad: May I know how far the expansion of this plant would lead to stepping up of production?

Shri Shahnawaz Khan: This Assembly Plant at Okha is not meant for producing wagons; it is meant merely to erect the wagons that are imported. It is only for erection of the imported wagons that this plant works and no production is done.

Shri Bhagwat Jha Azad: What is the financial implication of this expansion?

Shri Shahnawaz Khan: I could not follow the question.

Mr. Deputy-Speaker: How much more money will be spent on this expansion?

Shri Shahnawaz Khan: Just over Rs. 5 lakhs.

The Deputy Minister of Railways and Transport (Shri Alagesan): And, it is a private firm.

TRAIN ACCIDENT

***478. Shri P. C. Bose:** Will the Minister of Railways be pleased to state:

(a) whether there was a train accident on the 7th January, 1956 between Kathar-West and Semapur Stations on the North Eastern Railway;

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

(c) the number of casualties;

(d) whether any enquiry has been held;

(e) if so, what are the findings; and

(f) whether it is a fact that a similar accident had occurred at the same spot in June 1953?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (f). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 30.]

Shri P. C. Bose: In the statement, along with the findings I do not find any recommendation to improve the conditions so as to avoid such accidents in future. May I know what steps the Government propose to take to avoid such accidents?

Shri Shahnawaz Khan: This accident was caused by wrong setting of points. Therefore the only recommendation can be that the points should be set accurately.

Shrimati Tarkeshwari Sinha: May I know whether an overall enquiry about the frequent railway accidents has been conducted by the Government and, if so, why the report has not been published so far?

The Deputy Minister of Railways and Transport (Shri Alagesan): This question I think has been answered on the floor of the House several times.

A committee went into this question and submitted a report. The National Railway Users Council met at that time and they expressed a desire that they should also be associated with this enquiry so that they may also go into this matter. Then another committee was set up to review the previous report. The report of that committee has been published. If the hon. Member will take the trouble to go through that report, the recommendations of the original committee, the recommendations of the reviewing committee, and the remarks of the Railway Board are all set out in it.

Shri V. P. Nayar: The hon. Deputy Minister was referring to the second report. May I know why the original Shahnawaz Report was not published?

Shrimati Tarkeshwari Sinha: That is exactly the question I asked.

Shri Alagesan: For the information of the hon. Member I may say that both the reports were Shahnawaz Reports.

Shri V. P. Nayar: I meant the original Shahnawaz Report.

Shri Alagesan: With the latter report also Shri Nawaz was associated and so there is no question of leaving any report made by the hon. Parliamentary Secretary. As I explained before, all these things have been gone into by the reviewing committee and in their report you will find the gist of the recommendations of the original committee also.

Shri V. P. Nayar: That does not answer my question.

Mr. Deputy-Speaker: Hon. Members will kindly remember that this question relates to one single specific train accident. I allowed one question relating to train accidents in general. Are we now converting this question into a general question of accidents, committees and all that?

Shri V. P. Nayar: I contend that in the original report they gave out the reasons for accidents which we want to know.

Mr. Deputy-Speaker: Order, please. I am not concerned with what the original report said. That may be relevant on another question. The scope of this question is very small.

BHAVNAGAR-TARAPUR LINE

***479. Shri Dabhi:** Will the Minister of Railways be pleased to state at what stage is the proposal for the construction of Bhavnagar-Tarapur broad-gauge line on the Western Railway?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): It is proposed to undertake an Engineering Survey and a revision of the 1953 Traffic Survey of the line during the year 1956-57.

Shri Dabhi: May I know whether the construction of this line is likely to be taken up during the Second Five Year Plan period?

Shri Shahnawaz Khan: We will wait till the survey is completed.

SHIPPING

***480. Sardar Hukam Singh:** Will the Minister of Transport be pleased to state:

(a) whether the First Five Year Plan target for the development of the Indian Mercantile Marine is likely to be achieved within the Plan period;

(b) if not, the short-fall feared; and

(c) the loans advanced by Government to Indian Shipping Companies for acquisition of ships?

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

(b) The short-fall is likely to be about 1,10,000 GRT but ships of a total tonnage of about 1,20,000 GRT are under various stages of construction in Indian and foreign yards.

(c) Loans have so far been sanctioned to the Indian Shipping Companies to the extent of Rs. 2,428 crores approximately for acquisition of ships.

Sardar Hukam Singh: May I know what percentage of the total cargo is expected to be carried by our own marine, now that the first Five Year Plan has ended?

Shri Shahnawaz Khan: Five per cent.

Sardar Hukam Singh: What increase in the percentage is expected to be achieved by the end of the Second Plan?

Shri Shahnawaz Khan: 10 per cent. more; that is, 15 per cent. of the total trade.

Shrimati Ila Palchoudhury: Is there any proposal for building oil tankers in view of the fact that we are having so many oil refineries?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is one private company which has already purchased an oil tanker.

Mr. Deputy-Speaker: It was only yesterday that it was answered.

Shrimati Ila Palchoudhury: The question was whether we are building any oil tankers.

Shri Alagesan: We are not building.

Shri Bhagwat Jha Azad: What were the reasons for the short-fall in the First Five Year Plan target as mentioned by the hon. Parliamentary Secretary?

Shri Shahnawaz Khan: Firstly, those firms have not been able to cope up with the orders that were placed, according to the scheduled dates. Secondly, we have had to scrap more shipping tonnage than we actually envisaged in the first instance.

Shri Joachim Alva: In drawing up the target for the Second Plan, do the Government draw lessons from the history of the development of shipping in other countries, namely, Britain, which, at the end of the war rose to the second position and the USA built its marine fleet three times of what it had in 1939?

Shri Shahnawaz Khan: We try and benefit from the experience of all the other nations, keeping in view our limitations.

Shri M. D. Joshi: May I now whether any loan has been advanced for constructing new ships for passenger lines on the west coast?

Shri Alagesan: I should like to have a separate question. I am not just now able to reply to that question.

Shri Sarangadhar Das: May I know how far the Vizagapatam shipyard is behind schedule, or, is it up to schedule in constructing ships that have been ordered by the various shipping companies?

Shri Alagesan: Their delivery dates have to be changed many a time. They were not able to keep up to the schedule.

Shri Sarangadhar Das: How far behind?

Shri Alagesan: I should like to have notice. I do not have the various months and other details, now.

Pandit K. C. Sharma: What is the machinery to control the spending of the money which is lent by the Government?

Shri Alagesan: The amounts are granted on good security. Of late, we are also having a Government director on the Board of Directors of the companies which receive the loans.

Pandit K. C. Sharma: Have the Board of Directors given you any report whatsoever? How is the money spent? Has the Minister any comment to make on the expenditure?

Shri Alagesan: Money is advanced on the ships purchased.

INDIAN RAILWAY ROLLING STOCK IN GOA

***481. Shri Gidwani:** Will the Minister of Railways be pleased to state whether the Railway Rolling Stock which was being used to run the Railways in Goa has been taken over by Government?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Yes. Except a few wagons which were condemned and were not fit to be moved, the

rest was brought over to the Southern Railway.

Shri Gidwani: May I know whether any claim has been lodged regarding the remaining wagons? What is the amount that we have received for it?

Shri Shahnawaz Khan: No claim has been lodged. There are some very old and condemned wagons that have been left behind. From the Southern Railway's stock only one wagon has been left behind, because it could not be moved. There were some very old wagons belonging to the old MSM Railway which were used for work in the Marmagoa harbour. There were 80 such wagons. 56 have been removed. The remaining 24 are lying there, because it is not possible to move them, and we are trying to dispose of them.

RAILWAY LINE TO SHAHEED NAGAR

***483, Shri N. B. Chowdhury:** Will the Minister of Railways be pleased to state:

(a) the initial expenditure incurred by the Government in connecting Shaheed Nagar with the nearest railway station;

(b) whether it is a fact that the preliminary plan was later on dropped; and

(c) if so, the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Rs. 2,500.

(b) Yes, Sir.

(c) The area selected for construction was affected by the floods in the Punjab and retained flood water at a number of spots even in December 1955.

Shri N. B. Chowdhury: May I know the estimated income from this investment?

Shri Shahnawaz Khan: It was proposed to construct a railway station there, but because of the flood, the proposal was given up and only some earthwork was done. The earth was collected, and we propose to utilise that earth for something else. There is no income from this.

Shri K. K. Basu: What was the estimated cost of the construction on the site selected and what would have been the return to the Government from that particular platform?

The Deputy Minister of Railways and Transport (Shri Alagesan): It is not a question of return. Whenever there is a large assemblage of people, the railways have to provide the amenities. I do not have before me the estimated cost. The work did not proceed beyond a particular stage. As for the return, of course, it was not there. There is, as I said no question of return.

Shri K. K. Basu: What is the number which is considered to be large, for the construction of a special platform?

Shri Alagesan: For anything that the existing arrangements cannot cope with, we have to make available additional facilities. I thought that we will understand.

पशुओं के प्रति निर्दयता की रोक-थाम संबंधी जांच समिति

*४८५. श्री भक्त दर्शन: क्या खाद्य और कृषि मंत्री १६ सितम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या १८६६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि पशुओं के प्रति निर्दयता को रोकने और अन्य संबंधित विषयों के बारे में नियुक्त की गई समिति ने अब तक क्या प्रगति की है ?

कृषि मंत्री (डा० पी० एस० देशमुख) : सभा की टेबिल पर एक विवरण रख दिया है। [देखिये परिशिष्ट ३, अनुबन्ध सं. ३१]

श्री भक्त दर्शन : क्या यह सत्य है कि इस समिति के जो अध्यक्ष हैं, माननीय श्री. वी० के० कृष्ण मेनन वे इस बीच में अधिकांश देश से बाहर रहे हैं और अब तो वे एक विभागहीन मंत्री बन गये हैं। तो उन की अनुपस्थिति में इस समिति की अध्यक्षता कौन कर रहा है ?

डा. पी० एस० देशमुख : इस कमेटी की रिपोर्ट में देरी का एक कारण यह भी था कि श्री. कृष्ण मेनन उस के चेयरमन थे और वह बाहर रहते थे। अभी हमने यह तय किया है कि मिसेज अरुडेल उस की उपसभापति हो

जायें और तब से कमेटी का काम अच्छा चल रहा है ?

श्री भक्त दर्शन : क्या मैं जान सकता हूँ जि कब तक उस के प्रतिवेदन के मिलने की आशा की जा सकती है ?

डा० पी० एस० देशमुख : मैं यह कहने में असमर्थ हूँ।

Shri Kamath: Is it not a fact that though the Prime Minister and his colleagues swear by the name of Budha and Gandhi, the slaughter of animals today is far greater and that slaughter continues by more cruel methods than it was during the British regime?

Dr. P. S. Deshmukh: I do not subscribe to the view my friend has taken, but, all the same, we are awaiting the recommendations of the Committee which we have appointed.

सेठ गोविंद दास : क्या इस कमेटी के कुछ सदस्यों ने बम्बई और कलकते के कसाईखानों को देखने की कृपा की है और क्या उन को मालूम है की वहां पर किस प्रकार की गायें और दूसरे जानवरों का वध होता है तथा उन में कितनी क्रूरता का उपयोग किया जाता है ?

डा० पी० एस० देशमुख : इस समिती ने क्या क्या किया है उस की पुरी जानकारी तथा विवरण तो मेरे पास नहीं है। मगर माननीय सदस्य उन को यह सूचना दे सकते हैं।

Shrimati Ila Palchoudhury: May I know what steps are being taken to prevent the excessive loading of bullock carts?

Dr. P. S. Deshmukh: There is an Act already in operation. If it is not obeyed or if there are transgressions—and we know there are—the remedy remains with us to enforce that enactment rather than any new enactment that would be required.

NUTRITION

*488. **Shri S. C. Samanta:** Will the Minister of Health be pleased to state:

(a) whether report of the work done in Nutrition in State has been published every year since 1950;

(b) if so, the number of States where Public Health Nutrition work has not been possible as yet;

(c) number of States which have so far carried out diet surveys in their respective States; and

(d) the steps taken to establish nutrition clinics?

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

(b) Twelve.

(c) Eighteen.

(d) It is for the State Governments to take necessary action in the matter. Nutrition clinics have been established in Bombay and Hyderabad States.

Such a clinic has also been established in the Nutrition Research Laboratories at Coonoor and is being established at the All India Institute of Hygiene and Public Health, Calcutta.

Shri S. C. Samanta: May I know whether any special area was taken up by the Central Ministry and research was carried on there, and if so, with what results.

The Deputy Minister of Health (Shrimati Chandrasekhar): I think we have not done any such thing.

Shri S. C. Samanta: May I know whether results of the research on nutrition are published?

Rajkumari Amrit Kaur: Research has been carried on in various States and the Centre is in close contact with them. The results of these researches are published in special reports of the Indian Council of Medical Research. We always also publish them in the annual reports of the Indian Council of Medical Research.

Shri Keshavaiengar: May I now if any steps are being taken to provide publicity for the results of these institutions all over the country and if so, what are those steps?

Rajkumari Amrit Kaur: These questions are discussed every year at the conference of the Indian Council of Medical Research. We keep in touch

with the States and ask them to give publicity. Such publicity is necessary in order to make the people understand the efficacy of food nutrition.

Shri N. M. Lingam: May I know when the Nutrition Research Laboratories at Coonoor will be transferred to Hyderabad? May I also know whether there will be any clinic in Coonoor even after the transfer of the present laboratory?

Rajkumari Amrit Kaur: The laboratory will be transferred to Hyderabad as soon as the buildings there are ready; I cannot give any date. After the transfer no clinic will be kept at Coonoor.

Shri K. K. Basu: May I know whether any tangible steps other than education, as the hon. Minister has said, are taken in those areas where was found to be nutritional deficiency as a result of the research?

Rajkumari Amrit Kaur: These steps will have to be taken by the States and not by the Central Administration.

सेठ गोविंद दास : प्रचार के अतिरिक्त क्या इस प्रकार के भोजन का जो कि स्वास्थ्य के लिये आवश्यक है कोई प्रबन्ध किया जा रहा है और क्या माननीय मंत्राणी जी को मालूम है कि बच्चों के लिए जिस दूध की नितांत आवश्यकता है वह दूध अच्छी से अच्छी गायों का बम्बई और कलकता में कत्ल होने के कारण प्राप्त नहीं हो रहा है और क्या इसके लिए कोई उपाय सोचा जा रहा है ?

राजकुमारी अमृत कौर : कत्ल के बारे में तो मैं कुछ नहीं कह सकती। लेकिन मैं इतना आवश्यक कहना चाहती हूँ कि बच्चों को दूध आज ज्यादा मिलता है। बनिस्वत उस वक्त के जब कि हम ने आजादी पाई थी।

सेठ गोविंद दास : क्या वह उतना मिलता है जितना मिलना चाहिये ?

राजकुमारी अमृत कौर : जी नहीं। हमारा मुल्क क्यों कि एक गरीब मुल्क है, इस लिए उनको उतना दूध नहीं मिलता है जितना मिलना चाहिये। लेकिन हमारी हर वक्त यह कोशिश रहती है कि ज्यादा दूध उनको दिया जाए और उसकी मात्रा बढ़ भी रही है और हर चीज जो

खाने पीने की है, उसकी मिकदार भी बढ़ रही है।

पंडित के० सी शर्मा : क्या वह बढ़ता ही जा रहा है या उसकी जो क्वालिटी है वह भी अच्छी होती जा रही है ?

Mr. Deputy Speaker: We are going away from research to the actual supply of goods.

GOODS TRANSPORT ON N.E.
RAILWAY

*489. **Shri Anirudha Sinha:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is no proper classification for allotting priority in transport of seasonal and perishable goods on the Metre-Gauge Section of the North Eastern Railway; and

(b) if so, the reason thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, the General Preferential Traffic Schedule is equally applicable to the North Eastern Railway. Perishable traffic falls in the higher category 'D'. Seasonal traffic as such however, does not generally enjoy any special priority; the inter-priority classification of such traffic depends upon the comparative importance and urgency of the movement of the various kinds of commodities concerned.

(b) Does not arise.

Shri Anirudha Sinha: May I know whether it is a fact that preferential movement is not allowed to seasonal and perishable commodities like onion and potato which have to be moved in a particular season on the metre gauge section of the North-Eastern Railway?

Shri Shahnawaz Khan: There is a slight difference between perishable and seasonal traffic. Perishable traffic is given a higher priority, whereas seasonal traffic is given a slightly lower priority.

Shri Anirudha Sinha: Will the Government tell the House whether seasonal and perishable commodities will be properly classified and will be given due priority for movement during particular seasons?

Mr. Deputy-Speaker: Is it a suggestion for action?

Shri Anirudha Sinha: I want that some preferential treatment should be given and necessary action should be taken in this regard.

Mr. Deputy-Speaker: All that will be said during the discussion on the Railway Budget.

RADIO-PHOTO AND PHOTO
TELEGRAPH SERVICE

*490. **Shri D. C. Sharma:** Will the Minister of Communications be pleased to state whether the radio-photo and the photo-telegraph services have not proved to be popular?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The traffic on these services is increasing and the services are, therefore, becoming popular.

Shri D. C. Sharma: May I now what that increase has been and if that increase can be called appreciable, considerable or adequate?

Shri Raj Bahadur: The increase can be said to be encouraging and it may be indicated by the following statistics which I have collected so far as external services are concerned. In 1949-50, the figure was 18,300 centimetres in photo space, in 1950-51, it was 27,100. The last two figures are 29,600 for 1953-54 and 1,04,475 for 1954-55. The number of photo-messages has gone up to 146.

Shri D. C. Sharma: Is it not a fact that the rates for these services are very high and that if these rates are reduced, the response will be much more encouraging than it is now?

Shri Raj Bahadur: The rates are not high if we keep in mind the expenditure that is being incurred for the services. The recurring expenditure comes to Rs. 34,767 and the income is only

Rs. 4,128. Because the service has been essential and is of the nature of a pioneering service, we have to incur this loss. Otherwise, the rates are not even economical.

RAILWAY RATES TRIBUNAL

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

(a) whether any complaints have been received by the Railway Ministry about the procedure adopted by the Railway Rates Tribunal; and

(b) if so, what steps have been taken or are in contemplation to remedy the defects complained of?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) The question of simplifying the rules of procedure of the Railway Rates Tribunal has been remitted to the Railway Freight Structure Enquiry Committee whose recommendations are awaited.

Shri M. L. Agrawal: May I know what was the nature of these complaints?

Shri Alagesan: The complaints related to, firstly, the high cost of the suits in respect of cases taken before the Tribunal; secondly, the delay in the disposal of cases, and thirdly, the inconvenience supposed to be caused to people in North India due to the location of the Tribunal in Madras. These are the three broad complaints that we have received. All these things are now before the Freight Structure Committee who are looking into them; they are collecting opinions on the various points.

Shrimati Tarkeshwari Sinha: In view of the fact disclosed by the hon. Deputy Minister that the committee is going into these matters, may I know whether their recommendations will be accepted immediately or they will be included in the next year's budget proposals?

Shri Alagesan: We have remitted it to the Freight Structure Committee and we are awaiting their report. As to whether we will implement the recommendations of the committee, that is to be judged by our performance in the past. We have been implementing the

recommendations of the various committees appointed by us.

Shri K. K. Basu: May I know what stands in the way of this Railway Rates Tribunal sitting in different places in India instead of having its permanent seat at Madras?

Shri Alagesan: I have to inform the hon. Member that it has been sitting in various places like Delhi, Kanpur, Calcutta, etc. We have already taken steps; anyhow, we will further look into it.

कोयला खान कल्याण निधि

*४९३. **श्री के० सी० सोषिया :** क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोयला श्रमिक कल्याण निधि की आय का केवल ५० प्रतिशत भाग ही विभिन्न कल्याण योजनाओं पर प्रतिवर्ष खर्च किया जाता है और शेष रक्षित निधि में जमा कर दिया जाता है ;

(ख) यदि हां, तो इसके कारण क्या है ; और

(ग) क्या इस निधि का उपयोग करने के लिये सरकार कार्यवाही कर रही है ?

अम उप-मंत्री (श्री आबिद अली) : (क) से (ग) : कोयला खान कल्याण फंड के दो भाग हैं—पहला सामान्य कल्याण खाता और दूसरा हाउसिंग खाता। मार्च, १९५५ के आखिर तक सामान्य कल्याण खाते में से कुल बसूली का ६० प्रतिसेकंडा और हाउसिंग खाते में से ३४ प्रतिसेकंडा खर्च किया गया था। हाउसिंग खाते के अधिन, इसलिये कम काम हुआ है कि खान मालिकों ने सहायता योजनाओं को चलाने में ज्यादा दिलचस्पी नहीं ली। अब एक नई योजना चलाने का विचार किया गया है, जिसके अधीन फंड की तरफ से ही मकान बनाये जायेंगे।

जहां-तक सामान्य कल्याण खाते का संबंध है, कुछ धन तो आमदनी बढ़ने से और कुछ योजनाओं को देरी से अमल में लाने के कारण जमा है। अब कल्याण फंड सलाहाकार उप-समिति द्वारा ऐसी नई योजनायें तैयार की गई हैं, जिन में काफी खर्च किया जा सकेगा। अमल में लाने संबंधी काम की देख-रेख के लिये एक

स्थायी समिति बना दी गई है। रिजर्व फंड में कुछ भी जमा नहीं किया गया है।

श्री के० सी० सोधिया : कुलनिधी की रकम कितनी है ?

श्री आबिद अलि : पांच करोड़ बाकी हैं।

श्री के० सी० सोधिया : इस इतनी बड़ी रकम को खर्च करने के लिये क्या अब कोई हिदायत दी गई है कि जिसमें यह रकम खत्म हो जाये ?

श्री आबिद अलि : जी हां। हम चाहते हैं कि तीस हजार घर बना दिये जायें ?

Shri Ramachandra Reddi : May I know the annual accumulation of this Fund and the unspent balance at present in the Fund ?

Shri Abid Ali : About a crore of rupees, and the present balance is about Rs. 5 crores.

Shri T. B. Vittal Rao : The hon. Minister said that a Standing Committee is being constituted. May I know who are represented on that Committee ?

Shri Abid Ali : All the three parties, that is, workers, employers and Government.

Shri T. B. Vittal Rao : In view of the fact that the centralised administration of the Coal Mines Labour Welfare Fund has been very unsatisfactory and unhappy and it was under the consideration of the Government to decentralise it, may I know what decision has since been taken with regard to the question of decentralisation ?

Shri Abid Ali : It is not correct that the working has been unsatisfactory, but we have already decided to have local committees also so that the work may be spread in all the areas.

Shri P. C. Bose : The hon. Minister said that the fund for housing purposes could not be spent on account of the attitude of the colliery owners and that now the fund will be utilised directly by the Welfare Fund. May I know who will be the owner of the houses to be built by the Fund at its own cost ?

Shri Abid Ali : Certainly this will remain the property of the Fund.

Shri K. K. Basu : In view of the fact that the housing condition of the mine workers is abominable and in view of the fact that the new houses could not be built because of the recalcitrant attitude of the owners, may I know what positive steps the Government have taken so far as the attitude of the owners is concerned so as to see that they fall in line with the policies of the Government ?

Shri Abid Ali : But there is scarcity of land also, and I have said that 30,000 houses will be built from the Fund directly.

Shri B. S. Murthy : In view of the fact that there is an accumulation of Rs. 5 crores, may I know whether Government have a comprehensive scheme of providing housing for these labourers out of this, instead of waiting for years for the goodwill of the management ?

Shri Abid Ali : I have already answered it. We ourselves will undertake the construction from the Fund available.

Shri Bhagwat Jha Azad : In view of the fact that as much as Rs. 5 crores is left unspent, may I know whether all the provisions have been fulfilled or whether this accumulation is due to the negligence and inefficiency of the authorities ?

Shri Abid Ali : There is no negligence so far as the authorities are concerned.

Shri Bhagwat Jha Azad : Then why is it unspent ?

Shri Nambiar : May I know whether the rent will be collected from the employees or the employers ?

Shri Abid Ali : From both.

HIGHWAYS

*494. **Shri M. S. Gurupadaswamy :** Will the Minister of Transport be pleased to state the steps taken or proposed to be taken by Government to give proper attention to land-scaping of national highways ?

The Deputy Minister of Railways and Transport (Shri Alagesan): Instructions have been issued to the State Governments to plant a second row of trees on National Highways to replace the old trees in due course, and to arrange for planting of shrubs and flowers near major bridges on these Highways as far as possible.

Shri M. S. Gurupadaswamy: May I know whether any schemes have been worked out about the amount of money that is going to be spent during this year and the next five years on this land-scaping?

Shri Alagesan: We have told the State Governments that the expenditure incurred with reference to national highways can be met from the maintenance charges.

Shri M. S. Gurupadaswamy: My question was whether any estimate has been made about this expenditure.

Shri Alagesan: We do not have the information, but we have told the State Governments that it could be met from that source.

Shri N. M. Lingam: Apart from land-scaping, are Government aware that along long stretches of national highways the sites are subject to heavy erosion, and may I know whether Government have laid down any specifications for the width and strength of these highways; if not, how do Government propose to maintain these sites and protect them from erosion in future?

Shri Alagesan: All these things come under maintenance. Of course, there are specifications laid down for width, etc. When erosion takes place, naturally it is being set right.

Shri Mathen: May I know whether the hon. Minister expects to maintain the tempo of the highways and roads in spite of the cut in the targets?

Shri Alagesan: There is a certain contradiction in the question itself—I am expected to maintain the tempo in spite of the cut. We propose to go

ahead with the works that we have already taken in hand. We may have to slow down a little as far as new works go.

RAILWAY TRIBUNAL

***496. Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) the terms of reference now left pending with the one-man Tribunal in the disputes between the Railwaymen's Federation and the Railway Board;

(b) whether the withdrawal of certain references from the tribunal by the President of the Federation has been approved by the Railway Board and the General Secretary of the Federation; and

(c) whether the enquiry on all subjects continues as demanded by the General Secretary of the Federation?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). Out of the 5 terms of reference, agreement was reached between the Federation and the Railway on 3 which were withdrawn from the Tribunal. This was done with the approval of the Federation and as such the approval of a particular office-bearer does not arise. The remaining terms of reference are:—

(i) Re-distribution of grades for various categories of staff decided upon as a result of the recommendations of the Joint Advisory Committee, should be reviewed.

(ii) The orders that in workshops, leave with or without allowances, shall not be for less than half a day should be reviewed.

Shri Nambiar: May I know whether the General Secretary of the Federation, who is a non-official who advised the Tribunal, was consulted when these items were withdrawn?

Shri Alagesan: We consult the Federation as a whole. It is not possible to consult individual office-bearers. The office-bearers consist of the President, the General Secretary, the Vice-President and others also. I do not

think we should be called upon to consult each and every individual office-bearer. We consulted the Federation as a whole and the representatives of the Federation carried on talks with the Railway Board, and in a record time of three or four days agreement has been reached on three out of the five terms of reference. I think it is a matter for appreciation.

Shri B. S. Murthy: Now that the union has been split into two wings, which of them will be consulted—both or one of them?

Shri Alagesan: I propose to deal with it in the course of today.

Shri Nambiar: May I know whether the non-official adviser has been removed by the Federation or the old non-official adviser continues on behalf of the railwaymen—the non-official assessor.

Shri Alagesan: I do not know what the hon. Member has in mind. He knows about these things much more than I do.

Mr. Deputy-Speaker: From adviser it came to assessor and something in the nature of an assessor.

Shri K. K. Basu: The hon. Minister said that he consulted the whole of the Federation. May I know how many persons actually were consulted or who are the office-bearers of the Federation who were consulted and who are supposed to have spoken on behalf of the Federation?

Mr. Deputy-Speaker: I am not going to allow it.

Shri K. K. Basu: He said the whole of the Federation.

Mr. Deputy-Speaker: The whole of the Federation is always represented by the Executive Committee.

Shri K. K. Basu: He said "I need not consult the General Secretary". Let us know who was consulted.

Mr. Deputy-Speaker: I am not going to allow this question. Hon. Members know fully that when there is an institution the letter is written to the institution and on behalf of it somebody writes back.

Shri K. K. Basu: Here is a case where he says that the General Secretary was not consulted. I would like to know who has been consulted.

Mr. Deputy-Speaker: Next question.

Shri Nambiar: I want to ask one question.

Mr. Deputy-Speaker: Next question.

METEOROLOGICAL DEPARTMENT STAFF

*498. **Shri K. K. Basu:** Will the Minister of Communications be pleased to state:

(a) whether an order was issued in 1949 by the Home Ministry for fixation of seniority of Government Servants;

(b) whether the seniority of the Scientific Assistants in the Meteorological department have not yet been fixed; and

(c) if not, when the matter was referred to the Ministry?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Yes, Sir.

(b) and (c). On the amalgamation of the old cadres of Meteorological Assistants and Assistants into a common cadre of Scientific Assistants, the question of fixation of their relative seniority was referred to Government. A decision was reached in but before it could be given effect to, another representation was received from the old Assistants and the matter is being re-examined in consultation with the Ministry of Home Affairs.

Shri K. K. Basu: I would like to know what is the specific answer to part (c), when the matter was referred to the Ministry?

Shri Raj Bahadur: I have said, it was referred to the Ministry.

Shri K. K. Basu: I used the expression, "when".

Shri Raj Bahadur: It was referred to in 1951.

Shri K. K. Basu: May we know whether, after the unification, the principles of seniority* as applied to other staff were not applied so far as the scientific assistants are concerned?

Shri Raj Bahadur: That was not an easy case because the Meteorological Assistants and Assistants, in the scope of their duties and functions, were almost identical. They were doing the same work. Only the grades differed in the scales of pay. The two were, therefore, combined into one cadre with effect from 1-1-1947. It was not possible for us to ignore the rights of those who had served for long years as Assistants and might have been posted as juniors or superseded by juniors.

Shri Velayudhan: How many Scientific Assistants are there in the Meteorological Section in this category?

Shri Raj Bahadur: I am sorry; the figures are given in the budget; I cannot say offhand.

Shri K. K. Basu: As a result of the long protracted consideration by the Government, quite a number of officers concerned may have retired or superannuated within this period. Will they be given any sort of compensation if the Government makes a decision in their favour?

Shri Raj Bahadur: I say much can be said on both sides for and against either group. The Assistants as well as the Meteorological Assistants have been amalgamated into one category of Scientific Assistants. We are in such matters governed by the advice tendered to us by the Ministry of Home Affairs. We decided according to one set of instructions that have been issued to us in 1949. Afterwards, the Home Ministry advised us to make some relaxation in that. Later on, the party which was adversely affected by this latest decision came with another representation. That is also being considered by the Ministry of Home Affairs. I do not know what my hon. friend further wants us to do in the matter.

Shri K. K. Basu: My question has not been answered.

Mr. Deputy-Speaker: Next question.

Shri K. K. Basu: Why should we not get specific answers? I want to know.....

Mr. Deputy-Speaker: I cannot go on with a single question.

Shri K. K. Basu: On a point of order; my question was this. I put a specific question: There may be some persons who may retire within a month or two. If the Government decides that a certain category will have a certain grade, I ask whether in these cases Government are going to consider some sort of compensation or relief. That is the specific question. I am not asking about delay.

Pandit K. C. Sharma: It is hypothetical.

Shri Raj Bahadur: This question of compensation does not arise. I am thankful to my hon. friend, this is a hypothetical question. Here is a question of seniority, whether X or Y will be senior.

HISTORICAL PLACES

*499. **Shri H. N. Mukerjee:** Will the Minister of Transport be pleased to state:

(a) whether his attention has been drawn to complaints published in the Press that inconvenience is caused to, and a bad impression produced on tourists, particularly foreign, on account of the closure, for hours, of places of historical interest like the Agra Fort owing to the visit thereto of Ministers of Government; and

(b) whether such undesirable closures would cease?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) Enquiries are being made with a view to ascertaining the actual facts.

Shri H. N. Mukerjee: I can speak from personal knowledge that a place as large as the Agra fort had been entirely closed to the public. I should like to know from the Government why, when V.I.P.s visit such places,

the entire place should remain closed and the public is not allowed entry for quite a long time.

Shri Alagesan: In fact, even before the hon. Member put down this question, I saw a news item in the papers. I immediately wanted to know the facts. We also consulted the Home Ministry whether they have issued any instructions that the whole Agra Fort should be closed when V.I.P.s visit. The Home Ministry informed us that there is no such instruction. Even when the Prime Minister visits, the Agra Fort is not closed; much less when other Ministers or others pay a visit. Even when the President visits, it is not closed. We were also told that this fort was closed only on two occasions when the heads of other States, namely Marshal Tito and Messrs. Bulganin and Khrushchev visited. On the particular date that was mentioned in the daily press, we came to know that the fort was not closed: I think 30th of January. Then, we made further enquiries. That enquiry is not yet complete. On the 28th of that month, the fort was closed due to the expected visit of the Maharajkumar of Sikkim or something like that. That dignitary visited, and it was closed. We are still ascertaining facts.

Shri H. N. Mukerjee: Has the attention of the Government been drawn to a series of letters which have appeared in an important daily in this city written by foreign tourists who have specifically complained that it was on account of the visit of the Ministers of Government that the Agra Fort was completely closed for the day, as also the public presumption which follows that the Ministers of Government are somehow not so sure of their standing with the public? I wish the Government gives its reactions in regard to this.

An Hon. Member: Unwarranted.

Shri Alagesan: I should like immediately to repudiate the insinuation underlying the hon. Member's suggestion. The Ministers of Government here and also the Governments elsewhere are quite sure of their standing with the public.

Shri Kamath: Why have bodyguards then?

Shri Alagesan: I am quite safe.

Mr. Deputy-Speaker: On such a small question, there are 50 questions. The hon. Minister himself has answered at length. I should have wished his answer to have been short. The question is also like that. I am sure hon. Members have the list of questions. They may concentrate upon the very important questions. Of course, this is also important.

PURI RAILWAY STATION

***502. Shri Kamath:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 60 on the 17th February, 1956 and state:

(a) whether it is a fact that Government have decided not to reconstruct or repair the Puri Railway Station building damaged in the recent disturbances there; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No, Sir, no such decision has been taken.

(b) Does not arise.

Shri Kamath: Is it a fact that the Deputy Minister or one of his colleagues made a statement in the other place the other day to the effect that the Government proposes to ask the people of Puri to voluntarily rebuild this station?

Shri Alagesan: Yes. While intervening in the course of the discussion on the Railway Budget in the other House, I ventured to suggest that the people of Puri may well consider the suggestion that they should voluntarily contribute for the rebuilding of the station.

Shri Kamath: Is this proposal not tantamount to putting a premium on the inefficiency of the police and other administrative authorities who failed to prevent and track down the miscreants, tantamount to penalising the

entire nation who use the Puri station along with other stations?

Shri Alagesan: I think, on the other hand, it is putting faith in the people in their capacity to repent and atone for the wrongs they have done.

Mr. Deputy-Speaker: What I find is, questions are not for eliciting information at all. Hon. Members come up with their opinions or suggestions. How long am I to allow this?

Shri Kamath: I am not giving my opinion; I will put a question of fact. Is Government aware that during the "Quit India" and "Chalo Delhi" Campaigns in 1942 even, the British Government did not adopt such punitive methods when large scale destruction of property took place at the hands of the members of the present ruling party and other elements in India?

Shri Alagesan: The difference in the conditions obtaining then and now is as much as the difference between the day and night.

Shri Kamath: Your policy is worse than that of the British Raj. That is the difference. You are right and that was day, is that not so?

Shri Alagesan: You are only blind.

Mr. Deputy Speaker: Shall I allow this duel to go on? Shri Shree Narayan Das. Shri Raghbir Singh. Shri Sadhan Gupta. Shri Bansal. Shri Raghunath Singh. Sardar A. S. Saigal.

Sardar A. S. Saigal: 505.

Mr. Deputy-Speaker: I am not going to call four names in connection with any question. The calling of names itself takes away so much time. As soon as I call the first name, if that hon. Member is absent, it is open to any other hon. Member who is a party to that question to get up and say: "I put the question".

Sardar A. S. Saigal: All right, Sir. 505.

Some Hon. Members: Sardar Saigal's name is not there.

Mr. Deputy-Speaker: I have got it here. In the printed list it is not there. In the manuscript copy it is there. It was omitted by mistake.

Sardar A. S. Saigal: They do not see the papers at all.

U.S. ENGINEERS' STUDY OF INDIAN RAILWAYS

*505. **Sardar A. S. Saigal:** Will the Minister of Railways be pleased to state whether any contract has been signed with a U.S. Engineering firm for the study of Indian Railways?

The Deputy Minister of Railways and Transport (Shri Alagesan): Yes, Sir.

Sardar A. S. Saigal: May I know whether the cost of the survey and the studies which will be undertaken by Sanderson and Porter and its technical personnel will be incurred in dollar currency under the terms of this contract?

Shri Alagesan: The expense is both in dollar and rupee. The dollar expenditure will be borne by the Technical Co-operation Mission, and the rupee expenditure by the railways.

Sardar A. S. Saigal: May I know whether the expenses will be met from the technical assistance of the United States Government?

Shri Alagesan: I have answered it.

Shri T. B. Vittal Rao: May I know whether it is a fact that the expenses in connection with the survey will amount to 5,20,000 dollars?

Shri Alagesan: It may be in the region of 4 to 5 lakh dollars. The rupee expenditure is in the region of 4 lakhs.

Shri Joachim Alva: What is the programme of Government in this particular direction? We send out our technical experts to the U.S.S.R. to study the railway conditions there and they come back with a report about automatic machines and amenities. Then we invite on the other hand, a team of experts from the U.S.A. to

study our railway conditions. What is the definite policy of Government in this line? Are we going to send our boys and train them up, or call outsiders to study our railways?

Shri Alagesan: This study will cover the operational and mechanical aspects of the railways. It is a much broader study and it was thought that it would be better to invite a team of experts from that country so that they can give us the benefit of their advice.

Sardar A. S. Saigal: Is it a fact that since 1954 the United States Government has been co-operating with India in railway rehabilitation? What is the amount that has been committed to the programme of economic development?

Shri Alagesan: I do not have the actual figures regarding economic assistance from the U.S.A. to the railways.

HINDI IN THE RAILWAYS

*507. **Shri Siddananjappa:** Will the Minister of Railways be pleased to state:

(a) whether the Conference of General Managers of Indian Railways recently held in New Delhi, discussed the progress which had been made in the introduction of Hindi in the Railways; and

(b) if so, the plans thought out by the Conference to take more positive action early in order to accelerate the tempo?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (b). The question was discussed and the steps that should be taken in this regard were indicated to the General Managers.

Shri Siddananjappa: May I know what those steps are?

Shri Shah Nawaz Khan: The first is to start Hindi sections in all headquarters; secondly to start Hindi classes; thirdly to start thinking about translating the manuals in Hindi.

Dr. Lanka Sundaram: Thinking about!

Shri Siddananjappa: May I know whether the question of making Hindi-speaking officers learn one of the South Indian regional languages has been considered?

Shri Nambiar: Preferably Tamil.

Mr. Deputy-Speaker: This does not relate to the other 14 or 13 languages.

Shri B. S. Murthy: In his Budget speech the hon. Minister was pleased to state that voluntary classes are being held by the railway staff in a number of places. May I know whether any other facilities are provided to these voluntary classes?

Shri Shah Nawaz Khan: Does the hon. Member mean facilities to teach other languages?

Shri B. S. Murthy: Hindi.

Mr. Deputy-Speaker: What are the other facilities?

Shri B. S. Murthy: Other facilities such as supply of books, literature, etc.

Mr. Deputy-Speaker: There are other big, important questions. A man who goes to read must have a book. As to wherefrom he gets it.....

Shri K. K. Basu: The hon. Minister said one of the steps is adaptation into Hindi of some of the terms now used in English. In doing this translation or paribhasha, may I know whether they are taking the help of literatures or only of the men from their department?

Shri Shah Nawaz Khan: We have good men in the department also.

Shri K. K. Basu: Please don't do that.

The Deputy Minister of Railways and Transport (Shri Alagesan): We also consult the Education Ministry who are supposed to be experts in the matter.

Shri T. S. A. Chettiar: May I know whether care will be taken to see that the people in the rural areas do not suffer, that it is not hurried up, and that these are first published in the regional languages and later on in Hindi?

Shri Alagesan: We will keep in mind the importance of the regional languages in this connection.

सेठ गोविंद दास : क्या मंत्री महोदय को यह बात मालूम है कि जहां जहां हिंदी का उपयोग होने लगा है, जैसे साइन बोर्ड इत्यादि में, वहां भी ज्यादा तर ऐसे क्षेत्रों में जहां की मातृभाषा हिंदी नहीं है, बोर्ड बहुत अशुद्ध लिखे जाते हैं और क्या इस संबंध में कोई प्रयत्न हो रहा है कि जो हिंदी अशुद्ध लिखी जाती है वह ठीक तरहसे लिखी जाय ?

श्री साहनबाज खां : यह बात रेलवे मिनिसट्री की नोटीस में आई है और जहां जहां ऐसी अशुद्ध हिंदी इस्तेमाल की गई है वहां उन का ध्यान सही और शुद्ध हिंदी की तरफ दिलाया गया है ।

LOKUR COMMITTEE

***508. Shrimati Tarkeshwari Sinha:** Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 367 on the 8th December, 1955 and state:

(a) whether the Lokur Enquiry Committee has since submitted its report to Government;

(b) if so, the main findings and recommendations of the Committee regarding Bihar Steamer Services; and

(c) the steps Government have taken or propose to take for the implementation of the recommendations of the Committee?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) Shri Lokur has recommended that a traffic survey should be carried out with a view to determine the additional number of vessels that should be brought into commission. He has also recommended that in the meanwhile the frequency of Patna-Buxar and Patna-Burhaj feeder services should be increased to thrice weekly and that two additional steamers be put on the main Ganga Despatch Service for a trial period of at least one year.

2—59 Lok Sabha.

(c) The Joint Steamer Companies have been asked to take steps to increase the frequency of services. Arrangements are being made for the traffic survey.

Shrimati Tarkeshwari Sinha: May I know the total mileage at present and the number of steamer services operating at present in the Ganga?

Shri Alagesan: They are operating between Calcutta and Patna—I do not have the exact distance between these two points—and between Patna and Buxar. Here also I do not have the actual distance between the two points.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that the number of feeder steamers have been reduced slowly by the companies, in spite of the understanding arrived at between the steamer companies and the Central Government in 1949 that at least six feeder services should be operated in this area?

Shri Alagesan: All this has been examined by the committee which went into this question, and it has recommended strengthening the services.

Shrimati Tarkeshwari Sinha: May I know whether the steamer companies have expressed the view that they are unable to operate those services that have been diverted to Pakistan and they are also unable to divert those services from Pakistan to India because the Pakistan Government would not allow them to be diverted to the lines that were operating before?

Shri Alagesan: This was one of the points mentioned by them, but this point was considered in a conference of the steamer companies, the Bihar Government, the railways and also the labour unions.

WRITTEN ANSWERS TO QUESTIONS.

सहकारी संघ

*४७३. श्री एस० एल० द्विवेदी : क्या बाणिज्य और उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) स्वीडेन के थोक व्यापार सहकारी

संघ और अंतर्राष्ट्रीय सहकारिता मंत्री संघ के प्रतिनिधि डाक्टर जार्ज कैलर ने भारत के दौरे के समय उन संस्थाओं की कार्यवाहियों को भारत में लोकप्रिय बनाने के लिये क्या सुझाव दिये हैं ;

(ख) क्या सरकार ने उन दो संस्थाओं के कार्य को फैलाने की स्वीकृति देने के प्रश्न पर विचार किया है ?

