

[Shri Karmarkar] .

I would like to have a little guidance on this matter. Since the Statement of Objects and Reasons fully explains the justification for the Ordinance we are under the impression that a separate statement is not necessary and we have not laid a separate statement, but if it is your guidance that this should be done, we shall lay a separate statement in exact terms of the Statement of Objects and Reasons, and for the future we shall abide by it.

**Mr. Speaker:** I think we shall have to look into the matter. I am not conversant with the point raised.

The question is:

"That leave be granted to, introduce a Bill to provide, in the interests of the general public, for the control of the production supply and distribution of, and trade and commerce in, certain commodities."

*The motion was adopted.*

**Shri Karmarkar:** I introduce the Bill.

## RAILWAY BUDGET FOR 1955-56

### GENERAL DISCUSSION

**Mr. Speaker:** The House will now proceed with the general discussion of the Railway Budget. I might state that according to the usual rule that we have followed there will be a time-limit of fifteen minutes for each individual Member, and about twenty minutes for Leaders of Parties. That is the time-limit within which the discussion may be carried on.

**Shri V. V. Giri (Pathapatnam):** Mr. Speaker, Sir, I am grateful for the opportunity that has been afforded to me to make my maiden speech after my resignation as Minister. I do not know whether to call it a maiden speech or an old maid's speech considering the long association I have had with this House not only from my time, but from the time of my esteemed father who was a Member

of this House and a lieutenant of that great patriot, Pandit Motilal Nehru.

[**SHRI BARMAN** in the Chair]

In the same way I am a loyal comrade of the leader of this House, the Prime Minister. I am sure reminiscences are indeed interesting, but generally very irrelevant, and I am sure you will pull me up if I go on with these reminiscences. I now proceed, therefore, to make a few observations on the Railway Budget.

I take this opportunity of congratulating the hon. Railway Minister and the enthusiastic Deputy Minister and the very enthusiastic Parliamentary Secretary for the presentation of a very illuminating budget in Parliament. Time was when the British bureaucrats ruled this country and were in charge of Railway budgets. They were of the view that the present Government would not be able to manage things as they did, and not only that; in our own country also there were many doubting Thomases, but the proof of the pudding is in the eating. I must congratulate my three good friends for the able way in which the administration is conducted and I can say proudly that we need not be ashamed at the way in which we are administering the management of this great undertaking.

I do not think I have enough time to deal with the various aspects of the budget, and therefore I propose to confine myself to the most important part of it, that was dealt with in the last few paras of the Railway Budget, namely labour relations.

I am proud to say that I have been connected with the Railways, and especially with the railway trade union organisations, from their very inception. You will be glad to hear that today there are nearly one million railway workers in this country, who with their families are as big or as small as the population of Ceylon. You will also be glad to hear that next to the U.S.A., our total mileage is the biggest in the world. We must

remember that the railwaymen, during the days of our great struggle for *swaraj*, were not only sympathetic to the movement, but were very patriotic indeed. And they continue to be as loyal today, and in fact more loyal today because they have greater responsibilities.

It may be pertinent, and I think it necessary that I should make some observations on matters relating to the public sector and the private sector. After the return of our Prime Minister from China, and later after the Avadi session of the Congress has passed a resolution emphasising the socialistic pattern of society, I do feel that we should understand the various implications of it. I am one of those who do not believe in liquidating private industry lock, stock and barrel, here and now; and it has not been done also in other countries. But the time has come, when if our words mean anything and if we have to put our words into practice, we must have a clear view, a well-defined view of these matters. If it is a question of a socialistic pattern of society, I, who am a Socialist, feel that the next stage will be socialism, and the stage after that will be a socialist State. If that is the basis of the whole thing, then we shall have to understand the implications more fully. I am one of those who believe that the private industrialist must not be hurried or hustled into things by quick decisions. We must be sure, however, that when a particular item of private industry is to go into the public sector, we give a guarantee to the private industrialist that he will have to say goodbye to that part of the industry that goes into the public sector; if we do that then the public also will have an idea that Government mean something, and that a certain section must go into the public sector at such a given time. If we have these things definitely before our mind's eye, and Government are prepared to take the responsibility with the aid of the public, the Planning Commission, etc.,

I am sure there will be greater faith in what has been stated in the resolution of the Congress.

Luckily for us, the Railways are a public sector, and the railwaymen today are not only wage-earners, but masters of the Railways, being taxpayers. At the same time, a great deal of responsibility lies on the shoulders of those who are administering the Railways as a public sector, for setting an example to the private sector as to how they should conduct themselves. The time is coming when we have to seriously consider, beginning with the public sector, that the workers should be conceded a voice in the concern of industry; and this responsibility will lie very heavily on the Ministers, because, in all probability, if we have to begin somewhere, we should begin with the Railways, by conceding a voice for the railwaymen in the control of the industrial system. Of course, the degree of the voice depends upon the constructive wisdom of the workers and their organisations, and simply because we concede a principle, it does not mean that we should concede it immediately.

I am one of those who believe that the workers and employers are partners in the industry, and the workers, in my view, are dominant partners with a dominant responsibility. The employers may put in their money whether in the public sector or in the private sector, but if the workers refuse to work, the industry will refuse to run. Therefore, it is highly necessary that industrial relations in the Railways, as in other industries as well, must be built on strong and sound foundations.

Early in the history of the railway movement, with which I have been connected, I insisted, and the Railwaymen's Federation also insisted that we should have a joint standing machinery. In the year 1929, I and Sir George Rainy came to an agreement on this matter, when we set up half-yearly meetings between the Railwaymen's Federation and the

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Railway Board. It is to the credit of the Ministry now that they have conceded what I and the railwaymen demanded from the year 1929, namely a joint standing machinery, about which we had suggested also before the Royal Commission on Labour. But I would like to tell the Ministry that if the joint standing machinery is to succeed in a proper way, and do good to the employees and to the administration, then the Railway Administration must concede many things, and they must be in the closest touch with the railway workers, at all levels, the district level, the division level, the General Manager's level, and also the Railway Board's level. If things are properly tackled at each level, there will be very few disputes and differences existing. And if at the highest level, namely the level of the Railwaymen's Federation and the Railway Board, matters are not settled, certainly the matters will have to go to the Tribunal, whose decisions are not binding, and that should be so in my view; if, therefore, the Tribunal's decisions are not binding, the railwaymen must be satisfied that their grievances are properly put before the Tribunal. I am told generally that there are a hundred issues, but not more than twenty, thirty or forty only are sent before the Tribunal; if that were so, difficulties would arise, and there will be discontent. My suggestion, therefore, to my friends the Ministers who are managing the Railways, is to see that the Railway Administration tries to put forward all the differences that arise from time to time before the Tribunal, and I am absolutely certain that if traditions are built in the proper manner, the Tribunal's decisions will be accepted by both sides.

I might reiterate my proposition that I am enemy No. 1 to compulsory adjudication. I do feel that if in every industry in this country, we can see that there is a joint standing machinery agreed to between the

parties, that there is also a tribunal agreed to by the parties, then generally adjudication will be unnecessary. It may be that in sweated industries and in industries where there are no organised unions, it will be necessary to keep it for some time.

But even there, I do not see any reason why we should not build traditions and see that the workers and employers come to easy agreements whenever there are differences, and accept the verdict of the Tribunal though the decisions may not be binding.

I have been told—and I read from the papers—that there has been a serious rift between the two Federations which a year ago joined hands into one. If that were so, I must caution my good friends, the leaders on both sides, and specially the railwaymen, to tell these leaders 'we shall not have it'. We want these Federations, we want these leaders to come together and discuss matters and see that the unity, which we all brought about, continues to exist. Otherwise, the railway administration will rightly say that do not know with whom to deal with, and all the prestige and the status that the new Federation has derived will go to pieces. I do hope, therefore, that the leaders of the Federation and the workers will sit together and remedy matters. I am interested in the unity of the railwaymen, and I would like to tell these leaders, I would like to tell these Federations, if they do not know how to come together and adjust matters 'liquidate those Federations, liquidate those leaders'. And I tell the railwaymen, 'have one union in one industry with a Central Council for the whole union and with branches and sub-branches in each zonal system, so that there may be one union existing in the railways'. I do hope this will come about. If, as is most probable, they cannot go to this farthest extent immediately of having one union in one industry, which, I feel, is the best.

they should try and see that they settle these differences and that the prestige of the Railwaymen's Federation is kept up.

I would like to say that if the railway workers or other workers in this country have to secure the fundamental rights enunciated in the Constitution, the right to work, the right to live and all other social amenities which will secure protection to a human being from the womb to the grave, they must follow certain principles. I want the railwaymen to make an example. I tell them that if railwaymen have to secure these rights, they must have cent per cent organisation in their union, they must have efficient management of the union, they must run their union as the Railway Board runs its administration. Otherwise, the Railway Board will have no respect for them. On the other hand, I tell them that from the moneys they secure, they must have a strong technical personnel on their behalf who could study the technique of the industry, who would have at their fingers' ends facts and figures relating to the industry so that when differences arise between the Railway Board and the Railwaymen's Federation, the technical personnel of the administration and the technical personnel of the railwaymen can sit together, go into the issues and iron out differences, and in all probability they will be able to suggest to their principals what should be conceded and what should not be conceded, and the settlement of disputes will become very easy.