कृषि मंत्री (डा० पी० एस० देशमुख) :

(क) डाक्टर कैलर ने इस बाबत कुछ भी सुझाव नहीं दिये ।

(ख) प्रश्न उत्पन्न नहीं होता ।

ADDITIONAL MEDICAL COLLEGE AT DELHI

***475. Shri Radha Raman:** Will the Minister of Health be pleased to state:

(a) whether there is a proposal to start another medical college in Delhi; and

(b) if so, at what stage is the proposal?

The Minister of Health (Rajkumari Amrit Kaur): (a) and (b). The matter is under consideration.

TICKET EXAMINERS

***482. Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the rest facilities for Travelling Ticket Examiners on the Railways are not adequate at present; and

(b) if so, what steps Government propose to take to improve the position?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Wherever accommodation is available, the T.T.E.s and others are permitted to avail of Running Room facilities as also Rest Rooms where they exist. However, as existing facilities are considered to be inadequate, Railways have been asked to provide more accommodation for rest purposes.

EMPLOYEES' PROVIDENT FUND ACT, 1952

***484. Shri Krishnacharya Joshi:** Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 82 on the 22nd November, 1955 and state:

(a) whether Government have taken a final decision to extend the Employees' Provident Fund Act, 1952, to all Industries, employing more than 10,000 workers; and

(b) if so, when the scheme will come into force?

The Deputy Minister of Labour (Shri Abid Ali): (a) Not yet.

(b) Does not arise.

LEVEL CROSSINGS

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

(a) whether Government are aware that great hardship is caused to the inhabitants on either side of railway lines for want of sufficient number of level crossings;

(b) whether Government have taken into consideration that since the railway lines were constructed population has considerably increased and consequently quite a large number of new villages have sprung up on either side of the railway lines; and

(c) whether Government have considered the question of providing more level crossings at their own cost on the railway lines?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (c). As many level crossings of different classes as are required at the time of the construction of railway lines, and during a period of ten years of the opening of such lines to public traffic, are provided and maintained at Railway cost.

Any additional level crossing required thereafter can only be provided and maintained at the cost of the party requiring it.

GARDEN AT AJANTA

*487. **Shri Bibhuti Mishra:** Will the Minister of Transport be pleased to state:

(a) whether Government contemplate laying out a garden at Ajanta Caves; and

(b) if so, at what stage is the matter?

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

(b) Preliminary plans and estimates have been prepared and forwarded to the Hyderabad Government who have been asked to scrutinize them and also to indicate if they would be prepared to execute the work and bear the subsequent maintenance charges.

RAILWAY W. & W. STAFF

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

(a) whether the Watch and Ward (now Railway Security Force) Employees of the Eastern Railway have expressed their desire to opt for alternative appointments in other departments of the Railways;

(b) if so, the reasons therefor; and

(c) the decision of Government in this regard?

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

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

METRIC SYSTEM

*495. **Shri B. K. Das:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that steps are being taken to introduce the metric system on the railways as early as possible; and

(b) if so, the stage at which the matter stands?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). An *ad hoc* Committee has been appointed to go into the whole question. Its report is awaited.

RAILWAY COLONY AT BARKAKANA
(E. RLYS.)

*497. { **Thakur Jugal Kishore Sinha:**
Shri Asthana:
Babu Ramnarayan Singh:

Will the Minister of Railways be pleased to state:

(a) whether for want of adequate pumping capacity most of the quarters in the Railway Colony of Barkakana have not been provided with water taps;

(b) the reasons for delay in arranging for an adequate pumping capacity;

(c) whether Government propose to electrify the quarters of the Railway Colony of Barkakana; and

(d) if so, how soon?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, Sir. It is not for want of adequate pumping capacity but for want of sufficient water supply to meet unrestricted demands.

(b) Does not arise.

(c) Yes, Sir.

(d) On a programmed basis depending on the availability of funds.

GAUTAMI BRIDGE

*500. **Shri Gadilingana Gowd:** Will the Minister of Transport be pleased to refer to the reply given to Starred Question No. 907 on the 16th December, 1955 and state:

(a) the estimated cost of construction of the bridge across Gautami Branch of the Godavari River at Alamura on National Highway No. 5 (Madras-Calcutta); and

(b) when the work will be completed?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Rs. 124.79 lakhs.

(b) In 3 to 4 years.

RAILWAY FREIGHT ON INDIAN GOODS IN EAST PAKISTAN

***501. Shri K. P. Tripathi:** Will the Minister of Railways be pleased to state whether any discriminatory higher freight rates are charged in East Pakistan for Indian goods passing through from Assam to Calcutta and Bihar and *vice versa*?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): No Sir.

RURAL CREDIT SURVEY COMMITTEE

***503. Shri Shree Narayan Das:** Will the Minister of Food and Agriculture be pleased to state the progress made in setting up organisations at all levels and equipping them with suitable personnel to give effect to the recommendations of the Rural Credit Survey Committee which have been accepted by the Government?

The Minister of Agriculture (Dr. P. S. Deshmukh): A note giving the progress made in this behalf is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 32.]

EMPLOYMENT EXCHANGES

***504. Ch. Raghbir Singh:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that the Central Inspectorate of the Employment Service conducted Staffing Survey at the two Employment Exchanges at Agra and Meerut; and

(b) if so, the results thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). A preliminary survey was conducted at Agra and Meerut. Based on that experience more data have been collected from six other Exchanges, which are now being tabulated.

B.C.G.

***506. Shri Nagd Lal Sharma:** Will the Minister of Health be pleased to state:

(a) whether the attention of Government has been drawn to the Doctors' Petition, dated the 1st December 1955, against mass inoculation of Indian Children with B.C.G.; and

(b) the reaction of Government to the position?

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

(b) The Government find no reason whatsoever to revise their policy of carrying on this useful programme.

शिवाराव समिति

*५०६. { श्री एम० एल० द्विवेदी :
श्री केशव अग्र्यंगार :

क्या अन्न मंत्री शिवाराव समिति की सिफारिशों के बारे में यह बताने की कृपा करेंगे कि:

(क) रोजगार सम्बन्धी समाचारों को एकत्र करने और उनका आदान प्रदान करने के विषय में सरकार ने कितनी प्रगति की है ; और

(ख) इस बात को निश्चित करने के लिये सरकार ने क्या कार्यवाही की है कि उन के पास जितने स्थान रिक्त हों उसकी सूचना वे काम दिलाऊ दफ्तरों को दे दें ?

अन्न उपमंत्री (श्री आबिद अली) : (क) रोजगार सम्बन्धी समाचारों को प्राप्त करने और उनके फैलाने से सम्बन्धित एक परीक्षणालम्बक योजना दिल्ली में चलाई जा रही है, जिसका परिणाम जानने के बाद इसे देश भर में चलाने के बारे में विचार किया जायेगा ।

जहाँ तक रोजगार सम्बन्धी समाचारों के प्रकाशन का सम्बन्ध है, "इम्प्लायमेन्ट न्यूज" नामक एक मासिक पत्र प्रकाशित किया जा रहा है । इसके अलावा विभिन्न व्यवस्थाओं की जानकारी फैलाने के लिये "कैरियर पैम्फलेट्स" भी प्रकाशित किये जा रहे हैं ।

(ख) इस बारे में उचित कानून बनाने के सवाल पर विचार हो रहा है ।

JAGDESH PRASHAD J.C. SEN (J.J.)

COMMITTEE REPORT

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

- (a) the date of the submission of the "J. J. Committee" Report; and
(b) the action taken thereon?

The Minister in the Ministry of Communications (Shri Raj Bahadur):
(a) September, 1952.

(b) Some of the recommendations have since been implemented while others are under the consideration of Government.

GRAND TRUNK EXPRESS

***5110.** { **Shri T. B. Vittal Rao :**
Shri Velayudhan :

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 2467 on the 30th September, 1955 and state :

(a) whether it has since been decided to increase the speed of the Grand Trunk Express with a view to reducing the overall journey time;

(b) if so, by how much it will be reduced; and

(c) if the reply to part (a) be in the negative, the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (c). A statement is laid on the Table of the House. [See Appendix III, annexure No. 33.]

TRAVELLING TICKET EXAMINERS

***512. Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Travelling Ticket Examiners on the Indian Railways are not classified as "Running staff"; and

(b) if so, the reasons thereof?

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

(b) These staff do not perform duties directly connected with the

movement of trains.

FACTORIES ORGANISATION

***513. Shri N. B. Chowdhury:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that the Factories Organisation has been carrying out factual surveys of hazards and environmental hygiene in industries;

(b) if so, the names of industries covered so far; and

(c) its future programme?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) and (c). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 34.]

TUBERCULOSIS

***514. Sardar Hukam Singh:** Will the Minister of Health be pleased to state:

(a) whether there is a proposal to establish an Eastern Regional Committee of the International Union against Tuberculosis;

(b) if so, whether all countries in this region have agreed to join this; and

(c) whether any new suggestions were given by the Indian Anti-Tuberculosis Conference held at Trivandrum during January, 1956?

The Minister of Health (Rajkumari Amrit Kaur): (a) The Government of India understand that there is such a proposal.

(b) The National Tuberculosis Associations of these countries were addressed by the Tuberculosis Association of India in the matter and most of them have replied favouring the formation of such a Committee.

(c) No.

ALL INDIA MEDICAL INSTITUTE

***515. Shri Krishnacharya Joshi:** Will the Minister of Health be pleased to state:

(a) whether the development of land and construction of Staff quarters for the All India Institute of Medical Sciences in the Safdarjang area, New Delhi, have been completed;

(b) if so, the total amount spent so far in this regard; and

(c) whether post-graduate training in Orthopaedic Surgery has been started there?

The Minister of Health (Rajkumari Amrit Kaur): (a) They have not yet been completed but the work is well in hand.

(b) Up to 31-12-1955 the expenditure was Rs. 28.43 lakhs.

(c) The training will be started in April, 1956.

INDIAN RAILWAY EMPLOYEES IN GOA

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

(a) whether it is a fact that a number of Railway employees in Goa who had opted to serve on the Southern Railway in India have been arrested by the Portuguese Government; and

(b) if so, what action has been taken by Government in the matter?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) It is a fact that 14 employees of the Southern Railway, including both Goan and Indian nationals who had volunteered to serve elsewhere on the Southern Railway on the termination of the Southern Railways contract for working the West of India Portuguese Railway on 31-12-1955 afternoon, were detained by the Portuguese police for a few days and released.

(b) The Administrative Officer and Joint Representative of the Southern Railway (then stationed in Goa) immediately addressed the Portuguese officials formally and followed this up by a personal interview with the Governor General in Goa on 26th December, 1955. The following day all the Indian nationals who had been detained were released from detention.

AUTOMATIZATION SCHEME

***517. Shri D. C. Sharma:** Will the

Minister of Communications be pleased to state:

(a) the extent to which automatization scheme has progressed in Calcutta; and

(b) in what other cities it is going to be adopted?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Out of the proposed installation of 55,000 lines in 15 new exchanges a total of 34,600 lines in 7 exchanges has been installed.

(b) Automatization of the following manual exchanges has been approved:

(1) Lucknow, (2) Patna, (3) Agra, (4) Banaras, (5) Jaipur, (6) Coimbatore (7) Kozhikode, (8) Madurai, (9) Trichy and (10) Jullundur.

JAUNDICE EPIDEMIC

***518.** { **Shri S. C. Samanta:**
Shri Sivamurthi Swami:
Th. Lakshman Singh
Charak:

Will the Minister of Health be pleased to state:

(a) the quantities of U. S. gift of Gamma Globulin received by Government to use as prophylactic inoculation against Virus Hepatitis (Jaundice) epidemic in Delhi.

(b) the extent to which this medicine has been successful;

(c) whether there are other purposes for which this drug can be used; and

(d) whether this medicine has been available in the Indian market before?

The Minister of Health (Rajkumari Amrit Kaur): (a) Five lakh c.c.s.

(b) It is too early to give an opinion in this regard at present.

(c) It can also be used as a prophylactic against measles and poliomyelitis.

(d) No.

गन्ने के मूल्य

*५१९. { श्री विभूति मिश्र :
श्री अस्थाना :

क्या खाद्य और कृषि मंत्री यह बताने की

कृपा करेंगे कि :

(क) क्या यह सच है कि चालू वर्ष में विहार के विभिन्न क्षेत्रों में गन्नेका मूल्य घटा दिया गया है; और

(ख) यदि हां, तो कितना घटाया गया है और किन किन क्षेत्रों में घटाया गया है ?

कृषी मंत्रो (डा० पी० एस० बेशमुख): (क) तथा (ख) जी नहीं। लेकिन हसनपुर फैक्टरी ने जो गन्ना सुपौल क्षेत्र से खरीदा तथा रियाम फैक्टरी ने जो गन्ना गायघाट क्षेत्र से खरीदा उस के परिवहन पर अधिक खर्च के एवज इन फैक्ट्रियों को क्रमशः ०-४-० आने प्रतिमन तथा ०-८-० आने प्रतिमन का रिबेट दिया गया है। ये दोनों क्षेत्र इन फैक्ट्रियों के इलाकों से बाहर हैं। ये रिबेट गन्ने उगाने वालों की मांग पर दिये गये और इस लिये कि इस गन्ने के फायदे मन्द उपयोग का और उपाय नहीं था।

FRENCH STEEL MISSION

*520. **Shri Punnoose:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a French Steel Mission arrived in India in January 1956;

(b) if so, the personnel of this Mission; and

(c) the purpose of their visit?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) to (c). The following four gentlemen from France came recently to India.

Mr. Palme	Representing French
Engineer.	Railway Board.
Mr. Pierret	Representing French
	Foundries.
Mr. Royer	In Sidelor/Michev
Engineer.	e.
Mr. Voeltzel	Of Davum Expor-
	tation, Paris.

They gave lectures on the production of steel, maintenance of Railway track and running trains by remote control in France. It was not a regular Government sponsored steel mission.

INDIAN MEDICAL ASSOCIATION

*521. **Shri M. S. Gurupadaswamy:** Will the Minister of Health be pleased

to state:

(a) whether his attention has been drawn to the resolution recently passed by the Central Council of the Indian Medical Association regarding the Government's contemplated move to entrust parts of curative medicine independently to Health Assistant;

(b) if so, the reactions of the Government to this resolution; and

(c) whether, in view of the fact that a large number of qualified medical men are either unemployed or under-employed, Government are reconsidering their decision?

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

(b) and (c). Government do not propose to empower Health Assistants to undertake curative measures independently of qualified doctors.

WAGONS SUPPLY FOR TEA

*522. **Shri K. P. Tripathi:** Will the Minister of Railways be pleased to state:

(a) whether complaints have been received that the system of placing wagons at the disposal of tea planters in North Eastern Railway Rangiya-Tezpur Section at less than twenty-four hours notice is causing difficulty due to the Excise Staff requiring twenty-four hours notice to clear the tea chests; and

(b) if so, whether any steps are under consideration to improve the position?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 35.]

EXTRA DEPARTMENTAL POSTAL STAFF

*523. **Shri Nambiar:** Will the Minister of Communications be pleased to state the reasons why the Pay Commission Recommendation as laid down in para. 58 of the Report have not been accepted for fixing the pay of Extra

Departmental staff of the Posts and Telegraph Department?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The Pay Commission did not prescribe any specific scale of allowance for the Extra Departmental staff. The general recommendations made by the Pay Commission were taken into account when the allowances of the Extra Departmental staff were revised in 1948-49.

EMPLOYMENT OF DISABLED MINERS

***524. Ch. Raghbir Singh:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that Government have made some provision for the employment of the disabled coal miners; and

(b) if so, the total number of the such disabled persons who are to be provided employment?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes. A list of disabled persons will be maintained and it will be the responsibility of a Tripartite Committee to look after their placement. Employers' associations have agreed that collieries having vacancies suitable for these persons should report them to the Committee.

(b) According to the statistics maintained by the Central Hospital, Dhanbad, the number is 215.

PROVIDENT FUND SCHEME

***525. Thakur Jugal Kishore Sinha:** Will the Minister of Labour be pleased to state what steps have been taken by Government to include sugar industry in the Provident Fund Scheme?

The Deputy Minister of Labour (Shri Abid Ali): A survey of sugar factories and refineries in India employing 50 or more workers has been conducted. The survey report was circulated for comments to the State Governments and All India Employers' and Employees' Organisations. The comments received are at present under examination.

शिवाराव समित

*५६२. { श्री एम० एल० द्विवेदी :
श्री केशव प्रय्यंगार :

क्या अम मंत्री यह बताने की कृपा करेंगे कि:

(क) भारत सरकार ने शिवाराव समिति की इस सिफारिश पर, कि भारत सरकार की सब जगहों के लिये भर्ती काम दिलाऊ दफ्तरों द्वारा की जाये, क्या निश्चय किया है ;

(ख) इस सिफारिश पर, कि स्थानीय और अर्ध स्थानीय संस्थाओं के कर्मचारियों की भर्ती भी उसी तरह की जाये, क्या कार्यवाही की जा रही है ; और

(ग) यदि इस स्थानीय संस्थाओं के लिये भर्ती भी उसी तरह की जायेगी तो क्या काम दिलाऊ दफ्तरों की शाखायें बढ़ाई जायेंगी और यदि हां तो उसके सम्बन्ध में प्रस्तावित रुपरेखा क्या है ?

अम उपमंत्री (श्री आबिद अली): (क) भारत सरकार ने शिवाराव समिति की इस सिफारिश को असूली तौर पर मान लिया है कि सब सरकारी जगहों के लिये, जहां लोक सेवा आयोग या प्रांतयोगी परीक्षाओं द्वारा नियुक्ति नहीं की जाती, काम दिलाऊ दफ्तरों द्वारा भर्ती की जाय ।

(ख) काम दिलाऊ दफ्तरों का प्रशासन जब राज्य सरकारों को सौंपा जायेगा, इस सिफारिश के बारे में विचार होगा ।

(ग) सरकारी और स्थानीय संस्थाओं की नौकरियों की भर्ती काम दिलाऊ दफ्तरों द्वारा अनिवार्य बनाने व दूसरी पंच वर्षीय योजना के अन्य कामों के लिये अधिक काम दिलाऊ दफ्तर खोलने की आवश्यकता पड़ेगी । हर जिले में एक काम दिलाऊ दफ्तर खोलने की कोशिश की जायेगी । दूसरी पंचवर्षीय योजना के अन्तर्गत १२५ नये काम दिलाऊ दफ्तर खोले जाने की व्यवस्था की गई है ।

NATIONAL FEDERATION OF INDIAN RAILWAYMEN

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

(a) whether the representatives of

National Federation of Indian Railwaymen have since had a meeting with the Railway Board after July, 1955;

(b) the reasons for not having regular quarterly meetings as stipulated under the joint labour machinery for resolving outstanding grievances; and

(c) the steps the Railway Board propose to take in this regard?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No formal meeting has been held after July, 1955.

(b) and (c). Meetings are held to suit the mutual convenience of the Federation and the Railway Board. The next meeting has been arranged for April, 1956.

FORESTS

*528. { **Shri M. S. Gurupadaswamy:**
Shri Gadilingana Gowd:

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

(a) whether it is a fact that certain State Governments propose to nationalise private forests in their respective States;

(b) if so, their names; and

(c) the views of the Central Government on this proposal?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). As far as the Government of India are aware, only the Government of Madras had a proposal in 1955 to legislate for the acquisition of private forests in two districts of that State. This proposal has been since been deferred.

(c) The Central Government's policy with regard to private forests is set forth in paragraph 18 of the Ministry of Food and Agriculture Resolution No. 13-1/52-F, dated the 12th May, 1952, stating the National Forests Policy, copies of which are available in the Library of the Sabha.

POINT FOUR PROGRAMME

*529. **Ch. Raghubir Singh:** Will the Minister of Labour be pleased to state:

(a) whether it is a fact that an Assistant Chief Inspector of Mines was sent abroad for training under the Point Four Programme; and

(b) the expenditure incurred on his training?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The expenditure incurred by the Government of India was Rs. 7,188-13-0. An approximate amount of Rs. 1,100 was also spent on his visit to Canada.

FERRY SERVICE AT PATNA

*530. { **Thakur Jugal Kishore Sinha:**
Shri Asthana:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1103 on the 21st December, 1954 and state:

(a) the nature of the proposals regarding the ferry service at Patna Ghat made to the Bihar Government by North-Eastern Railway;

(b) whether any reply has since been received from the Bihar Government; and

(c) if not, what further action has been taken in the matter?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The N. E. Railway's proposals were that should the working of the ferry be entrusted to them as suggested by the Bihar Government, the State Govt. should make good the loss in working the ferry estimated at about Rs. 1.5 lakhs a year.

(b) Only an *ad interim* reply has been received, stating that the matter is under their consideration.

(c) Further initiative now rests with the State Government, and it is for them to either communicate acceptance of the offer made by the Railway or to make such other arrangements as they may decide upon.

LATE RUNNING OF TRAINS

254. Thakur Jugal Kishore Sinha: Will the Minister of Railways be pleased to state:

(a) on how many occasions in 1955 the trains booked for Palezaghata ran late;

(b) whether Maherghat and Digha-ghat were informed about the late running of the train on all occasions and whether consequent late arrival of the steamers were duly notified by the ghat stations; and

(c) if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 1580 occasions.

(b) and (c). No, due to absence of telephone connection between Palezaghata and Digha Ghat or Mahendru Ghat. The question of providing a telephone connection is under consideration.

REFRESHMENT ROOMS

255. Shri R. K. Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there are no vegetarian refreshment rooms at Stations between Delhi-Bhatinda, Rewari-Bikaner and Delhi-Ambala lines of Northern Railway; and

(b) if so, the steps that Government propose to take in this direction?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, except that there is a combined vegetarian and non-vegetarian refreshment room at Ratangarh, between Rewari and Bikaner.

(b) It is not proposed to open any new refreshment rooms on these sections, as the needs of the passengers

are adequately catered for by the following arrangements that are available:

*Section**Existing catering arrangements*

Delhi-Bhatinda. Vegetarian and non-vegetarian Refreshment Rooms at Delhi and Bhatinda.

Buffet Car Service on 369 Up/370 Dn. between Delhi and Bhatinda.

Tea stalls and vending at Delhi, Delhi Kishangunj, Shakurbasti, Bahadurgarh, Sampla, Rohtak, Jind, Narwana, Jakhal and Bhatinda.

Delhi-Ambala. Vegetarian and Non-vegetarian Refreshment Rooms at Delhi and Ambala Cantt.

Buffet Car on 3 Up/4 Dn. between Delhi and Ambala Cantt.

Tea stalls and vending at Delhi, Sabzimandi, Sonapat, Panipat, Karnal, Kurukshetra and Ambala.

Rewari-Bikaner. Vegetarian and Non-vegetarian Refreshment Rooms at Rewari and Ratangarh.

Buffet car on 1BBR/2 BBR and Dining car on 401 Up/402 Dn. between Ratangarh and Bikaner.

Tea stalls and vending at Rewari, Loharu, Sadulpur, Churu, Ratangarh and Bikaner.

AIR SERVICE TO BARODA

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

(a) when the air service through Baroda will start; and

(b) the type of aircraft that will be used for this purpose?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) The Indian Airlines Corporation have under consideration a plan to operate a feeder service Bombay-Baroda-Ahmedabad. It is however, not possible at this stage to state when this service will actually commence.

(b) It is proposed to use 'Heron' aircraft on this service.

दोहरी रेलवे लाइनों बिछाना

२५७. श्री भागवत झा अजाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार में कुछ रेल मार्गों पर दोहरी लाइन बिछाने की किसी योजना की रेलवे बोर्ड ने स्वीकृति दी है ; और

(ख) यदि हां, तो उन लाइनों के नाम क्या हैं ?

रेलवे तथा परिवहन उप-मंत्री (श्री अल-गेशन): (क) तथा (ख). दोहरी लाइन बिछाने के काम की सूची अलग-अलग राज्यों के हिसाब से नहीं रखी जाती। लेकिन नीचे दिये गये सेक्शनों पर कुल मिलाकर १७० मील दोहरी लाइन बिछाने का काम हो रहा है या सम्बन्धित क्षेत्र में जल्द ही शुरु कर दिया जायेगा :-

- (१) मनोहरपुर-रुकैला,
- (२) सिनी-गोमहारिया,
- (३) अनारा-गढ़ छरवेश्वर और जयचण्डी पहाड़-बनपुर,
- (४) गढ़ ध्रुवेश्वर-जयचण्डीपहाड़,
- (५) बड़ाजमदा-राजखरसावों,
- (६) सिनी-कंदरा, और
- (७) भमलो-बरकाकाना।

चीनी की मिलें

२५८. { श्री भागवत झा अजाद :
श्री विश्वानाथ रेड्डी :

क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंचवर्षीय योजना में कितनी चीनी की मिलें स्थापित की जायेगी ; और

(ख) उनसे चीनी के उत्पादन में कितनी वृद्धि होने कि संभावना है ?

कृषि मंत्री (डा० पी० एस० देशमुख) : (क) द्वितीय पंचवर्षीय योजना में चीनी के ३५ कारखानों स्थापित करने की व्यवस्था की गई है। तथा ३५ नये कारखाने, जिन के लिये प्रथम पंचवर्षीय योजना की अवधि में लाइसेंस दिये गये थे, उन के बनाने का काम भी द्वितीय पंचवर्षीय योजना की अवधि में पूरा हो जायेगा :

(ख) प्रतिवर्ष करीब ६.६ लाख टन चीनी जिस में ३.६ लाख टन प्रथम पंचवर्षीय योजना की अवधि में दिये गये लाइसेंस वाले कारखानों की, तथा ३.३ लाख टन द्वितीय पंचवर्षीय योजना की अवधि में जिन कारखानों को लाइसेंस दिया जायेगा, उन की शामिल हैं।

INDIAN STUDENTS IN U.S.A. AND U.K.

259. **Shri Ibrahim:** Will the Minister of Health be pleased to state the number of medical students who are receiving specialised training in advanced surgery and other medical sciences in U.S.A. and U.K. separately at present?

The Minister of Health (Rajkumari Amrit Kaur): The numbers of persons sent on fellowships and Government of India's Scholarships and receiving education/training in Surgery and other medical sciences at present in U.K. and U.S.A. are as follows:—

	U. K.	U. S. A.
Surgery.....		1
Other medical subjects.	11	8

MENTAL HOSPITAL

260. **Shri Ibrahim:** Will the Minister of Health be pleased to state:

(a) the names of cities where mental hospitals are situated; and

(b) how many of them have been opened after independence?

The Minister of Health (Rajkumari Amrit Kaur): (a) The names of the cities where mental hospitals are situated are given below:—

State	City
ANDHRA	(1) Waltair.
ASSAM	(2) Tezpur.
BIHAR	(3) Kanke, Rahchi.
BOMBAY	(4) Yeravada (Poona).
	(5) Thana.

State	City
BOMBAY—Contd.	(6) Baroda.
	(7) Dharwar.
	(8) Ratnagri.
	(9) Ahmedabad.
MADHYA PRA- DESH MADRAS	(10) Nagpur.
	(11) Madras.
	(12) Kozhikode.
PUNJAB	(13) Amritsar.
UTTAR PRADESH	(14) Agra
	(15) Bareilly.
	(16) Banaras.
WEST BENGAL	(17) Calcutta.
	(18) Dum Dum.
	(19) Makunda. (Hooghly District).
	(20) Bhownipore.
HYDERABAD	(21) Hyderabad.
MADHYA BHARAT	(22) Gwalior.
	(23) Indore.
MYSORE	(24) Bangalore.
RAJASTHAN	(25) Jaipur.
	(26) Jodhpur.
	(27) Udaipur.
SAURASHTRA TRAVANCORE-	(28) Bhavnagar.
GOCHIN	(29) Trivandrum.
	(30) Trichur.
JAMMU & KASHMIR	(31) Srinagar.

(b) One at Amritsar.

RAILWAYS FACILITIES

261. Shri Krishnacharya Joshi: Will the Minister of Railways be pleased to state:

(a) what were the special facilities provided to the passengers from various parts of the country who visited the Industrial Fair in New Delhi in November and December 1955; and

(b) the amount spent on providing these facilities?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The special facilities provided to the passengers for visiting the Indian Industries Fair in New Delhi were:—

(i) Attaching of extra carriages to the existing trains and running of

special trains mostly for educational institutions;

(ii) Reservation of carriages for parties of students for return journey *ex-Delhi*;

(iii) Opening of Hardinge Bridge station to traffic with effect from 29-10-55; and

(iv) Issue of concessional return journey tickets at $\frac{3}{4}$ th of the normal tariff fare and available for 15 days for industrial workers travelling in 3rd class in parties of not less than 30 to Delhi or New Delhi and back.

(b) So far as item (iii) of the answer to part (a) is concerned, a sum of approximately Rs. 5,000 was spent while no expenditure, as such was incurred on item (iv). As for the other two items, it is not possible to evaluate, with any degree of accuracy, the expenses specifically attributable to them.

HEALTH EDUCATION

262. Shri Krishnacharya Joshi: Will the Minister of Health be pleased to state:

(a) the main activities carried on by the Directorate General of Health Services during 1955 in the field of Health Education through cinema shows, distribution of posters etc.; and

(b) the number of languages in which Health Education Materials were published?

The Minister of Health (Rajkumari Amrit Kaur): (a) The main activities carried out by the Directorate General of Health Services during 1955 are as under:—

Cinema Shows.—123 films on health were supplied on loan to various organisations.

Distribution of posters.—Nearly 23,000 copies of posters were supplied to the State Health Directorates and other organisations.

Pamphlets.—4,800 copies of pamphlets were supplied to various organisations.

Exhibitions.—A Health Stall was put in the Indian Industries Fair. Materials were also supplied to various organisations for display in exhibitions held at

Calcutta, Aligarh, Madras and Trivandrum.

(b) Two (Hindi and English). The posters were produced with captions in Hindi and English with sufficient blank space at the bottom of each poster for insertion of captions in local languages.

WIRELESS LICENCES

263. Shri Krishnacharya Joshi: Will the Minister of Communications be pleased to state:

(a) the total number of wireless transmitter licences granted by the Wireless Planning and Co-ordination Organisation during 1955; and

(b) the total amount of fees collected during the same period on this account?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) 2738 wireless transmitter licenses.

(b) Licences fees	Rs. 40,670
Royalty	Rs. 15,020

तार घर

२६४. श्री भक्त दर्शन क्या : संचार मंत्री २० दिसम्बर, १९५४ को दिये गये तारांकित प्रश्न संख्या १३७० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) ५ हजार या उससे अधिक जन संख्या वाले दो हजार नगरों में तार घर स्थापित करने की योजना के अधीन अभी तक कितने तार घर खोले गये हैं, और

(ख) शेष स्थानों में तार घर खोलने के लिये क्या विशेष कार्यवाही की गई है ? और इसमें अधिक से अधिक कितना समय लगने की सम्भावना है ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर):

(क) पिछली प्राप्त हुई सूचनाओं के अनुसार ५,००० से अधिक जन संख्या वाले स्थानों की संख्या लगभग २,८५० है ; इनमें से इस समय १,३०० स्थानों में तार सुविधायें उपलब्ध हैं ।

(ख) ऐसे स्थानों में २२४ नये तार घरों के लिये मञ्जूरी दी जा चुकी है । द्वितीय आयोजना के अन्तर्गत ऐसे स्थानों में कुल ४०० तार घरों के खोले जाने की संभावना है ।

SHORTAGE OF WAGONS

265. Shri Bibhuti Mishra: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that wagons are not being regularly supplied at different-out stations of Sidhwalia and Harkhua Sugar Mills during 1955-56 Season in North Eastern Railway;

(b) if so, the reason thereof; and

(c) whether Government have taken any steps to remove the above said difficulties?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, the wagon supply to these factories has been irregular on certain days.

(b) With the limited availability of locomotives of the type that can be used on this section, it was not feasible to run more than one goods train a day. Occasionally, due to heavy receipts of wagons loaded with goods traffic for this section from the other Railways, the goods train was not able to clear the full number of wagons for the sugarcane traffic.

(c) An additional locomotive has since been provided to permit of the running of a second goods train on alternate days. This is expected to meet the requirements suitably.

SHIPPING

266. Pandit D. N. Tiwary: Will the Minister of Transport be pleased to state:

(a) whether the orders for supply of new vessels (ships) placed with foreign shipyards by the Indian Shipping Companies during the First Five Year Plan period have been complied with; and

(b) if so, to what extent?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). During the First Five Year Plan period, Indian Shipping Companies placed orders abroad for the construction of 17 ships of a total tonnage of about 1,10,000 GRT. of

these, 5 ships of a total tonnage of about 33,500 GRT have already been delivered. 11 ships of a total tonnage of 69,500 GRT are expected to be delivered before the middle of 1957 and the remaining one ship of about 7,000 GRT is due for delivery in July 1958.

QUININE

267. { **Dr. Rama Rao:**
Shri Mohana Rao:

Will the Minister of **Health** be pleased to state:

(a) the quantity and estimated value of Quinine in the hands of Central and State Governments (bulk) as on 1st January, 1956;

(b) the quantity of Cinchona bark in the hands of Central and State Governments and the estimated quinine that can be extracted from it;

(c) programme of elimination of the present plantations;

(d) amount being spent annually on these plantations and the manufacturing units;

(e) whether Government have any plans to manufacture Synthetic anti-malarial drugs; and

(f) the estimated expenditure of a medium unit for this?

The Minister of Health (Rajkumari Amrit Kaur): (a) The total stocks of Quinine in the hands of the Central Government and State Governments of Madras and West Bengal, as on the 1st January, 1956, were 2,54,217 lbs. valued at Rs. 1,11,46,406.

(b) The total quantity of Cinchona bark in stock with the Central Government and State Governments of Madras and West Bengal, as on the 1st January, 1956, was 59,62,940 lbs. and the estimated quinine that can be extracted from it is 2,09,888 lbs.

(c) The Central Government's Quinine Plantation in West Bengal has already been wound up. It has been

decided that the Central Government's plantation in Madras will be terminated as early as possible, after harvesting the Government of India's share of the plants grown there. As regards the plantations of the Government of Madras and West Bengal, the question of elimination of the plantations is one for their own decision. It is understood that the West Bengal Government have stopped planting of Cinchona in new areas while the acreage under Cinchona cultivation at present is proposed to be reduced by 25 per cent within the next five years.

(d) The total expenditure incurred during 1954-55 on the plantations and manufacturing units was Rs. 43,16,961.

(e) There are no plans at present for Government, themselves manufacturing these synthetics, but during the Second Five Year Plan, the target for production has been fixed at 50,000 kgs.

(f) Does not arise.

LEASE OF RAILWAY LAND

268. **Shri S. C. Samanta:** Will the Minister of **Railways** be pleased to state:

(a) whether any side-lands at ICHHAPURAM Railway Station in S. E. Railway were leased out to salt manufacturers of Sumadi Salt Factory for stocking salt for transport;

(b) if so, when;

(c) whether any temporary structure has been built by the salt manufacturers to protect the stock from rains; and

(d) whether the existing godown at the station is fit for stocking salt for transport?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) From 10-8-52.

(c) No, Sir.

(d) Adequate accommodation does not exist in the Goodshed for stocking outward consignment of salt.

CIRCUS PERFORMERS

269. Shri T. B. Vittal Rao: Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 211 on the 25th November, 1955 and state:

(a) whether Government have received replies from State Governments on the proposal to include circus employees for compensation under the Workmen's Compensation Act; and

(b) if so, the consensus of opinion?

The Deputy Minister of Labour (Shri Abid Ali): (a) Replies from 16 State Governments have so far been received.

(b) The consensus of opinion is in favour of extension of the provisions of the Workmen's Compensation Act, 1923, to circus employees.

DOUBLING OF RAILWAY TRACK

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

(a) the stations on Northern Railway between which the double lines are going to be constructed; and

(b) the approximate date when the work will be started?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The undermentioned doublings are proposed to be constructed on the Northern Railway:—

(i) Delhi-Rewari (Partial)—30 miles.

(ii) Allahabad-Kanpur (Partial)—60 miles.

(iii) Kanpur-Unnao—11 miles.

(iv) Moradabad-Khanalampura (Partial)—50 miles.

(b) The works shown against items (i) to (iii) above are expected to be started during 1956-57 and the one against item (iv) is still under examination.

TICKETLESS TRAVEL

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

(a) whether it is a fact that two guards of the North Eastern Railway were caught carrying unauthorised passengers by the empty cane specials; and

(b) what action has been taken against the culprits?

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

(b) Both the Guards have been placed under suspension and disciplinary action has been initiated against them.

RAILWAY RATES TRIBUNAL

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

(a) what have been the qualifications of the members of the Railway Rates Tribunal appointed so far;

(b) the average time taken in the disposal of a case by the Railway Rates Tribunal; and

(c) the average cost to the Railway of one decision of the Railway Rates Tribunal?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) A statement is attached giving the required information. [See Appendix III, annexure No. 36.]

(b) 237 days.

(c) Approximately Rs. 3,500.

RAILWAY RATES TRIBUNAL

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

(a) how many cases have been decided by the Railway Rates Tribunal since its establishment and in how many of such cases the opinion of the assessors was

(i) accepted,

(ii) rejected,

(iii) partially accepted; and

(b) whether some cases are decided by the Full Bench and others by a single judge or by a Division Bench, if so, what is the basis for such classification?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 33 cases have so far been decided by the Railway Rates Tribunal.

Assessors have been called for only in 20 of these cases, and the numbers of cases in which the opinion of the assessors was accepted, rejected and partially accepted, are 11, 4 and 5 respectively.

(b) Yes.

The basis is that provided for under sections 43(2) and 43(3) of the Indian Railways Act, 1890, relevant extracts of which are reproduced below:

"43. Tribunal to decide matters aid of assessors:

* * * *

(2) Where, in the opinion of the President of the Tribunal, any matter *prima facie* appears to involve a question of principle, it shall be decided by a Full Bench consisting of the President and the other two members.

* * * *

(3) All other matters may be decided by a single member of the Tribunal,

* * * *

Provided that the President may, in his discretion, direct that any such matter shall be decided by the Full Bench:

Provided further that where a single member of the Tribunal hearing any matter considers that it involves a question of principle, he shall refer the matter to the President who shall direct that it shall be decided by the Full Bench, in the manner referred to in sub-section (2).

* * * *

शिक्षा उपसमिति

२७४ { श्री कौ० सी० सोधिया :
श्री अमर सिंह थामर :

क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) कोयला खानों के श्रमिकों के बच्चों को शिक्षा सम्बन्धी सुविधायें देने के लिये क्या कोई विशेष शिक्षा उपसमिति नियुक्त की गई थी :

(ख) यदि हां, तो कब, और उक्त उपसमिति के कितने सदस्य थे और उनके नाम क्या थे ; और

(ग) क्या इस समिति ने अपनी रिपोर्टें दे दी हैं ? यदि हां, तो उसमें दी गई विस्तार योजना की स्थूल रूप रेखा क्या है ?

अम उपमंत्री (श्री आबिद अली) : (क) जी हां ।

(ख) यह उपसमिति अगस्त, १९५२ में बनाई गई थी और इसमें निम्नलिखित व्यक्ति थे :-

- (१) कोयला खान कल्याण कमिश्नर ।
- (२) श्रीमती गीता नर सिंह, कोयला खान अम कल्याण फंड सलाहकार समिति की स्त्री-प्रतिनिधि ।
- (३) श्री राम सरन उपाध्याय, बेसिक शिक्षा अफसर, बिहार ।
- (४) बिहार के जन शिक्षा संचालक (पब्लिक इंस्ट्रक्शन डायरेक्टर) या उनके प्रतिनिधि ।
- (५) पश्चिमी बंगाल के जन शिक्षणा संचालक या उनके प्रतिनिधि ।
- (६) श्री पी० सी० बोस, कोयला खान अम कल्याण फंड सलाहकार समिति के कोयला खानिक प्रतिनिधि ।
- (७) श्री एन० बी लाल सिंहा, कोयला खान अम कल्याण फंड सलाहकार समिति के खान मालिक प्रतिनिधि ।

(द) मनभूम जिला बोर्ड के सभापति ।

निम्नलिखित व्यक्ति भी आमंत्रित किये गये थे :-

(१) खान स्वास्थ्य बोर्ड झरिया, के सभापति ।

(२) खान स्वास्थ्य बोर्ड, आसानसोल, के सभापति ।

(३) खान स्वास्थ्य बोर्ड, हजारीबाग, के सभापति ।

(ग) जी हां, समिति ने जिस योजना की सिफारिश की है, उसकी रूप रेखा नीचे दी जाती है :-

शिक्षा देने से संबंधित समस्या किसी एक ही संस्था द्वारा ठीक तरह हल नहीं होगी। इसको हल करने का केवल एक ही तरीका है कि सभी साधनों को इकट्ठा कर शुरू में १० स्कूल झरिया कोयला क्षेत्र में और १० स्कूल रानीगंज कोयला क्षेत्र में खोले जाय और तब हर साल, जहां तक संभव हो सके ज्यादा से ज्यादा स्कूल खोले जाय। कोयला खान मालिकों को आवश्यक जगह का, संबंधित राज्य सरकारों को आवश्यक कर्म-चारियों का एवं कोयला खान श्रम कल्याण फंड को आवश्यक सामान का प्रबंध करना चाहिये।

कोयला खान कल्याण निधि

२७५ { श्री के० सी० सोषिया :
श्री अमर सिंह डामर :

क्या श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) कोयला खान श्रमिक कल्याण निधि के व्यय से विभिन्न प्रकार के कितने स्कूल आरम्भ किये गये हैं और कितने स्कूलों को निधि से सहायक अनुदान मिलता है ; और

(ख) श्रमिक वर्ग के कितने प्रतिशत बच्चे अभी शिक्षा पा रहे हैं और वर्तमान स्कूलों में अधिक से अधिक कितने प्रतिशत बच्चों को प्रवेश दिया जा सकता है ?

श्रम उपमंत्री (श्री अंबिद्व अली) : (क) (१) बालिग खनिकों को शिक्षा और मनोरंजन की सुविधायें देने के लिये ४४ बालिग शिक्षा-केन्द्र :

3-59 L. S.

(२) कामिनों को ज्यादा अच्छा रहन-सहन, दस्तकारी, आदि सिखाने के लिये एवं बच्चों को दूसरे दर्जे तक शिक्षा देने के लिये ४६ स्त्री एवं बच्चा कल्याण केन्द्र ।

१० स्कूलों को मासिक आर्थिक सहायता दी जा रही है ।

(ख) कामगारों के लगभग ३६ प्रतिशत बच्चे शिक्षा पा रहे हैं। इस संबंध में यह मालूम नहीं है कि वर्तमान स्कूलों में अधिक से अधिक कितने प्रतिशत बच्चों को प्रवेश दिया जा सकता है ।

NATIONAL RICE COMMISSION

276. Shri Sivamurthi Swami: Will the Minister of Food and Agriculture be pleased to state the functions of the National Rice Commission?

The Minister of Agriculture (Dr. P. S. Deshmukh): The functions assigned to the National Rice Commission are:

(1) to formulate plans and make arrangements for the 5th session of the International Rice Commission scheduled to be held in Calcutta in November, 1956;

(2) to collect necessary data relating to research, extension and technological problems for the meeting;

(3) to collect material and publish papers for the meeting;

(4) to make arrangements for Rice Exhibition at the time of the International Rice Commission Session; and

(5) to perform such other functions as are germane to the purpose for which the Commission has been constituted.