I want to tell the railwaymen that if they want the respect, the love and the affection of those who have worked for them, of those who love them, there must be absolute discipline, integrity and character amongst them. Without that, railwaymen will not be able to succeed in having public opinion behind them. They must all think of their duties and responsibilities as much as they think of their privileges, and I am

sure, if they follow these instructions, they will secure success.

Therefore, I would like to insist on the railwaymen to have efficient organisation, to have cent per cent membership, to have funds at their disposal, to have technical personnel, to have discipline and integrity in their organisation, and if they follow these ideals, I am sure cordial relations will be kept up. Sabotage, violence in thought, word and deed must be eschewed, if they want to gain success. I can proudly say that I have led many a strike and faced many a lock-out on the railways, but in spite of that, if I could negotiate with the railway administration and secure results, it was due to the fact that I was very careful in my thoughts, in my words and in my deeds. I would, therefore, like to tell the railwaymen in India that it is only a democratic trade union movement of the highest authority that can succeed, and I am certain if they follow some of the ideals that I have tried to put before them, they will succeed in their attempts to get their fundamental rights. I do not wish to take any more time.

**Shri T. B. Vittal Rao (Khammam):** Before I proceed to make some observations on the Railway Budget, I would record my emphatic protest against the mention of the Indian National Railway Workers' Federation, that it is to be consulted to settle the list of additional items for reference to one man Tribunal.

**The Deputy Minister of Railways and Transport (Shri Alagesan):** There is a *corrigendum* supplied along with the budget where it has been corrected.

**Shri T. B. Vittal Rao:** I know it. I know it too well that some items would be sent to the Tribunal after consultation with the Indian National Railway Workers' Federation, and that it was subsequently corrected. This mistake should not have been in the Budget or corrected in that fashion. At a time when, as we were told by the previous speaker, there was a rift and when discus-

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sions were going on in the National Federation of Indian railwaymen, at that very time, I would have expected in all fairness to this House, to the people and the railwaymen outside that the Railway Minister would come with a statement while correcting that.

Now, regarding procurement, this year in the Budget a sum of Rs. 90 crores has been provided for. Last year, while I was speaking on this very subject, I had referred to the question of the various locomotives and wagons that we were going to import from foreign countries, whether these imports were going to be delivered to us according to schedule. I am afraid they may not be. I have not got the proper accounts for 1954-55, but I could tell you that because of this there was a shortfall of Rs. 17 crores in the expenditure provided for in last year's Budget.

Then there is the question of the depreciation fund. The Railway Convention Committee has increased the depreciation fund to be taken from the revenues of every year from Rs. 30 crores to Rs. 35 crores. This is at a time when we have got a huge depreciation reserve to the tune of Rs. 100 crores, and we have got experience of how much we have drawn from that depreciation reserve fund during the period of the First Five Year Plan. We have drawn out of the reserves somewhere between Rs. 20 and Rs. 22 crores, in addition to the provision of Rs. 30 crores provided for every year.

The surplus which is given out in the present Budget is stated to be Rs. 7.65 crores. If you take into consideration the five crores which we have provided extra for the depreciation in the Depreciation Reserve Fund, the real surplus would work out to be Rs. 12.65 crores. While this is so, I would in all earnestness ask where was the reason for the increase in the fares and freights. When a Government wants

to increase the fares and freights is this the way of coming and telling us in the Budget speech? Should not public opinion be asked whether there should be an increase in the fares and freights. This question has been asked on the floor of this House for the last six months and we have been told that it is under consideration. If it had been announced that there is a likelihood of the increase in the fares and freights, we would have had public opinion on this question. That is the democratic way of doing things and not coming with a *fait accompli* and telling us that there is going to be an increase in the fares and freights. The fares and freights have been increased without giving any proper figures and statements. He has only said that the first leg will be 6½ pies, the second leg will be 6 pies and all these things. We could have had a statement from the Railway Minister as to what percentage of people travel in the first leg, what percentage in the second leg and so on. We could have appreciated it much better. But, from the information I have in my possession, this reduction in the long distance passenger fares will benefit only an insignificant percentage of travellers, whereas the increase is going to affect a larger number of people. It is said that it is going to affect 70 to 75 per cent. of the passengers. In all earnestness, I ask, is this not a definite increase. When we talk about a socialistic pattern of society, when we talk of building up an egalitarian society, we should see who are affected whether they are rich or poor and whether the overwhelming number of passengers are affected or whether only a lesser number of passengers are affected. Then we should know the degree to which it affects. I know that an increase in fares at any stage will affect some. But, we should see whether it is going to affect the overwhelming majority of the passengers or not. That should be the criterion.

Now, I come to the relief with regard to the fertilisers. How far is

this relief going to benefit the peasants? In the name of the peasants, the fertiliser is going to get reduced freight rates. We all know that fertilisers are supplied at a pool price, the fertilisers are supplied at the same price to all; that is, a peasant in Travancore-Cochin will get the fertiliser at the same cost as a person living in Sindri or nearabout Sindri. I believe that the peasant is not going to be benefited and I do not know what relief the peasant is going to get.

**The Minister of Defence Organisation (Shri Tyagi):** What about cashewnuts? Will cashewnuts also be sold at the same price at all places?

**Shri T. B. Vittal Rao:** In the egalitarian society which you are aiming at, you may get it.

In the Hyderabad State we grow the largest amount of groundnut and groundnut oil is manufactured there. But, for the manurial purposes of the oilcake they are not able to get wagons. The groundnut oilcake that we are despatching through the metre gauge section of the ex-Nizam State Railway were not fully utilised for this purpose. I do not know how this relief is going to benefit our people and what percentage of the people will realise the benefit of it.

Last year, in the Budget speech, there was a reference to the number of accidents taking place in our railways. The Minister was very much worried about them and he told us so. He appointed a Committee under the Chairmanship of Shri Shahnawaz Khan, the Parliamentary Secretary. We were keen to receive this Accident Enquiry Committee's Report. We have been demanding it very often. For various reasons, there have been accidents happening on the railways where 30, 50 or even 70 people were killed. But, no judicial enquiry has been held. Even in the recent terrible accident that took place at Jangoan the people of Hyderabad have been demanding a judicial en-

quiry and they have not had it. Is it too much to ask of the Railways to institute a judicial enquiry? Recently, there were two mine disasters. The same Government appointed committees with a judge and assessors to go into those disasters. Whenever there is an aircraft accident, a judicial enquiry is held. Why not in this case also a judicial enquiry be instituted. What to talk of a public enquiry? We were very keen on seeing this Accident Enquiry Committee Report. But, what has happened? The original report was said to have been sent to another Reviewing Committee and the Reviewing Committee's recommendations are before us. Why should we not have the original report? What is there? Let us know what that Committee has said. If there is anything which is painful to the Railway Board or the Railway Administration, they can say so. But, this way of hushing it is rather very bad. So, I demand of the Railway Ministry and the Railway Minister that the original report of the Committee should be published. Not only that, a judicial enquiry should be held whenever there is a major accident. It is just like any accident which we have in a mine or an aircraft accident.

Then, I come to overcrowding in trains. Though this problem has been relieved to some extent in the long-distance trains, in the branch lines it is still in the same condition. In the suburban trains also, it is in the same condition; not much has been done. In the matter of relieving overcrowding it is not merely a question of merely attaching one or two carriages more. But this problem has to be looked upon from an integrated angle. It is not only attaching one or two bogies more, but the question of raising the platforms and the extension of platforms also comes in. When a train stops at a station and when one or two bogies stop away from the platform, naturally overcrowding takes place in two or three carriages. Nobody would like to go outside the platform and get into the carriages that are away from the

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platform. These difficulties are there. We have been pointing these out to the Railway Board. But, what is the kind of reply that we get. The reply we get is that this will be considered in 1956-57 and so on. This problem of relieving overcrowding in the trains should be looked upon from an integrated angle.

In the Budget speech, this year, I find an omission. Every year our Railway Minister used to make a reference to the value balances of stores and this year there is no such reference. Of course, there is reference to rolling-stocks and other things but he used to attach some importance, because of the Shroff Committee's Report that the value balance should be brought down by ten crores of rupees. I am hammering out in every budget debate that there should be a fixed formula governing the maintenance of the balance of stores, but even to this date it has not been done.

Regarding the representation we made to the Railway Board, I wish to say a word. It is a very disgusting thing that whenever we make a representation to the Railway Board, it takes a number of months to get a final reply. I can quote some instances, but I shall confine myself to a very few instances. I have written a letter to the Railway Minister regarding the siding charges that are levied at Singareni Collieries. I came to know that in the Singareni Collieries, for every four-wheeled wagon, Rs. 3-8-0 is levied as siding charges. When I had been to the other collieries in India—Bihar and Madhya Pradesh—I was told that they are charging only Re. 1 for a four-wheeled wagon. I referred this question to the Railway Ministry as long ago as six months. I have even drawn the attention of those in charge of the work to this. Six months have passed and excepting for an acknowledgement, I have not received a final reply. Whenever a representation is made, we do not get a reply. For

example, we have brought certain things to the notice of the Railway Board—about the housing condition in a station on the Eastern Railway, Mohuda and also about the water supply difficulties of the staff—but till this day I have not received a final reply. The only reply I have received is "The General Manager of the Eastern Railway has been asked to expedite his report and as soon as his report comes, we will send you a reply". This is how things are going on and something should be done for the expeditious dealing of the representations we make to the Railway Board.

Coming to the Development Fund and the developmental works, in 1953 when the Budget was presented, it was said that top priority to the Khandwa-Hingoli railway link would be given. Even in 1952 we urged upon the Railway Ministry to take up this work. In 1953-54 and in 1954-55 provision was made for this railway link, but then the Railway Minister came out with a new formula saying "We will have all our resources put in the departmental works already on hand before we take new ones". What do we find today? The result of this is that the Khandwa-Hingoli railway will be finished only in 1959. Is this a speedy programme? When it was taken up, it was stated that for ferrying the wagons from North to South on the metre gauge line, it will save so much time and so many wagons, but actually what has happened is that they are going to complete it in 1959.

**The Minister of Railways and Transport (Shri L. B. Shastri):** It may take 3½ years or so, it is such a big project.

**Shri T. B. Vittal Rao:** For a project which is 175 miles in length, you are going to construct the railway line at the rate of 27 miles per year and it will take six years. If this is going to be our progress, with all the resources that we are going to put into

the developmental works already taken on hand, it is very damaging. There are so many railway links and you have denied us the link between Chamarajanagar and Satyamangalam. This work has not yet been taken up though it has been decided by the Board of Transport in the year 1952 that it will be taken up in the year 1954-55. You have removed so many things from the developmental works with a view to putting your arm into the particular developmental works which were already taken up in 1953-54.

Another important link, Bezwada-Gudur, is there. Last year I raised the issue of doubling of the track between Bezwada and Gudur. Some survey is going to be undertaken this year, but even the doubling of the track is not going to relieve the congestion beyond Bezwada. So, there is an immediate necessity for a link connecting Kazipet-Gudur, by passing Bezwada; otherwise, the same bottleneck will take place. This is very urgent in view of the fact that some development of industries are going to take place in the South, as for example, the setting up of fertiliser factories and other factories, for which coal is required. Unless the coal is moved either from the Singareni Collieries or the Madhya Pradesh collieries, there will not be much....

**Shri Alagesan:** A survey is being undertaken for that very purpose.

**Shri T. B. Vittal Rao:** Thank you, but it is not mentioned in these books.

**Shri Alagesan:** It is mentioned in the Explanatory Memorandum.

**Shri T. B. Vittal Rao:** Let me now mention certain things about corruption. In the ex-Saurashtra Railway, some four gazetted officers have misappropriated sums to the tune of Rs. 13 lakhs. This embezzlement took place in 1950 and it was discovered in 1951 by the Railway Administration, but although four years have since passed by, no prosecution has not yet

been launched. Whenever we ask about this, we are told that an enquiry committee has been set up and the report of that committee is before the Government who are examining it. If the examination takes this much time, if for examining a judgment of the High Court they take nearly....

**Shri L. B. Shastri:** The examination is over and according to the Rules, the second show-cause notice, that is, the last notice, has to be served on the staff concerned; otherwise, the hon. Member will take serious objection to that. The last notice has been served on those people now.

**Shri Nambiar (Mayuram):** Prosecution is required.

**Shri L. B. Shastri:** That can come up only later.

**Shri T. B. Vittal Rao:** I am very glad that the charge-sheets have now been served and this has taken four years, and during these four years they must have been paid also monthly subsistence allowance.

Regarding housing, I have been raising the issue time and again. There has been a provision for 150 quarters for the Accounts staff at Secunderabad. Last year the provision was made. I went round Secunderabad to find out where these quarters are constructed, and only now at the fag end of the budget year, they are digging the foundation for these quarters. There is a lot of trouble for accommodation and there are so many of the staff that are being transferred from Bombay who should have accommodation. Therefore, I request the hon. Railway Minister to speed up the construction of these quarters.

In the Western Railway, there is relatively less number of beds. I pointed this out last time and the Deputy Minister was good enough to say that he would increase the number of beds in the Western Railway, but what do we find today? Even the provision that has been made in

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the budget for 1954-55 has not properly been utilised.

Lastly, since the Tribunal was set up in the year 1953, I have been urging that some subjects, some items arising out of the implementation of the Central Pay Commission's recommendations should be included and some anomalies arising out of them should be removed. But even after two years,—it is now 1955—negotiations have not been started. I do not know when the Tribunal is going to give the award. I request the hon. Railway Minister to realise that there are certain things which he himself can do. Let him do them so that the ten lakhs of railwaymen will be satisfied.

डॉ० राम सुभग सिंह (शाहाबाद—द्वीक्षण) : हम लोगों के नेता श्री गिरि जी ने रेलवे मंत्रालय और रेलवे मंत्रियों को धन्यवाद दिया। मैं भी उनसे सहमत हूँ और मैं मानता हूँ कि वर्तमान मंत्री जी के काल में रेलवे में काफी सुधार हुआ है। चाहे चित्तखान हो, या परम्बर हो या और विकास के कार्य हों, उन सब के लिए दश को गौरव है और मुझे भी गौरव है और इसके लिए मैं मंत्रालय को धन्यवाद देता हूँ। यात्रियों की सुविधा के लिए प्लेटफार्म टिकट का दाम घटाकर जो मंत्री जी ने लोकप्रिय कार्य किया है उसके लिए भी वे धन्यवाद के पात्र हैं। यात्रियों की सुविधा के लिए जो दश भर में प्लेटफार्म बनाये जाते हैं उनसे भी लोगों को काफी सहूलियत होती है।

लेकिन इस धन्यवाद देने के साथ साथ मैं कुछ त्रुटियों की ओर भी माननीय मंत्री महोदय का ध्यान आकृष्ट करना चाहूँगा। जो प्लेटफार्म बनाये जाते हैं उन पर विशेष रूप से ध्यान दिया जाना चाहिए। मैं बड़ाँदा और महसाना स्टेशनों का उदाहरण देना चाहता हूँ जो कि अभी हाल ही में बनाये गये हैं। इसमें यह देखा जा रहा है कि इंजीनियरिंग विभाग ने किस तरह से काम किया है। ये स्टेशन अभी हाल में बने हैं लेकिन चूँकि हैं; इस तरह से जो

इंजीनियरिंग डिपार्टमेंट त्रुटिपूर्ण कार्य करता है उसकी ओर रेलवे बोर्ड या रेलवे मंत्री का ध्यान जरूर जाना चाहिए।

इसके साथ ही जो रुपया रेलवे एडमिनिस्ट्रेशन पर खर्च होता है उसकी ओर भी मैं ध्यान आकृष्ट करना चाहूँगा। रेलवे की जितनी नेट रवेन्यू होती है और जितना कंपैटल एंड चार्ज है उसका जो रीशयो १९५१-५२ में था वह १९५५-५६ में बहुत कम हो गया है। उस वक्त यह रंशो ७ और २ का था और आज बही रंशो ४ और ५ का हो गया है। बजट में यह दिखलाया गया है कि रेलवे अच्छी तरह से चल रही है और उनकी माली हालत अच्छी है लेकिन इस रीशयो के अनुसार तो रेलवे की आर्थिक स्थिति बहुत खराब हो गयी है। यदि यहाँ रेलवे का एडमिनिस्ट्रेशन अच्छा होता, इसके वीकेंग एक्सपेंसेज को कम किया जाता और एफिशियेंसी बढ़ायी जाती तो वह ७, ८ करोड़ का बजट सात गुने और आठ गुने के करीब बढ़ाया जा सकता था लेकिन इस दिशा में कोई प्रयास नहीं किया गया है।

दूसरी ओर मैं एक बात की ओर मंत्री महोदय का ध्यान आकर्षित करूँगा जिसकी चर्चा श्री गिरि ने की थी। उन्होंने सोशलिस्टिक पैटर्न आफ सोसाइटी की चर्चा की, सोशलिस्ट स्टेट की बात भी यहाँ की। मुझे इस बात की दृष्टि है कि जहाँ मंत्री महोदय ने सन् १९५३ में इस बात का आश्वासन दिया कि धीरे धीरे रेलों में जो यह अलग अलग क्लासेज हैं, जैसे फर्स्ट, सेकेंड, इंटर और थर्ड वर्गें इन सब को मिटा कर हम एक करेंगे, ऐसा हम प्रयत्न कर रहे हैं कि हमारे यहाँ कम से कम क्लास हों। आज जब कि चारों ओर वर्गहीन समाज की कल्पना की जाती है, ऐसे समय में फिर उसी फर्स्ट, सेकेंड और थर्ड को कायम करना, मैं उस आदर्श और ध्येय के प्रतिफल समझता हूँ क्योंकि हिन्दुस्तान में एफिशियेंसी के लिहाज से बहुत कम आदमी सेकेंड, इंटर या फर्स्ट में चलते हैं। हम लोगों में इस सुपीरियोरिटी और