WAGON MANUFACTURE

277. Shrimati Ila Palchoudhury: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that certain established manufacturers of railway wagons in India recently offered to deliver 20,000 wagons to the Indian Railways against the 1956-57 rolling stock programme; and

(b) if so, whether this offer has been accepted by Government?

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

(b) Yes.

NEW DELHI STATION

278. Shri G. L. Chaudhary: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that as New Delhi Railway Station has a small godown, the parcels are lying outside the godown; and

(b) if so, what action Government are taking thereon?

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

(b) Additional accommodation for storing parcels is proposed to be provided in the existing Station Building, as soon as some of the Offices from there are shifted to the New Station Building, nearing completion.

नागपुर-छिदवाड़ा लाइन

२७६. श्री चांडक : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस बात की ओर गया है कि नागपुर-छिदवाड़ा क्षेत्र में रहने वाले किसान, व्यापारी और आम जनता के प्रतिनिधि बहुत समय से यह मांग कर रहे हैं कि नागपुर और छिदवाड़ा के बीच की छोटी लाइन संक्शन को हटा दिया जाये और परासिया को छिदवाड़ा होकर नागपुर से बड़ी लाइन द्वारा जोड़ दिया जाये ; और

(ख) यदि हां, तो क्या सरकार इस विषय पर विचार करेगी ?

रेलवे तथा परिवहन उप-मंत्री (श्री अल-नेशन) : (क) जी हां ।

(ख) यह विषय छोटी लाइनों को बड़ी मीटर लाइनों में बदलने के आम सवाल से सम्बन्ध रखता है, जिसकी जांच की जा रही है । उसके साथ इस पर भी विचार किया जायेगा ।

MERGER OF FORMER STATE RAILWAYS

**280. { Shri Ramachandra Reddi:
Shri Veeraswamy:**

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 517 on the 21st December, 1955 and state:

(a) the number of posts that were existing on the *ex-Mysore State Railway*, *ex-Bikaner Railway* and *ex-Jodhpur Railway*, separately, at the time of merger which were "equated" to posts in the "Administrative Grade" on the Government Railways;

(b) the number of *ex-Mysore State Railway Officers*, who were actually promoted to the "Administrative Grade" after the 1st April, 1951, and the number of *ex-Bikaner* and *Jodhpur Railway Officers*, promoted to the "Administrative Grade" after the 1st April, 1952;

(c) the number of *ex-Mysore State, Bikaner and Jodhpur Railway Officers*, separately, who were working in the District Grade, but placed senior to *ex-Government Railway Officers* who completed 10 years service in Class I on the 1st January, 1956;

(d) whether on account of the delay in arriving at decisions on the recommendation of the "Reviewing Committee" promotions are being made on Railways according to the "Tentative" seniority given to the *ex-State Officers* which was more favourable to them than that recommended by the "Reviewing Committee"; and

(e) the time when final decisions may be expected in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) One each on the *ex-Mysore State Railway*, *ex-Bikaner State Railway* and *ex-Jodhpur Railway*.

(b) Seven, one and five respectively.

(c) Ten, two and ten respectively.

(d) The delay in taking decisions has not affected the promotions as the final seniority lists are the same as those tentatively drawn up.

(e) Final decisions have already been announced in paragraph 43 of the Railway Minister's Budget Speech.

PASSENGER AMENITIES COMMITTEE

281. Shrimati Ila Palchoudhury: Will the Minister of Railways be pleased to state:

(a) whether the Committee appointed in respect of providing amenities on Railways to the travelling public has since submitted its report;

(b) if so, the nature of its recommendations; and

(c) if not, the time likely to be taken for submitting its report?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (c). No Committee has been appointed to go into the question of providing amenities to the travelling public on railways and to submit its report.

On each railway, however, a Passenger Amenities Sub-Committee of the Zonal Railway User's Consultative Committee has been constituted. This Sub-Committee meets once each year to scrutinise the suggestions received for the provision of passenger amenities on the railway and makes its recommendations to the General Manager, in regard to the works to be included in the final programme and the order of priority among them, keeping in view the total allotment of funds made to the railway for this purpose.

MINOR PORTS

282. Shri Tulsidas: Will the Minister of Transport be pleased to state the names of the minor ports on the Western Coast in which development schemes have been executed during the First Five-Year Plan period?

The Deputy Minister of Railways and Transport (Shri Alagesan): A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No.37.]

TUBE WELLS

**283. { Thakur Jugal Kishore Sinha:
Shri Asthana:
Babu Ramnarayan Singh:**

Will the Minister of Railways be pleased to state:

(a) the number of tube wells which have been out of order on railway stations between Darbhanga and Bairangnia in December, 1955;

(b) how long they have remained unrepaired; and

(c) whether instructions have been given for their repair?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) One of the two tube wells at Bajpatti station.

(b) For about two months from December 1955 to February, 1956.

(c) Yes, Sir; the tube well has since been put in working order.

RAILWAY LINE TO CONTAI

284. Shri S. C. Samanta: Will the Minister of Railways be pleased to refer to Unstarred Question, No. 1117 on 28th April, 1955 and state whether the proposal to open a new Railway line from Machada (S. E. Railway) Station to Digha via Tamruk and Contai has since been accepted?

The Deputy Minister of Railways and Transport (Shri Alagesan): No decision has yet been taken.

QUARTERS FOR P. & T. EMPLOYEES

285. Shri Nambiar: Will the Minister of Communications be pleased to state the policy followed by Government in the matter of allotment of quarters to officials of different arms of service of the Posts and Telegraphs Department?

The Minister in the Ministry of Communications (Shri Raj Bahadur): Allotment of quarters to P. and T. Staff in cities where P. and T. Colonies exist is made on the basis of quotas fixed for the various arms of service in

proportion to the number of employees awaiting allotment of quarters at those stations. These arms of service pertain to Circle Office, Postal, R.M.S., Telegraph and Engineering, and they have been further subdivided into transferable and non-transferable categories of staff. Seniority of individuals in the various arms is determined by the length of their stay at the stations. In stations where the number of quarters is small preference is given to employees who are eligible to rent free quarters as a condition of service or whose presence in the office premises is necessary in the interest of service.

FLOOD RELIEF

286. Shri Nambiar: Will the Minister of Communications be pleased to state:

(a) whether any financial aid has been sanctioned for the flood affected personnel of the P. and T. Department in Madras recently; and

(b) if so, the nature of help and persons covered by the same?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Yes.

(b) The P. and T. staff, Gazetted as well as non-Gazetted, who have been directly affected by cyclones and heavy rains in Madras, have been sanctioned interest-free recoverable advances of pay equivalent to three months' pay or Rs. 500 whichever is less.

P. & T. STATE DEPARTMENTAL EXAMINATION

287. Shri Veeraswamy: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that a Departmental Examination for promotion from class IV Officers to class III Officers was held recently in Madras Circle;

(b) if so, the number of candidates who appeared for the Examination;

(c) the number of candidates out of them who belonged to the Scheduled Castes; and

(d) the number of candidates selected for promotion and the number out of them who belong to Scheduled Castes?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) No such test was held in November last in Madras Circle. Presumably the reference is to the test held on 4-12-55, for promotion from class IV and other lower cadres to the clerical and allied cadres.

(b) 1974 candidates took the test held on 4th December, 1955.

(c) 236.

(d) Total—216.
Schedule Castes—32.

रेलवे सप्ताह

२८८. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार अगले अप्रैल में रेलवे सप्ताह मनाने की योजना बना रही है ; और

(ख) यदि हाँ, तो उसमें कौन कौन सी विशेष बातें होंगी ?

रेलवे तथा परिवहन उप-मंत्री (श्री अलमोशन) :

(क) तथा (ख) इस संबंध में अभी विचार किया जा रहा है ।

EMPLOYMENT OF CHILDREN (RAILWAYS) RULES

289. Ch. Raghuraj Singh: Will the Minister of Labour be pleased to state:

(a) whether it is a fact that the Employment of Children (Railways) Rules, 1940, are again to be revised; and

(b) if so, the steps taken by Government so far in this direction?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The Employment of Children (Railways) Rules 1940, have already been revised and replaced by the Employment of Children (Railways) Rules 1955.

RESCUE STATIONS AT COAL FIELDS

290. Ch. Reghubir Singh: Will the Minister of Labour be pleased to state:

(a) whether any decision has been taken for the establishment of Rescue Stations in the Parasia and Singarani Coal Fields; and

(b) if so, the estimated expenditure on each of them?

The Deputy Minister of Labour (Shri Abid Ali): (a) No, the matter is still under consideration.

(b) The estimated expenditure on each rescue station will be roughly as follows:—

Capital Expenditure Rs. 1,
Recurring Expenditure Rs. 67,000.

DELHI TRANSPORT SERVICE

291. Sardar Iqbal Singh: Will the Minister of Transport be pleased to state the total amount spent so far by the Delhi Transport Authority on the purchase of buses?

The Deputy Minister of Railways and Transport (Shri Alagesan): The total amount spent by the Delhi Road Transport Authority so far is Rs. 178-08 lakhs.

BIRTH AND DEATH RATE

292. Thakur Jugal Kishore Sinha: Will the Minister of Health be pleased to state:

(a) why the birth rate in Punjab and death rate in Madhya Pradesh are higher than that of other States of India; and

(b) what measures have been adopted to control or reduce birth and death rates?

The Minister of Health (Rajkumari Amrit Kaur): (a) No precise reasons can be assigned to the difference in the incidence of birth rates and death rates in different States. Sanitary conditions, levels of public health amenities, pro-

valence of education degree of health consciousness, available resources and the economic conditions determine to a very great extent the birth-rates and death-rates in any geographical unit. The method of collecting such statistics and the variations due to under reporting or over reporting can also affect the birth and death rates. The highest figure of registered birth rate for Punjab may be due to the fact that the registration of births is more accurately done in that State.

(b) The Government of India have initiated and encouraged Family Planning programme with a view to reducing the birth rate and are materially assisting the State Governments to reduce death-rates by providing more and better health services including improvements in environmental sanitation, nutrition large scale preventive measures and specific control programmes for malaria, filaria, leprosy, tuberculosis etc.

बेकारी

२६३. श्री एच० धार० नयानि: क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) शहरी इलाके में राष्ट्रीय नमूना सर्वेक्षण के डायरेक्टरेट ने जो प्रारम्भिक सर्वेक्षण किया था उसके अनुसार शहरों में बेकार व्यक्तियों की संख्या कितनी है; और

(ख) देहाती क्षेत्रों में लगभग कितने बेकार व्यक्ति है?

अम उप-मंत्री (श्री आबिद अली) : (क) कलकत्ता, बम्बई, मद्रास और दिल्ली, चार बड़े बड़े शहरों को छोड़ कर अन्य २३ नगरों का, जिनकी आबादी ५०,००० से अधिक थी, राष्ट्रीय नमूना सर्वेक्षण निदेशालय द्वारा सितम्बर १९५३ में सर्वेक्षण हुआ था। इन शहरों की जन संख्या का २.६ प्रतिशत भाग बेकार व्यक्ति थे। बेकार व्यक्तियों की गिनती करते समय उन व्यक्तियों को गिना गया था जो पूछताछ की तारीख से एक महीने पहले तक बेकार रहे थे परन्तु नौकरी की तलाश करते रहे थे और यदि कहीं काम मिल गया होता तो उसे करने के लिये तैयार भी थे।

(ख) जहाँ तक देहाती इलाकों का सम्बन्ध है राष्ट्रीय नमूना सर्वेक्षण निर्देशालय द्वारा (मई से अक्टूबर १९५५ के बीच) ६ बार १,६०० गावों का सर्वेक्षण किया था। इस सर्वेक्षण में प्राप्त सामग्री की जांच पड़ताल की जा रही है।

NEW DELHI MARKET

294. Shri Radha Raman : Will the Minister of Health be pleased to state :

(a) whether Government have approved a plan to construct a market near the present Khan Market as proposed by New Delhi Municipal Committee ;

(b) the expenditure to be incurred on the construction of this market;

(c) whether the market will be allotted only to the refugees; and

(d) when this market is expected to be ready?

The Minister of Health (Rajkumari Amrit Kaur): (a) The New Delhi Municipal Committee have sanctioned the construction of a market near the present Khan Market consisting of 50 shops on the ground floor and 25 residential flats in the first floor. The approval of the Government is not necessary.

(b) The estimated total cost of construction, including the cost of land is Rs. 4.62 lakhs.

(c) The shops are intended for allotment to those displaced traders who are at present occupying temporary Municipal Stalls on Humayun Road. The flats on the first floor will be allotted to the staff of the New Delhi Municipal Committee.

(d) By the end of April, 1956.

EMPLOYMENT EXCHANGES

295. Sardar Iqbal Singh : Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 1113 on the 21st December, 1955 and state:

(a) whether the proposal to increase the number of employment exchanges in the country during the Second Five-Year Plan has been finalised; and

(b) if so, the nature thereof?

The Deputy Minister of Labour (Shri Abid Ali): (a) Not yet.

(b) Does not arise.

AERIAL UNIT

296. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 863, dated 21st December, 1955, and state :

(a) whether the Aerial Unit has since been established; and

(b) if so, whether it has started functioning?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The aerial unit will be established as soon as aircrafts are available. Two aircrafts are being procured under the Colombo Plan and the third aircraft is being purchased through Director General of Supplies and Disposals.

बिन्ध्य प्रदेश में डाक घर

२६७ श्री आर० एस० तिवारी : क्या संचार मंत्री यह बताने की कृपा करेंगे कि प्रथम पंच वर्षीय योजना के अधीन बिन्ध्य प्रदेश में अब तक कितने डाक घर खोले गये हैं ?

संचार मंत्रालय में मंत्री(श्री राज बहादुर) :

वर्ष	मुख्य डाक-घर	विभागीय संयुक्त उप डाक-घर	विभागीय अ-संयुक्त उप डाक-घर	अति- रिक्त विभागीय संयुक्त उप डाक-घर	संयुक्त अति- रिक्त विभागीय शाखा डाक-घर	अ-संयुक्त अति- रिक्त विभागीय शाखा डाक-घर	योग
१९५१-५२ . . . . .	..	१	..	..	..	२०	२१
१९५२-५३ . . . . .	..	१	..	..	..	१२	१३
१९५३-५४	१	१	३	..	१	८०	८६
१९५४-५५	१	५	१	६	..	५७	७०
१९५५-५६ (फरवरी १९५६ तक)	१	..	..	२	२	७८	८६
कुल योग	३	८	४	८	३	२४७	२७३

EMPLOYMENT EXCHANGE

298. Shri Subodh Hasda: Will the Minister of Labour be pleased to state:

(a) the total number of Tribal Candidates registered in the District Employment Exchange Office, Kharagpur, West Bengal, in 1955; and

(b) the number out of them provided with employment and in what categories?

The Deputy Minister of Labour (Shri Abid Ali): (a) 298.

(b) 29. They were placed in Central Government Establishments. Information regarding categories is not available.

RESEARCH IN AYURVEDA

299. Dr. J. N. Parekh: Will the Minister of Health be pleased to state the amount allotted in Second Five-Year Plan for the research on, and development of, indigenous system of medicine at the Central Institute of Research, Jamnagar, and other ayurvedic institutions?

The Minister of Health (Rajkumari Amrit Kaur): The Government of India have made a provision of Rs. 56 lakhs for the purpose.

DAILY DIGEST

753

754

[Tuesday, 6th March, 1956]

		COLUMNS			COLUMNS
ORAL ANSWERS TO QUESTIONS		675-708			
<i>S. Q. No.</i>	<i>Subject</i>		<i>S. Q. No.</i>	<i>Subject</i>	
474.	Central Telegraph Office, Calcutta . . .	675-76	505.	U. S. Engineers' Study of Indian Railways	704-05
476.	Kazipet-Nellore Railway Line	676-78	507.	Hindi in the Railways	705-07
477.	Wagon Assembly Plant at Okha	678-79	508.	Lokur Committee	707-08
478.	Train Accident	679-81	WRITTEN ANSWERS TO QUESTIONS 708-52		
479.	Bhavnagar-Tarapur Line	681	<i>S. Q. No.</i>	<i>Subject</i>	
480.	Shipping	681-83	473.	Co-operative Unions	708-09
481.	Indian Railway Rolling Stock in Goa	683-84	475.	Additional Medical College at Delhi	709
483.	Railway Line to Shaheed Nagar	684-85	482.	Ticket Examiners	709
485.	Prevention of Cruelty to Animals Enquiry Committee	685-86	484.	Employees' Provident Fund Act, 1952	710
488.	Nutrition	686-89	486.	Level Crossings	710
489.	Goods Transport on N. E. Railway	689-90	487.	Garden at Ajanta	711
490.	Radio-Photo and Photo Telegraph Services	690-91	491.	Railway W. & W. Staff	711
492.	Railway Rates Tribunal	691-92	495.	Metric System	711-12
493.	Coal Mines Labour Welfare Fund	692-94	497.	Railway Colony at Barkakana (E. Rlys.)	712
494.	Highways	694-96	500.	Gautami Bridge	712-13
496.	Railway Tribunal	696-98	501.	Railway Freight on Indian Goods in East Pakistan	713
498.	Meteorological Department Staff	698-700	503.	Rural Credit Survey Committee	713
499.	Historical Places	700-02	504.	Employment Exchanges	713
502.	Puri Railway Station	702-04	506.	B.C.G.	714
			509.	Shiva Rao Committee	714

DAILY DIGEST

		COLUMNS		COLUMNS	
WRITTEN ANSWERS TO QUESTIONS— <i>contd.</i>			<i>S. Q. No.</i>	<i>Subject</i>	
<i>S. Q. No.</i>	<i>Subject</i>				
510.	Jagdeesh Prashad J. C. Sen (J. J.) Committee Report.	715	255.	Refreshment Rooms	725-26
511.	Grand Trunk Express	715	256.	Air Service to Baroda	726-27
512.	Travelling Ticket Examiners	715	257.	Doubling of Railway Track	727
513.	Factories Organisation	716	258.	Sugar Factories	727-28
514.	Tuberculosis	716	259.	Indian Students in U. S. A. and U. K.	728
515.	All India Medical Institute	716-17	260.	Mental Hospitals	728-29
516.	Indian Railway Employees in Goa	717	261.	Railway Facilities	729-30
517.	Automatization Scheme	717-18	262.	Health Education	730-31
518.	Jaundice Epidemic.	718	263.	Wireless Licences	731
519.	Sugarcane Prices.	718-19	264.	Telegraph Offices	731
520.	French Steel Mission	719	265.	Shortage of Wagons.	732
521.	Indian Medical Association	719-20	266.	Shipping	732-33
522.	Wagons Supply for Tea	720	267.	Quinine	733-34
523.	Extra Departmental Postal Staff	720-21	268.	Lease of Railway Land	734
524.	Employment of Disabled Miners	721	269.	Circus Performers	735
525.	Provident Fund Scheme	721	270.	Doubling of Railway Track	735
526.	Shiva Rao Committee	722	271.	Ticketless Travel	736
527.	National Federation of Indian Railwaymen	722-23	272.	Railway Rates Tribunal	736
528.	Forests	723	273.	Railway Rates Tribunal	736-37
529.	Point Four Programme	724	274.	Education Sub-Committee	738-39
530.	Ferry Service at Patna	724	275.	Coal Mines Welfare Fund	739-40
<i>U. S. Q. No.</i>			276.	National Rice Commission	740
254.	Late running of Trains	725	277.	Wagon Manufacture.	740-41
			278.	New Delhi Station	741
			279.	Nagpur-Chindwara Line	741
			280.	Merger of Former State Railways	742-43

DAILY DIGEST

		COLUMNS			COLUMNS
WRITTEN ANSWERS TO QUESTIONS— <i>contd.</i>			<i>U. S.</i>	<i>Subject</i>	
<i>U. S.</i>	<i>Subject</i>		<i>Q. No.</i>		
281.	Passenger Amenities Committee . . .	743	290.	Rescue Stations at Coal Fields . . .	747
282.	Minor Ports . . .	743	291.	Delhi Transport Service . . .	747
283.	Tube Wells . . .	744	292.	Birth and Death Rate	747-48
284.	Railway Line to Contai . . .	744	293.	Unemployment	748-49
285.	Quarters for P. & T. Employees . . .	744-45	294.	New Delhi Market . . .	749
286.	Flood Relief . . .	745	295.	Employment Exchanges . . .	750
287.	P. & T. Staff Departmental Examination	745-46	296.	Aerial Unit . . .	750
288.	Railway Week . . .	746	297.	Post Offices in Vin-dhya Pradesh . . .	750-51
289.	Employment of Children (Railways) Rules . . .	746	298.	Employment Exchange . . .	751
			299.	Research in Ayurveda	752

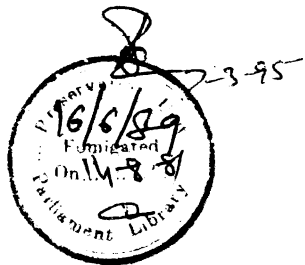
Tuesday, March 6, 1956

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOL. II, 1956

(5th March to 23rd March, 1956)



TWELFTH SESSION, 1956

(Vol. II contains Nos. 16 to 30)

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NEW DELHI**

CONTENTS

[Part II Debates—Volume II—5th March to 23rd March 1956]

COLUMNS

No. 16—Monday, 5th March, 1956

Papers laid on the Table	1567
President's Assent to Bill	1567
Demands for Supplementary Grants—Railways, 1955-56	1568
Demands for Excess Grants—Railways, 1950-51	1568
Demands for Excess Grants—Railways, 1951-52	1568
Demands for Excess Grants—Railways, 1952-53	1568
Railway Budget—General Discussion	1568-1686
Daily Digest	1687-88

No. 17—Tuesday, 6th March, 1956

Point of procedure <i>re.</i> Leakage of Budget proposals	1689-1705
Election to Committee—	
Indian Central Jute Committee	1705-06
Calling attention to matter of urgent public importance—	
Change in British bank rate	1706-07
Railway Budget—General Discussion	1707-1812
Daily Digest	1813-14

No. 18—Wednesday, 7th March, 1956

Question of Privilege—	
Warrant for arrest of a Member during Session	1816-26
Business of the House	1827-2086
Railway Budget—General Discussion	1827-97
Demands for Grants—Railways	1897-1950
Demand No. 1—Railway Board	1898-1950
Demand No. 2—Miscellaneous Expenditure	1898-1950
Demand No. 3—Payment to worked lines and others	1898-1950
Demand No. 14—Open line works—(Revenue)—other than Labour Welfare	1898-1950
Demand No. 15—Construction of new lines—Capital and depreciation reserve fund.	1898-1950
Daily Digest	1951-52

No. 19—Thursday, 8th March, 1956

Election of Speaker	1953-68
Correction of Answer to Starred Questions	1968-69
Business of the House	1969-70
Demands for Grants—Railways	1970-2041
Demand No. 1—Railway Board	1970-2041
Demand No. 2—Miscellaneous Expenditure	1970-2041

Demand No. 3—Payment to worked lines and others	1970—2041
Demand No. 14—Open line works—(Revenue)—other than labour welfare	1970—2041
Demand No. 15—Construction of new lines—Capital and depreciation reserve fund	1970—2041
Demand No. 4—Ordinary working Expenses—Administration	2041—86
Demand No. 5—Ordinary Working Expenses—Repairs and Maintenance	2041—86
Daily Digest	2087—88

No. 20—Friday, 9th March, 1956

Statement <i>re.</i> Leakage of Budget Proposals	2089
Demands for Grants—Railways—	
Demand No. 4—Ordinary Working Expenses—Administration	2089—2133
Demand No. 5—Ordinary Working Expenses—Operating Staff	2089—2133
Demand No. 6—Ordinary Working Expenses—Operating Staff	2133—2164
Demand No. 7—Ordinary Working Expenses—Operation (Fuel)	2133—2164
Demand No. 8—Ordinary Working Expenses—Operation other than Staff and Fuel	2134—2164
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses	2134—2164
Demand No. 10—Ordinary Working Expenses—Labour Welfare	2134—64
National Development (Peoples' Participation) Bill	2164
National and Festival Paid Holidays Bill	2164
Shri Kashi Viswanath Mandir Bill—	
Motion to consider	2164—84
Indian Railways (Amendment) Bill (<i>Omission of section 71A-etc.</i>)—	
Motion to consider	2185—2210
Factories (Amendment) Bill (<i>Substitution of section 59</i>)—	
Motion to consider	2210—16
Daily Digest	2217—2218

No. 21—Monday, 12th March, 1956

President's Assent to Bill	2219
Demands for Grants on Account	2219—44
Statement <i>re.</i> Leakage of Budget Proposals	2244—51
Appropriation (Vote on Account) Bill	2251
Demands for Grants—Railways	2251—98
Demand No. 6—Ordinary Working Expenses—Operation Staff	2251—85
Demand No. 7—Ordinary Working Expenses—Operation (Fuel)	2251—85
Demand No. 8—Ordinary Working Expenses—Operation other than the staff and Fuel	2251—85
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses	2251—85

Demand No. 10—Ordinary Working Expenses—Labour Welfare	2251-85
Demand No. 11—Appropriation to Depreciation Reserve Fund	2286-97
Demand No. 12 Dividend Payable to General Revenues	2286-97
Demand No. 13—Open Line Works—(Revenue)—Labour Welfare	2286-97
Demand No. 16—Open Line Works— Additions	2287-98
Demand No. 17—Open Line Works—(Replacements)	2287-98
Demand No. 18—Open Line Works—Development Fund	2287-98
Demand No. 19—Capital Outlay on Vizagapatam Port	2287-98
Demand No. 20—Appropriation to Development Fund	2287-98
Appropriation (Railways) Bill	2298-99
Demands for Supplementary Grants—Railways for 1955-56 and Demands for Excess Grants—Railways for 1950-51, 1951-52 and 1952-53	2299-2348
Appropriation (Railways) No. 2 Bill	2348-49
Appropriation (Railways) No. 3 Bill	2349
Appropriation (Railways) No. 4 Bill	2349-50
Appropriation (Railways) No. 5 Bill	2350
Copyright Bill—	
Motion <i>re.</i> Joint Committee	2350-55
Discussion on Report of Jaundice Enquiry Committee	2355-76
Daily Digest	2377-80

No. 22—Tuesday, 13th March, 1956

Papers laid on the Table	2381
Messages from Rajya Sabha	2381-82
Calling attention to Matter of Urgent Public Importance—	
Situation arising out of invalidation of Manipur Foodgrains (Movement) Control Order, 1951	2382
Appropriation (Vote on Account) Bill	2382-83
Appropriation (Railways) Bill	2383
Appropriation (Railways) No. 3 Bill	2384
Appropriation (Railways) No. 4 Bill	2384-85
Appropriation (Railways) No. 5 Bill	2385-86
General Budget—General Discussion	2386-2504
Discussion on Report of Jaundice Enquiry Committee	2504-26
Daily Digest	2527-28

No. 23—Wednesday 14th March 1956

Papers laid on the Table	2529
Message from Rajya Sabha	2529-30
Committee on Private Members' Bills and Resolutions—	
Forty-Sixth Report	2530

Calling attention to matter of urgent Public Importance—

Rehabilitation of refugees from East Pakistan in Tripura	2530-32
Appropriation (Railways) No. 2 Bill	2532-33
General Budget—General Discussion	2533-2650
Daily Digest	2651-52

No. 24—Thursday, 15th March, 1956

Motion for Adjournment—

Refusal to permit Jan Sangh Worker to go to Jammu	2653-56
Message from Rajya Sabha	2656
Indian Registration (Amendment) Bill (<i>Amendment to section 2 etc.</i>)	2656
Rewithdrawal of Manipur State Hill Peoples (Administration)	
Regulation (Amendment) Bill	2657-59
General Budget—General Discussion	2659-2784
Daily Digest	2785-86

No. 25—Friday, 16th March, 1956

Papers laid on the Table	2787-88
	2855-56
Messages from Rajya Sabha	2788-89
Estimates Committee—	
Twenty-third Report	2789
Committee on Absence of Members from sittings of House—	
Thirteenth Report	2789
Committee on Petitions—	
Eighth Report	2789
General Budget—General Discussion	2789-2855
Committee on Private Members' Bills and Resolutions—	
Forty-sixth Report	2856
Resolution <i>re.</i> Fixing a Target date for Prohibition	2856-82,
	2883-2906
Point of order <i>re.</i> Paper laid on the Table	2882-83
Daily Digest	2907-10

No. 26—Monday, 19th March, 1956

Leakage of Budget Proposals	2911-13
President's Assent to Bill	2913
Messages from Rajya Sabha	2913-15
Estimates Committee—	
Twenty-second Report	2915
Leave of Absence	2915-16
Life Insurance Corporation Bill—	
Motion to refer to Select Committee	2916-3030
Daily Digest	3031-34

No. 27—Tuesday 20th March, 1956

Motion for Adjournment—

Clash between Indian and Pakistani Army Units at Hussainiwala headwoks	3035-3050
Election of Deputy-Speaker	3036-40
Statement on Foreign Affairs	3041-50
Papers laid on the Table	3050-51
Life Insurance Corporation Bill—	
Motion to refer to Select Committee	3050, 3051-3124
Leakage of Budget Proposals	3125-74
Daily Digest	3175-76

No. 28—Wednesday, 21st March 1956

Papers laid on the Table	3177
Committee on Private Members' Bills and Resolutions—	
Forty-seventh Report	3177
Demands for Grants	3177-3316
Demand No. 11—Ministry of Defence	3178-3315
Demand No. 12—Defence Services, Effective—Army	3178-3179, 3315
Demand No. 13—Defence Services, Effective—Navy	3179-3315
Demand No. 14—Defence Services, Effective—Air Force	3179-3316
Demand No. 15—Defence Services, Non-effective Charges	3179-3316
Demand No. 16—Miscellaneous expenditure under the Ministry of Defence	3179-3316
Demand No. 117—Defence Capital Outlay	3180-3316
Daily Digest	3317-18

No. 29—Thursday, 22nd March, 1956

Announcement <i>re.</i> Admission of Questions	3319
Business of the House	3319-20
Demands for Grants	3321-3452
Demand No. 5—Ministry of Communications	3323-3450
Demand No. 6—Indian Posts & Telegraphs Department (Including Working Expenses)	3323-3450
Demand No. 7—Meteorology	3323-3450
Demand No. 8—Overseas Communications Service	3323-3450
Demand No. 9—Aviation	3323-3450
Demand No. 10—Miscellaneous Departments and Expenditure under the Ministry of Communications	3324-3451
Demand No. 114—Capital Outlay on Indian Posts and Telegraphs (Not met from Revenue)	3324-3451
Demand No. 115—Capital Outlay on Civil Aviation	3324-3451
Demand No. 116—Other Capital Outlay of the Ministry of Communications	3324-3452
Nomination to Panel of Chairmen	3452
Daily Digest	3453-54

No. 30—Friday, 23rd March, 1956

Motion for adjournment—

Formation of Ministry in Travancore-Cochin	3455-58
Demands for Grants	3458-3535
Demand No. 95—Ministry of Transport	3458-3534
Demand No. 96—Ports and Pilotage	3459-3534
Demand No. 97—Lighthouses and Lightships	3459-3534
Demand No. 98—Central Road Fund	3459-3534
Demand No. 99—Communications (including National Highways)	3459-3534
Demand No. 100—Miscellaneous Departments and Expenditure under the Ministry of Transport	3460-3535
Demand No. 140—Capital Outlay on Ports	3460-3535
Demand No. 141—Capital Outlay on Roads	3460-3535
Demand No. 142—Other Capital Outlay of the Ministry of Transport	3460-3535
Committee on Private Members' Bills and Resolutions—	
Forty-seventh Report	3535-36
Business of the House	3536
Abolition of Adoption Bill	3536-37
Child Marriage Restraint (Amendment) Bill (<i>Amendment of section 2</i>)	3537
Equal Remuneration Bill	3537
Criminal Law Amendment Bill	3538
Indian Registration (Amendment) Bill (<i>Amendment of section 2 etc.</i>)— Amendments made by Rajya Sabha	3538-41
Factories (Amendment) Bill (Substitution of Section 59)—	
Motion to consider	3541-47
Proceedings of Legislatures (Protection of Publication) Bill—	
Motion to consider	3547-84
Daily Digest	3585-86

1689

1690

LOK SABHA

Tuesday, 6th March, 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11.30 A.M.

LEAKAGE OF BUDGET PROPOSALS

Dr. Lanka Sundaram (Visakhapatnam): With your permission, may I draw your attention to a very important matter? It relates to a statement made by the Finance Minister in the other House yesterday. I shall be very brief in drawing attention to it, because I consider it is a very important constitutional and procedural point, apart from involving the taxation proposals themselves.

You will recall that on Saturday last when I and my colleague Shri A. K. Gopalan submitted two adjournment motions on budget leakage, the Prime Minister made a series of statements. I have listed without doing violence to the Prime Minister's statement three points he sought to make, namely that he will enquire into this question, that the leakage did not make much difference to anybody, that it is not easy for anyone to take much advantage of the leakage, and finally that it leaked out at an earlier stage when the matter was under consideration and not on file. That was the information given to this House by the Hon. Leader of the House. And you, Sir, agree to the enquiry to be proceeded with, and the matter to be brought before the House later.

Yesterday, that is on the 5th instant (that is, two days after), my friend the Finance Minister made this statement in the other House. I am quoting from the official record of the other House.

"It is undoubtedly correct that a leakage took place of the Budget proposals and we received evidence of it on the 29th; . . ."

1—17 Lok Sabha

I would like to underscore the word 'evidence'.

" . . . that is to say, the Minister in charge of Revenue and Civil Expenditure who happened to be in Bombay, on the 29th was given, by the Chief Minister of Bombay, a piece of paper in which parts of an earlier portion, that is to say, of an earlier proof of my Budget speech, had been typed out. He handed this over to me the next day, that is to say, on the 1st."

That was the position reached yesterday in the other place.

What I am trying to draw your attention and the attention of this House to is this. When there was evidence of leakage, on the admission of the Finance Minister, on the 29th itself,—that means, obviously prior to the presentation of the budget proposals, that is to say, the budget speech and the taxation proposals, after five o'clock on that day—it was his bounden duty to have come and reported it to this House.

More than everything else, you will recall that when there is a leakage, there is certainly *prima facie* an avoidance of taxation. In any case, I am prepared to submit if for clarification by you and by the proper organs of this House, whether even after the leakage of the revenue proposals or the avoidance of taxations, the proposals were presented to us. I am not going into that matter now.

But I shall formulate my point from another angle. The Prime Minister, on the 3rd instant could not give this House information on the adjournment motion. But the Finance Minister gave the information, in the manner in which he has given information yesterday, two days after. You will recall that Speaker Mavalankar . . .

Mr. Deputy-Speaker: What is the point?

Dr. Lanka Sundaram: I am coming to it. Let me formulate it. It is a very important constitutional point.

Mr. Deputy-Speaker: I do not deny that. But I would like to know what the point is, and what the hon. Member is urging.

Dr. Lanka Sundaram: This House is entitled, under the ruling of Speaker, Mavalankar, on 18th February 1954, when he admitted my adjournment motion, to have information of this type priorly in this House, under Part V of the Constitution, and particularly article 109 and other corresponding articles. And then I say,—I do not want to use the words which the Finance Minister said in the other place—it is a constitutional affront to the rights and privileges of this House. Of course, that is for you, Sir, as the guardian of the privileges of this House, to enquire into.

The House has a number of procedures available to raise this matter. I have not taken recourse to any of those procedures, except that of drawing your attention to this matter for only one reason, the reason being that on Saturday, this House agreed to receive the report of the enquiry. I request you to join this issue also to that particular enquiry, and then allow this House to have an opportunity of disposing of it, because I repeat it is a tremendous constitutional, procedural and financial problem which is involved in the matter which I have raised.

Mr. Deputy Speaker: This matter also has been suggested. Unless the Minister of Finance himself wants to say something now, this will go into the . . .

Shri M. L. Dwivedi (Hamirpur Dist.): I have tabled a short notice question on the same subject the very same day as the news appeared. Instead of replying to me in this House, the reply has been given in the other House.

Shri V. P. Nayar (Chirayinkil): Why do you not go there then?

The Minister of Finance (Shri C. D. Deshmukh): There is one point of fact, in regard to which the hon. Member seems to be under a misapprehension, or he has misinterpreted what I have said.

Shri M. C. Shah was in Bombay on the 29th of last month, and some time in the afternoon, he received this. He came back—he was not here when the budget was announced—in the night or some time thereabouts; and the next morning, at nine o'Clock, I was made aware for the first time that he had received this from the Chief Minister of

Bombay. Therefore, there is no question of my having made any statement before the budget was delivered. That is one point which I wish to make clear.

The other point is that what the Prime Minister said was based on a hurried consultation that took place between him and me, just before this question was raised, that is to say, before the House met, because the whole matter came up so to speak between nine o'Clock and eleven o'Clock that morning; Dr. Lanka Sundaram was courteous enough to give me a warning that he was going to raise the point. I greatly appreciated it. I got his telephone call at the house. Ordinarily, I would not have come at eleven o'Clock that day, but I said, yes, I shall come to the House and be present. And I came a few minutes before eleven o'Clock. I had had no opportunity of speaking even with the Prime Minister. The report that I had sent had been sent to the Home Minister the previous evening. That was a written report.

Dr. Lanka Sundaram: Which evening?

Shri C. D. Deshmukh: The previous evening, that is to say, on the evening of the 2nd instant, I think.

So, that report had been sent to him. When the Prime Minister came, I said, I have been warned by Dr. Lanka Sundaram that he is going to raise this point; and I asked him whether he had seen anything in the papers. He said he had not had time to see the papers. I said that the fact of the matter seems to be this, that there has been a leakage, that we have been given a copy of the type script, which from the comparison we made seems to have been taken from an earlier proof of my speech. And we discussed the course of action that should be taken. He said, that is all right, and that he will make a statement. That is why he made the statement. He had not seen the report which had been sent to the Home Minister, nor had he been, so far as I know, able to discuss the matter with the Home Minister; but on that point, I am not certain.

In the course of the speech, he said that apparently it was at an earlier stage. Now, it could bear various meanings. It could bear the meaning that while the proposals were being formulated, and had not been finalised, somebody got hold of them. Now, he did not have enough time to get at the precise details of it. So, when the matter was raised again, in

the Rajya Sabha, I thought that any misconception in this matter should be removed. The hon. Member who raised it read some report from some paper—I forget which paper it was . . .

Dr. Lanka Sundaram: I did not read that. It was Shri A. K. Gopalan who read that.

Mr. Deputy-Speaker: It was in the Rajya Sabha.

Shri C. D. Deshmukh: It was in the other House. He read from some paper. And he said something more, that he had received a letter which made reference to something . . .

The Minister of Communications (Shri Jagjivan Ram): He did not disclose the name of the writer.

Shri C. D. Deshmukh: He did not disclose the name; and my colleague was there.

Mr. Deputy-Speaker: The whole thing was reported in the press.

Shri C. D. Deshmukh: It was more substantiated so to speak than the way in which the hon. Member with his limited information here had been able to do. Therefore, I thought that I owed it to the House where this matter was raised to make clear precisely what the difficulty was or what exactly had happened.

So, I clarified more or less what the Prime Minister had said, or meant to say, by his reference to an earlier portion. That is so far as that particular thing is concerned.

I am not still aware of what breach of privilege that can imply. Anyway, my general intention was to take the House into confidence, when a matter of that importance had been raised. But certainly, this House has the right to go into it from the constitutional point of view.

The other matters which the hon. Member has referred to are these. The question is whether these proposals are such that nobody could have made much profit out of them or not. These are matters of facts. They are not very easy to establish. But this is also the impression that I had given to the Prime Minister. For, so far as cloth is concerned, it is issued out of the mills, according to certain expectations, that is to say, what will be taken by the consumer; that is handled by the Commerce and Industry Ministry. (*Interruption*). So, we thought

that half the proposals that is, Rs. 14½ crores, related to cloth. Then, there was something about diesel oil, which is not dealt with on the stock exchanges. Then there was some reference to non-essential vegetable oils which people understood as non-essential oils. They did not understand that they really meant essential oils in the sense that oils are generally used. So, for one reason or other we thought that much could not have been made out by anyone who was in possession of that information; but that is a matter of opinion. That was how this particular statement happened to be made by him.

Shri Kamath (Hoshangabad): May I ask when the Finance Minister's junior colleague, Shri Shah came to know of this leakage sometime in the afternoon of the 29th, according to Press reports—and according to the Finance Minister's own showing now—whether he was miles away from a telephone, and could not have conveyed the information to the Government here by telephone?

When there is a leakage of the Budget, I submit that it automatically becomes a breach of privilege. In England it has led to the resignation of the Minister. Here, it is taken to the Home Minister. This, I submit, is wrong and setting up a bad precedent. The House becomes seized of the matter and the committee of the House—the Privileges Committee—should go into the matter and nobody, neither the Home Minister nor any other person—has jurisdiction. I, therefore, submit that the Privileges Committee should be asked by you to take up the matter at once and start investigation immediately, and the Home Minister asked to wash his hands of this matter, so that we can take it up and bring the culprits before the bar of this House for necessary action.

Shri M. S. Gurupadaswamy (Mysore): Sir, the matter was brought to the notice of the Finance Minister on the 1st by his colleague at about 9 o'clock in the morning. The adjournment motion was moved by our colleagues here on the 3rd. I want to know what were the reasons which impelled the Finance Minister or which prevented the Finance Minister for coming to the House and report the matter on the 1st or the 2nd or even before the adjournment motion was moved? What prevented the Finance Minister or the Prime Minister from stating the various facts that were brought to their notice? May I know why was there this sort of hiding or

[Shri M. S. Gurupadaswamy] concealing of facts which has led to some sort of suspicion in the minds of the various hon. Members? I feel it is a great breach of the privilege of the House and I would support my colleague Shri Kamath that this matter should not be dealt with by the Home Ministry and that it should be dealt with by the Finance Ministry and this House also . .

Shri Kamath: No; by this House only.

Sardar Hukam Singh (Kapurthala-Bhatinda): I also agree with my friends that the matter is very serious. How the leakage occurred, when did it occur or who was responsible for the leakage,—these are matters to be left to the enquiry to be conducted. There are two matters which are clear and call for an enquiry; you can deal with them.

One is that the Minister of Revenue learnt that leakage had taken place and he was in possession of this information on the 29th, though he was at Bombay.

Dr. Lanka Sundaram: There is evidence of that.

Sardar Hukam Singh: Certainly, as my hon. friend has said, he could have conveyed this information on the telephone, that such and such a thing had happened. Then, perhaps, that ceremonious presentation would have been a different one, because we know with what sanctity and sacredness the Budget is presented, how we cheer the Finance Minister when he comes, when he is bringing a sealed document that has to be revealed for the first time to this august House; nobody else in this world knows that. (*Interruption*) At least this is what we are given to understand here in this House and that is what is done and what was done. With the same solemnity and with the same ceremony everybody understood that he was reading a secret thing which nobody knew. But, at that time, the Minister of Revenue had known it and he did not convey to his colleague that such and such a thing had occurred and he had come to know of it. Was it not his duty to have conveyed it immediately to the Finance Minister when he had come to learn that?

The second point is that when it was conveyed to the hon. Finance Minister on the 1st, was it not his duty immediately to take this House into confidence and let us know that such and such a thing has happened and enquiries are being made. That was the second thing and that was not also done.