इनफीरियॉरटी कम्प्लेक्स के कारण होता यह है कि चाहे पैसा रहे या न रहे, लेकिन कुछ लोगों की आदत है कि चलेंगे हमेशा फर्स्ट क्लास में, सेकेंड क्लास में या इंटर में। इस भावना को तभी खत्म किया जा सकता था जब इन क्लासेज को एबीओएस किया जाता, जैसा कि शताब्दी ट्रेनों में है कि जहाँ मिनिस्टर और साधारण आदमी साथ साथ बैठता है, वहाँ एकता की भावना आती है। लेकिन अगर इस तरह दर्जे कायम रखे जाते हैं तो हम में वही पुरानी भावना जागृत होगी जिसको कि हम मिटाना चाहते हैं और हम लोग अपने ध्येय से नीचे गिरेंगे। अभी जो श्री विट्ठल राव ने कहा कि टीलस्कोपिक रेट जा लगाया गया है गुड्स ट्रीफिक के मुताबिक, मैं उससे पूर्णतः सहमत नहीं हूँ। यह कहा गया है कि दूर की यात्रा करने वालों की सहूलियत के लिए यह कार्यवाही की गयी है, किसानों को सहूलियत देने के लिए फीटलाइजर बगैरह के इस तरह से भाई निर्दिष्ट किये गये हैं लेकिन वहाँ पर इस बात का ध्यान नहीं किया गया कि मवेशी की ट्रीफिक तथा और चीबों को, कोल बगैरह को भी सहूलियतें दी जायें।

साथ ही मैं अपने कांस्टीट्यूएँसी की बात करता हूँ। यह ठीक है कि स्टैंडर्ड्स को कंसेशन दिया गया है और उससे उनका जिनका कि मंथली टिकट है उनका चार्ज नहीं बढ़ेगा लेकिन मैं आपको बतलाऊँ कि मंथली टिकट के बजाय ऐसे बहुतेरे विद्यार्थी हैं जो पढ़ने के लिये अपने नजदीक के शहर में जाते हैं और हर सेंटर के घर आते हैं तो जो उनके गार्जियंस लोग चावल, दाल अपने घर से अपने बच्चों तक पहुँचाते हैं वैसे छात्रों का खर्चा जरूर बढ़ जायगा और खास करके गरीब किसानों पर इसका असर अधिक पड़ेगा। गरीब किसान बड़ी यात्रा अधिकतर नहीं करते, दूर की यात्रा करने लायक उनके पास पैसा नहीं जुट पाता। यह ठीक है कि अगर कोई किसान डिब्बे गढ़ जाता है या बम्बई दूध बचने के लिये जाय तो उसको राहत मिलेगी और इसी कारण मैंने कहा है कि मैं उनके इस टीलस्कोपिक रेट से

और श्री विट्ठल राव के कथन से पूर्णतः सहमत नहीं हूँ। बहुत थोड़े किसान हमारे ऐसे हो सकते हैं जो दूर की यात्रा करने वाले होंगे, ज्यादातर तो किसानों को मजदूरन मुकद्दमा के सिलसिले में अपने पास के शहरों की कचहरियों तक ही जाना पड़ता है, जैसे इलाहाबाद से लखनऊ गये, या आरा से पटना गये। अब जहाँ तक दूर की यात्रा का सम्बन्ध है तो उसके पास कन्याकुमारी और दुवारका तक जाने के लिए पर्याप्त पैसा जुटा पाना मुश्किल होता है। इसलिए मेरी समझ में वर्तमान स्थिति में तो किसानों को कचहरियों के मामले में, बच्चों को पढ़ाने में या और जो उसको काम होते हैं, उनमें उनको घाटा ही होगा, इसके साथ ही साथ इस वक्त जो किसानों और मजदूरों की हालत गिर रही है और चीबों के भाव के हिसाब से उनको मजदूरी भी नहीं मिल रही है, तो वैसे हालत में तो यह कष्टप्रद मामला होगा कि किराया बढ़ाया जाय।

सामान का भी किराया बढ़ाया गया है, पूरे बंगन का भाड़ा कम किया गया है, लेकिन छोट पेंकेट्स पर बढ़ा दिया गया है। जैसे अगर आपको कोई दस सेर का पेंकेट यहां से लखनऊ भेजना है अथवा नजदीक में कहीं भेजना है तो उस पर किराया बढ़ जायगा लेकिन यदि किसी बड़े व्यापारी को, जैसे स्टॉर्ण्डर्ड बैंक, अम, कालटक्स, बर्मा शैल, उनको तो बड़े बड़े बंगन लेने होंगे, यह सब बहुत फायदेमंद साबित होगा। लेकिन छोट आदमियों को जो छोटा सामान भेजते हैं उनको भाड़ा बढ़ा हुआ देना पड़ेगा। इसी तरह से यात्रा में भी स्टॉर्ण्डर्ड बैंक, अम और बर्मा शैल वालों को उनके डिस्ट्रिक्ट मैनजर्स को अपने एजेंटों को बम्बई से लेकर डिब्बे गढ़ और अमत्सर तक भेजने में फायदा होगा लेकिन छोट सफर करने वालों को जैसे कोई आरा से पटना जाय या बँधनाथ धाम जाय, तो नजदीक के स्थानों के लिये उसे अधिक भाड़ा देना पड़ेगा, गरीबों के लिये कष्टदायक होगा लेकिन साथ ही मैं यह भी मानता हूँ कि वे लोग जो दूर का सफर करेंगे

[डा० राम सुभग सिंह]

उनको इससे कुछ फायदा होगा लेकिन उस फायदे के अनुपात में घाटा हम लोगों को बहुत ज्यादा होगा।

इसके साथ साथ आप मान लीजिये जैसा कि मैंने पहले कहा कि वीकींग एक्सप्रेसज और रेलवे की एफिशियेंसी उस स्तर तक नहीं पहुंची हैं जिस स्तर तक पहुंचना चाहिये और सब लोग इस को मानते हैं। आज आप कहीं भी छोटे स्टेशन पर या बड़े स्टेशन पर बगैर इंतितला के पहुंच जाइये तो आपको शायद ही कोई ऐसा स्टेशन दिखेगा कि जहां की सभी बरतियां जलती हों। जहां के रिटायरिंग रूम्स अच्छे हों या जहां के प्लेटफार्मस दुरुस्त रखे गये हों या गाड़ियों में इलेक्ट्रिक फिटिंग्स ठीक और दुरुस्त हों। आपका एंडीमिनिस्ट्रेशन इन सारी चीजों को दुरुस्त और ठीक हालत में नहीं रख पाता। जब आप उसके खर्चों को बढ़ाते हैं तो उसको बढ़ाने के पहले यह सोच लेना चाहिये कि कहां तक उसको बढ़ाना अच्छा है। उसे बढ़ाने पर मैं चाहता हूँ कि जिस तरह से बड़े बड़े व्यापारियों को फायदा हो रहा है, किरायों के चलते और गृहस ट्रैफिक में सहूलियत देने के कारण, उसी तरह से इसमें भी रेलवे एंडीमिनिस्ट्रेशन का रेलवे कर्मचारियों का जो खर्च बढ़ रहा है बहुत हद तक पूर्णतः शतप्रतिशत उनका दोष न हो, लेकिन वे इसकी लिये जवाबदाह जरूर हैं। रेलवे की आमदनी के मुख्य जरिये गृहस ट्रैफिक और पैसेन्जर ट्रैफिक हैं, लेकिन ज्यादा आमदनी आप को दूर दूर के टिकटों से, जैसे कलकत्ता से अमृतसर, नहीं होती है। आप की आमदनी उन आदमीयों से होती है जो नजदीक नजदीक के जानें वाले होते हैं, जो कम दूरी की यात्रा करने वाले होते हैं। उन लोगों का कम लिहाज रखना गया है।

यह बात भी ठीक है कि रेलवे एंडीमिनिस्ट्रेशन को, रेलवे मिनिस्ट्री को इस बात का पूरा ज्ञान होना चाहिये कि कहां कहां की रेलवे किस

किस अवस्था में है। मान लीजिये आसाम का रुवाल है, सौराष्ट्र का सवाल है, जिस के लिये श्री विट्ठल राव ने कहा, या और दूसरे स्थानों को लीजिये। वहां की रेलवे किस स्थिति में है? क्या वहां पर गाड़ियां समय पर चलती हैं या नहीं? नार्थ ईस्टर्न रेलवे हम लोगों के बिल्कुल करीब की है, हालांकि हमारे यहां वह नहीं है, फिर भी जो थोड़ा बहुत अनुभव हमें है, उस के अनुसार मैं कह सकता हूँ कि शायद १०० में से ६६ ट्रेनें वहां पर लट आती हैं। साथ ही ओवरक्रार्डिंग का तो कहना ही क्या। इस लिये मैं मंत्री महोदय से निवेदन करूंगा कि जब आप पहला क्लास, दूसरा क्लास और तीसरा क्लास रखते हैं और साथ ही स्टीपिंग एंकोमोडेशन भी देते हैं तो मैं चाहता हूँ कि आप इन बातों की तरफ भी ध्यान दें। आप फर्स्ट क्लास और सेकेंड क्लास तब तक एंबालिश कर लीजिये जब तक आप छोटे छोटे लोगों को रेलों में बैठने की जगह नहीं दे पाते। आप चाहे किठहार जाइये, खागा मंले में जाइये, अलीपुर द्वारा, सिवालगुड़ी कहीं जाइये, गाड़ियों में भीड़ देख कर घबराहट होती है। उग में हर तरफ आदमी बैठे रहते हैं, जमीन पर भी बैठ जाते हैं, और एक आदमी की भी जगह उन में नहीं रहती है। जब हम पार्लियामेंट के मेंबर गोरखपुर, बलिया वगैरह जाना चाहें तो कैसे जायें? आप न भले ही हम को फर्स्ट क्लास दिया है लेकिन इन रेलों से न तो हमारा ही कोई फायदा होता है और न जनता को ही। जिन लोगों का हम प्रीतिनिधित्व करते हैं, उन के हित में मैं यह निवेदन करूंगा कि जब तक आप बैठने की जगह न दें सकें, और आप नहीं दे रहे हैं, उस वक्त तक टिकट इश्यू नहीं करना चाहिये। आप आदर्श हैं कि स्टेशनों पर उतने ही टिकट बेचे जायें जितनी रेल में जगह हो। जब आप टिकट इश्यू करते हैं तो आप को उन को जगह जरूर देनी चाहिये। जब तक आप यह न कर सकें तब तक सार्ड क्लासेज एंबालिश कर दिये जावें और स्टीपिंग एंकोमोडेशन को भी, छोड़ दिया जाव।

इस के बाद मैं आता हूँ कैटरिंग के ऊपर। यह सवाल बड़ा महत्वपूर्ण है। होता यह है कि जब कोई मंत्री जाता है, पार्लियामेंट का मम्बर जाता है तो उन की खातिरदारी बहुत ज्यादा होती है, लेकिन जब साधारण आदमी वहाँ जाते हैं तो उन की कोई वक्त नहीं होती है। यह कंटेरर्स तो आज रेलवे अधिकारियों के ऊपर भी पर्चा बास बन गये हैं। इन को थोड़ा दुरुस्त करने की आवश्यकता है।

अब मैं डेवलपमेंट के जो काम हैं उन की ओर मंत्री महोदय का ध्यान दिलाना चाहता हूँ। मैं मंत्री महोदय की बड़ी कद्र करता हूँ और धन्यवाद देता हूँ कि उन्होंने रेलवे और दूसरे फार्म्स आफ ट्रान्स्पॉर्ट जैसे कोस्टल शिपिंग वर्गोंह को कोआर्डिनेट करने की ओर कदम उठाया है। लेकिन मैं यह कहना चाहता हूँ कि जब हम एक सोशलिस्ट पैंटन के राज्य की कल्पना कर रहे हैं तो जो प्राइवेट कम्पनियाँ हैं उनको रेलवे में रखना कहां तक उचित है? वह तो जनता को लूटती है। जिस प्रकार कंटेरर्स को गरीबों के लूटने का लाइसेंस दे दिया गया है, उसी प्रकार से छोटी छोटी कम्पनियाँ, जैसे मार्टिन कम्पनी हैं, वह बिहार को तबाह किये हुए हैं, खास कर मेरी कार्निस्टट्रएन्सी में। अभी हाल में मैं ने देखा कि वह लोग क्या करते हैं कि जहाँ फस्ट क्लास नहीं भी है उन ट्रेनों के लिये भी वह फस्ट क्लास का टिकट इश्यू कर देते हैं। बाज बाज गाड़ियों में अपर और लोअर क्लास के डब्बे एक ही रंग में रंगे होते हैं। जो लोग पढ़ लिखे नहीं होते हैं वह नहीं समझते हैं कि डब्बा अपर क्लास का है या लोअर क्लास का है। ऐसी हालत में मैं निवृत्त करूंगा कि हमारे मंत्री महोदय को इस पर ध्यान देना चाहिये। मैं उन को इस के लिये धन्यवाद देता हूँ कि उन्होंने रेलवे बोर्ड के जेअरमेंट को भेजा था कि पटना जा कर छोटी लाइनों को ले लेने के बारे में परामर्श करें। लेकिन वह काम आगे नहीं बढ़ा। जब हम सोशलिस्ट पैंटन आफ सोसाइटी की बात करते हैं उस वक्त हम को कौपटीलिस्टों के हित को नहीं देखना चाहिये। जो कौपटीलिस्ट

गरीब जनता को लूटते हैं उनकी छोटी लाइनों को तो ले ही लेना चाहिये। आप वहाँ बड़ी लाइन बनाइये और वहाँ की जनता को परेशानी से बचाइये।

इन शब्दों के साथ मैं मंत्री जी को धन्यवाद देता हूँ।

Shri Asoka Mehta (Bhandara): S.r. I would like to compliment the Railway Minister on his able, and if you will permit me to say so, clever speech. There are many points on which I would have liked to express my agreement with him and my appreciation of his work, but in the few minutes at my disposal I hope he will not misunderstand me if I concentrate my attention on the points of disagreement.

The first point to which I would like to invite your attention, Sir, is the lack of thought or inadequate thought that is being given to the problem of economic planning in its relation to the organisation of transport. The key problem in this context is the determination of the transport coefficient; that is the transport requirements per unit of output. The conditioning factors affecting the relation of freight traffic and production may be appraised under two headings. The first is the space dimension of the goods transport, in the sense of the length of the haul, and the second is the weight component of the freight turnover, in the sense of the relation of the volume of goods traffic originating with total production.

When we look at this problem, this crucial problem of transport coefficient, I am sorry to find that the present co-variation in our country shows no improvement whatsoever; not only shows no improvement, but the co-variation seems to be dangerously low. Between 1951 and to date while our industrial production has increased by 23 per cent. our transport facilities have increased or improved by just 7 per cent. So, the coefficient works out at 0.33 per cent. I find that our transport facilities, as far as railway transport is concerned, have not

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increased even *pari passu* with our improvement in the agricultural production, not to talk of the improvement in the industrial production.

You will permit me, Sir, to bring into the focus, the experience of the more developed countries in the world, particularly the United States of America and the Soviet Union. During the formative phases of their economic development, both in the United States of America and in the U.S.S.R., if we survey a period of 30 years of major development, 1890 to 1920 in the case of the U.S.A. and 1928—1951 for the U.S.S.R., we find that the transport coefficient was 1.5. That means, transport facilities were developed at least half as fast as the general increase in production. We have in the last five years, during a period of planning, been able to improve and step up our transport facilities only by 33 per cent. while world experience teaches us that if you are not to be caught napping, that improvement has to be at the rate of 150 per cent. in relation to the increase in production. In the Soviet Union the smallest gain in the freight traffic was in relation to industrial production, but the gain was very marked in relation to agricultural output. Then again, Sir, the biggest advance in the provision of transport facilities was made in the earlier period of planning and later on production began to catch up the improved transport facilities. As we are moving in these directions and we are already dreaming dreams of big economic planning this adjustment between different sectors, the striking of the right ratio of co-variation is of signal importance. I find, that neither in the speech nor in the supporting documents given to us has sufficient attention been paid to this problem.

The Soviet Union is a very large country and it may be argued that, perhaps, in a country of such vast expanse much greater transport facilities are necessary. But, I find that

there was a seven-fold increase in the rail-road traffic there between 1928—1951 and of the increase, only 5 per cent. was due to the increase in the haul. That means that dimensions of space contributed only 5 per cent. and 95 per cent. was due to the weight component of the transport.

**Shri Alagesan:** May I know the publication from which these things are given?

**Shri Asoka Mehta:** I shall give you whatever information you want, later on, if you will permit me to continue just now. I shall substantiate every single statement I have made with documentary evidence.

**Shri Alagesan:** I only wanted to have the publication; I never doubted.

**Shri Asoka Mehta:** Therefore, to my mind the big lacuna in the speech made by the Railway Minister is that there is no indication in it whatsoever of the expansionary impact that should be made by a developing economy on the transport system.

I would like also to point out that we have not calculated carefully the amount of capital input needed in our railways in relation to our planned input in the economy as a whole I hear everyday that our next Plan is going to be drawn up on the basis of physical resources, in physical terms more than in financial terms. If that is so, it is all the more necessary that attention is given to the discovery of the right relationship between transport facilities at every stage, at every phase of development, in order that we may not be caught napping.

This question is particularly important, not only because we are going to develop our economy and augment our production but because the frontiers of money economy are likely to be widened and advanced. When we realise that almost 38 per cent. of the total consumption in our country is of a domestic character, I think the

Railway Minister will realise that in the next five years he should provide transport facilities not only for the increased production but for the expansion of the money economy in our country.

The next point that I would like to invite his attention to is the relationship between railway earnings and working expenses. If we compare the earnings and working expenses since 1938-39, we find that both earnings and working expenses have increased markedly. But the net earnings seem to have remained stagnant, stagnant over a remarkable period, a period full of all kinds of vicissitudes and developments. And the result appears to be that the development of economy fails to make any impact whatsoever on the capacity at capital formation in this most important segment of the public sector of our economy. The contribution of the railways in the direction of capital formation has therefore remained stagnant, not just relatively but even absolutely.

And then when we look at the operating ratio we find that it has jumped up from 78.62 in 1948-49 to 85.04 in 1953-54. I had hoped that the Railway Minister would have tried to explain why this has happened. A sharp increase in operating ratio, by over six and a half per cent. is something that needs a careful explanation from the Railway Minister.

In 1954-55, as the Railway Minister has pointed out, the revised estimates of the working expenses are almost the same, as, they offset whatever increases have been achieved in traffic earnings in the period. I would like the Railway Minister to tell us whether it is his opinion that diminishing returns have set in our railway system and, if it is so, what kind of drastic remedy he is suggesting in order that we may get out of the slough in which we are caught today.