Then, on the 2nd, information was sent to the Home Ministry to take action on that. Even then we were not taken into confidence that such and such a step had been taken. That information was not conveyed.

Then, on the 3rd, when the adjournment motions were tabled, then too that information was not conveyed. Only this much was said that the enquiry was under way and not that the Minister of Revenue had got that information. This was conveyed to the Finance Minister on the 1st and steps were being taken even on that day. But this was not conveyed to us. We cannot accuse the Prime Minister because as has been said by the Finance Minister, he did not know the facts. But, why were not the facts conveyed to him?

Dr. Lanka Sundaram: The Finance Minister was present in the House; he did not say so.

Sardar Hukam Singh: Why did not the Finance Minister convey this information to the Prime Minister when he was making that statement or earlier than that and, when the Prime Minister had not that information with him and so was not in a position to disclose the information which was confined to the Finance Minister alone, why did not the Finance Minister stand up at that time and say that this had been done and that he had received information at that time?

Then, according to the Constitution, when this is the House before which the Budget is to be placed and which has to vote on it or to modify or alter it—whether impelled by circumstances or when asked a question—is it fair that the information should first be imparted to the other House before this House has any information about it. That is a serious thing that you ought to take into consideration.

Shri H. N. Mukerjee (Calcutta North-East) *rose*.

Mr. Deputy-Speaker: I feel that it is a serious matter. I wish to look into this as to what steps ought to be taken in regard to this matter, whether it is a breach of privilege and if a breach what action has to be taken. *Prima facie* the hon. Members have said what are the steps that we have to take

Shri Kamath: The Privileges Committee is there; it should go into it. What is it for?

Mr. Deputy-Speaker: The hon. Member has already said that. Shall I substitute his decision for mine? I will consider this matter. The other day, Dr. Lanka Sundaram said that the Speaker may consider as to what steps ought to be taken, whether this has to be sent to the Committee and later on a suggestion has been made that it is for this House to consider and not for the Home Minister to consider and that it is not within his jurisdiction, and it is entirely for this House. Therefore, I wanted to look into all these matters. I only wanted to restrict the discussion. If I find that it has to be placed before the House I will place it before the House and ask what further steps have to be taken. Ultimately the question of a breach of privilege has to go to the Privileges Committee. Therefore, is it necessary to have more elaborate discussion now or at a later stage? Anyhow I will hear Shri Mukerjee.

Shri H. N. Mukerjee: May I refer to certain aspects of the matter which have been revealed to us later on and which make us take a very much more serious view than we did on the 3rd March? The Budget was presented on the 29th February and it was on the 3rd March, Saturday, that the adjournment motions in regard to the leakage were given notice of. At the time the adjournment motions were given notice of, reference was also made to publication in at least one Bombay journal of certain items of information which tally with what the Finance Minister is telling us now. I do not for the life of me understand why Government, when it was in seisin of the information, did not come forward, the Leader of the House on the 1st March or on the 2nd March, did not come forward and make any statement in this regard. I do not understand also why the Finance Minister says today that on the date the adjournment motion was raised in this House the position as formulated from this side was rather unsubstantiated; while, on the contrary, in the other place it was somewhat substantiated because there was a reference to a certain letter. In this House, however, reference was made to this Bombay periodical which printed a definite specified statement that the information in regard to the excise duty to be imposed was sold in the streets of Bombay. It was said; it was reported in this House. The adjournment motion on that day, the 3rd of March, was made in this House on a perfectly substantiated basis and yet we were not told much about it. We were only told by the Prime Minister that the

Home Ministry is making investigations. I was rather surprised and Dr. Lanka Sundaram interrupted the Prime Minister when he said—perhaps it was a slip of the tongue—that it did not matter either way very much, financially speaking, whether people got to know what the excise duties were going to be. I fear there was an attempt on the part of the Government to whitewash the whole affair. Otherwise I cannot interpret what was said by the Prime Minister. Personally I would not have pursued this, but after what we have learnt as a result of the proceedings in the other place, after what the Finance Minister says today, I certainly shall support Shri Kamath's suggestion that this House, if it is at all conscious of its rights and responsibilities to the country, should not be ready to leave this investigation to the Home Ministry. This House shall have to investigate the matter by its own Committee of Privileges through the instrumentality of the Home Ministry or any other Ministry which may be mobilised for the purpose. I say that reference has got to be made of this matter to the Committee of Privileges. I do not know about the kind of proceedings which we may want in this House regarding the Finance Minister's liability or necessity or otherwise of his resignation. That kind of thing does not come in at the present moment. But the Committee of Privileges of this House should take up this matter right now and call upon the Government to lend all assistance in its power to investigate the position. Let this House and the country know what exactly has happened and why and who have been at fault.

Shri Altekar (North Satara): I would like to point out that on the 3rd March when the Prime Minister stated that the matter was given for investigation to the Home Ministry, there was no objection raised from the side of the Opposition and the matter was allowed to be investigated by the Home Ministry.

Shri C. D. Deshmukh: That was the main point I was going to make. It is not as if any decision has been taken that there shall be no committee to enquire into this. As far as I can make out or I can recall what happened that morning, the Prime Minister said, we will find out facts. In other words, we should be in a position to make a more elaborate statement, and after that it is for the House to decide whether a Privileges Committee will be appointed or not. A similar point I think was raised in the other House also. All that has

[Shri C. D. Deshmukh] happened is that a little more has been added to what was stated here, in other words, an elaboration of what was earlier mentioned here. There was one report referred to here. A letter was read out stating the prices at which these secrets were sold at the various stages. That was read out there. So, the essential fact remains that firstly, we were convinced that there was a leakage and secondly we were anxious to place all the facts that we have at our disposal and that we can collect through departmental agencies before the House. We do not ask them to accept those facts. Certainly they can make the enquiry right from the beginning, *ab initio*. They can question anyone who is concerned, including those who make these departmental investigations. Therefore, I think the situation remains the same. Nevertheless, if the House feels that instead of waiting for the results of any investigation they should start on it, then that is a new proposal. All I am pointing out is that it is not the same proposal. Nor am I quarrelling with the proposal as such. If hon. Members take a different view than what they took then it is their concern. The only thing that has been added to this is the mode by which we knew or had reason to believe apart from Press reports that some disclosure had been made. It is only that detail that has been added there. As far as I remember, the Minister of Revenue—he is in the other House—received this at about five o'clock, and by that time I was on my legs here. It will be for him to explain why he did not interrupt me from the nearest telephone and call me outside the House and say "Look here; do not deliver the rest of the Budget speech because this is what I have been told". Secondly, I may say that no Ministers know the entire Budget. The Income-tax Minister, that is, the Minister in charge of income-tax will know his portion. The Minister who is dealing with customs and excise will know his portion. None of them knew what was decided in regard to posts and telegraphs, which is known to my colleague the Minister of Communications here. Until a comparison had been made of whatever particulars he had received but before that I should add that the Ministers do not know what speech I am going to make.

Shri Kamath: Not even the Prime Minister?

Shri C. D. Deshmukh: Also the Prime Minister does not know. The Home

Minister does not know. A few officers of my Ministry, the typist . .

Shri Kamath: And the stenographer.

Shri C. D. Deshmukh: Yes, I mean the stenographer who typed the draft in the room of the Joint Secretary.

These are additional facts. Otherwise tomorrow I suppose they (Rajya Sabha) will again complain that I have not given all these facts. I do not know how much to say and how much not to say, but my general anxiety is to take the House into confidence and pass on to them whatever information I have. The only other person who knows is the person who does the Hindi translation; he gets the English copy and he must get it before he translates it in Hindi.

Dr. Lanka Sundaram: How early? How much time in advance of your statement here?

Shri C. D. Deshmukh: As far as we can judge, I passed the first proof of my speech on the 19th.

Shri Nambiar (Mayuram): We can do all this in the enquiry.

Shri C. D. Deshmukh: These are all matters that have to be enquired into. We thought that the House would be interested in getting all these facts and whatever papers we have. Then it will be for them to go into the matter . . . cannot see where the whitewash comes in here, because facts are facts and cannot now be changed. It is all a question for the House to decide as to how soon they should start the enquiry. On that I particularly have no views. If the House decides that they should start today, certainly we will help them now.

Shri Joachim Alva (Kanara): May I ask in all fairness whether it is right to discuss such a grave matter in the absence of the Leader of the House, who will be here tomorrow. Could we not have waited for a day more as this matter affects the Leader of the Party, the Leader of the House and of the Government as a whole? There are no two words about the pravity of the situation that the Budget leakage has occurred. And tomorrow the whole strategies of the Defence Organisation might be contained in an open book. As the Leader of the House is absent the Opposition could have waited for one day more before these matters could have been discussed. There is nothing to be said against the integrity of the Prime Minister and the Home Minister. Their integrity is unchallenged and so also of the

other Ministers of Government, but something has happened somewhere. We shall need some time for there is no precedent established in dealing with a case of this kind. This is the first time in the history of this national government when it has been faced with a grave crisis like this. Therefore, it needs time. But we shall go into this matter.

Dr. Lanka Sundaram: Second time.

Shri Joachim Alva: And I shall repeat once again for the ears of my friend that the integrity of the Prime Minister, the Finance Minister and other Ministers of the Government is unchallenged.

Mr. Deputy-Speaker: The main Budget leakage is of course a serious matter. This matter was brought to the notice of the House by way of an adjournment motion the other day when the hon. Leader of the House was present and also the hon. Finance Minister. The hon. Leader of the House informed the House that immediate steps were taken by placing the matter into the hands of the Home Ministry which has greater opportunities of finding out how the leakage happened. The main matter is one of Budget leakage. The hon. Leader of the House also said that as soon as the investigation of the matter is over, a report will be submitted to this House for further action.

What action should be taken by this House regarding the Budget leakage—that is the substantial matter. What has been placed before the House today by Dr. Lanka Sundaram and other hon. Members who have followed him is this, that apart from that the hon. Finance Minister might have communicated this matter to this House as soon as he came to know about it.

12 NOON

Dr. Lanka Sundaram: That is the point.

Mr. Deputy-Speaker: There is a breach of privilege because that matter was raised before the Rajya Sabha. The hon. Finance Minister has explained in what circumstances he did what he did. There are other matters. It has been said that he must have immediately ascertained the position from Shri Shah. In answer to that the hon. Finance Minister says that he was at that time engaged in reading out the speech here and so it could not have possibly been done. Therefore, it is a side issue as to why he did not immediately report it here.

Leaving this alone, the main issue is whether it really affects the breach of

the House, whether it concerns the priority or propriety, as to whether it should be made here or there—all these may also be considered along with that.

A third suggestion has been made that the report of the Home Minister may be placed before the House for further action. Certainly there is the Committee of Privileges; no special Committee need be appointed. The report will be referred to it in due course. It was stated that they must have immediately reported. Therefore, what has arisen today is that in the other matter that was placed there—is there any breach of propriety? Now, the main matter is being lost sight of and then suddenly, the hon. Member, Shri Kamath, says: "Withdraw this matter from the Home Ministry." (*Interruptions.*) The other day, I disposed of this matter in this House agreeing with the hon. Leader of the House that this matter may first of all be looked into by the Home Minister to find out if, in spite of the best efforts by the Government, there has been negligence; whether the Minister himself is responsible or, at any rate, there has been absolute negligence, etc. There may be a set of cases where in spite of all the reasonable care and caution of the Minister and without any dereliction on his part, it might have leaked out and in such a case greater attention and care has to be taken. These are all the aspects which have to be considered by this House after material is gathered. Without that material, are we to appoint a Committee to go into it? (*Interruptions.*) If the other day, it was decided that it ought not to go to the Ministry of Home Affairs then this would not be in contravention of that decision but this will now be a contravention of the direction given the other day that we shall wait till the material is gathered. In the meanwhile, hon. Members are suggesting: "Do not wait for that; get into this matter of the breach of privilege; there is a Budget leakage; they went to Rajya Sabha..."

Dr. Lanka Sundaram: May I make one submission? As the person who raised the matter on both the occasions, I made my intention completely clear that this must be joined to the other issue. My friend, Shri Alva made a sort of a very flamboyant statement. If I had not brought this matter this morning, I would be blocked tomorrow from bringing this matter here. There is no question of any lack of confidence in

[Dr. Lanka Sundaram] anybody. It is for the House to investigate into the entire series of developments as revealed particularly by the Finance Minister.

Shri H. N. Mukerjee: The point at issue today is very different from what had been said. On Saturday, when the adjournment motion was brought, on that occasion, we got an assurance from the Prime Minister that the Home Ministry is going to investigate and whatever transpired in the further investigations would be placed before the House for necessary action. We had to be content with that.

Now, we discover that even before the presentation of the Budget, members of the Government, members of the Central Government and the members of a State Government had been in possession of a great deal of facts regarding the divulgence of the Budget secrets. Now, we also found out that on the 1st, 2nd and 3rd Government had done nothing to tell the House that there had been a Budget leakage. We cannot depend entirely upon what we see in the *Bombay Blitz*; we have to depend upon what the Government tells us. Now we discover that Government has been behaving in a manner which does not appear to us to be above board. That is why we are suggesting a Committee of Privileges representing this House to take possession of this matter and call upon the Home Minister and his apparatus to investigate into the position and help the Committee of Privileges. It should not be a primarily governmental affair but an investigation by the House. That is a very different proposition. There we knew a set of things and today we know a different set of things. Therefore, we are suggesting reference to the Committee of Privileges on very different grounds.

Shri Raghavachari (Penukonda): I submit that in your statement of facts, there has been, as I understand, some misapprehension. What happened on the 3rd? The Prime Minister simply told the House that the matter had already been taken up and the matter was being investigated by the Home Ministry. He never said or the House never understood or intended that the matter should be decided by an enquiry by the Home Ministry and not by this House. All that then happened was this; the Prime Minister said: "We know; the matter is already engaging our attention and I shall place further facts before the

House so that the House may decide the procedure and the further steps." It is not that the House committed itself to the enquiry being conducted by the Home Ministry.

The Minister of Home Affairs (Pandit G. B. Pant): Professor Mukerjee has given an exhibition of his indignation instead of dealing with the matter.

Shri Kamath: Not exhibition, but righteous indignation.

Pandit G. B. Pant: He had betrayed a certain amount of anger.

The point is a simple one. Admittedly, there has been a leakage of the Budget proposals. We are all concerned over it. The moment it came to our notice that such a leakage had occurred, we took steps immediately to get the matter fully thrashed out and asked the most competent agents that we have to start an enquiry so that we might place the facts before this House and also take necessary steps to guard against such leakage recurring again in future. Nobody could have expected that in a day the enquiry would be complete and that any report could be presented to the House that would carry weight that a report on a matter of this importance should necessarily carry. We are taking every step to expedite the matter and I hope it will be possible to place the whole of the findings and the results of the enquiry before the House as soon as conclusions are reached. An enquiry is being made here and also in other places that are in any way connected with this unfortunate affair. I do not think there is any occasion at this stage for the House to go into this matter further. The decision already taken by the House once stands and nothing has been said to call for any revision of the decision then taken. The remark of Professor Mukerjee that Government had been negligent or that it had not taken any steps betimes, does not seem to me to be justified at all unless he knows more about my mind than I do myself. So far as I am concerned and so far as the Finance Minister and the Prime Minister are concerned, the moment the thing came to our notice, we took such action as was possible and I can say that nobody could have known more or done better than what we had.

Shri Kamath: I have only one sentence to speak. Once the Government has admitted . . .

Some Hon. Members: The matter is closed.

Shri Kamath: Who are you? The Chair is there. Sir, they are usurping your powers. You allowed me to say something. I am just finishing.

Mr. Deputy-Speaker: I have heard sufficiently from both sides and I am reserving my judgment in regard to this matter.

Mr. Deputy-Speaker: I have heard the hon. Member sufficiently. There is no need to hear him again and again . . .

Shri Kamath: Because they started shouting. (*Laughter*), you didn't let me proceed. This is not fair to me. This is a serious matter and there is nothing to laugh about. I am not afraid of your yelling. They are usurping your authority, Sir, I make this charge against them.

Mr. Deputy-Speaker: I have heard all hon. Members from all sides. Nobody can complain I have not heard them. (*Interruption*).

Shri Kamath: Why should they interrupt and butt in, Sir, when you are speaking?

Mr. Deputy-Speaker: Order, order. We will go to the next item.

ELECTION TO COMMITTEE

INDIAN CENTRAL JUTE COMMITTEE

The Minister of Agriculture (Dr. P. S. Deshmukh): I beg to move:

"That in pursuance of clause (9) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F. 254|34|A, dated the 28th May, 1936, as amended by Ministry of Food and Agriculture Resolution No. F. 4-13|53-Com. II, dated the 15th December, 1955, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves, to serve as members of the Indian Central Jute Committee."

Mr. Deputy-Speaker: The question is:

"That in pursuance of clause (9) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F. 254|34|A, dated the 28th May, 1936, as amended by Ministry of Food and Agriculture Resolution No. F. 4-13|53-Com. II, dated the 15th December, 1955, the members of

Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves, to serve as members of the Indian Central Jute Committee."

The motion was adopted.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

CHANGE IN BRITISH BANK RATE

Sardar A. S. Saigal (Bilaspur): Mr. Deputy-Speaker, under Rule 216, I beg to call the attention of the Minister of Finance to the following matter of urgent public importance and I request that he may make a statement thereon :—

"The change in British Bank Rate from 4½ per cent. to 5½ per cent. and the effect it will have on Indian trade with the United Kingdom."

The Minister of Finance (Shri C. D. Deshmukh): The rediscount rate of the Bank of England was raised from 4½ per cent. to 5½ per cent. on the 16th February 1956. There have been frequent changes in the British bank rate, as in the bank rates of other countries in recent years, the rates having been raised or reduced according as the monetary authorities in various countries wished to restrain or stimulate economic activity. During the last year there has been a movement towards increases in the bank rate in many important countries of the world with a view to checking the emergence of inflationary pressures. The British Government have felt for sometime that the tendency to inflation in the United Kingdom required to be checked and have taken, on various occasions, suitable measures to do so including measures to restrain credit through an increase in the bank rate and otherwise. Previous increases in the British bank rate took place in January and February 1955 when the rate was successively raised from 3 per cent. to 3½ per cent. and 3½ per cent. to 4½ per cent. respectively. As the measures taken by the United Kingdom to restrain inflation take effect, one of the results will be a decrease in imports and an increase in exports and a general strengthening of the balance of payments of the United Kingdom.

What exact effect this general tendency will have on trade between India and the United Kingdom, it is difficult to say. The main items of our exports to the United Kingdom are tea, jute

[Shri C. D. Deshmukh]
goods, leather and leather manufactures and tobacco. The demand for most of these items is, generally speaking, not likely to be affected significantly by the disinflationary measures being adopted by the United Kingdom Government. Our imports from the United Kingdom consist mainly of machinery, chemicals, iron and steel, vehicles and metal manufactures. It is not easy to estimate at this stage to what extent the supply of these articles would be augmented by the restriction on the production of consumer goods which the disinflationary policy of the United Kingdom will cause. Nor is it possible to say that the prices for these articles will go down appreciably. Altogether, I am not now in a position to envisage the effect of the disinflationary measures that are now being adopted either on the prices or on the quantum of our imports from the U.K.

As members of the sterling area we are interested in the balance of payments of the United Kingdom, as of all members of the sterling area, with the non-sterling world. This balance has, for some considerable time, been adverse, with the consequence that the Central Gold and Dollar Reserves of the sterling area have of late been substantially reduced. Any steps which have the effect of improving the balance of payments of the sterling area, such as the disinflationary policies being followed by the United Kingdom, are welcome to the Government of India.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Mr. Deputy-Speaker: The House will now proceed with the discussion on Railway Budget. The time allowed for general discussion is 15 hours. Out of this time the time availed of is 5 hours and 58 minutes and the balance left is 9 hours and 2 minutes.

Shri D. C. Sharma was in possession of the House.

Shri D. C. Sharma (Hoshiarpur): Mr. Deputy-Speaker, I was saying yesterday that the window is a very important part of a building and it should reveal something which is not out of proportion to the actual reality of the situation. I am afraid, instead of accusing the Railway Minister of window-dressing I would say that the Railway Minister has not shown the worth of the goods that he has to the same kind of advantage to which he could have shown them. Moreover, I

do not think very highly of a person who tries to peep into a house through the window when he is perfectly at liberty to enter the house at any time.

Now, I find that there are two approaches which can be made to the Railway Budget. One is the academic bookish approach, the approach worthy of a student doing his post-graduate study and writing an essay for his class and the other approach is of practical observation of things seen and experienced. I would make the latter kind of approach.

What I do find? So far as I have been able to understand the Budget, I think the emphasis has been on four things. In the first place the Railway Ministry has been trying to attain self-sufficiency so far as locomotives and rolling-stock are concerned. In the second place it has been trying to make the railway travel as comfortable as possible. In the third place it has been working, as far as the funds permit, for the social welfare of its employees. In the fourth place it has been trying to step up the efficiency of the railway administration. I know one can compare our railway system with the railway system of any other country, but so far as I know, if our railway system is compared to the railway system of any other country in a judicious and impartial manner I would say with all sense of responsibility that our railways would show a record of achievement of which any Indian can be proud, of which any man can be proud. I would say that we inherited a railway which had been debilitated on account of the war and other things, yet, the progress of rehabilitation in our country has been very considerable. If we compare this progress with the progress achieved even in a country like the United Kingdom which has so many years of experience of railway building or railway administration, I would say that our record is, if not greater, at least as great as that of England. So far as self-sufficiency is concerned, I do not think any country in the world can show as rapid strides as we have made. The Chittaranjan Locomotive Works is there for anybody to see. Its record is there for anybody to study and its products are there for anybody to sample, and if anyone does that, he will see that we have established the traditions of mechanical engineering in this country in a much shorter time than any other country has been able to do. Again, the Integral Coach Factory is there. Of course, our needs are much greater than those that can be supplied

by this national undertakings. But, all the same, the speed at which we are moving and the speed at which we are working is something which will make anybody's heart happy. For all this, I would say that the congratulations are to be given to the Railway Minister and to the Railway Board and to those millions of workmen who are engaged in running this railway industry of ours.

For the last two or three years, I find that there has been a new look, a bright look, in the railway administration and the credit for that goes to some extent, or to a large extent, to the Railway Board which the hon. Minister, with a stroke of foresight, reconstituted, and also to the good work that the Railway Board has done and the amount of co-operation that the Board has been able to get from the workers of the railways all along the line. It was said that the railway workers want a Pay Commission. It was said that the railway workers are not satisfied with the tribunal's work. So far as the question of pay is concerned, I think every worker in our country wants that his pay should be enhanced. It is not a desire peculiar to the railways. But the fact of the matter is this. For this, you require an overall Commission and not a Commission which will concern itself only with the railways. It is a national question, and it has to be tackled not by one Ministry or the other but on a national basis. It has been said about the workers, in the Railway Minister's speech, as follows:

"The relations between the National Federation of Indian Railwaymen and the Railway Board throughout the year have been cordial. The House is possibly aware of the fact that, at a meeting that was held between the Federation and the Railway Board in July, 1955, it was possible within a short space of four days to come to an agreement in respect of three of the five terms of reference to the *ad hoc* tribunal."

After this categorical statement made by the Railway Minister in his budget speech, I do not think that any reference should have been made in whatever manner to the lapses or shortcomings of the judicial tribunal.

I want to say a few things about comfortable travel. I have been to a few countries and I must say that our system of planning is quite different from the system of planning which is adopted by other countries. In other countries I find that they have luxury trains and

those luxury trains astonish and dazzle the tourists. People come back from those countries after having travelled by those luxury trains and they have very glowing accounts to give of those conditions of travel. That is the way of planning with some countries. But I must say, as I said yesterday, that the railways are the common man's undertaking. The railways are the common man's enterprise, and I am glad that here, the improvement has begun at the bottom much more than at the top. Some people say: "Why do you give vestibule trains, air-conditioned trains, etc., to third class passengers?" There are some persons who are very critical of that. I say that the Railway Board and the Railway Ministry have done a very wise thing in stepping up the level of comforts which have to be enjoyed by the third class passengers, because the third class passengers are the backbone of railway finance and railway funds. It is good that the administration has effected this improvement, and I would ask the Railway Minister to give a few more trains like that so that the common man could enjoy the privileges which he has to get on account of freedom. On the one hand, people say that the common man does not feel the glow of freedom, and on the other hand, if you do something for the common man, they ask: "Why have you done it"? I think what has been done for the third class passengers is a practical, living, visible proof of the solicitude which India has for the common man, and I think that this is something which is very fine.

In the matter of social welfare, I would say only one thing. I am glad that the hon. Minister has given some concessions to students and I think the student community will be grateful to him for that. But I would say to him that he should give similar concessions to the primary school teachers also. There are lakhs of primary school teachers in India and the primary school teacher is a person who is neglected by everybody, specially by our Education Departments and the Education Ministry. Since the railways have the welfare of the common man at heart, I think they should begin with the primary school teacher. Let them extend this concession to him also, and I can assure the Railway Minister that he will then have no need of window-display and window-dressing. Of course, he does not have any, but as some critics have said that, I mention that there is no need for him to do that. I think the primary

[Shri D. C. Sharma]
 school teacher will be there to tell the people what the railways are doing for the common man. At the same time I would say that the railways should issue coupons to those persons who have to travel a great deal. Let these coupons be issued for those persons who travel for more than a thousand miles a year or something like that. I think that should be done immediately.

I would say that so far as the programme of social education is concerned, it should not be confined merely to posters, announcements etc. The social education programme of the railways should be linked up with the social education programmes of other Ministries also. I hope the Railway Minister has a sufficient amount of imagination and that he will expand this programme of social education and implement it. Social education requires that we should understand the underlying unity of India and compartments like regionalism and casteism and things like that should be done away with. I can say that so far as the unity of India is concerned, no other Ministry can give a better account of itself than the Railway Ministry. Therefore, I think that the social education programme of the railways should be directed towards this end.

[SHRIMATI SUSHAMA SEN in the Chair]

I am very happy to find that the Railway Ministry is going to associate workers with this undertaking. It is a step in the right direction and though it is going to be done on an experimental scale, I am sure that the experiment will succeed and expand as time passes by. I know that this experiment is bound to succeed.

I would like to make one more point. I would ask the Railway Minister to visit some of these railway bookstalls. These bookstalls are there to show the taste of the people. What kinds of books are found there? I am a book-man and I have been a book-man all my life. I feel very happy that these book-stalls are there, but I feel disgusted when I look at the fair that is spread—detective stories, film magazines and sexy novels. These form a major part of the fair that is displayed at the railway book-stalls.

An Hon Member: Bhagvat Gita also is there.

Shri D. C. Sharma: Gita is there, but it remains in a corner for which you will have to conduct research. I want

that the Railway Ministry should appoint a committee to put these things on a very able and sound basis.

Another point I want to refer to is this. I am a member of the committee appointed to consider means for preventing cruelty to animals and I have been going about in this country in that connection. Whenever I was at Madras, Hyderabad or Kurnool, people came to me and told me that the arrangements for transporting cattle from one place to another are not adequate. They also tell us that the way in which birds are taken from one place to another is also not good. Of course, so far as the rules of the Railway Board are concerned, they are all right, but those rules are not observed properly.

I want to ask the Railway Minister one question. While he is going to construct 3,000 miles of new lines in the Second Five Year Plan, I want to ask how many miles he is going to give to Punjab. The consideration of the Roh-tak-Gohana line has been going on all these years and it will go on for ever. I would request the Railway Minister to be more generous to Punjab, especially to the backward areas of the Punjab and Bihar. He should give a few lines to Punjab and Bihar and a few lines to the districts of Hoshiarpur and Kangra. I have been asking the Railway Minister to construct a 9 mile line from Una to Nangal, but he has not acceded to my demands. I think that it is a very small gesture which he can make to make the good work done by the Railway Ministry visible in that part of the country also.

I congratulate the Railway Minister for the good work that his Ministry is doing. It has been said that three things are necessary for a country: fertile soil, busy workshops and easy conveyance from one place to another. So, the Railway Ministry is responsible for one-third of the greatness of this country and I hope the Railway Minister will do better than before and there will be more and more proud achievements in the years to come.

Shri P. C. Bose (Manbhum North): The hon. Railway Minister made a remarkable speech the other day while presenting the Railway Budget for the year 1956-57. The speech is to be appreciated not only for the correct picture it has given of the various achievements of the railways during the first plan period, but also for the fact that it has laid before us the numerous projects that will

be undertaken during the second plan period. I was really filled with joy when the Minister said that the railways could now look back on their achievements during the First Five Year Plan with some satisfaction and embark upon the Second Five Year Plan with confidence.

There is a proposal for the imposition of a surcharge of one anna in the rupee on all freight traffic, with the exception of foodgrains and pulses. There must be some opposition from business quarters; the hon. Minister himself admits that this imposition was not desirable while the Freight Structure Committee was examining this question. But, as he said, the surcharge has become obligatory to meet the targets fixed for the Second Five Year Plan and this increase would cause little or no hardship. I think the public will have no objection to bear this burden in their own interests.

It is a matter of gratification to learn that various concessions and amenities for passengers have already been introduced and many will be introduced in the course of the next Plan period. These will be immensely enjoyed by the people. The Chittaranjan Locomotive Works and the Perambur Coach Factory are the two monuments of testimony of our successful march towards our goal.

About the labour movement, it has been made abundantly clear in this House that everything is not going well in the labour movement in the railways. It has been said by prominent leaders that there are two wings and that Government is not co-operating and so many other things. I think the main point has been overlooked by my friends. It is a known fact that the real object of the labour movement is to safeguard the interests and promote the welfare of the workers and that the unions are only the means to that end. That being so, I hope that the leaders of different labour groups, instead of knocking at the doors of the Railway Minister or the Railway Board, will resolve their own differences and dissensions and unite together for the good of the workers who are the real sufferers in this battle between the leaders. It is no use dragging the Railway Minister or the government officers in the controversy of the labour movement. The Railway Minister himself being a public man of long standing, I know and my labour leaders friends know that he had gone out of his way to settle the dispute between the different groups, and I think he is still prepared to go further to help the labour leaders. But it is the primary duty of the

labour leaders themselves to close their ranks, resolve their differences and unite in the interests of the labour.

Shri Nambiar (Mayuram): If the Minister encourages one against the other, what will be the position? That is the point.

Shri P. C. Bose: That you have to prove. If you do not go to the Minister and if you close your ranks you will find no difficulty.

We have always to remember that the union is only a means to an end, the end being the welfare of the labourers and not of this union under me or of that union under him.

With regard to corrupt practices in the railway administration, the hon. Minister has quoted from the report of the Anti-Corruption Committee and has said that most of the recommendations of the Committee have been accepted by the Railways to uproot corruption. So far so good. But I feel that the mere implementation of the recommendations of the Anti-Corruption Committee will not produce the desired effect unless the other observations of the Committee in the interests of the labourers are also taken into consideration. In connection with their recommendations the Committee have also said:

"We also feel that in a welfare State an employee should not be treated as merely a cog in the administrative machine but as a person who should be given full scope for his development and for the performance of his duty towards his family and society. In this respect the authorities should do their best to put the Directive Principles of State Policy as laid down in Part IV of the Constitution progressively into practice. With this end in view we recommend that greater attention should be paid to the problem of staff welfare than heretofore."

This observation should also be taken simultaneously with the other recommendations of the Committee for implementation.

I have to say a few words regarding the railway lines to be opened in my State. I know the Bihar State Government has made some suggestions for constructing some lines both on the northern side and on the southern side in areas where these lines are absolutely necessary and where, as one of my friends said yesterday, there was no railway line within about a hundred miles. So I would request the Railway Minister

[Shri P. C. Bose]

and the Railway Board to look to the demands of the Bihar State Government.

With these words I congratulate the Railway Minister on his budget.

Shri Achuthan (Crangannur): I think I will be failing in my duty if I do not join the other Members in the words of appreciation about the wonderful work undertaken by the Railway Ministry and the Railway Board. To me it is a wonder that the shortest man having the biggest undertaking—**Shri Lal Bahadur Shastri** being the shortest man in the Cabinet having the biggest undertaking with one million people—has done such a wonderful job. I say that the **Shastri-Alagesan-Shahnawaz** team is a good team which will be able to deliver the goods. We know that the Indian railways are the biggest national concern and we find year by year definite progress being made in all directions. In the First Five Year Plan we see that the amount allotted was more than Rs. 400 crores, and the main bulk of it was spent for rehabilitation work; and we see really that track renewal and new carriages and locomotives and other things are coming on the line and that as far as possible, in accordance with the economic development of the country, the Railways also are doing their proper job.

We see from the traffic receipts also that year after year the earnings have been going up. In 1954-55 the receipts were Rs. 286.78 crores, the revised estimate for 1955-56 is Rs. 314.1 crores and the figure for 1956-57 is Rs. 345 crores, to be made. So we can rest assured that in accordance with the economic development of the country and the plan, the earnings of the Railways are also going up. And, as has been said by the Railway Minister, during the Second Five Year Plan when the nation grows up the Railways also will have to take up a higher responsibility. It is because of that that the scheme of the Railways in the Second Five Year Plan was to spend Rs. 1,480 crores. But the Planning Commission, after due consideration of the economic development of the country and the resources available, have said that the Railways will be able to spend only an amount of Rs. 1,125 crores.

We see that the Railway Administration can be proud of the work done in Chittaranjan and in the Perambur factory. Nobody can gainsay that fact. We see that a number of dismantled lines

have been restored. But to my great sorrow my hon. friend **Shri C. R. Narasimhan** who has all the while, during the last five years, been clamouring for the restoration of a particular line has not been given an assurance about its restoration. Even so, we know that 380 miles of new lines have been constructed and 454 miles are under construction.

In my own State I had expected that the Quilon-Ernakulam line would be thrown open to traffic this year but due not to the fault of the Railways but the non-availability of certain essential material it is going to be thrown open to traffic only in 1957. Let us expect that there will not be any postponement in that matter beyond 1957 to any further period.

We find that because of the increase in the industrial production in the First Plan period by 43 per cent. and of agricultural production by 15 per cent. there is a regular awakening throughout the country and passengers and goods traffic is steadily on the increase. It is on account of this fact that the Railways expect to spend Rs. 1,125 crores during the Second Plan period. But the Railway Minister himself admitted that he would not be able to cope with the situation as regards passenger traffic. From today's papers I find that the Federation of Chambers of Commerce and Industry have stated that even though the Railways will be doing their best to cope with the situation, the private sector will not be able to get the required number of wagons. They have stated it in a resolution. The Railways have to look into the matter and see that both the public and the private sectors are reasonably satisfied with regard to the requirement of wagons. The Railway Minister stated that according to the revised allocation it will be possible to provide a transport capacity of 47 million tons instead of 60.8 million tons of goods.

Coming to the surveys that are going to be taken up, I understand that in my State namely Travancore-Cochin they are not going to have any new survey or construct any new line. I may point out here that the Trichur Kollengode line was surveyed a number of times and found useful also. The Tellicherry-Mysore line was also surveyed. That was also done recently. And we expect these to be taken up. Then the Chalakkudi-Parampikulam-Pollachi line has to be surveyed as also the Kuttipuram-Guruvayur-Crangannur-Alwaye line. These

new surveys ought to have been taken up. With regard to the Chalakkudi-Polachi line there is a tramway line even now, and the Railways may not have to spend more because of its present tramway line. I think this line will go in a half of that region and it will be to the advantage of that region. As a result of the construction of this railway, unemployment to a certain extent, could be reduced.

Coming to the question of administration, I agree with the Minister that the Railway Board has to be expanded. The hon. Minister said that there is a necessity for divisionalisation. In the budget speech the hon. Minister has stated:

“Under this pattern, each Railway system is divided into territorial units of suitable size, the general administration of which is entrusted to a Divisional Superintendent, who functions in his sphere more or less as the General Manager does for the entire Railway.”

In my part of the country, Travancore-Cochin and Malabar, there is a strong cry to have a divisional headquarters at Shoranur. The Railway Minister must be in the know of these things. I have got telegrams and papers which show that there is every justification at least for a divisional headquarters to be located at Shoranur where even now there are good offices and buildings. I think the hon. Deputy Minister knows the place very well. If at all, we have more hope from him than the Minister because the people of Kerala have faith in him.

Shri Nambiar: No faith in the Deputy Minister?

Shri Achuthan: He knows the place very well. The memorandum here says:

“The people of Kerala irrespective of their political leanings are united and eager on this question of location of a Railway Divisional headquarters within Kerala. Already the feeling exists that Kerala—particularly Malabar—is not receiving the amount of attention it should normally get both from the Centre and the State. This issue of the Railway Divisional Headquarters, if left unexamined is apt to strengthen the said feeling.”

I am sure this question will be seriously considered. Taking all the factors there is every justification for having a

divisional headquarters located at Shoranur.

Much has been stated about conditions of travel, overcrowding etc. The Railway Minister himself has said that he may not be able to lessen that under the Second Five Year Plan. A number of improvements have been introduced with regard to facilities to passengers. We know that the income from the third class passengers comes to about Rs. 100 crores roughly whereas from the upper classes, it is never more than Rs. 20 crores. More attention should be paid to the amenities of the third class passengers. I am sure that this will be looked into.

Next, I refer to the surcharge of one anna in the rupee. People generally say that more taxes are always irksome. The Railway Minister has very rightly accepted the principal that certain articles which are of common use should be exempted from the surcharge. This surcharge of one anna per rupee comes to about one-fourth of a pie per seer. This is good. I have no objection to this. If you require more money, you have to raise it by this taxation or by the general taxation. I also think that this will not hit trade and commerce. Even though there is a committee considering this question, I think we should not shut our eyes to this for one year. I think the Minister has done the right thing.

The decision to reduce the number of classes is good. I agree to that. I am not sure what is to happen about the fares if the third class is cancelled. Will it be third class fare and the third class coaches will be called second class? Will it be having the first class with first class fare, abolishing the present second class fare and the present third class to be second class? I should like the Railway Minister to make a definite statement about this, clarifying the position regarding fares.

I am very happy that the Government are going to introduce fast passenger trains. Coming from the southernmost part of the country, it takes 60 or 70 hours to be here. In the Grand Trunk Express, we take 45 hours. Do you know what feeling one has after travelling for 45 hours in the train? When these fast services are introduced from October, the number of hours from Delhi to Madras could be reduced considerably, so that we may not feel the worry and rigour of long journeys. I agree with Shri Dabhi with regard to the abolition of the com-mode system from these upper classes. I

[Shri Achuthan]

really feel annoyed at this commode system. We are not accustomed to it. Last year also, this question was raised. I hope the Railway Ministry will see to it that the commode system is gradually abolished and our own system introduced.

I am also very happy that the departmental system of catering is coming. We like the departmental system of catering in the Southern Railway. It is said that the rates charged for carrier meals Rs. 1-4-0 is high. I do not know how that rate is fixed. Here, in the Grand Trunk Express, the rate is Rs. 1-8-0. It seems to me to be high. It is high time that the Ministry looks into the matter and fixes a reasonable rate. We want cheap, clean, good food throughout the country. I am not quite sure, but I think the Southern Railway is incurring a small loss in departmental catering. I do not know where the fault lies. But, there is a feeling that the rate of Rs. 1-4-0 is high.

Shri Ramachandra Reddi referred to the P.W.D. Schedule and the Railway schedule. In many areas there are unions of contractors. I know, in my area, a number of contractors join together and there is a union amongst them. All the contractors will not tender for all the works. With regard to so many miles, only one contractor has got a monopoly, and he will make a tender only with regard to that. With regard to other distances, the other contractors will tender. There will not be any competition. Because of the high rates which are prevalent in the railways the contractors amass a lot of money. One fine morning, all the contractors will become millionaires. Some thing must be done for this.

Shri K. K. Basu (Diamond Harbour): They will give money for the elections.

Shri Achuthan: I want corruption to be stopped. As far as possible, the works must be undertaken by co-operative societies or other bodies where corruption will be less. I am very happy at the concession given to the students and the concession of 1½ fares between July and September. I think quite a lot of people will take advantage of this and travel throughout the country and see the works that are going on for the development of the nation.

Reference has been made to the ticket examiners. They have complained to us about their poor pay. I have also written about this many times. Some ticket examiners have complained that even in

the matter of distribution of uniforms to them, there is discrimination between the old M.S.M. Railway and the Southern Railway. They say that they get a less number of uniforms than the ticket examiners who were in the old M.S.M. Railway. In regard to their allowances and other facilities, they are handicapped. One ticket examiner told me that when he wanted to check the ticket of a passenger, he was almost manhandled by the passengers and he had to run away from the carriage. I have also brought this to the notice of the Minister. Taking all things together, I think the Railways are doing a good job and I am sure the Railways will try to see that the money that is allotted to them is spent in the best way. In all aspects the Railway Minister is seeing that the labour is given their due place, and that they are taken into confidence as far as possible. Shri Giri was emphatic yesterday in saying that there must be one organisation and that organisation must include all the sections of the railway employees, so that the Railway Board can deal with them in an effective way. Moreover, I was very much pleased to hear that the Railway Ministry was going to allow a thousand scholarships to the children of railway employees for technical studies.

1 P.M.

Mr. Chairman: The hon. Member's time is up.

Shri Achuthan: In the end I would like to say that I have nothing but praise for the Railway Ministry and I expect that the whole amount will be spent in the best way possible during the coming year.

Shri Tulsidas (Mehsana West): Madam Chairman, I must thank you for giving me an opportunity for making certain observations on this important Railway Budget. The Railway Minister in his Budget speech has given us a detailed picture of the financial and organisational structure of the Indian railways as it has emerged at the end of the First Five Year Plan. In his speech he has also outlined the salient features of the Second Five Year Plan and I think that we must examine what are the aspects that he has tried to tell us with regard to the Second Plan. It is in this context of the general programme of economic development envisaged in the draft outline of the Second Five Year Plan, that I shall try to examine the Railway Budget 1956-57 and also the Second Plan of the Indian railways.

Madam, I should make it clear that I have considerable appreciation for the achievements and success of the Indian railways in several directions during the last five years and for that first of all let me congratulate the Minister, Shri Lal Bahadur Shastri, for taking a very keen interest and for bringing a certain amount of improvement in the railways.

Shri K. K. Basu: And also for enhancement of freights!

Shri Tulsidas: The Railway Ministry has been able to repair the damage done to the Indian railways on account of stresses and strains of the Second World War and the Partition of India in 1947. It will be agreed that during this period the finances of the railways have been placed on a more stable and sound footing. This is quite clear from the progress report of the Indian railways during the First Plan. The railways have also succeeded in mobilising about three-fourths of the financial outlay of their First Plan from their own resources. While the railways have received the financial resources from the general revenues for their development, it is equally gratifying to note that the contribution of the railways to the general revenues has not only been maintained, but it has been gradually growing due to the enlargement of its capital-at-charge year after year.

There is a move to have self-sufficiency with regard to financial resources of the railways as well as with regard to the physical requirements of the railways. Now taking all that into consideration, Madam, I agree with the Railway Minister that a great degree of self-sufficiency has been achieved in respect of indigenous production of rolling stock. It has also been secured due to the sustained efforts at the expansion of the production capacity of the plants and workshops manufacturing rolling stock.

I would only hope that the railways will be able to plan the production of rolling stock with the objective that self-sufficiency will be achieved at the earliest. I am also pleased to note that the Railway Minister is quite serious and keen for providing increasing facilities to the passenger traffic at various concessional rates. To that extent his proposals in the Budget are welcome.