While the working expenses have been going up, the efficiency of the railway system has not only registered no advance but efficiency seems to

have gone down. On the one hand we find that engine miles per day per engine have recorded an improvement. Both on the line and in use we find that the figures have recorded an improvement. But with what results? Even when our engines are good, the track strengthened, new locomotives brought in, and all kinds of renovations and rehabilitation have taken place, what ultimately is the impact of these renovations and rehabilitation on our achievements? Our achievements seem to be going from bad to worse. We find that the net ton miles per engine hour record a decline.

The figure has come down from 2,055 in 1951-52 to 1,930 in 1953-54. Engines are improved, the track is being strengthened, all kinds of things are being done to rehabilitate our railways. And the result is a drop of about six per cent. in the ton mile per engine that is recorded.

This is perhaps explained by the inadequate use being made of our wagons. There we find that there has been a drop from 40.9 in 1951-52 to 40.1 in 1953-54 in the case of broad gauge. In the case of the metre gauge the drop is even more marked, from 32.4 in 1951-52 to 26.4 in 1953-54. The net ton miles per wagon have declined from 463 in 1951-52 to 440 in 1953-54.

Surely, when we look at the operating ratio and the achievements of our railway system, the enormous amount of money that we have been putting it seems to be yielding results in the reverse gear. And I do hope the Railway Minister would not give merely a complacent picture but come to grips with the realities of our transport system.

Next I would like to say a few words on the changes in fares and freights that have been suggested. I am very sorry to say that the Railway Minister has indulged in clever camouflage. His speech suggests as if concessions are being made, as if the

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Railway Minister is responding to the urges and the demands of the people. But in fact what he has been trying to do is to impose surcharges upon those sectors or segments of our traffic that are least in a position to bear the burden and that have been contributing a considerable amount to the earnings of our railways. Let us look at this telescopic fares. What is the result of it? I have before me some figures. If they are wrong I would very much like to have from the Railway Minister a better set of figures. I find that in one month in a particular Railway in India, 1,18,00,000 people travelled between one mile and three hundred miles, and the earnings were Rs. 71.7 lakhs; while during that whole month on that railway system only 34,149 persons travelled beyond three hundred miles, and their contribution to the railway earnings was Rs. 3.37 lakhs. The concession that the Railway Minister has made will help those thirty-four thousand people while almost one crore and twenty lakhs of people will be penalised. What kind of adjustment is this? This is nothing else but an effort to get more from those who have to pay for helping those who have to do little travelling, to impose additional surcharges and burdens upon the poor, the needy, while certain benefits are to be given to a small insignificant section of people and create an impression in the country that by the introduction of the telescopic rates some kind of a facility has been given. As he said when he was reading the speech, if you travel from PEPSU and go down to Tuticorin—or God only knows where—you will be saving five or seven rupees. But how many people travel like that? How many are going to be benefited? From how many pockets one anna to four annas are going to be taken away? That really is important problem which he should have considered.

When we look at the freight charges, we find from the Administration reports as well as from the other documents that have been given that

as far as goods traffic is concerned, only the smalls have registered a marked increase. It is on the smalls that a surcharge of 12½ per cent. and a raising of the minimum by 50 per cent. have been introduced. The smalls have registered an increase between 15 to 20 per cent. in packets. And now they are being penalised. I would not like to make any comment of mine. I would like to invite your attention and through you, the attention of the Railway Minister to a very pertinent observation that has been made by a very responsible journal in the country, the Hindu, in its editorial article of 23rd February. This is what the well known newspaper says:

“The idea of favouring the big man against the small man hardly squares with the Government's proclaimed preference for a social list pattern or their anxiety to encourage the small-scale industries.”

This is not what an agitator like me has to say about your policy. This is what a very responsible, sober and staid journal in the country, has to say about the revision that you have introduced, in your fare and freight structure.

Then, take foodgrains. There again, the concessions given are in the nature of an eye-wash. The prices of foodgrains have been falling and their traffic has been shrinking. If you are interested in providing some concession to exporters of foodgrains or importers of foodgrains, surely concessions should have to be made all round. Here concessions are given to wheat if it is sent from Bhatinda. It will not be given to rice that is sent from Andhra to Madras. If a man sends foodgrains to over 250 miles or 300 miles, he must pay the former freight. If foodgrains are sent over 2000 miles, greater concession would be provided. I cannot understand either the economy or the rationality of this kind of structure.

Shri S. S. More (Sholapur): They want to bring the North and the South together.

**Shri Asoka Mehta:** Next, I would like to refer to the co-ordination of transport. I am surprised to find our Railway Minister depending all the time upon cells, bureaux, committees and commissions. My God, what a cobweb he wants to create around himself? Why can't he and his colleagues sit down and take certain basic policy decisions? Let us look at the question of rail-cum-sea transport. He has appointed a Committee. Surely, the Committee will not be able to take any decision on the major issues involved. What is the major issue? The shipping interests have been contending that the railways carry coal and salt at below cost. I do not know whether that is so. If that is so, I do not know whether that is going to be continued. If it is in the interests of the economy of railway transport that that should be continued, what is the use of setting up this Committee? If that is to be changed and how are questions which no Committee will be able to decide. I find that something like 28 per cent. of the goods traffic with the railways and over 50 per cent. of the traffic with coastal shipping is provided by coal. What kind of adjustment do you want? Coal is an important item for railways as well as for ships. Some kind of adjustment has to be made. I do not know what the Committee is going to do in this matter. These are issues which the Planning Cell, Efficiency Bureau and the rest of them, that the Minister has with him in his Secretariat should be able to decide provided the discussions are preceded by necessary consultation with the shipping interests.

Likewise, as far as rail-cum-sea transport is concerned, because of the telescopic rates, the rail leg is very small and the freight charges are heavy. If we want to develop rail-cum-sea traffic, we shall have to consider whether it is wise, it is proper to have this kind of telescopic fares in the rail-cum-sea traffic.

I would also like to invite attention to the development of road transport. The potentiality of road transport in

terms of employment potential is high. We are told that something like 12 lakhs of people are today engaged in road transport and ancillary occupations. In the Bombay State, Road Transport we find that 6:14 persons are employed for every vehicle. With such high employment potential on the one hand and with a high operating ratio—I find that the operating ratio is something like 95 per cent.—it is necessary to decide in what way this co-ordination is to take place.

This is very important, because the Railway Board has stated in the Administration reports:

“As the demands for movement of traffic continues to be in excess of available rail transport capacity, rationing of traffic is inevitable.”

What kind rationing? What is the extent of un-used capacity in the railways we have never been told properly. Rationing is to be carried on in what manner? What are the governing criteria for rationing? Have you tried to achieve the necessary rationalisation and co-ordination of transport facilities in this country? Before you introduce rationing, these are very relevant questions to which attention has not been given.

I do not know if you will permit me two or three minutes more I want to make a few brief observations on the conditions of labour in railways today. There are half a dozen brief comments that I would like to make. Firstly, promotion by seniority up to a particular stage, I am told, was agreed to by the Railway Board and by the Railway Ministry. This agreement was made as early as 1953. We are in 1955. This agreement stands unimplemented. Likewise, I was surprised and shocked to find from my friends of the Railway Union on the Western Railway, that in Watch and Ward department, the Chief Overseers in the grade of Rs. 60—75, who appealed to be allowed to appear before the Selection Board for appointment as Inspector in the grade of Rs. 80—140, were charge-sheeted and their services

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were terminated, they were later re-appointed in the lower grade as class IV staff. Because they want to appear before the Selection Board, people are being charge-sheeted and demoted. Further, people in belonging to Class IV staff on Rs. 30—35 are called upon to appear for a written test for the posts of daftries and record sorter on a salary of Rs. 35—40 or Rs. 40—45. Even though they have been working as daftries and record sorters for the last 7 years, they have been declared as failed. People who have been permitted to officiate as daftries and record sorters for seven long years are declared as failed in the Selection Board examination. Is this the way in which you are going to improve or bring about good relations between employees and employers? There is such an amount of concentration of power and control in the top that any negotiating machinery in the lower level has become meaningless. May I appeal to the Railway Minister to think out ways and means of decentralisation. I know he is wedded to a policy of decentralisation. But when he sits on the ministerial Chair, why does he become a victim of the whole spiral process of centralisation. Negotiating machinery in the lower levels will be meaningless unless something drastic is done in this direction.

I would invite the attention of the Railway Minister to the statement made by his colleague the Labour Minister about the right of workers to participate in the management. Shri V. V. Giri pointed out a few days ago that the railways provide perhaps the best industry wherein this experiment can be made. I had hoped that after socialistic pattern had been adopted as the policy by Parliament and by the Congress Party, after the categorical observation made by the Prime Minister, if my information is correct, after his return from China and after the visit of the President of Yugoslavia, that workers' participation in industries is necessary, at least the preliminary steps would be taken

in this direction. But I find that our Railway Minister is more interested in disappointing me than in cheering me.