While pointing out these welcome features of the Indian railways, I shall be failing in my duty, if I do not give expression to my doubts and apprehensions about the limitations and perhaps,

if I may say so, the failures of the Railway Ministry in certain directions. I have a feeling that the Railway Minister's speech skilfully conceals these limitations and drawbacks, particularly with regard to its first and second Plan.

Though efforts are being made by the hon. Minister to present a bright and hopeful picture for the second Plan of the railways and also about its capacity to handle the goods and passenger traffic emanating from the programme of industrialisation envisaged during 1956-57, I have serious doubts whether the position at the end of the second Plan will not be hopelessly inadequate.

Despite the efforts at rehabilitation and expansion of the railways during the first Plan, it is common knowledge that the traffic capacity of the railways has failed to keep pace with the demand for it on account of the increase in agricultural and industrial production. It is only during the last year that the country had witnessed serious transport bottlenecks and difficulties in the movement of goods traffic due to non-availability of the rolling stock and other facilities.

The House will recollect that the transport situation in the country due to the existence of bottlenecks and the non-availability of wagons to move the goods traffic had become so serious during the last year that I found it my humble duty to bring this matter of serious public importance before this House. I also remember that the hon. Railway Minister gave a patient hearing to the various aspects of the serious situation prevailing at that time and he had also assured the House that prompt and early steps were being taken by his Ministry to relieve the difficulties faced by the public.

The hon. Minister in his Budget speech has attempted to give an account of the measures he has taken to meet this serious situation during the last year. I have been at great pains to understand his account of the measures taken to relieve this situation. But I am sorry to say that he has failed to throw any light as to how far the transport bottlenecks have been cleared, whether there has been any improvement with regard to the availability of wagons to the users of goods traffic, and if so, to what extent; whether there has been any increase in the movement of goods and passenger traffic as a result of the measures taken by the Railway Ministry during the last year.

[Shri Tulsidas]

I have no doubt the Railway Ministry has taken great pains to relieve this serious situation during the last year. However, I cannot content myself with the account of the hon. Minister in his speech, which, in my humble opinion, is vague in respect of the facts of the results achieved and perhaps seeks to conceal from the public the gravity of the situation that continues even today to a certain extent.

I shall illustrate my point by pointing out to certain symptoms and indicators to examine the existing situation. In the report of the Railway Board on Indian railways for 1954-55 (page 20) it is shown that the percentage increase in loading of goods traffic in 1954-55 has been 6.73 in broad gauge and 4.36 in metre gauge over the preceding year of 1953-54. If taken separately, it may appear that the increase in goods traffic during 1954-55 has been quite satisfactory in comparison to the position in 1953-54. But this is far from true, as on page 21 of this report, it has been shown quite clearly that "the outstanding traffic registered at stations awaiting clearance at the end of 31-3-1955 was much more than the corresponding figure on 31-3-1954 in spite of the increased loadings". It is also shown that the percentage increase in the outstanding traffic has been 51 per cent. on broad gauge and 48 per cent. on metre gauge during this period in comparison to the previous year. From the experience of the difficulties in the movement of transport during the last year, I would venture to say that there is every possibility that the percentage of outstanding registrations has gone further up. I would like to know whether it has not gone further up, or whether it has improved. I have not got the figures of 1955, which might come only next year. I would, therefore, like to know what the position now is.

[MR. DEPUTY-SPEAKER *in the Chair*]

Besides, the railways have stopped registration of goods booking at various important centres during this period. This will clearly reveal that the railways have failed to cope up with the needs of the country arising from the agricultural and industrial expansion. As you know, there has been a certain amount of closure of mills and industries in certain parts. The other day it was reported in the press that the Bombay Gas Company could not function and supply gas for want of coal. In this respect, I would also like to give you certain facts to show how even ordinary

development is hindered on account of the non-availability of wagons.

In our Second Five Year Plan we have a programme of development of roads. If the development of roads takes place, naturally the burden on the railways will be reduced but this progress does not take place because in certain districts the metal needed is not available. Particularly in the districts of North Bombay the supply of wagons is hopelessly poor, and so a certain allocation of wagons was made. But even though the allocation was made, practically no metal could be brought and the roads could not be put up. There is a very large programme of putting up roads, but it is not possible to execute it. I may give you certain instances.

According to the agreement arrived at by the Western Railway and according to the demands of the Bombay Government, the number of wagons sponsored under "C" class priority in October was 280, but only 35 wagons were supplied. In November 245 wagons were allotted, but no wagons were supplied for this metal. In December 245 wagons were allotted, 62 wagons were supplied. In January 103 wagons were allotted, 32 wagons were supplied; and in February this year 151 wagons were allotted on priority, but only three wagons were supplied.

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

Shri Tulsidas: This is in the Western Railway for carrying metal for development of roads, and the Bombay Government has already stated that there was no wagon supply and therefore no roads could be put up.

I should like to draw the attention of the House to another disquieting symptom of our railway system. In table 4 on page 33 of the Progress Report of the Indian Railways, it has been shown that the percentage of over-aged stock to the stock on line on 31-3-1951 and expected to be on line on 31-3-1956 has gone up from 23 to 32.5 in broad gauge and from 24.1 to 33.1 on narrow gauge in the case of locomotives; from 13.3 to 16.5 in broad gauge and from 32.9 to 52 in narrow gauge in respect of wagons. This clearly reveals that in spite of the stupendous efforts of the railways towards rehabilitation and expansion during the first Plan period, the capacity of the railways to handle traffic emanating from the economic expansion in the country has deteriorated rather than showing any signs of improvement.

Permit me, Sir, to mention another similar disturbing feature of the railway system. From table XVII of the publication Indian Railways it can be seen that there has been a fall in the average speed of goods trains both on broad and metre gauges. The speed of goods trains was 10·8 miles per hour in 1950-51 but it has gradually gone down to 10·1 miles per hour in 1954-55 on the broad gauge system whereas it has fallen from 9·6 miles per hour in 1949-50 to 8·7 miles per hour in 1954-55 on the metre gauge. These figures clearly show that the railways cannot claim any credit for improving the transport system of the country and also for carrying a larger bulk of traffic during the first Plan period.

Now I shall refer to another point of some importance in this connection. In the same publication on page 25 it is seen that the punctuality of passenger trains has fallen from 74·8 in 1953-54 to 72·9 in 1954-55 on the broad gauge while on the metre gauge the percentage has decreased from 70·2 to 63·8. I have given some thought to the problem of punctuality of the passenger trains and I am sorry to say that I have come to the same disappointing conclusion that the state of unpunctuality on the railways in India has been somewhat appealing and somewhat fantastic too. I do not think that in any other advanced country of the world the state of punctuality is so hopeless as in India. I have found in other countries that the percentage of punctuality in railways is often beyond 90 per cent. where as it is the other way round in this country. I strongly feel that the Railway Minister should give serious thought to this grave defect of the railway system and also see that considerable improvement is brought about in this respect during the coming years.

In his analysis of the railways' second Plan, the Railway Minister has made certain frank confessions before the country. He has admitted that the railway system will be able to meet only 15 per cent. of the additional passenger traffic as against the estimated increase of 30 per cent, and 42 million tons additional goods traffic as against the expected increase of 60 million tons during this period. Even according to him, the increase will be utterly inadequate as movement of coal, steel and cement alone will require some 35 million tons additional capacity out of additional 40 million capacity provided in the Plan. The margin left for other commercial

movement of goods traffic including foodgrains will, therefore, be only seven million tons. The increase in production of foodgrains is going to be 20 per cent. in the second Plan. I do not know how the railways will be able to cope with this additional movement particularly when we are envisaging increased production in the industrial sector also at a much bigger pace.

In the light of the disappointing performance of the railways to meet the growing traffic consequent on economic development, it is my humble duty to urge the hon. Minister, the Members of this House and the Government to see the inevitable writing on the wall.

Shri B. S. Murthy (Eluru): Why not the capitalists come forward and give money?

Shri Tulsidas: That question you ask of the Minister, not me.

Shri B. D. Pande (Almora Distt.—North-East): Why don't you produce the money?

Shri Tulsidas: I am trying to put forth the facts as they are today. If you feel they are all right, then you are quite willing to accept them. It is for you to decide whether you want the railways on these lines or not.

Shri B. S. Murthy: We agree with you.

Shri Tulsidas: Unless and until efforts are made to reorientate the transport policy right now, I am sure the country will suffer from serious bottlenecks on the transport system and dislocation of economic activities.

I would like to make certain suggestions in this respect. I always do like to see both the sides of the railway's working. I have said about the good points and the defects. Now I would like to make some suggestions. As you know, whenever the question of railways comes, I have said that the railways will not be able to cope with the problem of transport in this country unless and until there is co-ordination between all modes of transport. I am not thereby saying that you bring in all the transport under the public sector or the Government, but there must be a co-ordinating authority with regard to all modes of traffic, whether it is railway, road or waterway. Unless that is done, it is not possible to cope with the problem of transport, and transport will really be the Cinderella of the Second Plan. Otherwise, the whole plan will fall through and it will be most difficult to achieve its results.

[Shri Tulsidas]

I suggest that the terms of the Railway Freight Structure Inquiry Committee may be enlarged in order to examine possibilities of co-ordination and to some extent equalisation of freight structure of the railways, road transport and shipping. Unless you have the whole freight structure of the country co-ordinated for all modes of transport, it will not be possible to diversify the traffic, to divert the traffic to different modes of transport. That should be brought about by this committee.

It is high time that the country has a fifteen-year or a twenty-year master plan for transport development, keeping in view the possibilities of industrial and agricultural expansion. I would suggest that a transport commission should be appointed by Government to examine the entire question of the co-ordinated development of the different modes of the transport system, through allocation of future traffic between them, and also, as I said earlier, the rationalisation of the freight structure.

My suggestion for a transport commission is neither new nor novel, because it is a suggestion that arises from the possibilities of the country's efforts at economic development failing and thereby wrecking the Second Five Year Plan owing to insufficient transport development.

Even in the U.K. a similar commission was appointed during the forties of this century, to co-ordinate the different modes of the transport system, of course, arising from a different set of circumstances.

The Railway Minister's promises for starting express goods trains are undoubtedly welcome. But the extra charge for this purpose is in my opinion unintelligible, because ordinary goods traffic will suffer thereby, and the users of goods traffic will have to pay an additional charge. It is the duty of the railways to provide prompt and rapid transport, and therefore they cannot expect or demand any extra charge for the same. If you levy this extra charge, then what will happen is that everybody will prefer to send the goods by express trains, and those who want to send them by ordinary trains will suffer. The result would ultimately be that you will be putting an extra burden on the users of the railways. Probably, that seems to be the idea of the Railway Minister.

I would also like to say that the concessions to passengers traffic, announced

by the Minister are quite welcome. However, it may be suggested that the proposed return tickets at reduced rates should be made available to the public who are travelling for distances of not less than 100 miles, rather than for distances beyond 300 miles only. This is very necessary, for most of the passenger traffic is confined to distances of the order of 100 miles. Only very few people travel for distances beyond 300 miles. If you want to give concessions really to the passengers, then you must give the concessions to passengers who are travelling for distances of not less than 100 miles, for that alone would give real benefit to the people who travel.

The Railway Minister has suggested a surcharge of one anna in the rupee on all freight traffic. At the same time, he has also come forward with the suggestion that certain articles would be exempted from that surcharge. Certainly, one would like to become popular by giving exemption to some of these popular commodities. But why should not the exemption be extended to some of the other essential commodities also, like milk, vegetables, and fruits and so on? Foodgrains have been exempted; then, khadi has been exempted. Then, we find that newspapers have been exempted. So far as newspapers are concerned, certainly one would like to support them, and that is why probably the Railway Minister has exempted them from this surcharge. But why should he not exempt the other essential commodities like vegetables, milk and so on? When you have given concession for the newspapers, because you want to be popular with the press as well as with everybody else, why should you not extend the concession to these commodities also?

With regard to overcrowding on the railways, I have suggested on a number of occasions that either the number of trains has to be rationalised so as to reduce overcrowding, or there should be different carriages attached for carrying passengers from one particular place to another particular place. I have made some suggestions along those lines, but I do not know why nothing has been done so far.

When one travels on the metre gauge section, particularly, one really feels it disgusting to see that the railways are still carrying people in such huge numbers in one carriage. If you see the seating capacity of the carriages it will be only 150 or 200, but actually you will find the carriages will be carrying

nearly 500 to 600 passengers. And yet the railway fares have gone up. Almost without any expenditure being incurred, more amount has come to the railways.

Why should not the railways give some benefit to the travelling public? It may be said that fans have been provided, that arrangements have been made for the supply of cold water, and so on. But the real amenity that is required by the passenger is enough space for a seat. That is what he wants. And that is the most essential thing that should be provided to him.

The congestion on the railways can be relieved by having more coaches wherever possible, and also by increasing the rail capacity.

I have brought out the good points of the budget, and I have also criticised some of its bad points. I have also made some suggestions in that regard, and I hope the Minister will look into them carefully and accept some at least of the suggestions which I have made, and thus give more amenities to the public.

Shri Venkataraman (Tanjore): Before I proceed to deal with certain aspects of the Railway Budget, I would like to draw attention to the very clever and lawyer-like way in which Shri Tulsidas has argued.

Shri Tulsidas: Thank you. I am not a lawyer.

Shri Venkataraman: If the hon. Member had listened to me carefully, he would have found that I said, lawyer-like.

Shri M. S. Gurupadaswamy (Mysore): To be lawyer-like is better than to be a lawyer.

Shri Venkataraman: Shri Tulsidas has said that the speed of goods trains has decreased from 10·3 to 10·1 in the broad gauge, and from 9·3 to 8·7 in the metre gauge. Going through the books supplied, we find that the net train-load in both broad gauge and metre gauge has increased tremendously. You will find that in broad gauge, the train load has increased from 468 tons to 500 tons, and in metre gauge from 174 to 222.

Shri Tulsidas should have referred to another sentence also from this report. The question of the average speed should not, however, be treated by itself, and should be considered in relation to, the

train-loads and the ton-miles per goods-train-hour. So, it is not merely by drawing attention to a decrease in the speed here or there that it could be argued that the efficiency has gone down. On the contrary, you will find that the performance of the railways both in the matter of movement of goods as well as in the matter of movement of passengers has shown remarkable improvement.

Shri Tulsidas: If my hon. friend is satisfied, then I have nothing more to say.

Shri Venkataraman: I would not be satisfied, but I would certainly like to controvert the proposition that there is a decrease in the speed. It was Shri Tulsidas's thesis, that there has been a downward trend, and that there has been a decrease in the efficiency of performance. My point is that it is not so.

There are a number of ways in which the performance of the Indian railways can be judged. Let us take, for instance, the operating ratio. The operating ratio on the Indian railways.

Shri M. S. Gurupadaswamy: You have read the Estimates Committee's reports?

Shri Venkataraman: I shall come to them presently.

The operating ratio of the Indian railways in 1952 was 77·37; in 1955, the figure was 81·77. If you look at the corresponding operating ratios in other countries, you will find that our increase is not as great as in the other countries, and that it has been commensurate with the greater amenities which we have provided both for the staff as well as for the passengers.

In the United Kingdom, in 1952, the operating ratio was 91 per cent, whereas in 1955, it was 96 per cent, which means an increase of over 5 per cent. In the USA, it was 74·42 in 1952, and in 1955, it was 78·8 per cent. The Canadian National Railways had an operating ratio of 92·85 in 1952. Their operating ratio in 1955 was 97·79. Therefore you will find that really the operating ratio of the Indian Railways, which has gone up by round about 4 per cent, is a matter which the Indian Railways can take credit of and be congratulated upon.

Then let us see some of the things which have happened in the course of the five years. This is the fifth budget that the Railway Minister has presented

[Shri Venkataraman]

to this House and it is worthwhile comparing the condition of the railways in 1952 with the condition now in 1955. In so far as the staff is concerned you will find that though the total number of officers in Classes I and II has increased their average salaries have gone down. In 1952 the total number of officers in Class I and Class II was 2,254 while in 1955 the total number of officers is 2,588. But then these 2,588 officers have drawn a salary which approximates to Rs. 1042 or 1043 per mensem as against the figure in 1952 of Rs. 1072. If you compare it with the year 1939 it will be very interesting because it was the pre-War year when prices were considered to be normal. You will notice that Class I and Class II officers drew an average salary of Rs. 1043. There has been more than Rs. 400 reduction in the salary of Class I and Class II officers. That really shows that in the matter of providing amenities for the staff we are trying to bring about a sort of egalitarian outlook and we are trying to reduce the salary of the higher staff and to increase the salary of the lower staff.

I will now come to Class III and Class IV staff. So far as Class III and Class IV services are concerned, I have two figures—one which is a combined figure for both and the other which is separate. You will notice that in 1952 Class III and Class IV staff drew Rs. 1307 in the average. In 1954-55 they have drawn a salary of Rs. 1403. Therefore, there is an increase in the course of these four years in the salary scales of Class III and Class IV staff combined. If you want the break-up you will find that the salaries of the Class IV employees have risen from 23.6 in 1939, which is the base year for the preparation of index number, to 82.1 and in the Works Side staff there has been an increase to 87.8. Then for Class III service the figure is 145.7. So the salaries of the staff has gone up markedly and the increase is of the order of 5.17 per cent. Then, in Class III when the original staff was 91.9, today it is 177.3. Therefore my submission is that during the period during which the hon. Railway Minister has been in charge, there has been a real improvement in the standard of life and the wages of the workers. I should not be understood as saying that they reached the limit of what they should get. I still feel that the salary which they get may be a fair wage but certainly not a living wage which we all endeavour to reach and if the progress is maintained at the level at which we are going, cer-

tainly the workers will reach the living wage in the course of the next five years.

Then there used to be a lot of criticism with regard to the purchase of stores. It used to be said in the debates in 1950-51 that the indigenous purchases were very much less than what they ought to be and that greater effort should be made in buying stores, and greater volume of stores, from the indigenous sources and that the imported stores should be reduced. I have some figures for that also. In 1952 the total value of stores which were obtained from indigenous sources was Rs. 68.34 crores out of a total of Rs. 97.66 crores. Really 69.97 per cent or nearly 70 per cent of the stores at that time were purchased from indigenous sources. If you compare it with the present store purchases, you will find that today out of Rs. 107 crores, Rs. 83.65 crores are from indigenous sources and the figures will show that the purchases from indigenous sources have gone up to 77.69 or 78 per cent of the total volume of store purchases.

Then my friend Mr. Vittal Rao complained more bitterly about the way in which the store balances are accumulating. He referred to the Shroff Committee's recommendation and he said that the total volume of store balance shows a tendency to be on the larger side and it is not proper or conducive to efficient administration of stores. This is what the Shroff Committee said:

"All the railways should be immediately directed that before the end of the current year "(this was in 1950-51)" reduction of stores balances appropriate to each railway should be brought about with the object of attaining an overall reduction of Rs. 10 crores."

This has been reached in 1952, the stores balances were Rs. 62.68 crores. In 1954 the figure is Rs. 52.38 crores. Now there has been a slight increase in 1955 in the stores balances and the figure is Rs. 54.94 crores. But then it has been explained by the Railway Ministry in the Report that it is for certain new constructions that they have bought these stores.

I may also refer to some of the other amenities for the labour. In 1952 the total number of houses built amounted to 6,825. Now in 1955 the number of houses built for labour is 9,901. There

has actually been an increase of about 50 per cent in the number of houses. Of course, in comparison with the total number of labour, that is, a million labour, the number of houses built is negligible. But I do not know if the railways have accepted the responsibility to build houses for all employees. They have, so far as we could see, accepted the responsibility to build houses for the essential staff who may be called upon to discharge duties at odd times of the day or night. Now my complaint is slightly different. My submission is that even quite a large number of people who are in essential services have not been provided with houses and the railway administration, though it has been making very commendable efforts in that direction, should try to provide these employees in the essential services with houses.

Then I come to the medical services. In 1952 the average medical facilities *per capita* was Rs. 15.4. In 1955 the average *per capita* cost for medical services is Rs. 17.25. So there has been an increase. Also, if you look at the break-up of these figures, you will find that the number of dispensaries has increased from 375 to 411 and the number of beds in hospitals has increased from 2,665 to 3,296. There has been a fairly marked improvement in the medical facilities given to labour.

Then, in the case of health services also there has been a marked increase in the *per capita* cost. In 1952 the *per capita* cost for health services was Rs. 15.7. In 1955 the *per capita* cost is Rs. 20.24.

These are some of the facts which will go to show how the railways have been trying their utmost to raise the material comforts of the workers as also to raise their standard of life. But there are one or two matters which really disturb me and I am sure the railways will look into them very carefully. The number of accidents has not shown that amount of progress in the right direction as it should have. In 1952 the number of accidents was on the whole 4214. The number of passengers killed was 441, the number of railway servants 185 and then others, 3588. Of these 3588, 285 were suicides on railways. In 1955, you will find that the accidents have increased from 4214 to 4439, the number of passengers dead being 455 and the number of railway servants—there is a decrease from 185 to 180—and in the number of others, there has been an increase to

3800 and odd. In this, the number of suicides is 378. I would appeal to the Railway Minister to see that the Railways are not offered as an asylum for committing suicide.

An Hon. Member: What are the reasons for suicide?

Shri Venkataraman: That is a matter for separate enquiry not connected with the Railway Budget.

Shri K. K. Basu: That is the cheapest method.

Shri Venkataraman: Then there is another matter to which I should like to refer, the number of accidents in railway workshops. The number of accidents in workshops in 1952 was, 6 deaths and 17959 injuries. In 1955, the number of deaths increased to 17 and the number of injuries to 19185. I have said once before in the course of Budget debates in previous years that this is due to the lax administration of the railway workshops. Because the railway workshops are part of the Government administration, the Factory Inspectorate also takes a somewhat lenient view of the various provisions which have got to be observed. I must emphasise before this House that such laxity ought not to be tolerated at all. It is up to the Factory Inspectorate to see that all the provisions relating to health and safety are carefully observed.

Then, about the reorganisation of the Railway Board, I must express my dissent from the Estimate Committee's Report. The Estimates Committee has said that since we have to implement the second Five Year Plan, it would not be advantageous at this stage to make any change in the Railway Board organisation. I feel that the present organisation of the Railway Board is not capable of coping with the ever-increasing duties which the Railways will have to undertake in the second Five Year Plan, and for the further progress of the country. If you compare the sizes of the organisations which prevail in other State-owned Railways—you will find that the central organisation in those countries are always large, representative and otherwise adequate to meet all the needs of the situation.

Take, for instance, the Swiss Railways. The Swiss Railways is a public undertaking of the Federal Government. There is an Administrative Council of 15 members including representatives of the Federal Assembly.

[Shri Venkataraman]

Take the case of the French Railways. The French nationalised undertaking consists of an Administrative Council of 20 members of whom 10 are nominated by the Government and 5 are representatives of labour. These 5 representatives of labour are technically elected by the entire labour but, in practice, they are nominated by the trade unions.

Dealing with the Swiss Railways, I may also mention another interesting feature. I find in the Swiss coaches, the names and numbers are put in three different languages which are prevalent in Switzerland, French, German and Italian. The sign-boards have also all these languages. I suggest for the consideration of the Railway Ministry that here also we should have three languages, the regional language, Hindi as well as English until it is abolished. We can borrow from the experience of the Swiss Railways and have all our sign-boards and directions in three languages.

I am not very happy about the abolition of the third class. People will say what is there in the name. Unless you give the comfort of second class, there is no use merely calling the third class, second class.

Shri Shree Narayan Das (Darbhanga Central): Cushions may be put in there.

Shri Venkataraman: The Railway Minister said that it will not be possible at the present moment to do so.

Shri Shree Narayan Das: Why not?

Shri Venkataraman: It is a different thing; when my hon. friend becomes the Railway Minister, he will certainly do that.

Shri Shree Narayan Das: Change the mentality of the higher classes.

Shri Venkataraman: I am only speaking on the Budget presented by Shri Lal Bahadur Shastri. The name, as I said, does not really get any benefit to the passenger. Comfort comes from the conditions and not from merely calling it second class and not third class.

There was another very interesting feature which I found in the Swiss Railways. They called all their employees—90 per cent of them—officials. They have a total of 35,000 employees and 90 per cent of them are called officials. I asked them how they were all officials and I was told that 'officials' meant permanent members. The others are temporary and casual. So, let us not be

giving merely some glorified name hiding our heads like the ostrich and forget the real conditions. By calling a worker an official he does not become an official and by merely calling the third class, second class it does not become second class.

An Hon. Member: They are fourth class officers now.

Shri Venkataraman: There is another matter which I would like to emphasise. Railways are the field in which Government ought to try to implement their socialistic philosophy. The Taxation Enquiry Commission has suggested that the difference between the salaries of the lowest and the highest should not be more than 30 times. In several countries you will find that the difference is not 30 times; it is 5 or 6 times. In New Zealand, the difference between the lowest employee in the railway and the highest paid is rounabout 5 times. Then, in Switzerland, again, it is about 4 times. The unskilled worker gets about 5,500 francs and the maximum, the head of a division in the first category gets, is about 20,000 francs. We should try to evolve a social philosophy in which the lowest railway employee should get Rs. 100 and the highest should get not more than Rs. 2,000. The result will be a difference of 20 times and it is possible in the present nature of the functioning of the Railways to implement that social philosophy.

Now that insurance has become nationalised, I want to throw out a suggestion that all the railway employees should be insured so that they may be protected against the fatalities of life. It is necessary to give them adequate protection; the provident fund is insufficient to cover such risks.

There is only one other matter which I want to deal with and that has been referred to by Dr. Lanka Sundaram. He pleaded very passionately and eloquently for the recognition of sectional unions, that is, functional unions like the All India Ministerial Staff Association, the All India Running Staff Association etc. It had been my firm conviction—and I have always repeated it in this House—that it is improper for the Railways to recognise functional or sectional unions. The Railways ought to recognise only one union for each region, for each zone. That is the only way in which you can adjust the rival claims of the various members constituting every union. Otherwise, what happens is this. One section like the Station Masters

come and plead for their own emoluments; another section like the Running Staff come and plead for their own emoluments with the result that the relative rights and obligations of these several categories are not judged on a level. And whoever is able to shout most gets away with it whether he deserves it or not. The question of fixing wages is not as haphazard as it is in this country. In western countries wages are fixed by a job evaluation. In job evaluation, the education required, the experience required, the amount of initiative required, the agreeableness or disagreeableness of the job, all these are given certain points, and the total of it all goes to evaluate the particular service. For instance, a person carrying sand from one place to another will be given less points than a person who is carrying coal or for that matter fertiliser from one place to another. For that, the evaluation of the job has to be done scientifically. After such scientific evaluation a gradation has to take place. On the basis of that gradation the salaries and wages have to be fixed. A recognition of these sectional unions will prevent any such job evaluation on a scientific basis and it will only open the door for mutual rivalries among the various sections of the employees in the Railways itself, with the result that instead of bringing about healthy trade union movement in the country, we would have only a sort of rivalry and bickerings among the various sections. I am quite sure that my friends Shri Vittal Rao and Nambiar, who used to agree with me at least on this matter, will bear me out in the point I have made.

Shri Nevatia (Shahjahanpur Dist.—North cum Kheri—East): Yesterday Shri Gopalan enquired why with the expenditure of more than about Rs. 400 crores, it was not possible to show better results, both with regard to the carrying capacity and other improvements.

As in the case of the overall Plan, the First Five Year Plan on Railways also had to lay strong foundations for building a better super-structure. In the very nature of things they had to meet the ravages caused by the war and the problems created by Partition. And that is exactly what has been done in the First Five Year Plan—rehabilitation of the railways and the problems created by Partition and several other problems also. The hon. Minister of Railways and his colleagues as well as the members of the Board deserve our admiration for the way in which they have handled

railway matters and laid a strong foundation on which we can build the prosperity of the country for the future.

Coming to the next Five Year Plan, I find that only 15 per cent additional passenger miles have been contemplated by the Planning Commission, and that is what is provided for as against 30 per cent estimated in the tentative plan-frame. This means that in the next five years the overcrowding will continue to be the same as it is today or perhaps in a greater degree. It is very unfortunate that no provision has been made according to the tentative plan-frame. The overcrowding, I am told, is 18 per cent. in the broad gauge and 25 per cent in the metre gauge. Taking the normal increase in the population and normal increase in movement alone due to improvement in the living standards, 15 per cent will be absorbed by them and the overcrowding will continue to remain. The Planning Commission estimated that the overaged wagons would continue to be utilised for some time. Already the percentage of overaged wagons is very high and it will still be high. For broad gauge, instead of 29.5 it will be 25 in 1955-56. For metre gauge, the overaged will be reduced from 45 to 27. Similar is the position with regard to locomotives. The utilisation of overaged locomotives, coaches etc. may help to a certain extent, but the Plan places greater reliance on overaged stock, which is not very healthy because it means delay in the trains, less passenger miles, less speed, and so on and so forth. Those are the difficulties that will come up.

So far as goods traffic is concerned, as against 61 million tons asked for by the Railways, the estimate is now based on 42 million tons. The traffic in carriage of general goods, that is, grains and commodities other than steel, coal and cement, is only 10 per cent, even less than 10 per cent, and that comes to 2 per cent per annum. According to the draft Second Five Year Plan, we are providing for increases, 500 per cent increases, in most of the commodities. What will be the effect of this in most of the cases? The industrial raw materials will not be available to the factories and the goods produced will be lying in stock, and there will be shortage of consumer goods. What is the use of producing capital goods if the consumer goods are not available? That will lead to inflationary tendencies and people will not be able to consume the capital goods that will be produced—iron and steel. That is a very important

[Shri Nevatia]

matter to consider. What I think is that after one or two years, plenty of wagons will be available to the consumer goods industry till the iron and steel projects come into operation, when wagons will be withdrawn from general traffic. It will lead to shortage in production of consumer goods and create inflationary tendencies.

In my opinion, it will create a serious situation at the end of the third year of the Second Five Year Plan. If the industry and other sectors are expected to fulfil the targets laid down in the draft Second Five Year Plan, then it is necessary that security should be given to them about the off-take, about the transport of finished goods as well as providing them with raw materials which are very essential.

I find that there have been increases in claims from 3,73,758 to 3,78,394. I suggest that there should be a greater devolution of authority in the matter of settling minor matters in this respect. At present for every little thing, matters hang on. If the local authorities are given some more discretion in the matter of settlement of claims of small amounts, say, up to Rs. 500, and if such cases are allowed to be settled by regional authorities, it would help matters and several cases may not go to court and there may not be such threats. That stage should not be allowed to come in.

In ticketless travel also, there has been an increase from 69,57,255 to 75,86,808. This is the figure detected. Perhaps many more have gone undetected. That also is a matter of concern because every year there has been increase in ticketless travelling. I agree the detection is better, but that does not give us the complete picture because the undetected may be many more.

Regarding accidents also, from 21 per cent in 1950-51, it has progressively increased year after year. The number of persons killed in accidents has progressively increased. While our railwaymen deserve all credit for the good work that they are doing, I think greater precaution is needed in these matters so that the number of accidents on the Railways are reduced.

Shri Nand Lal Sharma (Sikar): All round increase!

2 P.M.

Shri Nevatia: In the Estimates Committee, it has been said that the work is not progressing well and the efficiency of the workers has gone down. It is very unfortunate. We expect our workers to play their full part in ensuring full production in the workshops. I find very often that managerial efficiency is passed on to the labourers. Better planning, better methods, better lay-out of the shops and better tools—all these result in high production. With all these unless better managerial efficiency is not available, it is not possible to expect the labour to give very good production. There should be a full study about the various lay-outs, tools equipment etc. in the workshop so that production could be increased. For another ten years, you will have to utilise the overaged locomotives and wagons and other things and for that reason it is necessary that the workshop capacity should be utilised to the fullest extent possible.

There is one test for finding out the efficiency of the railways in one aspect—miles per wagon per day. In India it was 43 for broad gauge last year and this year it is 46. In Japan it is 62. If we can step up our wagon miles per day, even with the same number of wagons, we would be able to carry 20-30 per cent more. There is great scope for improvement in this matter. Better marshalling facilities, reduction in trans-shipment delays, etc. can help matters. When we are improving our line capacity, and yard capacity we cannot have the same speed. There would be some handicaps but our attention should constantly be to bring our efficiency to the level of Japan.

So far as ton miles are concerned, we are leading every country in the world. In India it is 141 as against 131 in USA and 139.6 in UK. The merchant community—the traders and businessmen—also deserve some credit. They are loading the wagons to the maximum extent and are making the fullest use of the wagons made available. If it is a ten ton wagon, they load ten tons. But so far as the wagon miles per day is concerned, it is not very high.

There is another point about the development of backward areas. It is a matter of satisfaction to us that in spite of a serious cut in the amount provided in the next Plan, the Railway Minister is going ahead with the survey of 3,000 miles as originally proposed. The Prime Minister the other day, speaking in the Federation of the Indian Chambers of

Commerce and Industry said that the existence of highly developed areas in the west and undeveloped areas on the side of the globe, creates problems which is not good. Even in the same country, there may be highly developed and also undeveloped regions and that creates social, political and economic problems. So, the same thing applies here also. If the backward and undeveloped regions are allowed to remain so, they will create problems. So, the matter should not be looked purely from the point of view of revenue but also from the point of view of uniform development of the country so that every region may feel the impact of independence and better life. It is essential that this target of 3,000 miles should not be dropped; it should be taken up in all seriousness. In this connection, I would like to talk about my own constituency, Lakhimpur Kheri and I hope that something would be done in that direction: There is a bridge at Palia and if decking is done it will connect an area about 100 miles long and 50 miles wide, which lies in the Nepal border and which is at present entirely cut off from the rest of civilisation. There is only one bridge and decking should be done.

The proposed freight increase means an increase of 6.25 per cent. On some commodities there has been an increase of about 500 per cent during the last four or five years. During the war the charge on these commodities increased by about 12.5 per cent but after the war it has increased to about 500 per cent. I would, therefore, request the Railway Minister to examine the case of these commodities on which there is already a 500 per cent increase after the war or from 1948 onwards. For instance, take sugar. From Rs. 12 in 1948, it has come to about Rs. 65 or Rs. 70.

Shri Alegasan: Is there no increase in the sugar price?

Shri Nevatia: It has come down. In 1948 the price of cane was Rs. 2 and that of sugar was Rs. 35, the prices have now come down.

I can see the emphasis about the supply of wagons for the general goods traffic—that is, other than coal, cement and steel—for which some reasonable provision has been made. For the other traffic, it appears to me that a very serious situation is likely to arise after two or three years. The Finance Minister has said that we must watch inflationary tendencies and the railways should not be a

party to creating such tendencies by holding up the transport of essential goods.

Shri T. B. Vittal Rao (Khammam): Sir, before I make some observations on the railway Budget, I would like to join my friend, Shri Asoka Mehta in paying a tribute—humble as it is—to the Estimates Committee for the reports that it has submitted to this House. For the first time, we have a comprehensive picture of this largest national undertaking with all the details. Various recommendations have been made which, if implemented, will go a long way to increase the efficiency and the development of our railway system.

There has been some improvement when we compare the progress during the first Plan period. We have been able to rehabilitate some of our rolling stock though we have not yet completely rehabilitated the rolling stock. But even by the end of the Second Plan, we would not have completed rehabilitating the rolling stock. The percentage of over-aged locomotives in service at the beginning of the First Plan period was 30 per cent. where as at the beginning of the Second Plan, it will be 32 per cent—an increase of two per cent. By the end of the Second Plan period it is estimated to be 18.3 per cent. With regard to wagons it is 27 per cent in the beginning of the First Plan period, 19 per cent at the end of the First Plan period and it is estimated to be 8.5 per cent after the Second Plan period. Similarly for carriages the figures are 36 per cent, 26 per cent and 10.5 per cent. Still the availability of transport is lagging behind demand. This fact is accepted by one and all. The development during the Plan period has been to the extent of 2.6 per cent of the total mileage. In this I include those dismantled railway lines which have been restored during the First Plan period. Computing it for one lakh population it is 0.24 route miles. We had 9 route miles for a lakh of population and during the First Plan period we have an addition of only 0.24. Why the picture has been like this notwithstanding the fact that we have spent Rs. 432 crores? I do not know. If the deliveries which are expected by the end of the First Plan period, that is 31-3-1956, are received then we would be spending Rs. 432 crores. Having spent this amount, why only this much increase and this much rehabilitation? We have been in this very House telling time and again that so long as we depend on the imports

[Shri T. B. Vittal Rao]

we shall not be able to make any headway. This is the picture that we can get by depending on the imports. From the countries with whom we have negotiated and get locomotives we are not able to get steel. The countries that supply us locomotives and wagons are not prepared to part with steel. Our requirements of steel for the railways are 3.5 lakh tons per year. Out of this 1.2 lakh tons are imported. Though these countries which supply us locomotives are the largest producing countries in the matter of steel production—nearly 100 million tons are produced in the United States of America a year and similarly Germany and other countries produce huge quantities of steel—yet they are not willing to part with steel because it will help industrialising our country.

Sir, if we view from this context the controversy between the Planning Commission and the Railway Board what do we see? The Railway Board has demanded Rs. 1,480 crores and the Planning Commission has reduced it to Rs. 1,125 crores and the controversy is there. I would like to be on the side of the Planning Commission in this matter. Though I have got some differences with the Planning Commission in the matter of allocation of only Rs. 710 crores for industrial and mineral development, in this matter I will be on the side of the Planning Commission because I would like that money is spent on the industries. If the transport lags behind we will have to accept it. But, I will show ways and means as to how the transport could be improved.

One important thing which we should note is that out of these Rs. 1,125 crores the Railways have to pay up to Rs. 445 crores.

Shri Alagesan: Rs. 375 crores.

Shri T. B. Vittal Rao: If you add the dividend and all those things like Development Fund etc. it will come to that figure. The Railway Minister has assured the House that though the allocation made has been cut down, he is not complacent. I hope and trust that he will make a drive to implement this assurance. I have been putting questions in his House about the utilisation of the idle capacity in our workshops. I used to go and get information but now we have got the Estimates Committee's recommendations and they have clearly suggested how the capacity of the various workshops could be increased, how the rate of construction of carriages could

be increased and so on. The only bottleneck has been the steel and sometimes timber.

Our country abounds in timber, yet our railways find it difficult to get timber. I come from Secunderabad where there is a good workshop. There at no time, even during the war, we were running short of timber. But, today we are running short of timber. The workshops which had been working two shifts—the carriage shops, saw-mill workshops—have been reduced to one shift. The reason given is that timber is short. When we go deeper to find out how there has been shortage of timber we are told by the authorities that some officer or foreman has gone to a distant place, somewhere about 500 miles south of Guntakal, to get it, whereas in Hyderabad there is good timber. It is full of forests and the timber there was used during wartime. It has to be properly seasoned that is all and then you can use it. That is how we can increase the capacity of our workshop.

I have seen, Sir, the machine-making factories outside India when I had an opportunity to go. I used to see the whole process very minutely. I was amazed to find that the process involved in the lathe machines is all being done in the railway workshops excepting that have no steel casting or steel foundry in our workshop. Drilling and the other processes involved in the lathes machines are done in the railway workshops. There is ample scope in our railway workshops to develop these and thus utilise the capacity.

Then by reducing our expenditure on the various earth work and other things we can save something. In this connection may I draw the attention of this House to the very inspiring speech made by none else than the Chairman of the Railway Board at the Central India Institute of Engineers. One sentence of his speech appealed to me very much. He appealed to the engineers by saying "we engineers should be able to do in one rupee what a layman does for two rupees". I hope he will instil this spirit into the minds of the various railway engineers in our country. As a class, these railway engineers—I have personally nothing against anybody—are accused. Go any where all over India we are told that these engineers are corrupt as a class and everybody takes bribes, manipulates or does some other thing. So, I hope that he will implement in practice what he has said and instil this spirit into the

minds of the engineers. We have seen how corruption is going on in some places. We have the famous case of the ex-Saurashtra General Manager that is the case of 4 Gazetted Officers who misappropriated about Rs. 13 lakhs. Still their case is going on year after year for the last five years and they are getting subsistence allowance because they are so poor after misappropriating Rs. 13 lakhs. I do not know when that case will end.

I now come to the other aspect, namely, the density of traffic obtaining or is likely to obtain in the grand trunk line between Nagpur and Howrah. This has to be carefully considered. I have read the explanatory memorandum. They say that they are considering the doubling of the track, between Nagpur and Howrah. Recently, the trains there were running very late, in the month of January. Further, the trains were running only in the day-time in the Orissa territory. I had an opportunity to go twice or thrice there and I have been able to study it. On this line, there are going to be three steel plants—Bhilai, Rourkela and Tatanagar. Added to this difficulty, there is going to be coal obtained from the Korba coalfields through the Champa-Korba line. On the top of this, our Production Minister has thought it fit to instal a fertiliser factory in Rourkela. I do not find any alternative but to double this line. Until and unless it is doubled, I do not find any alternative. I would go to the extent of saying that that railway line requires electrification. Otherwise, we cannot move the additional quantity of five million tons of iron ore required by these additional steel factories, five million tons of coal required for them and also the fertiliser factory. In addition to this, you have said that four million tons of coal will be raised from the Korba coalfields. Unless facilities are made to meet these needs, I am afraid there will be bottle-neck. In terms of trains, we have to be moving at least 15 trains each day, each carrying 1,000 tons. This is the picture. So, doubling this line is a necessity. But then the Railway Minister will come and say "Oh, I have to double these 450 miles of lines, therefore, there is no more development and no backward areas to be opened".

There is much economy that can be observed in the manner in which we deal with the goods train. There have been some experiments and linking of carriers. Now, there is another feature, and that is, express goods trains are going to be

run. I welcome it. But the way the operation of this service is maintained leaves much to be desired. I have seen goods trains being detained at stations for as many as two hours. This is criminal. What does that time mean? It means so much of coal is wasted; so much detention of rolling-stock, etc. I cannot understand that. When a passenger train is known to be late by one and a half hours, the goods train has still to wait till that passenger train passes the station. During this one and a half hours, if the goods train is not detained, it could have easily reached about 20 miles or even the next station further off. This detention of goods train has to be carefully gone into. I have seen that in the Balharshah-Kazipet section and also in the Dornakal-Bezawada section, goods trains are being detained for a long number of hours, and the figures in the railway budget itself show the speed with which the goods trains move.

Then, the Railway Ministry has thought if fit to have a surcharge of one anna on freights. This is highly objectionable, in view of the fact that the Freight Structure Committee is going to give the report. Until that Committee has reported and until that report is received and until decisions are taken on it, we should not increase the rates. This is the way things are being done. How much are you going to get? Rs. 11 crores only. You can have drawn this amount from the depreciation fund or at least an extra Rs. 10 crores could have been adjusted later on after the receipt of the recommendation. Probably the Railway Minister is afraid that the report of the Committee may not come in by the end of this year, because some members of the Committee have to discharge their international responsibilities, being members of the United Nations Organisation. So, I do not know when we will get the report. Already there has been considerable delay in constituting the Committee. A decision was taken in February last year, but the Committee was constituted sometime in September. Why all this delay? I have nothing against the members of the Freight Structure Committee. They will all be very useful. They are very intelligent and will give good recommendations, but I am afraid whether they will find time to attend to this work and devote all their time to it. This increase in freight is highly objectionable. Year by year, this has been our case. In 1952, you increased the freight charge on coal. In some cases, it was from 30 to 50 per cent.

Again, you have increased it in 1955.

[Shri T. B. Vittal Rao]

Now, there is a surcharge. What is it that you offer to the passengers? Overcrowding cannot be solved; your goods cannot be moved quickly; there are losses in transit. All these things are there. But yet you want to fleece the people.

Another important aspect is participation of workers in the industry. I welcome it, but in order that the participation of workers should be real, I want industrial democracy. Whomsoever you take let him be the elected representative. Let him be elected from amongst the workers. Do not nominate and say there is participation of workers in the industry. We have been hearing our Labour Minister telling us. "We have appointed or nominated a director from amongst the workers, to the Board of Directors, in some State-managed industries, and so, there is workers' participation". That is not real participation. If you really want the workers' participation, let the person be elected.

My friend Shri Venkataraman has referred to some salient features regarding the wage ratio. He has compared it with the ratio obtaining in Switzerland and said that in Switzerland the ratio between the highest and the lowest is 1 : 5, whereas in this country it is 1 : 55. He has also shown some figures wherein he points out certain increase in wages. This increase in wages is calculated on the money. But real wages have lagged behind; they are on the level of 1939 standards. The recent figures provided by the Planning Commission show that the real wages of the working people of India, have come only to the level of 1939. So, there is an urgent necessity of appointing a second Pay Commission. The former Pay Commission, whose recommendation we have, was not appointed by a national Government. It was appointed by the Governor-General. It did not have labour representatives. But even then, while giving the pay-structure, they have mentioned in the report that the Government should earnestly make an endeavour to increase the purchasing power of the rupee. But what have we seen after the Pay Commission's recommendations? Has the purchasing power of the rupee gone up or gone down? So, I strongly urge that the railways, being the largest employers, should recommend to the Cabinet that there is urgent need for the appointment of a second Pay Commission.

In the Swiss railways, as I said, the wage ratio is 1:5. Again, the employees

there get children's allowances and residential allowances. The children's allowance is paid at 275 francs per annum irrespective of the number of children. In the second Five Year Plan, we are providing for the additional employment of 1,50,000 persons. But how many quarters are we going to have? 60,000. How long is this inadequate housing condition of railway workers to continue? How many years will it take? If a railway worker is provided with quarters in some big city, there is profit to the railways, because they need not pay the house rent allowance. The number of quarters to be constructed should be increased. At least let us have 20,000 quarters instead of 10,000 a year.

I now come to recruitment. Much is being made about the technical personnel. What has been done in the matter of training or recruiting these personnel? To give an example, in a workshop where there are 3,250 workers of whom 1900 are skilled, 480 semi-skilled and 870 unskilled, we have got only 30 A Grade apprentices. Increase this number of apprentices. The Railway Minister himself knows how many thousands of applications come for these 30 posts of apprentices. If this number is increased, it would be useful for the fast development of our transport system.

Before I conclude, I earnestly urge the Railway Minister to consider the doubling of the Howrah-Nagpur line. Even if you double the Bezwada line, it is not going to solve the transport bottleneck. We have to carry 3 million tons of coal to South India. How is that possible unless we have an alternative line? Our production of coal and minerals is being impeded on account of inadequate transport facilities. We are today extracting coal only from 30 square miles whereas we have got 800 square miles of coal bearing area in Hyderabad. Transport is the main bottleneck and unless and until the Kazipet-Nellore line is laid by passing Bezwada via Macherla, there is no scope for improvement.

Lastly, I submit that there is no use running the TELCO under the Tatas; TELCO should be taken over by the Railway Ministry.

Shri M. S. Gurupadaswamy: Mr. Deputy-Speaker, I went through the Railway Budget very carefully. After going through the various figures and various proposals, I came to the conclusion that this a big camouflage.

An Hon. Member: You are fond of it!

Shri M. S. Gurupadaswamy: I am saying this because it is true. The hon. Railway Minister is a personified epitome of this big camouflage. If hon. Members are patient, I will explain how it is a camouflage. If we turn through the pages of the reports of the Estimates Committee, it will not take long to see that all the achievements that the Minister has claimed and all the big things that he has said in his speech are not true.

I will explain this. The first Five Year Plan was a plan for rehabilitation so far as the transport system was concerned, especially the railways. We have to see how far this problem of rehabilitation was properly tackled and solved. According to the Railway Minister himself, rehabilitation of railway assets was not completely solved during this five year period. The first Plan, however, was meant to solve this problem of rehabilitation. If you could not solve this problem during the period of five years, how many years do you require for it? While considering this matter, we have to see whether all attempts have been made to see that rehabilitation is done within this particular time. If the Railway Ministry had given serious consideration to this problem and had taken adequate measures I have no doubt that the rehabilitation problem could have been solved within that period. After going through the report of the Estimates Committee, there is no other alternative for me except to come to this conclusion.

Hon. Members will find that the Railway Ministry was not able to utilise the funds allotted to them for the purpose of rehabilitation. Nearly 20 per cent of the funds allotted for the purpose of certain matters relating to rehabilitation were not utilised. What are the reasons. The first reason is shortage of steel. Let us analyse whether any attempt was made by the Railway Ministry to overcome this bottleneck. I agree that steel is very important for railway work. But I want to know whether any serious attempt was made to acquire steel. In this connection I can only quote the report of the Estimates Committee. The Committee states that if the Railway Ministry had made an attempt to acquire steel, that is, to import steel in 1954, they would have succeeded because at that time the world price of steel was favourable and there

was not much difficulty in importing steel. If there had been preplanning to get adequate quantities of steel, that would have been possible. But, the Railway Ministry did not do anything in this particular matter. There is another aspect also. The Railway Ministry and the Ministry of Commerce and Industry have been pulling against each other. There is no co-operation between them. The report says that it is very unfortunate that no unity of action is maintained between the two Ministries. They are behaving as if they are step-daughters. This is the reason why there has been too much of shortage of steel for the work of rehabilitation.

Apart from the shortage of steel, there are shortages of other materials also, like sleepers. Enough sleepers could be had from our own country. There are so many forest areas which could supply sleepers to our requirement. It is a great pity that the Railway Ministry comes before us saying that there was no proper supply of sleepers. On the one hand the funds allotted to the Railway Ministry were not utilised properly. On the other hand, the Railway Ministry says the resources available to the Ministry are not adequate for the purpose of rehabilitation or development of the railways.

Shri Raghuraj Sahai (Etah Dist.—North-East *cum* Budaun Dist.—East): That is because out of the Rs. 432 crores that they required only Rs. 400 crores were allotted.

Shri M. S. Gurupadaswamy: Here we are at the end of the First Five Year Plan. A plan should be worked on the basis of planning. The first estimate of the requirement of the Railways was something like Rs. 350 crores. Later on more money was allotted. Ultimately it was found that the expenditure was of the order of Rs. 432 crores. My hon. friend is right that there was additional allotment of money. We have got a plan. You do not spend money according to the plan. Either there is more expenditure under certain items or there is a lapse under certain other items. So there is no proper planning about the utilisation of the liquid resources available. I would say this imbalance or lack of planning is responsible for the haphazard development of the railway system in India.

As a result of these shortages, many other drawbacks have resulted. What are they? One is that railway tracks could not be renewed. Here, in page 1

[Shri M. S. Gurupadaswamy] of their Twentieth Report the Estimates Committee say:

"Despite the increase in the number of passenger trains in the post-war period, the overcrowding, particularly in third class passenger trains and suburban trains, is serious.

In spite of progressive increase in coal and goods loading, the availability of rail transport is totally inadequate to meet the current demands of traffic.

The Railways have not yet been able to complete the process of rehabilitation. Apart from a substantial percentage of overaged rolling stock, there are arrears of 7,389 miles of track awaiting sleeper renewal and 7,233 miles of track awaiting rail renewal. On 1-4-1955 as many as 1,784 miles of track were under speed restrictions due to heavy arrears of renewal."

As a consequence of these shortages there has been considerable slowing down of the tempo in the work of renewal of track. And as a result, speed restrictions have had to be imposed.

The incidence of speed restrictions on transport is really very much, because such speed restrictions will slow down the transport of services and goods. Ultimately there will not be much movement of goods and services in the country. And the whole trade and commerce of the country will be in difficulty. Denial of transport is denial of opportunity to trade, and denial of opportunity to go about, and also a denial of opportunity to civilized life.

If you had taken proper care to assess your requirements and to husband your resources for the purpose of meeting these requirements, I think you could have solved the problem of rehabilitation in the first Five Year Plan period. You have not done so, you have failed. So the task of rehabilitation is carried over to the second Five Year Plan period. The second Five Year Plan should have been a plan for the development of railways. But unfortunately today the rehabilitation work is still to be finished. So the second Five Year Plan has to allocate a lot of money for the purpose of rehabilitation, and it will be a plan mainly for the rehabilitation of the railways.

From the figures given by the Railway Minister it can be seen that there cannot be an appreciable increase in the capacity

of rail transport and it cannot meet the full demands of the public. It will fall short of the requirements of the country. So, notwithstanding the fact that we are going to spend about Rs. 1,125 crores the railways transport would not be adequate for our purpose. That means that the *status quo* will be continued and there will be no progress. The Railway Minister said that significant achievements have been made at the end of the first Five Year Plan and he painted a rosy picture, a picture of bright colours. But one must know that underneath this painted beauty there is barren clay, and the progress that has been made is not real progress. That is why I say it is a camouflage. It is not real progress and the achievement is not real achievement or if you want to call it so, you may say that the stagnation will be in progress even in future. The *status quo* will be maintained even in the Second Five Year Plan. Our goods and passenger traffic will not get any facilities better than the present, and the overcrowding which is so bad today will be continued even in the next Five Year Plan period. So I would say that the budget does not give an indication in regard to the development of our railways on proper lines.

My next point is about the policy of the Government in regard to new lines. It is very unfortunate that I have to say some bitter things about this matter. In Australia and in South Africa there are what are called electoral railways and electoral surveys. That is, if the members of the ruling party, or a powerful political group, bring pressure on the Railway Minister, then he will immediately order either a survey or order the construction of a railway line in that particular electoral zone. In South Africa and Australia such things are very common. There the development of the railways system is conditioned by politics. The progress of the railway system has become haphazard in those two countries because political considerations guide the development of the railway system and not economic considerations. So people say that those railways are electoral railways. Here also we are repeating the same thing. Much of the surveys that have been carried on under the Railway Ministry are conditioned by politics. Politics is at the back of most of the surveys. I am prepared to challenge the Minister on this point. It is political consideration which is dominant in respect of most of the surveys and in respect of certain lines. Every year it

has become an annual competition in Parliament for Members to ask for railway to this place or to that place.

Shri Matthen: (Thiruvellah): What is wrong with it ?

Shri M. S. Gurupadaswamy: I say 'wrong' because the Railway Ministry has not shown any non-resilience to the pressure groups. Therefore, I fear, and I think my fear is correct as shown by our experience, that the Railway Ministry is constantly subjected to political pressure.

An Hon. Member: No.

Shri M. S. Gurupadaswamy: The railway system is developing according to political opinion and the kind of political pressure that is brought on the Minister. I would say therefore that the development is not scientific.

Shri B. D. Pande: Your mind works in that way.

Shri Nambiar: Politics is good; party politics is bad.

Shri M. S. Gurupadaswamy: Railways should be kept out of politics; politics should be kept out of railways. That is what I say. Formerly, in the British days the railways system was developed on considerations of strategy to suit their own political purpose. Today, we are repeating the same mistake. We want to develop the railway system according to the pressure groups that are functioning within the Congress Party. Another consideration,—it may be minor, or it may be important—is big business. The Railway Minister wants to give transport facilities to big business only. The whole development in the next Five Year Plan is meant to cater to the needs of big industries. Big industries are concentrated in selected pockets. These selected pockets receive all the benefits and the backward areas are completely neglected. They will remain backward and they will not be opened up. The Plan contemplates the building of 850 miles of new lines. We do not know whether the hon. Minister has analysed how many of these miles have been allotted to the north and how many to the south. On analysis I have found that most of the new lines will be in the north only. The south is being denied most of the benefit of railway expansion. This is very unfortunate. You may give reasons for this. You may say the needs of steel industry should be given priority, you may also say that the

collieries should have the benefits of railway expansion and so on. But you must also know whether South India is entirely neglected.

An Hon. Member: Entirely ?

Shri M. S. Gurupadaswamy: Because benefit is negligible. The Railway Minister has created this imbalance. I would also suggest that before the final plan is adopted, more lines should be allotted to the south. Unless you open up the backward areas, it is very difficult to develop commerce and industry. Everybody is tirelessly and constantly saying that the small industries and village industries should be developed. How can you develop these industries ? Unless you provide proper transport facilities, unless you connect all the producers and consumers by a proper transport system, it will be very difficult to achieve a balanced economy.

You may well remember that effective transport is indispensable to economic progress. Civilised life or economic life or even the unity of the country is not possible and cannot be achieved if you do not have a proper transport system. Railway plays a very significant part in this transport system. I may even say that the railway occupies the central fulcrum of the whole system. I would urge upon the hon. Minister to consider all these factors and see that the railways develop on scientific lines, that no partisan view is taken in respect of new lines, that no politics is imported into railways and that there is a balanced development.

Lastly, . . .

Mr. Deputy-Speaker: The hon. Member must conclude now. I have given him a lot of time.

Shri M. S. Gurupadaswamy: Lastly, I would say that all the recommendation of the Estimates Committee and the Corruption Enquiry Committee should be implemented.

Shri Debeswar Sarmah (Golaghat-Jorhat): I associate myself wholeheartedly with those inside this House and outside who have offered their unstinted praise to the hon. Minister of Railways and his colleagues, and the Railway Ministry in general.

I was attentively listening to the speech of the hon'ble member, Shri Asoka Mehta and also some other speeches from the opposition. If I remember aright, Shri Asoka Mehta used

[Shri Debeswar Sarmah]

the word "window-dressing". Let us look at certain figures and see what is window-dressing. In 1955-56, 8 million tons of goods have been carried by the Indian Railways over the 1954-55 figure. Passenger traffic has increased by 7.5 in terms of passenger miles. A similar increase is noticed in other traffic also.

Mr. Deputy-Speaker: I am only giving a suggestion, because the time available is limited. I called Shri Debeswar Sarmah because he comes from Assam and nobody has spoken so far about Assam. First of all, let them say about what they want and then come to some general observations if there is time. I am only throwing a suggestion because general observations have been made.

Shri Debeswar Sarmah: I am very grateful to you and I appreciate your suggestion. But the word "window-dressing" and some other words used by Shri M. S. Gurupadaswamy are jarring to the ears. Is such an improvement in one year window-dressing? Within 5 years, the Railways have spent 32 crores over Rs. 400 crores. There has been replacement and, or addition of the order of 1,600 locomotives, 4,800 passenger coaches and 61,000 goods wagons. There have been 380 miles of new lines and 430 miles of old lines have been restored. If this is window-dressing, I do not know what we should call improvement. I would submit with due respect that any Ministry anywhere in the world could be proud of such achievement. We are proud of Chittaranjan which has produced more locomotives than the target fixed. So also of Perambur. All these things redound to the credit of our Railway Ministry.

I shall just touch upon the Second Five Year Plan. In the Second Five Year Plan, a sum of Rs. 1,125 crores has been allotted as against a bigger demand. The shortfall in passenger and goods traffic will be great and we shall come to grief if there is not operational efficiency. We already feel about it.

I thank you for the hint you dropped and I shall now speak about our problems in the North East of India. The problems are many, and look like being insurmountable. I have only to start with reading a resolution of the Assam Political Conference which was held on the 25th and 26th of last month at Barpetah, which was attended by an hon. Minister of the Union Government. Shri Khandubhai Desai, and was also address-

sed by Shrimati Indira Gandhi. The resolution reads thus:

"The Assam Political Conference considers a serious situation obtaining in this State due to transport bottle-neck. This has created a very considerable distress coupled with contributing to the raising of the cost of living to a high pitch. The result has been that all developmental works have been held up and the industrialisation of the State has been blocked.

The lack of amenities, rolling stock, engines etc., has caused great dissatisfaction amongst the people. The dropping of the Garo Hills Railways Scheme, the only one of its kind for the State in the Second Plan is highly resented. The Conference, therefore, requests the Government of India to take urgent steps to remove the bottle-neck by arranging for sufficient number of wagons and engines and by replacing out-moded stocks, proper ballasting of tracks, rebuilding weaker bridges with requisite strength, speeding up trains and quicker movement of goods and developing the workshop at Bongaigaon. Further it requests Government of India to provide in the Second Five Year Plan double tracks from Moniharighat to Tinsukia, or alternatively extend broad gauge lines to Assam, including railway to Garo Hills."

3 P.M.

This resolution summarises the whole transport position in Assam, where all development has been stopped, and that is because of the transport bottle-neck. We waited for the First Five Year Plan for something to materialise. Unfortunately nothing came. Then we waited for the Second Five Year Plan and in it also nothing worth mentioning has been included towards the development of that region in North-East India in respect of Railways and roads.

A moment ago, the hon. Member Shri Gurupadaswamy said that all things are going to the North-East and the South is completely neglected. I wish Shri Gurupadaswamy would come to our side and see the position.

Shri M. S. Gurupadaswamy: You are the East, not the North.

Shri Debeswar Sarmah: I am talking of the North-East. In all humility, I pose a question to the Railway Ministry as well as to the Government of India. What do they think of the 1½ crores of people in this North-East region

covering an area of about 80,000 square miles? There is that old metre gauge line without any bridge over the Brahmaputra with the result that we have neither corrugated iron sheets, nor cement, nor iron rods for any developmental works, leave alone movement of food-grains and other essential necessities of life. In the circumstances, I would request the Minister to let us know what is being done to develop North Bengal with a population of about 27 lakhs, Cooch-Bihar, Assam, Manipur and Tripura. I am not unmindful of the fact that the Railway Ministry has not got unlimited resources. Their resources are limited, and certain things demand priority like the steel industry, coal and one or two other things. But the people of area also look up to Government for development, and if they are left to their own resources, I do not think the people of North Bengal, Assam, Cooch-Bihar, NEFA hills, Manipur and Tripura can at any time develop themselves to the standard of the rest of India.

Shri Bansal (Jhajjar-Rewari): That applies to many areas, to my area also.

Shri Debeswar Sarmah: I do not know if there is any area that is so backward. At least there is no contradiction when I say that this area is one which, due to so many reasons, has been completely left out of development schemes till now.

*We talk of *sarvodaya*. We talk of a socialist pattern of society. Our people ask us: what is this socialist pattern of society when even under the Second Five Year Plan there is no proposal for development of Assam?

[SHRIMATI RENU CHAKRAVARTY in the Chair]

In the First Five Year Plan we practically had nothing. In the Second Five Year Plan there is no proposal for the development of Assam. So, when we go to the villages and talk about the Avadi and Amritsar resolutions and try to explain them to the people, some of them stand up and say: "Well it is difficult to understand your pattern of a socialist society". As a matter of fact, the other day in the presence of the Minister of Labour, Shri Khandubhai Desai, a very responsible person, in utter disgust of things, stood up on the dias of the Assam Political Conference and in the presence of 10,000 people said: "If crude oil is going to be taken away from Assam to some other place to start a refinery, we shall cut the pipes". We, of

course, do not support that. In India we cannot afford at any cost to play with the law and order situation. But that is an indication of the attitude of the people in that area arising out of a feeling of frustration.

I will read only one sentence from a letter of the National Chamber of Commerce Tinsukia. It states:

"We learn that wagons registered in November and December, 1955 for rice and paddy for movement within the State of Assam have not been allotted as yet in March 1956."

If for movement of paddy and rice within the State wagons registered in November and December have not yet been allotted, goodness knows what is going to happen to us.

Then again, there is another aspect of this matter. In the Second Five Year Plan whatever money is sanctioned to the State of Assam and other places in this area, how are they going to develop if they cannot transport their goods? Now, I do not say that the hon. Railway Minister has got an Alladin's lamp. He cannot create things at his will. What our people expect of the Union Government is that there should be proposals, there should be speedy examination of schemes with a view to develop railway transport in that region. We are grateful to the Ministry for having taken up this survey of the Garo Hills railway from Pandu, but no concrete proposal has been taken up for actual execution during the Second Five Year Plan.

In the working of the railways also, while travelling in other parts of India we find certain amenities, a lot of improvement, but those who have had occasion to travel in our part of the country will find that all discarded bogeys have been sent there. Other amenities and particularly catering have gone down. I do not know why. Only yesterday a friend of mine here coming from Assam said that he had to travel both ways in the first class coach which was without light. Of course, being without light and without fan is so normal in Upper Assam that we do cease complain of it.

Sardar Hukam Singh (Kapurthala-Bhatinda): You only complain when there is light!

Shri Debeswar Sarmah: I am not sure if some employees have taken it into their heads to discredit the working of the railways in our part of the country. I

[Shri Debeswar Sarmah]

am not too sure. I can only request the Railway Ministry to look into the matter. Lightning strikes without notice are not very rare in that region. The trouble is that officers of the rank of R.T.S., D.T.S. and A.T.S. cannot contro' their subordinates properly. On the other hand, they are afraid of bringing the matter to the notice of the superiors lest they may be considered inefficient. I once talked to a particular officer and said: "Look here, if this is the state of things, why don't you move the higher authorities for the transfer of such people to another section", and that officer was frank and friendly enough to say: "If we go on complaining our superiors will consider that we cannot manage our subordinates. After all, we have to do a lot of things willy nilly for our food". These things are happening that way in that part of the country.

One of the smallest items I would like to bring to the notice of the Railway Minister. I suppose there are cleaners and sweepers in that part of the railway also, but there is no cleaning and no sweeping. You cannot touch anything. If a person travels wearing white clothes, khaddar particularly, his clothes become dirty. These are very small things but can be improved. I only mention these for improvement of the Administration

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Shri Nambiar: There is no dust there.

Shri Debeswar Sarmah: . . . and to draw the attention of the Railway Ministry to it

People do really look up to the Centre to discipline the employees of the railway in the Assam zone. We do not know what is the matter. Officers must know something. They ought to know.

I shall briefly touch upon a very recent incident, which is illustrative of how things are going on during last 2 or 3 years. On the 26th January, there was a passenger found travelling without ticket at Lumding Junction and he was roughly handled. That was in the morning. Towards the evening, there was a procession taken out. Lumding is a junction station right in the midst of hills. That was developed a little during the war-time. But the population there consists mostly of the railway people, their dependents and some other trades people also. The next day, that is, on the 27th, there was a partial strike in the offices of the DTS and the DMO. The same thing happened on the 28th also. On the night of 27th-28th January, at midnight,

the trains were suddenly stopped on the three sides of the Lumding junction in spite of the fact that the Deputy Commissioner, the Police Superintendent and other officers were holding a judicial enquiry at the spot of the platform. The trains were held up for 14 hours.

My point is this: Did the railway officials know that there would be a strike? And were they shutting their eyes to the partial strike in their own offices? A few days after a communique was issued on this matter from authoritative quarters that the trains were held up for about 14 hours on the mid-night of the 28th-29th, because these could not be received at the station platform and with a view to avoid risk to passengers only. But the crucial question, the crux of the matter is: Who was the aggressor in this case? Those who were there and a host of other members of the Pradesh Congress Committee, and others, who were involved in the held up, know it for certain, from our personal knowledge partly, and also partly from on-the-spot information, that the police certainly was not aggressive. Then, who was on the aggressive, and why was it that the trains were stopped at mid-night without any previous warning? For whose fault the trains could not be received at the platform and from whom the danger to passengers apprehended. Some trains were stopped in the midst of a forest at Diphu, where the passengers could get neither milk nor drinking for the children; nor were any eatables to be found at that place. When that was the situation, how could a communique be issued from authoritative quarters that it was in order to avoid greater risk to the passengers that the trains were held up? Those of us who were present there and who were held up there—at least six passenger trains had been held up, from all sides—know what is what. The boot was on the other leg.

We only hope that the Railway Ministry will conduct a high-level enquiry, and remedy things.

Mr. Chairman: The hon. Member has already taken 20 minutes. He should conclude now.

Shri Debeswar Sarmah: I shall conclude then. Thank you very much.

Shri L. N. Misra (Darbhanga-cum-Bhagalpur): I rise to congratulate the Railway Minister on the performance of his administration. I feel that in the course of the last seven years the Railway Ministry has not only been able

to stabilise the administration and rehabilitate itself, but has also given proof of its capability to discharge higher responsibilities in the coming years.

The dislocation caused as a result of the war and the Partition has been overcome, and the foundations for better progress have been laid. I like to congratulate the Railway Minister specially for the performance of the Ministry under the First Five Year Plan. At a time when there has been a shortfall in most of the other departments of Government, I feel that the Railway Ministry is the only Ministry which has exceeded the targets; It has not only been able to spend the targeted amount of Rs. 350 to Rs. 400 crores, but it has spent Rs. 432 crores. That is an achievement of which the Ministry can rightly be proud.

I am not very much happy over the allotment that the railways have got under the Second Five Year Plan. I am told that only about Rs. 1,125 crores have been allotted to the railways as against an estimated demand of Rs. 1,477 crores.

We are aiming now at more production in every sphere. We want to produce more cement, more iron, more steel and more of general goods. There is almost a war cry for more and more of production. And yet we are not giving due attention to the problem of transport. If the transport problem is not attended to, I am afraid that we can gain nothing. If we are not able to cope with the transport needs of the country, then we cannot produce more cement; we cannot produce more steel; in fact, all our plans will not succeed. If we do not pay due attention to the question of transport, I feel, therefore, that the railways should have preference even at the cost of the other projects contemplated under the Second Five Year Plan.

I was very much unhappy to see that the problem of the construction of new lines has been so coldly treated. As against a demand for 3,000 miles of new constructions, we are going to have only about 800 miles, and that too only in areas of development, *i.e.*, where cement and steel are to be produced. I do not know what will happen to those backward areas where even today there are no railway lines for miles and miles.

I do not want to go into the details of the proposals for new lines. But I feel that even out of the sums allotted, the railways should try to allot some funds for the construction of new lines.

So far as the problem of transport is concerned, I would like to make one suggestion. If we feel that we cannot have resources to develop our railways adequately, we should try to co-ordinate the three means of transport in our country, namely the railways, the roadways, and river navigation. I was heartened to hear the suggestion from Shri Tulsidas more or less on the lines which I am suggesting, namely that there should be a central co-ordination between the railways, the road transport and river navigation.

I feel that especially river transport in our country has to be developed properly. I have seen some reports about what has happened in this regard in Soviet Russia. It is heartening to see that that country has provided miles and miles of channels within its territory connecting one part of the country with another, and also connecting one river to another. They have been able to solve the problem of transport by this way. We too can give a trial to this thing in our country. I do not suggest that we should have similar new channels in our country at this stage, but we could develop this river transport to some extent; to begin with, we can have about five to seven lakhs of boats with capacity to carry 20 tons each, and moving for a distance of about 10 miles a day. In that way, we can do something, so far as the problem of transport is concerned. So far, river navigation has been neglected in our country.

Unless there is co-ordination between the three different modes of transport, I am afraid we shall not be able to succeed. I should like very much that a special department is created for the purpose of effecting co-ordination between the railways, the road transport and river navigation.

I now come to the question of the Railway Board. My hon. friend Shri Venkataraman had referred to this question of the reconstitution or remodeling of the Railway Board. I do not agree to the suggestion of the Kunzru Committee or the line suggested by Shri Venkataraman, that there should be something like a statutory corporation which will be free from the Ministry's interference. I hold the view that the Railway Board should have inspiration and instructions from the Minister; it should be under the Minister, and it should continue to function in the way it has done. But it should be strengthened. I am glad that the Minister himself has in the

[Shri L. N. Misra]

course of his speech in the Rajya Sabha the other day suggested that the Railway Board is to be strengthened.

I feel that the present chairman who looks to the civil engineering side of the Board is too much overworked. The duty of the chairman of the Board should be only to look to the planning aspect and the Efficiency Bureau, and the laying down of broad policies. He should not be overburdened with the normal departmental work of the civil engineering side. A special member may be put in charge of that. We have seen that there is excessive pressure of work at present in the Railway Board. We have also seen that the disposal of normal receipts has increased from 35 to 40 per cent a month. Therefore, the Railway Board needs to be strengthened with additional hands, so that they will be in a better position to bear the responsibilities in regard to the implementation of the Second Five Year Plan.

I have to suggest one more thing. There are many problems which can be easily disposed of at the General Manager's level. The Estimates Committee has also suggested on those lines. I want to suggest that there should be an advisory board at the level of the General Manager consisting of four or five persons of which one should necessarily be the President of the recognised Railwaymen's federation of that area. Then the Railway Minister can appoint two or three efficient retired railway officials with administrative experience who can advise the General Manager on the general administrative and operational affairs. We have these Consultative Committees and Zonal Committees. But in my opinion they devote most of their attention to railway passenger amenities and other aspects and not to the operational or administrative side. Therefore, I suggest that there should be an advisory committee at the General Manager's level, who can help the General Manager on these administrative or operational matters. Of course, their recommendation should necessarily be advisory.

Then I would like to come to the question of discipline among staff. Shri Giri has said something about it. Shri Venkataraman also said something about it. With what little experience I have gained from my membership of the Estimates Committee and my tours of the area, I have found that there is general deterioration in the discipline of the staff. There are apparent reasons for it. First of all justice is not being done to the

workers in time. Even Tribunals awards are not implemented in time and naturally they take recourse to other means. There is of course, outside influence also. There are some other reasons. Our people in general, and staff in particular, have not been able to appreciate the change from Police State to the Welfare State and they are not able to appreciate the responsibilities that have devolved upon them. Therefore, I feel that some sort of education should be given on matters of discipline etc. and so far as the Government is concerned, they should see to it that the implementation of the award etc. are attended to in time and quickly so that no room will be left for outside factors to influence our men in the railway.

I also feel that we can do something better if we can change the promotion system. At present the promotion is purely a mechanical thing and people having longer experience are promoted. But everyone cannot be worthy of the responsibility that come in course of this long service. Therefore, I feel that people having integrity, honesty, and initiative should get priority in promotion over those people whose only claim is their long standing service.

Lastly, I would come to the question of metre gauge. I am constrained to complain that there has not been due improvement so far as metre-gauge system in our country is concerned. The metre gauge system in our country is not negligible. It is perhaps equal to the broad gauge. We have about 15,171 miles in metre-gauge and 15,755 miles in broad-gauge. If you look at the working of the First Five Year Plan, if you look at the working of the budget, you will find that enough attention has not been paid to metre gauge, especially metre gauge in the North Eastern Railway. This Railway has 4,726 miles. In several matters like the speed of trains, number of trains, passenger amenities, doubling of the track you will see that the trains in the North Eastern Railway are not up to the standard, even according to the standard that we have got in broad gauge. There is only one good train in which we have got all the facilities it is Oudh Tirhut mail. In the North Eastern Railway we should have express trains and some more mail trains. Renewal of track in that area is also very much necessary. We can increase the speed of many trains by renewal of track. Even the speed of passenger trains can be increased. Between Darbhanga

to Saharsa in the North Eastern Railway, though the distance is about 100 miles, normally it takes 10 to 12 hours for a train to cover this distance. Therefore, special attention is to be given to the North Eastern Railway in particular and to the metre-gauge system in general. I also feel that doubling of track in certain areas of the North Eastern Railway should be attended to.

Lastly I come to the question of my constituency. For three or four years I have been pressing for the restoration of certain lines, old dismantled lines in the Kosi areas of Bihar. That area had a network of railway lines and only a few years back we have lost those lines. Now with the Kosi project that area is being developed. I, therefore, suggest that the old dismantled lines like Forbesganj-Raghopur line, Supaul to Chandpihar line etc. should be restored. Then there is the suggestion for the construction of a new line between Jhangharpur to Lawkaha. I have been pressing for these railway lines for some time. I will beg of the Railway Minister to take up the question of the restoration of lines in Bihar and give us at least a few of those three or four lines that have been dismantled in that area.

श्रीमती उमा नेहरू (जिला सीतापुर व जिला खेरी—पश्चिम) : श्रीमती जी, मैं रेलवे बजट का स्वागत करती हूँ और मिनिस्टर साहब को मुबारकबाद पेश करती हूँ कि उन्होंने जो बजट हाउस के सामने पेश किया है वह इतना अच्छा है। सब से ज्यादा खुशी की बात मुझे यह मालूम हुई कि, जैसा कि मिनिस्टर साहब ने अपनी स्पीच में कहा, तीसरे दर्जे की गाड़ियों की शकल अब बिल्कुल बदलने वाली है, यानी हमारे यहां एक और नई गाड़ी निकलेगी, जो अभी एक्सपेरिमेंट के लिये होगी, जो क्लासलेस ट्रेन होगी। लेकिन इस बारे में मैं उनसे इतना ही कहना चाहती हूँ कि जब आप इस गाड़ी को क्लासलेस बना रहे हैं और सब मिल कर इस गाड़ी में जायेंगे, थर्ड क्लास के पैसेन्जर्स और सेकन्ड क्लास के पैसेन्जर्स, तो उसकी सीटों पर गद्दियां जरूर होनी चाहियें। बगैर गद्दियों की सीट्स नहीं होनी चाहियें क्योंकि जो थर्ड क्लास के पैसेन्जर्स हैं उन को भी हमें आराम पहुंचाना है। इन सब चीजों को देखकर और जो तरक्की हो रही है उस को देख कर मेरी आँखों के सामने एक नक्शा आ जाता है और वह नक्शा सोशलस्टिक भारत का है। इस लिये मैं समझती हूँ कि जब क्लासलेस ट्रेन चलने लगी तो कोई बजह नहीं है कि हमारे

रेलवे एम्प्लायीज जो हैं, जो उन ट्रेनों में काम करने वाले लोग हैं, उन की नौकरियों में कोई क्लासिफिकेशन बनाये जायें, उन में कोई नीचा और कोई ऊँचा क्यों हो? मैं समझती हूँ कि गाड़ियों के साथ हमारे एम्प्लायीज के क्लासिफिकेशन को भी खत्म कर दिया जाय अब यह वक्त आ गया है।

इस के बाद मुझे यह कहना है कि रेलवे एम्प्लायीज के लिये हम ने इतना इन्तजाम मकानों के बारे में किया, लेकिन अब भी हमें उनके लिये बहुत से मकान तैयार करने हैं। मैं ने सुना है कि जब यहां पर सन् १९५२ में रिग्रूनिंग हुआ नार्दन रेलवे का तो उस समय यहां पर हालत यह हुई कि आप ने हर एक रेलवे से स्टाफ बुलाया। और जो स्टाफ यहां पर आया उस से वादा किया गया कि उस को यहां पर मकान मिलेंगे। लेकिन उनको अभी तक मकान नहीं मिले हैं, जो कि हमारी सरकार ने मकान बनवाने के लिये जमीन भी ली है और मकान बन भी रहे हैं। मुझे मिनिस्टर साहब से इतना कहना है कि जो स्टाफ बाहर से आया है उस के लोग इन्तजार कर रहे हैं कि मकान बनें और वह उनमें जावें। लेकिन उनके अन्दर एक वहम पैदा हो गया है और वह वहम यह है कि उन से कहा गया है मिनिस्ट्री की तरफ से कि जो मकान बने हैं वह लोगों को मिलेंगे जरूर, लेकिन उनकी कंटेंगरी के लिये वह मकान नहीं हैं। मकान कुछ तैयार हुए हैं जिन के लिये आप ने रुपया भी संकशन किया है यह मकान उन लोगों को ही दिये जाने चाहियें। मैं समझती हूँ कि अगर हमें दूसरी पांच साला योजना को कामयाब करना है तो केवल ट्रेनों की ही तरफ हम को ध्यान नहीं देना है बल्कि इम्प्लायीज को भी आगे बढ़ाना है। जो गरीब लोग हैं हमें उन को मकान ही नहीं देने हैं, उन की तन्दुस्ती का भी विचार करना है। आपकी स्पीच में अस्पतालों की भी चर्चा है। बहुत सी जगहों पर मैटर्निटी सेन्टर्स नहीं हैं, हमें मैटर्निटी सेन्टर्स का भी बन्दोबस्त करना है। इन सब चीजों को जब हम देखते हैं तो हमें बड़ी खुशी होती है, और मैं समझती हूँ कि जो कुछ मिनिस्टर साहब ने अपनी स्पीच में कहा है उन सब बातों को वह पांच साला योजना में पूरा करेंगे।

आज हम यह देखते हैं कि आप ने रेलों को बढ़ाया है लेकिन अभी तक भी जो ओवर-करार्डिंग होता है वह कोई कम नहीं हुआ है। आज भी लोग रेल की पटरियों पर खड़े हो कर सफर करते हैं। आप को चाहिये कि आप ओवर-करार्डिंग को किसी न किसी तरह से

[श्रीमती उमा नेहरू]

खत्म करें। आपने एक्सप्रेस जनता गाड़ियों का भी जिक्र किया है। मैं चाहती हूँ कि एक्सप्रेस जनता के साथ ही साथ अग्रर हो सके तो मेल जनता गाड़ियाँ भी आप चलायें। मेरे विचार में ऐसा करना आपके लिए कोई मुश्किल बात नहीं है। ऐसा करने से जो गरीब लोग हैं वे एक स्थान से दूसरे स्थान पर जल्दी से पहुंच सकेंगे। इन मेल जनता ट्रेनों को आप बम्बई, मद्रास और कलकत्ता के बीच चला सकते हैं।

इसके अलावा मैं यह भी कहना चाहती हूँ कि गाड़ियों की तादाद बढ़ाने के साथ साथ आप को कोचिज की तादाद भी बढ़ानी चाहिये। इसके साथ ही साथ मुझे यह भी अर्ज मिनिस्टर साहब से करनी है कि जो पार्सल बुक कराये जाते हैं उनकी डिलिवरी लेने के लिए हमें बहुत दूर स्टेशनों पर जाना पड़ता है जिस से बहुत तकलीफ होती है। अग्रर आप कर सकें तो उस जगह पर जहाँ रिजर्वेशन्स होती हैं वहीं पर अग्रर पैसेंजर बुकिंग पार्सलज का इतिजाम हो जाए तो बहुत अच्छा होगा। मुझ से लोगों ने कहा है कि पहले यह हुआ करता था कि जो पैसेंजर पार्सल हुआ करते थे वे लोगों को उनके घरों में ले जा कर पहुंचाये जाते थे। यह चीज बड़े बड़े शहरों में होती है। अब इसको बन्द कर दिया गया है। अब फिर अग्रर इसको शुरू कर दिया जाय तो यह एक बहुत अच्छी बात होगी।

लाउड स्पीकरों और सिनेमा शो दिखाने की भी आपने चर्चा की है। सिनेमा का तो मुझे अनुभव नहीं है। हां जो लाउड स्पीकरों की बात है यह बहुत ही अच्छी है। अग्रर लाउड स्पीकरों के साथ साथ रेडियो का भी आप प्रबन्ध कर दें तो मैं समझती हूँ कि यह ज्यादा मुनासिब होगा। यह जो लाउड स्पीकर होंगे इनके जरिये से सोशल सर्विस बखूबी हो सकेगी। खाने पीने की चीजों के बारे में, प्लेटफार्मों की सफाई के बारे में और विशेषकर मक्खियों से क्या क्या बीमारियां फैल सकती हैं इसके बारे में आप लाउड स्पीकरों के जरिये से बहुत अच्छा प्रापेगंडा कर सकते हैं।

आपने टैक्सों के बारे में कहा है। मैं समझती हूँ यह ज्यादा अच्छा होता अग्रर आप खाने पीने की चीजों पर टैक्स न लगाते, जैसे दूध है या सब्जी है। मैं आपको यकीन दिलाती हूँ कि टैक्स देना हम लोगों की बिल्कुल भी बुरा नहीं लगता है लेकिन शर्त यह है कि आप हमारी सहूलियतों का पूरा पूरा इतिजाम करें। मैं

समझती हूँ कि एक स्टेट जो अपने आप को वेलफेयर स्टेट कहती है उसका सब से पहला फर्ज यह है कि वह टैक्स तो लगाये लेकिन इस बात का भी ब्याल रखे कि लोगों को सहूलियतें भी मुहैया होती हैं या नहीं।

पंच वर्षीय योजना के बारे में मुझे यह कहना है कि जो काम आपके जिम्मे किया गया है वह बहुत मुश्किल काम है और बहुत जिम्मेदारी का काम है। जितनी भी डिवालेपमेंट प्राजेक्ट्स बनीं हैं उनका माल लाने ले जाने में आपको रेलों का, फेरीज का और जहाजों का इस्तेमाल करना होगा। अग्रर आप का ध्यान केवल बड़े इंडस्ट्रियल सेंटरज की तरफ रहा तो इससे देश का बहुत हित नहीं होगा। आपको एग््री-कल्चरिस्ट्स का भी खयाल करना है। इस के बगैर आपकी जो योजना है वह सफल नहीं हो सकती है। आपको इंडस्ट्रियलिस्ट्स का और एग््रीकल्चरिस्ट्स, इन दोनों का खयाल रखना होगा और इन दोनों को ट्रांसपोर्ट की सहूलियतें मुहैया करनी होंगी। आपको यह भी देखना होगा कि एग््रीकल्चरिस्ट्स का माल जल्दी से जल्दी इधर से उधर आए जाए।

अब मैं जो रिपोर्ट एस्टीमेट्स कमिटी ने दी है उसके बारे में कहना चाहती हूँ। मुझे अफसोस है कि मैं उसकी रिपोर्ट के साथ सहमत नहीं हूँ। मैं समझती हूँ कि अलग से एक ट्रांसपोर्ट मिनिस्टरी का बनाया जाना बेकार की चीज है। यह ठीक है कि अगली पंच वर्षीय योजना में ट्रांसपोर्ट बहुत अहमियत रखती है। लेकिन मैं समझती हूँ कि बजाय इसकी अलग मिनिस्टरी बनाने के इसको रेलवे मिनिस्टरी के साथ ही रहने दिया जाय। अग्रर आप समझते हैं कि आपके पास कार्यकर्ता जो हैं वह काफी नहीं हैं तो आप और कार्यकर्ता रख सकते हैं। लेकिन ट्रांसपोर्ट की एक अलग से मिनिस्टरी बनाने की बात को मैं नहीं मानती हूँ। हमारा मुल्क एक गरीब मुल्क है और यह चीज मुनासिब नहीं है कि हम एक के बाद एक मिनिस्टरी बनाते चले जायें।

अब मुझे जो वेगन शार्टेज है उसके बारे में थोड़ा सा कहना है। पहले भी मैंने इसके बारे में शिकायत की थी और कहा था कि इनकी तादाद बढ़ाई जाए। उस वक्त बिहार पर कोसी में बाढ़ आने की वजह से मुसीबत आई हुई थी और बहुत सारी वेगंज उधर बिहार की तरफ डाइवर्ट कर दी गई थीं। मैं चाहती हूँ कि जो बैगन शार्टेज है उसको भी दर किया जाए।

अन्त में मैं ज्यादा वक्त न लेते हुए जो बेरी अपनी कंस्टिट्यूएन्सी है, उसके बारे में माननीय मंत्री जी को याद दिलाना चाहती हूँ। सीतापुर कोई बहुत बड़ी जगह नहीं है, वहाँ पर बड़े बड़े कोहे और गीतल के कारखाने नहीं हैं। वहाँ चावल, दाल आदि पैदा होते हैं और उन्हीं पर हम लोग ज़िन्दा रहते हैं। वहाँ का जो सेंटर है उसके नजदीक कोई रेल नहीं है और न ही कोई स्टेशन है। अब मैं फिर शास्त्री जी से प्रार्थना करती हूँ कि वह सीतापुर की तरफ भी ध्यान दें।

आखिर में मैं इतना ही कहना चाहती हूँ कि हमारे रेलवे मिनिस्टर साहब की निगरानी में जो योजना बनाई गई है और जिसको कि वह अब अम्ल में लायेंगे उसमें वह अवश्य कामयाब होंगे। इस रेलवे बजट के बनाने के बारे में उनको मुबारिकबाद भी देती हूँ और उनसे प्रार्थना करती हूँ कि वह जो रेलवे एम्पलायीज़ हैं उनका भी ह्याल रखें क्योंकि यदि आप उनको संतुष्ट रखेंगे तो आप बड़ी आसानी से आगे बढ़ सकेंगे और आपकी योजना भी सफल होगी।

Shri J. R. Mehta (Jodhpur): Madam Chairman, this Budget has evoked widespread feelings of satisfaction, approval and praise in this House and outside; and, I am very pleased to be able to associate myself with these feelings of widespread satisfaction.