The last point to which I would like to draw attention is about the bad condition of the houses that are being built. He was himself in Kandwa and he kicked a wall and the whole quarter crumbled I am told. He is almost my size and if his kick should make the wall crumble, if that is the condition of the quarters that are being built, I think there is something very drastically wrong with the system. I would therefore like the Railway Minister in his reply to do me the honour of looking at the economic aspect of the transport system which seems to have escaped his attention completely in drafting the speech which he read before us the other day.

Shri Bhagwat Jha Azad (Purnea cum Santhal Parganas): Breaking the convention of congratulating the Railway Minister first, I shall congratulate my hon. friend Dr. Ram Subhag Singh for his observations in the hope that he will remember these, if not ours, while writing down the report of the Railway Corruption Enquiry Committee.

I welcome this budget with mixed feelings. From the report we have before us, it is clear that the long lean years of chronic insufficiency of stocks and development are now past, and there is much progress in this field done by the Railway Minister. The decline in the passenger as well as goods traffic has been halted. 1953-54 was the bad year in this respect. That tendency has now been halted and there is a continuous increase in goods traffic as well. Therefore we find that this year is closing with a surplus of more than what was expected before, and we are also seeing a surplus given before us for 1955-56. But, if we make a closer observation, the most disquieting impression that one will get is that the working expense is growing very fast. We see that the

gross traffic for 1955-56 is put at Rs. 292.5 crores, but working expenses including the provision of a larger amount of depreciation will amount to as much as Rs. 242 crores as against Rs. 224 crores in 1951-52. Therefore, whatever increase we are getting in goods traffic or in passenger earning is nullified by the increase in the working expense of the railways. Explanations have been provided in the budget speech for this increase, but I feel that in a public utility concern inefficiency is always covered up by putting the service charge at a higher level every year. It is the duty of the Railway Minister to see that this service charge or working expense is always kept to the minimum. Therefore, the surplus of about Rs. 7 crores is, in my opinion, not anything worth mentioning compared to the working expense that is gradually increasing from year to year.

Coming to the development scheme of the Railways, 1954-55 has been put as a record year so far as rolling stock and other things are concerned. We congratulate the hon. Minister for that. We are getting something like 15 locos, 26 passenger coaches and 400 goods wagons per week this year, and we hope that the amount of Rs. 126 crores that has been out for development work in the next year will be properly utilised. But we find that most of these stocks that are expected under this development scheme will only come in the first year of the next Five Year Plan. Therefore, the bottleneck in transport will continue.

It is heartening to see that new lines are being constructed. Some of them have been completed ahead of schedule whereas others are waiting for the go signal, and some of the dismantled lines have been restored to their old glory. We find that the Railway Minister's melancholy remark last year about the raising of the funds has been replaced by a buoyant optimism that "the railways might be able to exceed Rs. 400 crores allotted in the first Five Year Plan." But, what is the basis of this? The other

day the Finance Minister in his budget speech said that another Rs. 158 crores are being given to the Railways for development work. So, this buoyant optimism for exceeding Rs. 400 crores allotted in the First Five Year Plan by about Rs. 18 crores is as a result of the pension that the Railway Ministry will get from the general budget. In an undertaking like this, it is always safe and better and advisable that we should more look to our own initiative than depending upon the General Budget.

In connection with the new railways, I will strike a personal note, rather of my constituency, and I will remind the Railway Minister about the promise that he made last year. While replying to the debate on Demands he said:

"कड़ु बातें संभाल परगना को सम्बन्ध में कही गयी हैं। मैं यह तो नहीं कहूँगा कि माननीय सदस्य ने मेरा ध्यान इस बारे में आकर्षित नहीं किया। मैं रेलवे बोर्ड को यह आदेश दूँगा कि वह इसकी जांच करके इसकी एक रिपोर्ट मेरे सामने पेश करे। यह उन्होंने कहा था। यह ठबके हवा है।"

After that, I tried to put a question as to what had been done, but unfortunately the efficient Parliament Secretariat, and especially the Question Branch, could not locate the speech of the Railway Minister, and therefore my question was not put on the list. But I hope that the Railway Ministry is not so inefficient as it is to find out the speech of the Railway Minister in which he gave a definite promise—at least I will say hope, if not promise—that he would at least see that the surveys are being made. I need not repeat what I have been repeating for the last three years, that the area of Santhal Parganas which is inhabited by about 47 per cent. of the Adivasis has not seen the fumes of the locos. At the north is Pirpainti, and at the south is Jasidih. In between the entire district has no communication, no railways, nothing of the sort. In the past a survey was made and it was almost to be taken up when the

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then British diehard Commissioner said: "These people must be kept in the dark and away from civilisation" and therefore that was left. I hope that the same policy will not continue under our efficient Railway Minister who looks more to the public welfare than to any other special interest. I hope that a place will be given to this area in the new development schemes that are being taken up. I am simply reminding the Minister of his promise.

We have got appreciation for the development works that are being taken up which are enumerated in the budget speech. Nevertheless, it is my opinion—I might be wrong, but I feel that transport is not developing in the same ratio as is our developing economy. I feel it is unable to cope up with the existing demand. In the Railway Minister's budget speech I do not find any figures and far-sighted anticipatory development for the developing economy.

Coming to the most controversial point of the increase in fares and freights, I am sorry I cannot give my appreciation or agreement to this telescopic rate that has been put forward before us. I am constrained to say that it will favour more the big than the small. The argument that has been put forward for increasing the freights for goods is this, that there is a slump in cereals. If that is so, why should not the facilities that have been extended to long-distance goods be given to the small-distance goods also! If the slump is there, it is not only for the long-distance goods, but also the short-distance goods. I come from the district of Santhal Paraganas which is fortunately surplus in rice and every year this district of aboriginals is sending rice to neighbouring district of Bhagalpur.

I am just giving an instance. Rice is being sent from that area to Bhagalpur, which is hardly about 100 or 150 miles from there. But this large quantity of rice that is being sent

from the producing centres to the marketing centres will not enjoy the same facilities that are available to the big consignments. More open to objection is the surcharge of 12½ per cent. that is being levied on consignments of less than 20 maunds. I feel that this will hit hard the small producers. And such discriminatory treatment in respect of goods, food or fertilisers, cannot in any way be squared with the socialist pattern of society that we are envisaging.

So far as the fares are concerned, it has been said that they will benefit the long distances passengers. But for the first leg of 150 miles, a passenger will have to pay more than what he is paying today; it may come to about 8 pies per rupee. But this increase in the fare for short distance journeys will result ultimately in an increase in the family budget. The increase in a single fare might be very insignificant, if looked at; but the number of times that the members of a family will have to travel for short distances will be considerable, and to that extent, the family budget will definitely show an increase. So, this discriminatory treatment in the case of passenger fares also cannot be squared with what we are professing, namely the bringing about of a socialist pattern of society. I feel that the average distance that a passenger travels is 30 miles. If that be so, then this increase in short distance fares will affect more than 90 per cent. of the travelling passengers. So, we cannot give our agreement to this. And we would request the hon. Minister to abolish this increase, so far as the first leg of 150 miles is concerned, in passenger fares, and also the increase in freights and the special surcharge of 12½ per cent. on small consignments: this kind of discriminatory treatment which will take more from the pockets of the poor and fill in the pockets of the rich should be immediately withdrawn.

I would like to know what will be the financial implications of these telescopic fares, so far as short distances

are concerned. If the amount is very big, and is of the order of Rs. 10 or 20 crores, then it means sucking the blood of the poor. If it is a very small amount, then I would request the hon. Minister to withdraw it, because he would not like to irritate the common man whom he represents. If the amount involved is high, he should not allow this; if it is small, then he can easily withdraw it. So, in either case, I feel that it is not advisable to have this increase in short distance fares.

It has been said that overcrowding has been lessened. I agree that two classes have been abolished, namely the roof class and the pedestrian class, but overcrowding still continues. We are grateful for the facilities that have been given for reservation of berths in Janta trains and also for the bogies that have been introduced for passengers travelling more than 300 miles. But if you look at the facilities that are given after reservation, you will find them shocking. In spite of payment for these facilities, there is not one conductor to see that in the intermediate stations, people do not get these compartments reserved for long long distance passengers, with the result that the long distance passengers are not allowed to enjoy the full facilities that they have paid for.

The menacing problem in the Railways is the problem of pilferage. We are spending a lot over the Watch and Ward staff; I think we are spending over Rs. 3.7 crores or so in this regard. But when the bogies are in the sick yard, or when they are being assembled together by the railway staff, there is a huge amount of theft of batteries, copper wires, bulbs, etc. Normally, the general public are not allowed access to these yards, because the Watch and Ward staff are there; and yet, the thefts are there. What does this indicate? It indicates definitely that it is the railway staff that commit all these thefts, with the connivance of the Watch and Ward staff. These thefts come to lakhs and lakhs of rupees every year. Instead of effecting economy in this sphere, that the hon. Minister should have chosen to

have more revenue from the poor passenger travelling thirty miles is hardly advisable.