Now, in associating myself with these feelings, I am not swayed entirely by the financial results of the Railways during the year that has gone by. Passenger earnings, goods earnings and generally, railway earnings have been good and our surplus has gone up. All this is satisfactory so far as it goes but it is also gratifying to note that the process of rehabilitation of railways has gone on at a very rapid pace and we have achieved the physical targets which we had set before ourselves. What is more satisfactory is that our Railways are geared for the great task that await them in the next Five Year Plan.

All this is satisfactory. What gives me more satisfaction than anything else is the spirit which permeates every individual connected with the Railways, from the highest to the lowest in the discharge of his duties and responsibilities. I am sure hon. Members will agree that today the railwayman in India is far more courteous to the general public far more solicitous of their conveniences and comfort than he was ever before.

And he is setting up a standard which other departments of the Government, whether in the Centre or the States, will do well to emulate.

I am aware of the fact that—and the complaint is voiced in this respect in some quarters—the speed of our goods and passenger trains has shown a downward trend and there has also been a deterioration in punctuality. I am sure that the Railway Minister will be able to assure us that the matter is not out of his sight and that he will take adequate measures to see that further deterioration does not take place and that we are able to set up correct standards in this respect. Of course, we can understand that when we are in the process of expansion, something of this nature might be in sight. But I am sure the Railway Minister will take adequate measures in this respect.

I am not also obvious of the fact that there is even now considerable corruption to be encountered among our railway staff. But my own impression is that it is on the decrease. As hon. Members are aware, we had a committee, headed by Acharya Kripalani, to go into the entire question of corruption on Railways and I am glad to note that out of 146 recommendations made by that committee, as many as 128 have already been accepted by the Government and the remaining ones are also receiving consideration. And then we have the assurance of the Railway Minister that his Ministry will leave no stone unturned to fight and resist this evil.

While I appreciate all this, I would take this opportunity to emphasise that corruption in India is an all-pervading evil; and that, therefore, all our efforts to weed out corruption, if they are to be effective, must be all-pervasive also. Corruption in this country today is not confined to the Railways alone. It permeates all other departments of one Government, more or less. Indeed it has taken deep roots in all spheres of our life—business life, social life and even public life. And conditions in one sphere react on conditions in other spheres. My respectful submission is that if we are honest in our desire to combat and eradicate corruption from our midst, it will not do to deal with it piecemeal, taking one department of Government in isolation from the rest, or for the matter of that, one sphere of life in isolation from other spheres. We are planning in a big way to make India great and glorious, and yet all our grandiose objectives and

[Shri J. R. Mehta]

schemes are likely to founder on this rock of corruption unless we can blast it in time.

If I had my way, I would give top priority to the appointment of a high power committee to go into this question as an all-India phenomenon and take effective measures to root it out.

I am not at all happy at the curtailment which the Planning Commission has thought fit to bring about in the allocation to be made to the Railways during the Second Five Year Plan period. This curtailment will mean that our Railways will be incapacitated from coping to the full with the increased passenger traffic as well as goods traffic. As against 30 per cent increase anticipated in passenger traffic, provision has been made for 15 per cent only, and as against 6·8 million tons of anticipated increase in goods traffic, provision has been made for 42 million tons only. While I do not doubt that there must have been compelling circumstances which led the Planning Commission to bring down the targets proposed by the Railway Ministry, I trust hon. Members will readily agree that this curtailment is not only unwise but positively dangerous. It will tantamount to putting a serious clog in the wheel of our expanding economy, and might upset it entirely and at any time. And I do not see the wisdom of producing more if we are unable to move the goods we produce to places of their consumption. I strongly appeal to this House to see that finance, or lack of it, is not allowed to stand in the way of our Railways expanding to their full capacity commensurate with the increased demands of our passenger and goods traffic. I respectfully submit that if we create conditions which are bound to generate tremendous increase in traffic and if we do not take precautions beforehand to make arrangements for their catering, it is no planning at all. I would respectfully ask: is this planning or is this bankruptcy of planning?

From this point of view, that is to say, from the point of view of the needs of the Railways and the vital role they are expected to play in our expanding economy, we may not grudge them the extra income to be derived by the proposed levy of a surcharge of one anna in the rupee on all freight traffic with a few exceptions like grains, fodder, khadi, newsprint, etc. I would however suggest that that all or most of the essential commodities which are exempted

from the levy of sales-tax should be exempted from the levy of this surcharge also.

Having pleaded the cause of the Railway Ministry of the Railways with this hon. House, I wish to be excused if I take the liberty to plead with the Railway Minister for a cause which it is my duty to espouse. I want to plead with him for giving a railway to Jaisalmer which is a part of my constituency. That vast area on the north-west of Rajasthan, on the border of Pakistan, is at present entirely cut off from the outside world. I submit that its very location as a frontier zone should be sufficient justification for giving it a railway. It is an obvious strategic necessity. And this fact alone should suffice to overrule any objection put forward on strictly financial grounds. I dare say that such an objection will lose much of its force before long when the Rajasthan Canal will bring the much-needed water to the dry and parched lands of Jaisalmer, as a result of which both goods and passenger traffic is bound to increase. But even leaving this financial aspect out for the time being, I respectfully ask whether we can deny to the God-forsaken brethren of ours whose lot is cast in those arid regions the elementary benefit of communication in the shape of a rail link, consistently with our ideal of a welfare State. In a welfare State, all backward tracts must be opened up, irrespective of considerations of gain and loss. I respectfully submit to this hon. House that this Jaisalmer area, which covers about 16,000 square miles and which is absolutely cut off from the rest of the country, poses a challenge to our claim to introduce a Socialist State of society.

I would like to say a word about the integration of *ex-State* Railway officers to which the hon. Railway Minister referred. The subject has exercised the minds of many of us in those States for a considerable time as I am sure it has exercised the minds of the Railway Minister and of the Railway Board. In his last Budget speech, the Railway Minister had promised a sympathetic and early decision. I am glad that he has now been able to announce his decision. I do not feel like dealing with the merits of the decision at this stage. But as one who was guilty, so to say, of inflicting himself on the Railway Minister several times, individually as well as in company with some other friends, I am here to testify to his unfailing courtesy, his infinite patience, his keen desire to appreciate the other man's point of view, his

remarkably human approach, his transparent sincerity and desire to do justice, and above all his solicitude for the interests and welfare of the railwaymen, from the highest to the lowest, whether of the *ex-State* Railways or otherwise.

Shri Kamath (Hoshangabad): The hon. Minister is blushing! He feels positively embarrassed.

An Hon. Member: We must fully agree with these words of praise.

Shri J. R. Mehta: He is one of those persons whose handling of human beings and human affairs (*Interruptions*) is such that one has to be satisfied at least outwardly even if one may not get all that one wanted.

I know that the Railway Minister's task is not an easy one. Between divergent views of the Board, the so-called high-powered review committee and the Home Ministry, it could not have been easy to evolve a formula which would give the maximum common measure of satisfaction, if I may say so, to the maximum number of people. This, the Railway Minister has sought to do sincerely and honestly and he deserves full credit for it. Our gratitude and the gratitude of all *ex-State* railway officers in the fullest measure goes to him for what he has done.

I am told that there are a few hard cases and anomalies even now but in the spirit in which I approach the problem I have no desire to go into them here. I am content to leave them to the good sense of the Railway Minister who, I trust, will look into them sympathetically and see his way to rectify them so far as they admit of rectification without real violence to the principles involved. I do expect him to see that there are no *dridras* in Hanuman's Golden Lanka, that is to say, in Shastriji's Golden Railways. (*Interruptions*).

Mr. Chairman: The hon. Member had better continue without paying heed to them.

Shri J. R. Mehta: They have taken much of my time. However, I shall finish in half a minute.

There is one aspect of the case which does not seem to have been covered by the orders announced and which I should like, therefore, to mention here. I understand that the staff of the *ex-State* railways have been allowed the

option to retain the scales of pay and allied conditions of service available to them on the *ex-State* railways concerned or to come over to the Central Pay Commission's scales of pay and the Government of India conditions of service so far as they hold the same posts or equivalent posts as they held at the time of financial integration. But this option is being denied to them on promotion to higher posts. I do not want to elaborate this point because my time is up. But I would just request the Minister to look into these as I am told that this had created very serious anomalies and hardships to the employees of the *ex-State* railways.

श्री जांगड़े (बिलासपुर—रक्षित—अनुसूचित जातियाँ) : सभानेत्री महोदया, प्रथम पंच-वर्षिय योजना की समाप्ती का समय आ रहा है और द्वितीय पंचवर्षीय योजना का कार्य तीन या चार महीने बाद शुरू होने वाला है और राज्यों का पुनर्गठन भी फिर से होने जा रहा है और देश की तरक्की दिनों दिन होती जा रही है। इन आघारों को अपने सामने रख कर हमें देखना चाहिये कि हमारा रेलवे मंत्रालय आगे क्या करने वाला है, और हमें उसकी कार्यवाहियों पर विचार करना है।

रेलवे रिग्रुपिंग के विषय में मुझे यह कहना है कि अभी रेलवे मंत्रालय रेलवे की रिग्रुपिंग के विषय में कुछ विचार नहीं कर रहा है। मेरा ख्याल है कि देश जब बहुत ज्यादा तरक्की कर जाय और यहाँ पर यातायात के साधन बहुत ज्यादा बढ़ जाय और उसके बाद में यदि हम रेलवे की रिग्रुपिंग करेंगे तो हमारे रेलवे मंत्रालय को फायदे के बजाय नुकसान ही ज्यादा होगा। इसलिये हमको अभी से निश्चय कर लेना चाहिये कि हमें रेलवे की रिग्रुपिंग पर फिर से विचार करना है या नहीं और खास करके पूर्वोत्तर रेलवे जो कि १,६०० मील से भी अधिक लम्बी है और जो मथुरा से लेकर डिब्रूगढ़ और उसके आगे बढ़ चुकी है, उसका हमें विभागीकरण चाहिये। इसीप्रकार पूर्वोत्तर रेलवे पांडु रीजन एक बहुत बड़ा भाग है और गोरखपुर से उसको कंट्रोल नहीं किया जा सकता है। और उस रीजन का एक अलग जोन बनाना चाहिए क्योंकि गोरखपुर से उसका कंट्रोल करना मुश्किल होता है। वहाँ पर केंबल डिप्टी जनरल मैनेजर को जनरल मैनेजर कीपावर देने से काम नहीं चलेगा जब तक कि हम आसाम और बंगाल के रीजन को अलग नहीं बनायेंगे और एक अलग ग्रुप नहीं बनायेंगे तब तक नार्थ ईस्टर्न रेलवे

[श्री जांगड़े.]

तरकी नहीं कर सकती और चूँकि यह मीटरगेज है, इसलिए इस पर सरकार द्वारा पूरा ध्यान नहीं दिया जाता।

इसके बाद मैं यह कहना चाहता हूँ कि राज्य पुनर्गठन आयोग की सिफारिशों के आधार पर नये राज्य फिर से बनने वाले हैं और उसके अनुसार मध्यप्रदेश एक बहुत बड़ा विशाल प्रदेश होगा और जिसका एरिया १ लाख ७० हजार वर्गमील होगा। वहाँ पर आप देखेंगे कि भूपाल जो उस विशाल प्रदेश की राजधानी बनने जा रहा है, जबतक उन शहरों को जो भूपाल से ६०० और ७०० मील की दूरी पर स्थित हैं, उनका भूपाल से सम्बन्ध नहीं जुड़ता है, तबतक नये राज्य का बनाना और वहाँ के लोगों को सुविधा देना बेकार होगा, इसलिए हमें मध्यप्रदेश में जितने बड़े बड़े शहर हैं, उन्हें भूपाल से जोड़ना चाहिए। उदाहरणार्थ मैं आपको बतलाऊँ कि बीना से बिलासपुर पहुंचने में अभी भी २४ घंटे लगते हैं और मेरा सुझाव है कि यदि जो वहाँ पर पैसेंजर ट्रेन है उसको फास्ट पैसेंजर ट्रेन कर दिया जाय तो कोई खर्चा भी नहीं बैठेगा और बजाय २४ घंटे के १२ घंटे में पहुंचा जा सकेगा। इसी तरह से भूपाल से रायपुर के लिए भी एक अलग नई गाड़ी चालू कर सकते हैं और यह क्या ही अच्छा होता यदि भूपाल से जितने भी मध्यप्रदेश के मुख्य मुख्य शहर हैं, उनको मिलाने के लिए एक सर्कुलर ट्रेन चलायी जाय ताकि राजधानी के साथ उस प्रदेश के अन्य शहरों का सम्बन्ध जुड़ सके और कम समय में और सुविधापूर्वक एक जगह से दूसरी जगह जाया जा सके और ऐसा करने से वहाँ के शासन कार्य में भी काफी सुविधा होगी और लोगों की प्रशासन की सुविधा सुलभ होगी।

हमने रेलवे बोर्ड के बजट में देखा है कि "Renewal of tracks" का जो डेटा है, वह हमें नहीं मिलता और स्पीड रिस्ट्रिक्शनस कारण हम देखते हैं कि दिल्ली से लेकर मद्रास तक हम अधिक गाड़ियाँ नहीं चला सकते। "Renewal of tracks" का डेटा न होने के कारण और स्पीड रिस्ट्रिक्शनस व्यारे की कमी के कारण हम अधिक गाड़ियाँ नहीं चला सकते। भविष्य में कितना खर्च करना पड़ेगा इसके सम्बन्ध में हम को कोई जानकारी नहीं मिलती, क्या ही अच्छा होता यदि रेलवे मंत्रालय इस सम्बन्ध में हमें पूरी जानकारी देता।

हम यह भी देखते हैं कि बहुत सी नई लाइनों का सर्वे कार्य किया जाता है और बहुत सी

लाइनें लगाई भी जाती हैं लेकिन साथ ही हम यह भी जानते हैं कि बहुत सी ऐसी लाइनें हैं जिनका कि सर्वे आज से तीन, चार साल पहले हो चुका है और जिनके कि बनाने की मंजूरी भी हो चुकी है लेकिन स्टील की और वुडन स्लीपर्स की कमी के कारण जो सर्वे वर्क है और जो कंस्ट्रक्शन वर्क है वह रुका पड़ा है और हमारे रेलवे मंत्रालय को इस ओर ध्यान देना चाहिये।

हम जानते हैं कि हमारे देश में लोहे की कमी है और वुडन स्लीपर्स तो हैं हालाँकि हमारे देश में लकड़ी की कमी नहीं है लेकिन कुछ प्रोसीज्योर ऐसे हैं, तरीके ऐसे हैं कि उसकी कमी भी हमको हो जाती है। आज इस बात की बड़ी जरूरत है कि जैसे भी हो जब तक कि इन तीन चार सालों तक हमें अपने देश को लोहे के मामले में आत्म निर्भर नहीं बना लेते तब तक के लिए हमें वाशिंगटन और लंदन की जो पर्चेजिंग फ़र्म्स हैं उनके जरिये से लोहा मंगाकर अपना काम चलाना चाहिये।

गुड्स ट्रेनों की स्पीड बढ़ाने के सम्बन्ध में रेलवे मंत्रालय को विचार करना चाहिये। दूसरे हमारे देश में वेगन्स की अत्यधिक कमी है और सरकार को उनकी उचित व्यवस्था करने की ओर तत्काल ध्यान देना चाहिये। और वेगन्स की कमी होने के कारण ही बहुत से व्यापारी अष्टाचार की ओर बढ़ते हैं। आज इस सम्बन्ध में काफी अष्टाचार की शिकायतें हमारे सुनने में आती हैं। रेलवे मंत्रालय को वेगन्स की कमी दूर करने के लिए फ़ौरन कदम उठाना चाहिये। हमारे यह भी देखने में आता है कि गुड्स ट्रेन की जो स्पीड है, हालाँकि उसकी लोडिंग कैपेसिटी बढ़ गई है, पर उसकी जो स्पीड कैपेसिटी है वह दिनों दिन घटती जा रही है यद्यपि इफीसियेंसी ब्यूरो इसपर ध्यान देता है फिर भी इस ओर रेलवे मंत्रालय को ध्यान देना चाहिए क्योंकि गुड्स ट्रेन की स्पीड में कमी होने से देश को लाखों रुपये का नुकसान होता है, इसलिए उनकी स्पीड को बढ़ाया जाना चाहिये।

अभी हमारे मंत्री महोदय ने रेलवे में डिवीजन-लाइजेशन करने का जो विचार प्रकट किया है उसको एक्सपेंडाइट किया जाय और क्या ही अच्छा होता यदि अनुमान समिति ने डिवीजन-लाइजेशन की ओर जो संकेत किया है, उसके आधार पर हम रेलवे के प्रशासन को चलायें ताकि रेड टेपीजम् से बच सकें और जनरल मैनेजर और अन्य लोगों से हमारा सम्पर्क बहुत ज्यादा हो जाय।

नैरोगेज रेलवे लाइन के बारे में मैं पांच, छै साल से देख रहा हूँ कि उनकी हालत में सुधार करने के लिए किसी का ध्यान नहीं जाता है और यह बड़े खेद की बात है कि नैरोगेज लाइन्ज़ पर एमिनिटीज़ बढ़ाने के सम्बन्ध में किसी भी सदस्य ने नहीं कहा। रेलवे बजट में कहा गया है कि हमको नैरोगेज के सम्बन्ध में अपना दृष्टिकोण बदलना होगा परन्तु हो सकता है कि उनमें सुविधायें सुलभ करने में १०, १५ साल लग जायें और लोग समझने लग जायें कि इन लाइनों का कल्याण होने वाला नहीं है, इसलिए ज़रूरत इस बात की है कि रेलवे मंत्रालय नैरोगेज लाइन्स में सुधार और सुविधायें सुलभ करने की ओर तत्काल ध्यान दें और उसपर अपना निर्णय दें, मैं बहुत सी छोटी लाइनों की बाबत जानता हूँ और मिसाल की तौर पर आपको बतलाना चाहता हूँ कि रायपुर से घमतरी तक जो नैरोगेज है, उस ४८ मील के फासले को तय करने में गाड़ी को ६ घंटे लग जाते हैं जब कि साइकल से हम उस फासले को ४ घंटे में तय कर सकते हैं। इसलिए आज ज़रूरत इस बात की है छोटी कि लाइनों में सुधार किया जाय और पैसेजर्स एमिनिटीज़ को बढ़ाया जाय और ब्रौड गेज बनाया जाय।

4 P. M.

इस के बाद मैंने देखा कि रेलवे मंत्रालय ने एक जगह लिखा है कि अन्य देशों में प्रति हजार व्यक्तियों के पीछे ४७, ४८ मील रेलवे लाइन है, लेकिन हमारे देश में केवल ३२ मील है, यह संख्या भी खासकर उत्तर प्रदेश, बिहार या दूसरे उत्तरी हिन्दुस्तान के भागों की रेलवे लाइनों की वजह से है। जो पिछड़े हुए इलाके हैं उन में से कुछ स्थान तो ऐसे हैं जहाँ पचास पचास हजार स्क्वायर मील के अन्दर एक मील भी रेलवे लाइन नहीं है। कई आदिवासियों के क्षेत्र हैं, जैसे बस्तर आदि, जहाँ हमारे प्रधान मंत्री गये थे जहाँ साक्षरता तनिक भी नहीं है, वहाँ के कुछ सदस्य यहाँ पर भी अंगूठा छाप लगाते हैं, वहाँ के लोगों ने अबतक रेल देखी तक नहीं है। यह एक लाख स्क्वायर मील का क्षेत्र है जहाँ पर कि एक मील भी रेलवे लाइन नहीं है। इसी प्रकार से बिलासपुर मंडला और रायपुर मंडला के बीच का क्षेत्र है जिसका एरिया पचास हजार स्क्वायर मील है, वह पर रेलवे लाइन नहीं है, इसी प्रकार से और भी बहुत से क्षेत्र हैं। यदि आप हिन्दुस्तान का नक्शा उठा कर देखेंगे तो आप को पता चलेगा

कि कितना बड़ा गैप है जहाँ पर रेलवे लाइन नहीं है। भगवान जाने यह गैप कब पूरा होगा।

एक माननीय सदस्य : पहाड़ी इलाके में कैसे रेल चलेगी।

श्री जांगडे : वह पहाड़ी इलाका नहीं है, प्लेन है, वहाँ रेलवे बन सकती हैं।

इस के उपरान्त मैं कुछ अपनी कांस्टिट्यूएन्सी के बारे में कहना चाहता हूँ। गत तीन वर्षों से बताया जा रहा है कि बिलासपुर में जो रेलवे कालोनी है उस की ओर ध्यान दिया जावे। बिलासपुर रेलवे कालोनी की जनसंख्या १०,००० है और बिलासपुर जिले की जनसंख्या १७ लाख है। हमारे यहाँ की रेलवे कालोनी में जो रेलवे एम्प्लायीज़ रहते हैं उनके लड़कों को रेलवे कालोनी के स्कूल में भर्ती होने का मौका नहीं मिलता है तो भला बताइये कि उन को शहर के ३-४ हाई स्कूलों में कैसे भर्ती किया जा सकता है? जो १७ लाख लोगों के लिये मक ही हैं। वहाँ पर एक हाई स्कूल की डिमांड बहुत सालों से की जा रही है, रेलवे मंत्रालय से पत्र व्यवहार स सम्बन्ध में बराबर बढ़ता जा रहा है, लेकिन वहाँ रेलवे कालोनी में अब तक हाई स्कूल नहीं खुला है। बिलासपुर रेलवे कालोनी के बच्चों से पूरी फीस ली जाती है। दूसरे स्कूलों में जहाँ बच्चे बढ़ते हैं और दो तीन भाई होते हैं तो कम से कम एक भाई को आधी माफ़ी मिलती है। मैंने इसकी ओर पिछले साल भी ध्यान आकर्षित किया था, लेकिन इसकी ओर मंत्रालय कभी ध्यान नहीं देता और सब बच्चों से पूरी फीस ली जाती है। हरिजनों से भी वहाँ पूरी फीस ली जाती है। यहाँ तक कि प्राइमरी स्कूलों में भी जो हरिजन हिन्दी की पहली, दूसरी, तीसरी और चौथी कक्षा में पढ़ते हैं उन से दो आना, चार आना, छः आना और आठ आना फीस ली जाती है। यह बहुत गलत तरीका है, लेकिन इस की ओर भी रेलवे मंत्रालय ने अब तक ध्यान नहीं दिया।

बिलासपुर रेलवे कालोनी में मैं देखता हूँ कि क्लास फोर स्टाफ के एंप्लॉयमेंट के सम्बन्ध में बड़ी संख्या में घूसखोरी की शिकायतें आती हैं। वहाँ के अस्पताल में जो २०० ६० बे दे उस को जल्दी से जल्दी सर्टिफिकेट मिल जाता है, इस से वहाँ पर भ्रष्टाचार फैलता है और लोगों की एफिशिएंसी में भी दखल पड़ता है। मैंने जेनरल मैनेजर से शिकायत की है कि स्थानीय लोगों को क्लास फोर स्टाफ के एंप्लॉयमेंट में जगह

[श्री. जांगड़े]

नहीं मिलती हैं, बाहर के लोगों को प्रिफरंस मिलना है। मैं चाहता हूँ कि इसके लिये एक निष्पक्ष जांच समिति बनाई जाय जो इस की जांच करे।

डी० एम० ई० के खिलाफ भी लोगों से मुझे बहुत सी शिकायतें सुनने को मिलती हैं जिन को कि मैं सहन नहीं कर सकता हूँ। इस लिये मुझे कहना पड़ता है कि रेलवे मंत्रालय भले ही कुछ काम बहुत अच्छे कर रहा है, लेकिन इन बातों की तरफ उस ने कोई ध्यान नहीं दिया है।

खादी के सम्बन्ध में मुझे मालूम हुआ कि रेलवे मंत्रालय २७ लाख रु० की खादी क्रय कर रहा है, मैं चाहता हूँ कि जब कि रेलवे विभाग में लगभग ११ लाख कर्मचारी हैं तो कम से कम ११ करोड़ की खादी खरीदी जाय ताकि हजारों लोगों को काम मिल सके और लोग भी सादगी का सबक ले सकें। जब तक रेलवे मंत्रालय तथा दूसरे मंत्रालय सादगी का सबक दूसरों के सामने नहीं रखेंगे तब तक वे सादगी का सबक नहीं सीख सकेंगे।

मैं देखता हूँ कि जो बड़े बड़े उतरदायी व्यक्ति हैं जब वे लोग रेलवे मंत्रालय से पत्र व्यवहार करते हैं तो उसका जबाब उन को बहुत देर में मिलता है। मुझे खुद इसका व्यक्तिगत अनुभव है। जब मैं रेलवे मंत्रालय से पत्रव्यवहार करता हूँ तो तीन तीन साल बाद मुझे उसका जबाब मिलता है। इसका कारण लोगों की शिकायतें दूर नहीं होती तो स्ट्राइक्स होते हैं तथा दूसरी दिक्कत पैदा होती है। जब इस तरह की बातें होती हैं। तो लोग कहते हैं कि आखिर यह स्ट्राइक्स क्यों किये जाते हैं? जब मेरे जैसे उत्तरदायी व्यक्ति की करेस्पॉन्डेंस का उत्तर तीन साल के बाद मिलता है तो दूसरे लोगों का पत्रों का उत्तर-रेलवे मंत्रालय कैसे जल्दी दे सकता है।

इस के बाद मैं रायपुर रेलवे जंक्शन के सम्बन्ध में बताना चाहता हूँ। रायपुर बहुत बड़ा रेलवे जंक्शन है और वहाँ की जनसंख्या एक लाख से ऊपर है। रायपुर स्टेशन दोनों तरफ जनता की आबादी है। वहाँ पर दो तीन ऐक्सिडेंट्स हो चुके हैं और दो तीन मनुष्य मर गये वहाँ एक ओवरब्रिज की बड़ी आवश्यकता है। जैनरल मैनेजर ने खुद इस के सम्बन्ध में आश्वासन दिया था कि ओवरब्रिज बन जायेगा लेकिन अब तक वहाँ पर ओवरब्रिज नहीं बना है।

रायपुर-जगदलपुर का १८४ मील का क्षेत्र बिना रेलवे लाइन के पड़ा हुआ है। या तो

घमतीरी लाइन को ही और आगे बढ़ाया जाय, और अगर आप छोटी लाइन को बढ़ाना पसन्द नहीं करते तो बड़ी लाइन बनाइये जो कि रायपुर से जगदलपुर तक हो। कम से कम इसका सर्वे तो हो ही जाना चाहिये ताकि वहाँ के लोगों को विश्वास हो जाय कि जगदलपुर में जो कि डिस्ट्रिक्ट हेडक्वार्टर है, द्वितीय पंच वर्षीय योजना के अन्त तक रेलवे के दर्शन हो सकेंगे।

मैं रेलवे मंत्री महोदय को इस सम्बन्ध में बहुत ज्यादा धन्यवाद देता हूँ कि उन्होंने हरिजनों के प्रति बहुत सहृदयपूर्वक व्यवहार किया और रेलवे बोर्ड ने जो हरिजन एम्प्लायीज के लिये स्पेशल ट्रेनिंग सेंटर खोला है उस के लिये भी धन्यवाद देता हूँ। परन्तु इसके साथ साथ मैं यह सुझाव भी देना चाहता हूँ कि एग्जामिनेशन कंडक्ट करने का जो तरीका है उस में शोड्यूल्ड कास्ट्स और शोड्यूल्ड ट्राइब्ज के लिये अलग एग्जामिनेशन किया जाय। अगर कम्पटीशन भी करना हो तो उस में भी बाहर के लोगों को इन के साथ न बैठाया जाय। वह कम्पटीशन सिर्फ शोड्यूल्ड कास्ट्स और शोड्यूल्ड ट्राइब्ज के कैंडिडेट्स के बीच में होना चाहिये। यदि बाद में देखें कि इस संपरेटिस्ट टेन्डेन्सी बढ़ती है तो इसको तीन चार साल ट्रायल देने के बाद वह इस को बन्द कर सकती है। लेकिन कुछ दिन इसको जरूर ट्रायल देना चाहिये। प्रमोशन और रिट्रैक्टमेंट के लिये सेलेक्शन एग्जामिनेशन हो तो वह सिर्फ शोड्यूल्ड कास्ट्स और ट्राइब्ज के बीच में किया जाय ताकि अधिकतर क्लास २, ३ और ४ के ऐप्वाइंटमेंट्स के लिये यह लोग ज्यादा संख्या में पहुंच सके और सरकारी कर्मचारियों को यह कहने का मौका न मिले कि हम ने दुर्बल्लिस्ते मंगाई थीं लेकिन शोड्यूल्ड ट्राइब्ज और शोड्यूल्ड कास्ट्स के लोगों की दुर्बल्लिस्ते बहुत नहीं आई, और लोग योग्य नहीं मिले हम क्या करें अगर उन का परसेन्टेज पूरा नहीं होता है। यह कहने का बहना उनको न मिले। इस तरह से शोड्यूल्ड कास्ट्स और दूसरे शोड्यूल्ड ट्राइब्ज के लोगों को भी कहने का मौका नहीं मिलेगा कि सरकारी कर्मचारी हम लोगों को एप्वाइंट नहीं करते हैं और बाहर से आदमी बुलाते हैं।

इस के बाद मैं अपने क्षेत्र की ओर आता हूँ। मैं ने कहा था डूंगरगढ़ से बिलासपुर जो गाड़ी पहले चलती थी उस को डूंगरगढ़ से बिलासपुर तक न चलाकर भिलाई से रायगढ़ तक फिर चालू किया जाय। इसी तरह से सब लाइनों में मैंने देखा कि पैसेन्जर एग्जामिनेशन के लिये बहुत सी चीजें को गई, लेकिन इस लाइनपर

एक भी गाड़ी नहीं चलाई गई। हावड़ा से नागपुर तक एक जनता एक्सप्रेस चलाने का प्रश्न तीन चार साल से किचाराधीन है। मैं चाहता हूँ कि यह एक्सप्रेस चलाई जाय और इसी साल शीघ्र से शीघ्र चलाई जाय। तीन चार वर्षों से कोचेज मिलने पर चालू होगा ऐसा कह कर क्यों टाला जा रहा है।

कैटरिंग के सम्बन्ध में मुझे कहना है कि मैं ने देखा कि हालाँकि डिपार्टमेंटल कैटरिंग हो रहा है लेकिन उस में भी मुझे खेद है कि पहले के मुकाबले में बहुत ज्यादा उन्नति नहीं हुई है। पहले जो कंटेक्टर थे वह जनता को रद्दी चीजें देते थे और पैसेन्जरों को परेशान करते थे। इस समय भी मुझे डर है कि शायद रेलवे एम्प्लायीज भी उन्हीं व्यवसायियों का स्थान न ले लें। मैं चाहता हूँ कि वह उनका स्थान न लें और जनता को परेशान न करें। मेरा सुझाव है कि आधा रेलवे डिपार्टमेंट का हो और आधा प्राइवेट फर्म का साझा हो। क्योंकि दोनों के साझे का जब मिला जुला कैटरिंग होगा तो कम्पटीशन होगा और चीजें ज्यादा अच्छी होंगी। सदर्न रेलवे में जो डिपार्टमेंटल कैटरिंग है वह नुकसान पर चल रहा है। रेलवे एक कामशौल कंसर्न है इस लिये मैं नहीं चाहता कि उसे किसी जगह पर लास हो। मैं चाहता हूँ कि डिपार्टमेंटवाले खुद इस के लिये कोशिश करें कि पहले की खाराबियाँ दूर हों। मैंने खुद एक बार मंत्री महोदय को सबलैटिंग के बारे में कहा था। बड़े बड़े कंटेक्टर हैं वह चालीस चालीस, पचास पचास कंटेन्ट अपने हाथ में ले लेते हैं और उस के बाद उन का सबलैटिंग करते हैं। इस की बात मैंने यहां पर कही परन्तु रेलवे मंत्रालय यहां बैठा हुआ कुछ कर नहीं रहा है। मैं चाहूँगा कि सरकार इसकी ओर ध्यान दे और जो व्यापारी इस तरह की सबलैटिंग करते हैं उन के ऊपर सख्त से सख्त सक्रिय कार्रवाई करे, तभी इस बारे में कुछ हो सकता है।

इस के बाद मैं बिना टिकट चलने वालों के सम्बन्ध में कुछ कहना चाहता हूँ। मैं देखता हूँ कि रेलवे रेवेन्यू में बड़े बड़े लीकेंजेज होते हैं।

मैं टिकट कलेक्टरों को चपरासियों से ज्यादा का दर्जा नहीं देता क्योंकि वह लोग अपनी जिम्मेदारी अच्छी तरह से नहीं निभाते जिस से सरकार को नुकसान होता है। मैं देखता हूँ कि जब भी कोई बड़ा नेता किसी पार्टी का या अफसर स्टेशन पर पहुंचता है तो वहां पर हजारों आदमी बिना टिकट पहुंच जाते हैं, अफसर या

जनता के लोग। इस से लाखों रुपये का नुकसान सरकार को प्लेटफार्म टिकटों के न होने से होता है। इसी तरह लाखों रुपये का नुकसान बिना टिकट चलने के कारण होता है। जो हमारे बड़े बड़े अफसर हैं उन की बीबीयाँ और बच्चे फर्स्ट क्लास में बिना टिकट के चलते हैं, खास तौर से जिन का १०० या २०० मील के अन्दर चलना होता है, सब की जान पहचान टिकट कलेक्टरों से होती है और टिकट कलेक्टर उन के टिकटों को नहीं पूछते हैं। इस की ओर भी सरकार को ध्यान देना चाहिये ताकि जो बिना टिकट चलने का तरीका है वह दूर हो जाय।

Shri Sarangadhar Das (Dhenkanal-West Cuttack): Madame Chairman, I usually speak in general terms on the Railway Budget but I very much regret that today I have to speak on a particular problem that has been mentioned in the Minister's speech about Orissa although Orissa is not mentioned there. Under the sub-title, "Vandalism on Railway Property", in paragraph 50 of the Railway Minister's speech, this has been mentioned, and that is why I come to it. I am grieved to mention it, because there are various things in the Railway Ministry that I also appreciate, but here, in this case, I charge the Railway Ministry for having lost this property. It is said that railway property worth Rs. 54 lakhs has been destroyed in Puri station. I charge the Ministry for the reason that the Ministry did not take any timely precaution to protect that property nor has it made any attempt to make an enquiry into it. I will give the Lok Sabha what has come out in the High Court of Orissa. In certain cases it was demanded by the counsels that the first information report should be submitted. The first information report of the incident on the 22nd of the January was submitted after many attempts to get it. Finally, the police had to give that first information report. I have read the report myself. In that report it is said that the police charged about nine people; seven of them are very prominent Congressmen of Puri town and Puri district. The police said that those people, on the night of the 21st January, in a large public meeting in front of the temple, incited the people to take some action. The police have made this charge against the member who was presiding over the meeting. He had said that as long as there is life in this body nobody dare attempt to take any train southwards or northwards through Puri town. There were speeches by other members whom

[Shri Sarangadhar Das] the police mentioned. In this report it is also said that on the following day, on the 22nd when 10,000 people had gathered on the railway lines on both sides of the outer signal, there were inciting speeches. The crowd did not agree with the suggestion made by the President of the previous night's meeting who, after changing his mind, had said and had advised that the railway communication should not be interfered with. The crowd had already been so excited that they did not listen to him and the President went away. Then the police came on the scene and after a lathi charge, tear gas and throwing of hot water on the people, a shot was fired. As far as I know, an Anglo-Indian sergeant major fired a shot. Then again there was another shot. About two of three shots were fired and a boy aged between 12 and 14 got hit, his skull was removed and he fell down there. 10,000 people gathered and a little boy went down. You can imagine what will happen among 10,000 people. I presume they were not all excited. There might have been some 100 people who were excited. Some of them came and took the blood from the head of that boy and put it on their chests and said they would take revenge. When this happened, the police and the magistracy decamped from there; they ran away. When they ran away there was a psychological effect on the crowd who felt that they were the masters of the situation and they burnt coaches, the station building etc. The police had been hiding themselves inside the station house. When they found that the crowd was engaged in burning the coaches, they also went away to their police lines and the magistrate went to his bungalow.

I am again grieved to make mention of this, because there is an impression around that this vandalism was done by the people of Puri and that they must pay for it. Sometimes it is said that the reconstruction of Puri station should be done by the people of Puri. It has been mentioned by some people somewhere that there must be a punitive tax on Puri. But, I ask, why is it that in the first information report given by the police there are nine names out of which one or two only have been arrested, while the rest are roaming all over the country as free citizens. After this incident, on the 23rd, when the troops arrived from Cuttack, with the help of the troops the police went into the mohallas and arrested 300 to 400 people without any evidence. It was an indiscriminate arrest. They kept

the people in confinement, instead of bringing them to the court. I say that the Railway Ministry has failed to protect the railway property. It is well known that on the 18th January the Provincial Congress Committee in Cuttack passed a resolution that they were dissatisfied with the decision of the Government of India regarding the Orissa-Bihar boundary. In that resolution it was said that the Ministers, the Members of the Assembly and Members of Parliament from there, should resign. Some of them did resign, and the Chief Minister, before bringing those resignation letters—or whatever it may be called—and asking for permission from the Congress Party to resign, had also advised the students when they asked him what the authorities were going to do—this was reported in the press and it has never been contradicted—

Shri Raghuraj Sahai: On a point of order. Are we discussing the SRC Report?

Mr. Chairman: We are not discussing the SRC Report. But there is a section in the Railway Minister's budget speech regarding the loss of railway property and certain incidents connected with it. That charge is being replied to by the hon. Member.

Shri Sarangadhar Das: I do not wish to go into the matter in details—all over the State. That will come for discussion when the Bill about the State reorganisation is presented. But I say in this connection that enough warning had been given by the Provincial Congress Committee's resolution on the 18th, and knowing full well what had happened in Bombay on the previous occasion, it was the duty of the Railway Ministry to protect the lines lying in Bombay-Maharashtra and in Orissa in the same way as they protect the trains running through dacoity areas. In that duty they have failed and also they have failed so far to have any enquiry. *(Interruption)* I again say that the Railway Ministry has failed in not demanding a judicial enquiry into this matter when there was a loss of Rs. 54 lakhs. I do not want to go very far into it; but this much must be enquired into by the Railway Ministry. As a result of the enquiry, whoever is found guilty of having incited the people—the crowd of ten thousands—, whoever has abetted this action must be punished and the damages of Rs. 54 lakhs, I would suggest, should be collected from the Congress Committee, which happens to have several crores of rupees. The Congress Committees have several

crores of rupees and there is no justification for the tax-payer to pay this money. They should be asked to pay it, if it is proved—I am pretty sure that it will be proved . . .

The Minister of Railways and Transport (Shri L. B. Shastri): What is the personal opinion of the hon. Member on that question of the border dispute ?

Mr. Chairman: Order, order. I think it will be wrong to enter into this question of the border dispute. Anything concerned with the loss of railway property and the people who may or may not be implicated in it can be discussed here. I do not think we can go into the entire question of border disputes now.

Shri Sarangadhar Das: I have qualified right at the beginning that I do not want to go into the matter of the movement that took place all over Orissa, because that will be discussed when S.R. Bill is introduced. I mentioned only that part of Cuttack which was concerned with my accusation that the Railway Ministry has failed in both cases, namely, in not protecting the property in Orissa and also in Bombay and Maharashtra and in not having demanded an impartial enquiry into this matter.

Shri Altekar (North Satara): The progress of the Indian Railways is commensurate with the personality of the Minister in charge of it; unobtrusive yet prominent, gentle yet firm, not big yet all-pervasive, not hasty yet expeditious; he has stuck resolutely to his task and achieved steady progress in the sphere of his activities. As a matter of fact, he deserves the compliments that have been given to him by hon. Members from all quarters.

Our problems are as immense as the extent of our country and as huge as the size of our population. The difficulties are many and they are peculiar to the conditions of an underdeveloped country. He has tried to do his best with the limited resources at his command, he has tried to overcome the various shortages as much as he could under the circumstances obtaining here. The first Five Year Plan was one of rehabilitation. I need not quote the various achievements and the figures; they are already there in the Budget and they have been referred to by several hon. Members of this House. We have laid sure foundations of achieving self-sufficiency and we are on the way to progress in the direction of manufacturing locomotives, coaches and wagons. Even during the

second Five Year Plan, we are not promised that we will achieve this self-sufficiency completely, but certainly we are proceeding towards that goal. The difficulty is in connection with getting sufficient material, particularly iron and steel, required for the expansion of the railways. Therefore, in the second Five Year Plan, we have got a scheme to develop our iron and steel industries and that has been undertaken. I believe by the end of the second Plan, we will have sufficient iron and steel, which should go a long way to overcome the deficiency of this material required by the railways as well as by other departments.

All that has been done during the past five years is to use the material that was available as properly and as expeditiously as possible to increase the number of trains, carrying passengers as well as goods. There are also proposals to run some express goods trains. With all that, we will not be in a position to meet the demands in the country in full. We must think of ways and means to expand the network of railways in this country. The extent to which new lines have been indicated in the second Five Year Plan or in the schemes set out in the Railway Budget is not sufficient to meet the requisite demands of the country. Certainly we shall have to think very seriously how we get sufficient allotment for the purpose of the expansion of our railways. We want to double our production during the next 20 years. By that time we must also be able to double the network of railways and other means of transport. Otherwise, we will not be able first to make arrangements for production and then for transport of whatever is produced in the country to places where they are required. Therefore, we should set ourselves seriously to the task of finding out how we can expand the network of the railways in this country.

I beg to point out that people are prepared to pay some extra surcharge, if it is going to be used for the development of our railways. The Planning Commission has also said that the revenues of the railways would go a long way towards contributing to the expansion side of the railways. Because of the curtailment of the original allotment of Rs. 1,480 crores to Rs. 1,125 crores, the expansion side has suffered very heavily. We expected that since the first Plan was one of rehabilitation, the second one would be one of expansion. On the contrary, we find that it is mainly one of adjustment. The expansion of the railways is only on that side where the steel

[Shri Altekar]

plans are being established. In many other regions there is no expansion. Last time I made a suggestion that there should be a new line from Lonand-Phalton Akluj to Kurduwadi, which is sugar factory and prospective commercial area. I also spoke about the survey which was already made in connection with Satara-Koragaon and construction of that line should be immediately undertaken. I must thank the hon. Minister for having completed the survey of Diwa Dasgaon line and also for having completed the aerial survey for a Railway line on the west coast. I want that the Diwa Dasgaon line should be undertaken immediately and at least a few miles of the new line should be actually undertaken during the next year. Merely a survey will not be of any avail; something tangible must be done in addition to that. I would suggest that railway out-agencies should be established for the Ratnagiri District. There should be an out-agency from Kolhapur to Ratnagiri, Kolhapur-Phonda-Malvan and also from Karad to Chiplun. That will relieve the distress on that side to some extent. That is as regards the expansion of railways.

But there is also another aspect of it, and that is of converting narrow or metre gauge lines into broad gauge lines. The hon. Railway Minister was invited to the Conference held in Sangli on the 29th June, and there the problems were placed before him by the Deccan Manufacturer's Association. A discussion was held and he was convinced of the fact that there should be a broad gauge line from Poona to Miraj and Kolhapur. The suggestion made was that it should be even up to Hubli. But he showed a favourable reaction in respect of the Poona-Miraj-Kolhapur line. I should like that it should immediately be undertaken.

There should also be a diversion from Budhgaon-Sangli to Miraj. Then the whole section on this side will be brought under broad gauge. Because, there is so much congestion and bottleneck at Poona and Ghorpadi, the traffic cannot be adequately handled and cannot be coped with—passenger as well as goods traffic. There are so many complaints coming to me to the effect that they are not getting wagons for months together. Recently they have not been coming to a large extent, because those who have cause to complain must have been disappointed for want of any redress so long.

Shri Matthen: Why not extend the broad gauge up to Bangalore?

Shri Altekar: Yes, I would like it. Let Railway Minister first proceed in this direction and let this matter be taken up. That is what I would like to be done immediately.

At the same time I must thank the hon. Minister for having declared in the other House that the conversion into broad gauge of the old Barsi Light Railway from Kurduwadi to Miraj is being undertaken. I must say that all these various schemes of expansion must receive greater attention than what we find at this time.

I would also like to point out that there should be a universal concession parcel rate for milk. I thank him for having accepted it in part from Miraj to Poona and from Bhillavadi to Poona. But that concession has not been given from Miraj to Karad and from Bhillavadi to Karad. The reason that is given for not giving this concession is that the distances are less than fifty miles. But I would like to point out to the hon. Minister that this concession is obtaining in places which are within a distance of fifty miles on the Western and Central Railways: for instance, Bombay to Bassein (35 miles), Virar to Bombay (35 miles), Bombay to Saphala (45 miles), Bombay to Kelva Road (49 miles), Nandgaon to Chalisgaon (26 miles), Dhulia to Chalisgaon (35 miles). Therefore, I request that this concession which is elsewhere available for distances shorter than fifty miles should be available on the Southern Railway as well.

Karad is an important place. A new township is arising at Helwak, the place of the Koyna project, and the milk supply has to go to that place *via* Karad. It is therefore very essential that this matter should be looked into immediately.

Then I would like to point out that the abolition of the second class is not a very desirable thing. There are so many distinctions that we find, like air-conditioned carriages that are being run, as also third class sleeping accommodation, reserved coaches for distances over three hundred miles; there will also be railcars. Under the circumstances the abolition of the second class and the renaming of the third as second class will be of no avail. This small convenience and comfort which the middle class people who cannot afford to pay first class fare have been getting should not be taken away and they should not be deprived

of them. The step to abolish present second class is more sentimental than realistic.

In conclusion I would like to say that all these various schemes that have been suggested by me should be undertaken. I would also like to point out that the Kolhapur-Poona daily janata should be continued immediately.

With these suggestions I would urge that the hon. Minister should look to the conveniences of the people as immediately as possible and give relief to them to the extent possible, as I have suggested.

Shri Alagesan: Madam, I must first of all thank the hon. Members and express my sincere satisfaction at the very constructive approach and helpful attitude that they have shown in dealing with this budget. I was all the more pleased that the Leader of the Communist Party displayed the same constructive approach and helpful attitude. I thought in my mind that if this indicates a shift in the basic policy of that party, its repercussions would not be confined to the field of the Railways alone but would overflow the railway field and prove beneficial in other fields as well. I am glad to say this, Madam, when you are adorning the Chair.

But I was sorry there was one exception to this very harmonious approach, and that exception was the "camouflage" speech of the hon. Member who is not present here. He is a very young gentleman, and I do not know how so much of cynicism, frustration, perversion and poison have gone into his make-up. I believe he has to flower into a fuller personality, and all the things that I mentioned are detracting factors. I do not think that even what I say will be taken in the right spirit, but still I thought I can venture to make these few remarks.

Having said this, I should now take up the various observations made by hon. Members. The first, naturally, is the suggestion and the plea that was made by the hon. Member, Shri Giri. I am sorry he is not here today. I have no doubt even the hon. Minister in his reply tomorrow would say something about it. In this House, if I may be permitted to say, there is a little unrealism when we start replying to an hon. Member who is not present. I do not complain. I know hon. Members are very busy gentlemen and they have only the time to make the speech—I have no doubt a lot of preparation goes into it—

and after having made the speech they have to go and look to other important things.

Shri Nambiar: We represent him here.

Shri Alagesan: Hence I should not like to complain. But I was saying so from my own point of view. There is a little unrealism in addressing a reply to an hon. Member who is away from this House, perhaps from this city. Still, the things that he said are so weighty that I should first pay attention to what he said. I appreciate, I can say at the very outset, the spirit that prevailed the speech he made. But I should at once add that I did not like several things in his speech which tried to show the Railway Ministry and the Railway Minister in a bad light. In fact I thought they did not deserve it. It is no secret when I say that the role that the hon. the Railway Minister has been playing was one of peace-making. His touch was always one of healing. It never went to divide, or to wound; it was always one of healing. Our strategy is not divide and rule. It is old and outmoded. We are not interested in it. Our predecessors, the foreign rulers might have been interested in it. Our present strategy is to unite and cooperate. When this fact is realised in the country as a whole, by the railwaymen as a whole, by this House as a whole, I feel sorry that the hon. Member should have made these remarks. He gave a narrative of the merger of these unions and the bringing into being of one Federation. The narrative was quite all right. We should remember that in this connection he paid a tribute to the memory of the late Shri Harihar Nath Shastri. We know the part that he played, how helpful he was, how big his understanding was which was able to take all sections under the same wing. We should also remember with gratitude the part played by that noble son of Indian Shri Jai Prakash Narain. The part played by the hon. Minister was not an insignificant one. He did want to bring the two sections together and that was achieved. True, as Shri V. V. Giri pointed out, that unity was achieved at the top. Nobody imagined that this unity will not travel down and bind the unions at the Railway level also. In fact, unions of three Railways, namely the Central, Western and Northern, did unite. We were hoping that in the other Railways also the union would unite. Then, I do not know what happened. Some evil fate should have intervened. I do not want to blame anybody. Because we are interested, as I said in unity

[Shri Alagesan]

and peace, I should not say, as the hon. Member said yesterday, things which would make this unity more and more difficult. I should say things here which will make this unity more and more possible and feasible of achievement. So, I shall speak words which will unite and not make the division bigger. So, when we were expecting that the unions in the other Railways would also unite, something happened. As far as I can see, there was no clash of either principle or ideology in this. It should have been, perhaps it was, unfortunately, clash of personalities. Perhaps there was no towering personality in this great organisation who can unite the two different opinions that arose and carry them together. That should be the reason. But, we tried to supply that cementing force without projecting ourselves into the union politics.

Shri Nambiar: That is the mistake.

Shri Alagesan: I am glad that Shri Nambiar smiles at me. But, I would not like him to interrupt me. He can go on smiling. It will give me inspiration. We did not want to project our influence or our personality into the union politics. It would have been wrong. We tried to help as much as possible. But, it was not possible and something happened. Even then, I should say that elements that were divided made a very sincere attempt, not one attempt, but several attempts, and the latest attempt was a very sincere one. I was told that they almost came together and were within an arm's length of joining hands, closing their ranks, and trying to pull together. I do not know what happened. I shall not here divulge the information that I have. But, somebody intervened and it was not possible for them to finally place the seal of unity on their talks. That is very unfortunate. But, for all these things it is very wrong that the Railway Ministry should be blamed. Even now we are asked to do this, to do that. We are asked not to recognise a union so that we may be blamed all the more that the Railway Ministry wants to behave in a dictatorial fashion and it would not recognise any union. One may come forward and say, if you don't recognise me, at least recognise him, my brother. We did not want to give room for such a thing. We would like to go on with the present status hoping that the other wing also would come and join with the older wing or existing wing. I do not want to say older or otherwise because there may

be difference in the ages of the two wings.

I was again surprised to find that Shri V. V. Giri should have levelled the charge that the tribunal was shelved. It will be interesting to go through the history of the tribunal. It was as a result of the unanimous demand of the Federation that this tribunal was brought into existence. It was appointed in July, 1953. Then, the Railway Federation was asked to submit a memorandum explaining their case. It took a very long time. Naturally, just as hon. Members of this House are busy both in this country and in other countries, the office bearers of the Federation also had to be busy in other countries and the memorandum could not be prepared in time. My information is that the first memorandum on behalf of the Federation was submitted in December, 1954 and then additions were made to it in January 1955. Please remember that the tribunal was appointed in July 1953. Then, the Railway Board submitted its reply memorandum or a sort of remarks on the memorandum submitted by the Federation in February, 1955. There was a meeting held in April. It was decided that the tribunal should continue its sittings. Again, there was a meeting in July when the Federation opened that they should sit across the table with the Railway Board and try to reach an agreement on the various points at issue. Naturally, we could not object to it. When responsible representatives and leaders of the Federation wanted to settle the matter across the table, naturally we had no objection to it. We welcomed the suggestion. As I was telling my hon. friend Shri T. B. Vittal Rao this morning, the accommodating spirit shown was a very creditable thing for both sides, namely, the Railway Board and the National Federation of Indian Railwaymen, and they were able to reach an agreement on three out of the five terms that were referred to them. When I say three, the number may be small, but each term had a lot of sub-heads under it and they were able to reach agreement on innumerable points. Whatever agreement was reached was immediately given effect to. Now, the Federation can either try to settle the other matter by direct talk with the Railway Board or they can take the matter to the tribunal. We have absolutely no objection to either of these courses. When this is the factual position, I was surprised that Shri V. V. Giri should level the charge that we have shelved the work of the tribunal has

somehow been shelved by us. I think that it did not accord with the facts as they are.

Shri V. V. Giri made some proposals in this connection. He said that we should appoint a Chairman with impartial members who should prepare a common roll of membership in a particular year and then there should be election of office-bearers, that there should be a single set of office bearers whom we should accept. I should like to know who are we to appoint this Chairman. He vehemently opposed company unions and company federations. If we take such a step it will be misinterpreted as our trying to meddle with the affairs of the Federation. Why should we appoint anybody? I think there is enough commonsense and good sense left in the top leaders of the Federation to come to an agreement on these matters. In fact, I was told that this common roll was agreed to by both the wings of the federation. There was absolutely no difference.

Shri Nambiar: It was not agreed.

Shri Alagesan: I do not know what my hon. friend had to do with that, but that was my information. It may be wrong...

Shri Nambiar: It is wrong, there is no question of may be.

Shri Alagesan: I was told that they were able to agree on a common roll, on the preparation of a common roll relating to the membership in a particular year. Having gone so far, unfortunately they broke. So, who are we to meddle in the affairs of the federation? I should like to say here that we would not like to make any such experiment with the oldest organisation of the workers in this country.

Then again, it was Shri Asoka Mehta who said in his speech that this matter has been taken to the court. I do not know whether it has been actually taken to the court or not. Certainly, if the matter has been taken to the court, I can only say that the Ministry will surely abide by whatever decision the court gives. There is no alternative but to abide by the decision of the court. But here I should like to say—I do not know whether the matter has actually gone to court or not—that this legalistic approach, to my mind, betrays a divorce from realism and an objective looking

at facts. Such a phase in the Congress organisation also to which I have the honour to belong, of members of committees going to courts etc. I am not here to advise anybody on this matter, but I do not know how far this sort of thinking in terms of legal advice, courts etc., will accord with sound trade union policies and actions.

I should like to say one word, and I request that I should not be misunderstood when I say this, I also claim to know a little of the temper of railwaymen, the lakhs and lakhs of men who so honestly serve this country. I am not revealing anything new when I say that they are fed up with these quarrels at the top levels of the federation. They are absolutely fed up, and they may not tolerate this division and this quarrel and this vacillation any longer. My hon. friend Shri Giri has been preaching two things: firstly, one union in one industry. He has also been preaching another thing: that these unions should be controlled not by outsiders but by the workers themselves. I do not want that it should happen, I wish well by the present leadership, but if this vacillation and this inability to cooperate and work in the interests of the railwaymen continues at the top levels of the federation, I shall not be surprised if the railwaymen decide to make their own arrangements.

Shri Nambiar: Please allow them to decide. That is what we want.

Shri Alagesan: I should not like to say more on this subject.

Shri Nambiar: Let not the administration stand in the way. That is all the request.

Shri Alagesan: But I should like to assure that as far as the Railway Ministry is concerned, our policy would be to persist in peace-making and to serve the railwaymen through the federation if it is possible, and if it is not possible to serve them even without the federation.

I have taken quite a few minutes on this point and I should like to pass on to other subjects. Since it was very important and since I wanted to clear all the misunderstandings and the cloud that was raised by the speeches of hon. Members Shri Giri and Shri Asoka Mehta, I thought I should dwell this much on this subject.

Shri Nambiar: The clouds are not cleared yet, still very gloomy.

Shri Alagesan: I hope by the time you speak tomorrow, they will get cleared. Your mind also may get clear.

Shri Nambiar: Let us try, let us hope.

Shri Alagesan: Then I should like to come to my friend Dr. Lanka Sundaram. He was saying several things which were completely divorced from reality. He was using 'wooden attitude' and other phrases. He should have referred to the old proceedings of the House. He was saying "wooden attitude of the Railway Board", etc., which have absolutely no relation to the existing state of things. Of course, he was talking with some bravado, if I may say so, and then he warned us of dire consequences, and threatened us with all sorts of things. And he was saying that he was approaching the Board several times. I made enquiries of the Members of the Board. I was told he had not troubled them much, or very scarcely troubled them. But here he said he was troubling them and taking a lot of trouble on behalf of the ministerial staff, that on their behalf he was working.

Then he got into an error because he was not sufficiently posted with facts, I thought. He said we are recognising sectional organisations elsewhere but we refuse to recognise his organisation. He said in this connection that we recognise the North-Eastern Mazdoor Union and the North-Eastern Railway Employees' Union. He calls these unions sectional unions. These are unions which were previously affiliated to the AIRF and the INRWF, and they continue. They did not merge. They are not sectional unions. They represent all non-gazetted staff, and there is no question of our recognising sectional unions in that regard.

He also referred in this connection to the Class II Officers' Association. We have only said that we do not recognise for the same class of staff, namely gazetted staff or non-gazetted staff—these are the two classes—different organisations or sectional organisations within each class. It is not our policy not to recognise the association of gazetted officers which is what this Class II Officers Association is. And there perhaps I may inform the House that the office-bearers are the members of the service themselves. No outsiders are permitted to be office-bearers. In fact, that association is not a trade union in the strict sense of the term. That was explained by the hon. Minister when he intervened yesterday. This much I should like to say with

regard to the confusion that has entered Dr. Lanka Sundaram's mind.

Then about Shri Asoka Mehta who is a very learned person and who always throws his books at our face. Last year he was quoting profusely from very learned books but without giving the author's name and I had occasion to request him to please tell us the names of the books. So, this year he has brought a number of books and he gave us the benefit of all the reading that he has been able to go through. It is very tempting to read these great books, because a lot of thought has gone into the production of these intellectual feats. But then there is one danger in these things. It should be properly digested also. Just as the ordinary food that is taken if it is not digested reacts in a particular way with reference to the physical system, similarly this intellectual matter also has to be properly digested. Otherwise, it reacts in a not very agreeable way.

Shri Nambiar: First drink some *kashayam*.

Shri Alagesan: Malabar is famous for it.

Shri Raghunath Singh (Banaras Distt.—Central) : *Drakshasava* will be very good.

Shri Alagesan: Of course, he expressed anxiety, not only he but other hon. Members like Shri Tulsidas, Shri Niveetia, all these Members expressed anxiety that we will be able to carry in the next five years only the traffic that is needed for the huge iron and steel plants, for coal and for cement and that the general goods have been left high and dry. That is the present position. It is not a very satisfactory one. The hon. Minister had admitted it in his speech. But then there are one or two bright features. Of course, we have to provide Rs. 375 crores that the railways have been asked to raise. I do not know why my hon. friend Shri Vittal Rao who has always been loyal and faithful to the cause of railways should have turned against them today and said that he is siding with the Planning Commission. The Planning Commission is not something very separate, though of course it has its own functions. But then we have to find this money. That is why this surcharge on freight has been imposed. It was said by some hon. Members that we should not leave out general goods, and that we should provide capacity for moving general goods; but the same Members complained that this surcharge

should not have been levied. Shri T. B. Vittal Rao also was one of the Members who complained against it, and said that we should have awaited the findings of the Freight Structure Enquiry Committee before imposing this surcharge. I do not know; perhaps, if we had waited for their findings, then we should have had to spread this additional levy over a period of four years instead of over five years as at present, and the burden to that extent naturally would have increased.

5 P.M.

But one ray of hope is that as we proceed, and as things unfold themselves, we may be able to find more funds, and we may be able to get the necessary materials so that we may be able to bridge the margin which is there now, namely the margin which is represented by the difference between Rs. 1480 crores that was originally proposed by the Railway Board and the figure of Rs. 1125 crores which has now been allotted to the railways. We shall try as far as possible to reduce that margin, and provide for the movement of general goods.

Shri Asoka Mehta also said that we are subsidising industry indirectly by carrying coal at below cost price. It is correct, that coal for distances beyond about 350 miles carried at below cost price, but that has been a feature of railway rating in order to assist the industrial development.

These cheap rates, however, have not stood against the shipping companies carrying the maximum quantity of coal that they could. In fact, the railways themselves have been transporting their coal to Madras by ships. But the shipping companies are however unable even to meet the demands in connection with the railways' coal. For instance, as against a demand of 14 ships for moving railway coal, they were able to supply in July 1955—and 1955 was a difficult year for coastal shipping—only 9 ships, in August 9 ships, in September 11 ships, in October 15 ships, and in November 15 ships, and in December 16 ships. As a result of the shortfall during July-September, arrangements had to be made to move loco-coal at the rate of 25 wagons per day from the Bengal-Bihar coalfields to Madras by the all-rail-route. Otherwise, there was no difficulty in our offering to move our coal by the sea-route.

My hon. friend also said that the shiploadings have fallen at the Calcutta

port. That is partly due to the fact that our exports of coal to Pakistan have completely disappeared.

Shri Asoka Mehta had then commented upon the fact in the USA there are only five men employed per route-mile as against 29 employed on Indian railways. Of course, we also used to compare our performance with that of other countries, but as hon. Members of this House go abroad more and more, we hear more of the other railways rather than our own railways.

Shri T. B. Vittal Rao: We talk about our railways there.

Shri Alagesan: That is very good. My hon. friend had been to Russia, but he talked of the Swiss railways. I was noting it. I do not know how from Russia he was having such a long vision that he could not see the Russian railways but he was able to see for into the Swiss railways.

Shri T. B. Vittal Rao: You have mentioned that in your reports. I have only quoted from them.

Shri Nambiar: So, it is your own performance.

Shri Alagesan: We are willing to take advantage of the advice of the cumulative experience of hon. Members who go abroad and study other railways. We have also sent our officers abroad, and they have produced big reports. And we are trying to . . .

Shri T. B. Vittal Rao: We want the Ministers also to go there.

Shri Alagesan: I am not very anxious. I may at once tell my hon. friend that I am not very anxious to leave the shores of my country.

Shri T. B. Vittal Rao: In the interests of the railways.

Shri Alagesan: I am a little conservative in that regard.

Shri Sarangadhar Das: May I ask a question? Are these figures 5 and 29 or whatever they are, correct?

Shri Alagesan: I was going through the uncorrected proceedings of the House yesterday, and there I found the statement that there are only 5 . . .

Shri Sarangadhar Das: I think the figure was 5.35 or something like that.

Shri Alagesan: The decimal system applies to men also, perhaps, and the

[Shri Alagesan]

hon. Members said 5:1 or something like that. But I am giving the figures relating to the full men and not to the decimal man. It was said that there are only 5 men employed per route mile as against 29 men employed on Indian railways. Shri Asoka Mehta must be aware that the American railways are extensively mechanised. Of course, he should be more aware of it than I. Is it his suggestion that the Indian railways also should be mechanised to the same extent, and that the labour employed at present should be retrenched? Then again, is it his suggestion that we should import the machinery required for mechanisation of the railways and fritter away our foreign currency in such mechanisation, while Indian labour could do the same work with its own hands?

Then again, perhaps Shri Asoka Mehta is not aware that the American railways get a lot of their work of repairs to rolling-stock done by outside agencies, whereas in India all this work is done by the railways themselves.

Conditions therefore are not exactly comparable. As an indication of the efficiency of performance of the Indian railways, the weighted average of the net ton-miles per wagon in a year has been worked out; and it is found—I think some of these figure were quoted also by Shri Nevatia—that whereas in India a wagon produces in a year 1,41,000 net ton-miles, in the USA the figure is 131,000; in the Canadian national railways, it is 108,000, and in UK it is only 19.8 thousand. We have therefore some reason to feel happy about our own results. I am further informed that barring Japan, we are better than any other country in this respect.

I think I have already dealt with the question posed by Shri A. K. Gopalan, Shri Tulsidas, Shri Nevatia, and Shri T. B. Vittal Rao, as to why we had not postponed the imposition of the surcharge until after the report of the Freight Structure Enquiry Committee had been obtained.

I should like now to touch upon one other matter. My hon. friend Shri Dabhi—he is not here at the moment—is a great champion of the interests of third class passengers, and he has always been complaining about the three-tier arrangement. Of course, the difficulty is there. But as has been explained on the floor of this House on several occasions, this is only an experiment. We have not extended this experiment even to all the

janata trains. Only some of the janata trains have this sleeping accommodation; we have to extend this still further. The only consideration is whether by making it a two-tier arrangement, we would not be making it a little more costly for the third class passengers to avail themselves of the sleeping accommodation.

Shri Sarangadhar Das: Was not this experiment of three tiers tried some years ago in the second class? I have travelled in it myself.

Shri Alagesan: We are aware of that experiment, but even that experiment did not contain this part, if I might remind my hon. friend.

Shri Venkataraman was very critical about the abolition of the third class and renaming it as second class. I should like to say here that this at once reduces the number of classes on the railways by one. Already, we have succeeded in reducing the number of classes by one, when we abolished the old first class. When we abolished the old first class, the old second class took its place. Of course, it was renamed first. But hon. Members would have noticed that we are trying to approximate the present first to the old first. Whatever deficiency was noticed, namely, lack of reading lights etc. all these, wherever they had been removed, are being brought back and our attempt is to approximate it to the old First Class. Of course hon. Members always (Shri Nambiar—Travel First Class) travel First Class, others also pay much less and are able to get the comfort of the old First Class while paying the old Second Class fare. That was the first phase.

Now, the second phase has to be taken up and achieved. The second phase is to abolish the existing third class and rename it second class. The hon. Minister has already indicated in his speech that we would try to approximate it to the existing second class. Of course, when we provide cushioned seats, it becomes the present second class. But, it may not be possible to do immediately because we have to give sleeping accommodation that has to come first—we have to give more seating accommodation, lessen overcrowding—all these first things have to come first. But, our attempt would be to approximate it—it may take a long time—(I do not say it would happen tomorrow)—but we would like to approximate it to the present second class. Thereby, the vast difference and disparity that at present exist between the

two classes, I hope, will be mitigated, if not eliminated. That should satisfy hon. Members on his point.

Shri Nambiar: It is without fare increase or only with cushion?

Shri Alagesan: I cannot straightway give an assurance that there will be absolutely no increase in the fares because when we provide more facilities and more amenities, naturally, it does not come from the void or I cannot always put my hand into the Finance Minister's pocket or make somebody else pay for the people who travel. I think that is a very reasonable proposition and this House and hon. Members won't have any objection to that.

Somehow or other Shri Tulsidas has always the knack of quoting wrong figures. Once he had occasion to quote figures! we took them very seriously and tried to examine how far they corresponded to the actual state of affairs. But, then, to our surprise we found that all his figures—at least most of them—were completely wrong. Today also he quoted some figures and the Railway Board has collected some other figures from which I find that the story he tried to place before the House was taken from some old fiction. He referred to the loading of ballast. He was complaining that we were not loading enough metal for road-making purposes in Bombay, that loadings of ballast from broad-gauge and metre-gauge stations on Abu Road and Mehsana district on the Western Railway were not sufficient. I have got some figures here; these are from October 1955 to February 1956. It gives the allotment for government purposes. It was 378 wagons in October, in November it was 847—so many wagons on the broad-gauge were loaded. Now, the out-standings are only 287 wagons under Government and 110 for the public. This does not show that there has been any lack of wagon facilities for moving this particular traffic for road-making purposes. So also the story on the metre-gauge.

He also complained about our inability to move coal to a particular gas plant. I find that the Railways were prepared even to give their own coal but those people were not able to take it owing to recent disturbances in Bombay. Now the situation is normal and there is no difficulty of coal supply to the gas plant. These complaints have, after all, ended in gas; and there is no reality about it.

Shri Nambiar: Gas from coal.

Shri Alagesan: Shri Viswanatha Reddi

—I thought he made a very constructive suggestion. He suggested that the freight rates for the conveyance of goods should be fixed not only on the basis of distances and classification but also on the value of the goods. He stated further that the value need not necessarily be the controlling factor or even the major factor but should be one of the elements to be taken into consideration as by so doing the transportation charges of costly commodities such as mica can be fixed adequately high so as to help the transport of cheaper material such as sand, cement etc. He said that the terms of reference to the Railway Freights Structure Committee should be altered to include this point of view as well. I would like to explain that what has stated is correct, that the freight rates are based now on distances and classification but the expression 'classification' includes several elements, not the least important of which is the value of goods. The other elements are density, liability to damage, wastage and leakage etc. But, as I have said, the value of the goods is one of the most important considerations. It is for this reason that we have 15 classes of rates, the basis for charge increasing—taking only the first leg—from :54 pie per maund per mile to 2:32 pie per maund per mile. In addition, in the case of many particularly low valued commodities, we have wagon load scales, lower even than the 1st class rate. We have 13 of them. The rates charged for the several commodities are thus graded among 28 scales of charges, based on their value and certain other factors. To cite a few concrete examples taking a lead of say, 800 miles, the rates per maund for a number of commodities vary as follows:—

	Rs.	As.	P.
Coal (that is the lowest)	0	10	0
Manure	0	13	1
Cement	1	3	6
Mica (to which the hon. Member referred)	3	6	2
Cigarettes	4	7	6

So, I say the value of the goods goes into the fixation of these freights.

Then, again, Shri Viswanatha Reddy said that the Railway Consultative Committees, the National Consultative Committee and the Zonal Committees—the functioning of these committees is not sufficiently known to hon. Members and they are not able to take advantage of the functioning of these Committees. I

[Shri Alagesan]

have only to draw his attention to the fact that hon. Members of this House and the other House are taken on all these committees and there is sufficient representation for both Houses in these committees, both at the zonal level and at the national level here. These names are published even in the time tables of the various Railways. Surely any question which the hon. Member wants to refer to these committees can be referred to them for consideration. I should also like to say . . .

Shri Nambiar: What he suggested was quite different. He said that every hon. Member must have the opportunity to attend if he so desires. That was the suggestion put forward by him.

Shri Alagesan: I should like to say that I have absolutely no objection to every hon. Member attending these committees and participating and contributing to the valuable work that these committees are doing. But then there comes in certain laxity. All the Members can attend this House. They are invited and we find that the percentage of vacant seats is much more than the percentage of occupied seats. So, when we say that every Member can attend, it only means that nobody need attend. I do not want to introduce the laxity in the working of these committees. If the hon. Member thinks a little over it, he will agree with me. But if it is a question of sending the agenda and all other papers to all the hon. Members, then the purpose of appointing of a few hon. Members on these committees becomes a sort of farce. So, it is for the hon. Members to approach these committees if they have got any problems to place before them.

One other hon. Member—I think it was Shri Asoka Mehta—expressed a doubt how these committees are working. I should like to say that these committees are working in a very helpful way. They have been studying sometimes problems connected with the Railways like operation, etc., and have really contributed to the smooth working of the Railways in a very great measure.

Some hon. Members—I think Shri Vittal Rao and Shri Tulsidas—have commented about passenger trains punctuality. It is true that passenger train punctuality is not as high as Indian Railways had attained some time in the past. While every endeavour will be made to ensure better results of punctuality of passenger trains, it must be realised that with the increasing volume of traffic, the sectional capacity is being

used at present to extent of about 85 per cent. and until sectional capacity has been developed, there will be increasing pressure of traffic on the existing capacity. Naturally, therefore, with such a pressure there is bound to be some effect on passenger train punctuality. As hon. Members know, we have taken up various engineering works to increase the section capacity. Naturally these very works which will increase the capacity after they are completed make for delay while they are being executed. There is delay even in moving current traffic.

I have got very little time left. I should like now to pass on to the various staff matters that were placed by hon. Members before the House.

Shri Gopalan as well as Shri Vittal Rao stated that there has been no real increase in the wages of staff. It was also stated that three-fourths of them were getting less than Rs. 100/- and therein were included the Station Masters, Assistant Station Masters, Ticket Examiners, Clerks and Commercial Clerks. Shri Gopalan went on to quote percentages of these categories in the lowest grades. Without going into any great detail regarding percentages in the lowest grades, I would like to point out that the wages of class III staff getting not more than Rs. 250/- have gone up from an average of Rs. 1519/- per annum in 1947-48 to Rs. 2,128 on the average per annum during 1954-55. I would also like to refer specifically to the category of Station Masters. On data recently collected, it has been apparent that although the scale applicable to Station Masters in Rs. 64-170, none of them or at-least very few of them in fact draw less than Rs. 100/- per months as pay apart from allowances such as dearness allowance and compensatory allowance. Taking all this into account, I think I would be right in saying that no Station Master does, in fact, draw a wage lower than Rs. 150/- (Shri Nambiar: Question). Let the hon. Member study the figures that I will place before him before straightway contradicting them.

Shri Nambiar: They are on my finger tips.

Shri Alagesan: Shri Gopalan also stated that direct recruitment of Station Masters has reduced the chances of Commercial Clerks with five years' service. He was probably referring to certain recent orders issued by the Southern Railway in regard to the promotion of various clerical categories, such as Commercial Clerks, Trains Clerks, Ticket

Collectors and Signallers, to the Station Masters' group. There were different practices on the three pre-integration units of the Southern Railway; for instance, on the *ex-M.S.M.* section, Commercial Clerks in the grade Rs. 60-150 used to be promoted as Assistant Station Masters on Rs. 64-170; on the *ex-S.I.* section, Clerk-in-Charge in Rs. 60-150 were eligible for promotion as Assistant Station Masters on Rs. 64-170; and on the *ex-M.S.* section, Signallers on Rs. 60-150 and Ticket Collectors on Rs. 55-130 used to be promoted as Assistant Station Masters on Rs. 64-170. On account of integration, the Southern Railway prescribed a uniform method of promotion to the posts of Assistant Station Masters with effect from 1-7-1955, whereby 85 per cent. of the vacancies of Assistant Station Masters were to be filled by promoting Commercial Clerks, 10 per cent. by Train Clerks, and 5 per cent. by Signallers who qualify for the posts of Assistant Station Masters within the first five year of their service. This procedure is, however, not in accordance with the recruitment and promotion rules laid down by the Railway Board in the State Railway Establishment Code, for only Signallers have to be trained and promoted to the Station Masters' group. In November, 1955, all Railway Administrations were asked to stop the different practices existing on their Railways and to adopt the recruitment and promotion rules laid down by the Railway Board. I understand, however, that the Southern Railway are still considering how best the change-over in the mode of recruitment should be given effect to taking into account the existing channels of promotion and the number of staff already trained for Assistant Station Masters' duties in the three groups. I am sure that the point that the hon. Member has in his mind will be kept in view by the General Manager before deciding on the future course.

I have got several other things, mostly about Station Masters, and other similar categories, but for want of time I should like to forego the pleasure of explaining those points to hon. Members here.

Shri Namblar: We shall, if necessary, wait till 6 p.m.

Shri Alagesan: If that is so, I should like to go through completely.

Mr. Chairman: How much time will the hon. Minister require for finishing his speech?

Shri Alagesan: Perhaps another fifteen minutes if the House can bear with me.

Mr. Chairman: Let me just put it to the House. What is the opinion of the House? Could we sit till quarter to six?

Some hon. Members: Yes.

Some hon. Members: We shall meet tomorrow.

Mr. Chairman: I think the Minister requires only 15 minutes and there is no necessity for breaking the arguments he is developing now. Tomorrow the general discussion will continue and certain other hon. Members will contribute to it. I suggest that we can sit for another 15 minutes today. It will not be very hard since we have already lost half an hour in the discussion of the general debate. I take it that there is consensus of opinion that we continue to sit for the next 15 minutes.

Several hon. Members: Yes.

Shri Alagesan: Shri Narasimhan made a reference to the grievances of directly recruited Station Masters on the Southern Railway. As stated earlier, posts of Station Masters used to be filled from different categories but when a very large number of staff were required for the implementation of the Adjudicator's Award, direct recruitment had to be resorted to. These directly recruited candidates were assigned seniority below the staff already in service in other categories who had undergone or were undergoing training for absorption as Station Masters in consultation with the Unions. This resulted in certain directly recruited Station Masters reverting as Station Clerks although they continued to be designated as Assistant Station Masters. It was a question of protecting the rights of staff who were looking forward to promotion in the normal course as against direct recruits taken on to meet a certain expansion of the cadre.

Dr. Lanka Sundaram referred to the Station Masters demanding a scale of Rs. 150-225, adequate channels of promotion, application of uniform rules, relaxation of the so-called vision tests and the making available to them of gazetted holidays. As was announced by the Minister in his Budget speech, the redistribution of posts in the lower and higher categories is already under consideration. As far as channels of promotion are concerned, all Station Masters joining in the lowest scale can rise at least up to a scale of Rs. 200-300 and

[Shri Alagesan]

ever higher. The significance of the words "application of uniform rules" is not very clear. Station Masters deal with running trains and are concerned with the visibility of signals and their correct indications. It is for this reason that a rigorous standard of acuity of vision is prescribed, and it would be wrong to do away with periodical re-examination in vision, as it might endanger the safety of the travelling public. I need not say anything regarding the addition of the gazetted holidays to this staff which will come in the way of working of the railways.

Dr. Lanka Sundaram was very anxious that the ministerial staff who had offered pay satyagraha for five days should be paid as soon as they offer to receive their wages today. I am glad to tell the House that instructions to this effect have already been issued and they will be paid. It is only a sort of a self-imposed fast or something like that which they have undergone during these five days and we were all along waiting like a kind mother to feed them at the end of their fast.

Shri Trivedi mentioned that station masters and assistant station masters, who have to shoulder a much greater responsibility than many other class III staff, sometimes get less pay than the ticket collectors whom they have to control. The lowest grade of stations master is Rs. 64-170 but at some stations, there were head ticket collectors in a higher grade of Rs. 100-185. This anomaly has been eliminated by allotting a relatively higher grade to the post of the station master. At present, there are no such anomalies on the railways, as far as my information goes.

Shri Trivedi also mentioned that the travelling assistant goods clerks and travelling assistant luggage clerks of the Western Railway are not being paid any running allowances while their counterparts on the Northern and North-Eastern Railways are being paid running allowances. I am afraid there is some misunderstanding. The payment of running allowances is limited to what are termed as 'Running Staff', who are responsible for the punctual and safe movement of trains, and include only the guard, brakesmen, driver, shunters and firemen. Travelling commercial clerks do not get any running allowance on the Northern and North Eastern Railways.

There are many other points raise my the hon. Members and I shall very briefly and briskly deal with them. Shri

Viswanatha Reddy was sure that a particular line in his area, namely Pakala-Dharmavaram Section was not well attended to; he said that relaying had been taking a very long time and it was not over still. He also described that the speed on that particular section was forty furlongs per hour. It may not be so bad as that but the speeds of trains on that section are very very low. I was surprised at the speed in which a passenger train was moving on that section. But as evil fate would have it, in such a section where the speeds are so low, a very horrible accident occurred two years ago. I am now informed that the waiting will be over and the relaying of this track will be completed in the coming year, 1956-57. As has been our experience with regard to many other works that we have undertaken, here also the delay has been due to shortage of materials, namely, steel for sleepers, etc. Now, they have been received and I hope the relaying will be completed before long.

I should now like to take up the points made by hon. Members relating to the new constructions. Shri Viswanatha Reddy and Shri Ramachandra Reddi wanted the extension of the proposed Nellore-Maidukur broad gauge link of ninety miles by a further forty to eighty miles to connect with Cuddappah or Nandyal. I am afraid that such an extension would be very expensive as it involves crossing of several hill ranges and a second major bridge over the Pennar river, without at the same time any substantial traffic prospects. He also wanted to know why there was no mention of the Macherla-Nagarjunaagar dam line in the Budget: The position is that the cost of this line is being treated as part of the cost of the dam project and I am afraid the site of the common road-cum-dam over the Krishna river will not be suitable for any main North-South railway link because of the precipitous nature of the approaches.

Shri Vittal Rao was making some points and he wanted to expedite the construction of the railway line because naturally he thought it would be *via* this site up to Nagarjunaagar were a road-cum-dam is being built. But technical opinion says that so it will not be possible to have that bridge on that particular spot.

Shri T. B. Vittal Rao: Who gave that opinion? Is it the Railway Board engineers or any other outside engineers?

Shri Alagesan: Our railway engineers visited the spot. That does not mean giving up the line altogether but my hon. friend may have to wait for a long time. It will not be possible to build it at that particular spot. That was the point that I was making.

Sardar Saigal referred to the Korba coalfields constructions. Provision has already been made in the Budget for the next year for a five miles extension of the Champa-Korba branch line across the Hasdeo river. With regard to the siting of Korba railway station, the position is that bare minimum facilities for loading and handling wagons are proposed at the moment and provision of further facilities at this site or some other site according to the pattern of growth of the collieries proposed in the vicinity will take into account the existence of seams of coal in the locality. A 125 mile long extension of the Katni-Annappur-Chirmiri line to connect with Kairadih and a branch line from Tagini to Jhil-milli is proposed to be surveyed for the development of the coalfields in this region which are not to be worked now. I am afraid Sardar Saigal's suggestion for a new line from Bilaspur to Mandla Fort does not take into account the fact that the country is extremely difficult so that construction will be costly in relation to the very limited purpose. Such a line would serve, particularly in view of the fact that Mandla fort is already connected by narrow gauge line to Gondia-Bilaspur.

Shri Dabhi mentioned the Udaipur-Himatnagar line and suggested taking the line further south by conversion of the narrow gauge line from Kapadvanj to Nadiad. The survey for the former is already in progress.

Shri Ramaswamy and Shri Narasimhan stressed the importance of the Bangalore-Salem link and suggested a possible extension to Dindigal. The former is already under survey.

Shri Ramachandra Reddi and Shri Vittal Rao raised the question of the Kazipet-Macherla-Nellore survey. Investigation of this project has been postponed for the time being in view of of doubling of the line between Tenali and Gudur which has already been sanctioned.

Shri T. B. Vittal Rao: Only 25 miles.

Shri Alagesan: It will be taken up progressively. But here even while making the new line you may profit. But

there unless you have completed the line, the capacity will not be there. Here, even if you double a small stretch of twenty miles, to that extent, you are able to increase the capacity on the particular stretch in that hard-worked line.

He also complained about the delay in the remodelling of Nellore Station. The reason for the delay is that the work is rather complicated. It is, however, being pushed on as fast as possible.

Shri Siddananappa raised the question of opening up the backward areas of Malnad by the construction of new lines. Field work has already been completed on the Hasan-Mangalore survey and the survey of Saklespur-Chikmagalur-Kadur link is in progress. As regards a direct connection between Bangalore and Mangalore the Mangalore-Hasan link being surveyed now will provide this.

Shri Mulchand Dube wanted to know the length of the track to be doubled in the first phase of doubling between Allahabad and Kanpur. This length is approximately 25 miles. The necessity for this was considered very carefully before the work was sanctioned. I am afraid the routing of traffic for Agra and beyond via Lucknow-Shahjahanpur and a new link between Shahjahanpur and Farukhabad would be too circuitous and expensive.

Shri Trivedi has mentioned the inordinate delay in completing the survey from Chittorgarh-Kotah and Ajmer to Kotah. Efforts are being made to complete the survey in this difficult area as early as possible.

In regard to his doubts about the necessity of doubling the Godhra-Ratlam section, I can assure him that the decision to double the section was taken after full consideration of operating requirements. He doubted about the wisdom of doubling.

Shri Bhagwat Jha Azad—usually he is a very impetuous gentleman—we had a very helpful speech from him this year. He has been, of course, pining for a line in his area in that pining I very much sympathise with him. This will be borne in mind.

In regard to the suggestion of Rajmata of Tehri-Garhwal, I would like to state that the nature of the terrain for a connection from Rishikesh to Rudra Prayag—I do not know whether any of the hon. Members have taken a journey on

[Shri Alagesan]
that terrain, such of those who have gone there will realise the truth of the statement—is so difficult . . .

Shri Nambiar: But our engineers will do it.

Shri Alagesan: It requires *pisa*. That terrain is so difficult that our present resources will not enable us to investigate the possibility of a railway line in this hill area.

Shri C. K. Nair (Outer Delhi): Pilgrims will compensate.

Shri Nambiar: They are all *sadhus*.

Shri Alagesan: Seth Achal Singh—everybody is absent—mentioned the necessity for doubling the line from Delhi up to Agra. I do not think I will be divulging any secret if I state that a proposal for this is under very active consideration and a survey has already been ordered. I would like to assure the House that I am fully aware of the hon.

Members' anxiety for more new lines in India and that to the extent resources can be found, this will be undertaken.

Madam, I thank you for the indulgence. I have got one or two points more but I do not like to further test the patience of the House and so I conclude.

Shri T. B. Vittal Rao: The hon. Deputy Minister has given some figures regarding wages. I am told that the money wages have been increased. I would like to know what was the increase in the real wages with 1939 as the base.

Shri Alagesan: I thought the hon. Member noted down the years that I mentioned. They were with reference to 1947-48 and 1954-55. If any, the cost of living index, as the hon. Member knows, should have gone down.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Wednesday, the 7th March, 1956.

DAILY DIGEST

[Tuesday, 6th March, 1956]

COLUMNS	COLUMNS
POINT OF PROCEDURE 1689-1705	Bank Rate and its effect on Indian trade with the United Kingdom
Dr. Lanka Sundaram raised a point of procedure regarding enquiry into the leakage of Budget proposals. After hearing some Members, the Deputy-Speaker reserved his decision.	The Minister of Finance Shri C. D. Deshmukh made a statement in regard thereto.
ELECTION TO COMMITTEE— 1705-06	RAILWAY BUDGET - GENERAL DISCUSSIONS . . . 1707-1812
The Lok Sabha adopted the motion for election of two members on the Indian Central Jute Committee.	General Discussion on Railway Budget was continued. The discussion was not concluded.
CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE . . . 1706-07	AGENDA FOR WEDNESDAY, 7th MARCH, 1956—
Sardar A. S. Saigal called attention to the change in British	General discussion on the Railway Budget and Demands for Grants—Railways.