In conclusion, I would like to say one word about the Mokameh Bridge. We are very proud of this great undertaking that the Railway Ministry has taken up in our State. But I would ask the hon. Minister with the help of some of his personal and trusted lieutenants to find out what is being done in that area, by the persons who have been given the responsibility for the execution of the project. What is happening there is simply shocking. It has become a centre of provincialism, where corruption and bribery are playing their full hands. Young men who are undergraduates or matriculates are carrying shoulders over their heads, simply because they are Biharis, and the men who are in charge of the execution of the project are not Biharis. It has become a centre of provincialism, where the able candidates of the area, whose fathers and guardians have sacrificed their land and their orchards for the bridge are not being given a chance. I would, therefore request the hon. Minister to see that something is done to rectify the position. I demand from him that a special commission should be appointed for recruitment purposes, because we have no faith or confidence in the other commission that is there. May I know whether wisdom is the monopoly of persons who belong either to the Western Zone, the Southern Zone or the Eastern Zone only? Why should the North-Eastern Zone be neglected all along, and why should not persons from the North-Eastern Zone be given the chance to execute this project? If these charges are baseless, we should be condemned in this House. But a proper enquiry should be made in this matter. About two dozen Members of Parliament representing that area have submitted a memorandum on this matter already, and I say on the floor of the House that these nefarious games are being practised in connection with the execution of this Mokameh Bridge project. We are proud of this undertaking and we extend our whole-

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hearted co-operation to the scheme but we are sorry that the persons who are affected by the construction, whose lands, gardens, orchards etc. are taken away without any hitch, are not being given the proper facilities.

With these words, I hope that the hon. Minister will take note of the comments that we have made, and that he will remember not only the words of appreciation, but also see that these defects are removed.

**Shrimati A. Kale (Nagpur):** I congratulate the hon. Minister of Railways for presenting a surplus Budget. But the differences of opinion arises on the means that he has employed to present that surplus Budget. I am very sorry to find that the poor man has been taxed more; instead of giving him relief, the hon. Minister has found it advisable to charge him more. In these days, when the rural man is already hard-hit by the decrease in the prices of his produce, the hon. Minister wants that he should be made to pay only one anna more—that is the hon. Minister's word. This 'only one anna' may not be more for the hon. Minister or for us the Members of Parliament, but when this one anna accumulates over and over again, it will mean a big sum for the rural man; for, every time the poor man goes to near-about places for selling his produce, he has to pay that one anna more. so that at the end of the year, you will find that you would be depriving him of either his daily necessities, or his clothes or anything that is very necessary for rural man.

I would, therefore, like to suggest to the hon. Minister an alternative rate that has been suggested by one of the persons who knows the working of the Railways very well, and I would make an earnest appeal to the hon. Minister to revise the rates, so that the burden from the rural man will be taken off.

He suggests for the third class, 1 mile to 150 miles—6 pies a mile; 150

miles to 300 miles—5½ pies a mile; and 300 miles and above—5 pies a mile. This is for mails. For passenger trains, the suggestion is, 1 mile to 150 miles—5 pies a mile; 150 miles to 300 mile—4½ pies a mile; and 300 miles and above—4 pies. These are the rates suggested by a person who unofficially knows more about railways than some of the railway people might be knowing. Therefore, I hope the Minister will take the suggestion and will not go against the principle of a socialistic pattern of society to which he, as a Congress Minister, is committed. If he is going to harass or cause trouble to the poor man, I do not know what type of government we shall have in the future.

In this connection, I would suggest another way—of course, I do not know about the working of the railways—to make up the deficit. He should enhance by 25 per cent rates for the other classes excluding the third class. Nobody is going to grudge it and it is not going to touch their pockets very heavily. The only thing is that this will disburden them of some of the extra money they have put in the banks.

I tried to get figures about goods traffic, within 150 miles and above 150 miles, but I am sorry I could not get them anywhere. But here is a telegram I have received from some Bombay people who are working in different organisations. They say—I will not read the whole of it because it is too long—that 'measures like freight increases on small in one form or other will heavily fall on consumers and small dealers' I will read out the names of these people so that the Minister can find out whether they have really anything to do with railway affairs or not. They are, Baba Raghavadas, President, All India Federation of Transport Users' Associations, Sarabhai Kashi Parekh Dhirajlal Modi, Vice-President, Jasantray Mehta, Arjunlala, Members, NRUCC, Gobindlal Modi, President, Passengers' Traffic Association. These are the people who have sent telegram:

to different Members of Parliament requesting them to try and reduce these burdens that have fallen on the common man.

I would like to make another suggestion. The Janta Express should be made to run daily and on different routes. At present, what we find is this. After all, the railways are not a philanthropic body. The railways are meant to make profits. But today, what we find is this. Suppose a man buys a third class ticket, then he is not given a reasonable space to sit. There is overcrowding. Therefore, you are not giving him his money's worth, which you are supposed to do. In order to relieve him of this difficulty, you should have more trains, passenger trains, if you like.

Another suggestion I want to make is this. Now there are three steel plants between Nagpur and Kharagpur. You are thinking of doubling the line from Rourkela to Manoharpur. It is no use doing piecemeal work. I would therefore suggest that you start a double line from Kharagpur to Nagpur all the way, so that it will be easy to carry not only finished goods but also raw materials etc.

I do not know whether the Railway Minister or Deputy Minister has ever gone to outside places and small stations. There what we find is this. They advertise that the booking office will be opened at a particular time. But they do not conform to that time, with the result that passengers find it very difficult to get tickets. Incidentally, this leads to what is called corruption in that office, because the man is in a hurry to get the ticket and he pays anything and without waiting for the balance just goes and boards the train. Therefore, this should be avoided.

I find that these days the sanitary department of the railways is more or less not working, because the trains are not washed and disinfected with phenyl. Therefore, passengers find it very difficult to board such trains which are not cleaned properly. There should be some checking by non-officials and Members of Parliament

if you have faith in them. They should institute surprise checking over these things.

Then there is another question, which is a very ticklish question, and I am not able to make any Constructive suggestion regarding it. It is about catering. When Members of Parliament of some other people travel, they look to their convenience and they give them better food. Otherwise, they are very indifferent. This happens because of the monopoly given to one particular person. When he gets the monopoly, till the next time when the contract is revised, he is quite callous and does not look to the comforts of passengers. I do not know what to suggest to deal with this problem. But even here, surprise checking can be carried on. This should not be done by the liveried railwaymen because then they know that a particular person is coming, as a telegram is sent, they change. Unless you make use of non-official agencies for this check, this difficulty will go on.

Another suggestion I would like to make is this. The other day we had an Urs at Ajmer for which you have concessional rates. I ask, why don't you give the same concession in respect of fairs like the Pandarpur fair which is going on for years together when lakhs of people go there? If you give concession in one case, you should give concessions in others also. Discriminatory treatment on the part of railways is not fair.

Then, in small stations—of course in big stations like Nagpur, Madras etc. you have got this arrangement—at least in the months of the hot season, you should have better arrangements for providing people with water. They absolutely die of thirst, and sometimes they miss their trains also. If you have better arrangements throughout the country for providing people with water on the railways, it will be very good.

These are some of the suggestions which I would make. I think we should more and more look to the convenience of the third class passengers

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who give you more revenue than passengers of the upper classes. Third class passengers give you Rs. 97.73 crores while passengers travelling by the higher classes, getting more spaces because of the comforts offered, give you only Rs. 11.74 crores. When third class passengers give you so much money, you should look to their comforts and convenience first and not to the others, taken up in right earnest? You are, who are travelling. Therefore, I would request the Railway Minister to be more sympathetic to the needs of the third class passenger and revise the scale of rates in the manner I have suggested or in any better manner, if he can do so. After all, we are heading towards a democratic socialistic pattern of society to which every one is committed and, therefore, it is our bounden duty to carry out the promise that we have given to the people.

श्री वी० जी० दूषाण्ड (गुना) : रेलवे मंत्री ने अर्थ-संकल्प सदन के सामने प्रस्तुत करते समय जो अभिभाषण किया है, उस से एक गुलाबी पत्र अवश्य आपके सामने रखा है। परन्तु तीन, चार साल से मैं रेलवे मंत्री के अर्थ-संकल्प पर भाषण सुनता आ रहा हूँ, लेकिन मरं हृदय में यह भावना उत्पन्न नहीं हो रही है कि स्वतंत्र भारत में उन्नति के लिए योजना बनाकर प्रगति की तरफ जाने वाला रेलवे का कोई कार्य हो रहा है। एक बात ठीक है कि बर्गहीन और जातिहीन समाज का एक प्रयोग फर्टिलिटी का निम्नलिखित करने शुरू किया गया है। रेलवे के पुनर्वर्गीकरण की योजना, रिग्रेडिंग की योजना जरूर शुरू की गई है। इसके साथ ही साथ यह भी हम देख रहे हैं कि रेलवे के अन्दर नये नये प्रयोग करने की कल्पनाएँ भी चल रही हैं। पंचतंत्र में और बाकी हिन्दुस्तान में बागी और लोकोमोटिव तैयार करने के कारखाने भी चल रहे हैं। यह सब प्रयोग उत्साह उत्पन्न करने वाले अवश्य हैं। परन्तु इन सब प्रयोगों का स्वागत करते हुए भी मैं यह जरूर कहूँगा कि आरतवर्ष में रेलवे के प्रयोग के बारे में यह

समझा जाता था कि यह अंग्रेजों की हिन्दुस्तान को एक दिन है। अंग्रेजों का राज्य जब आया तो लोगों ने उसका हिन्दुस्तान में स्वागत किया। मुझे पुराने अलबार्सों की याद है कि जब रेलवे पहले आयी तो कोई भगवान या दूषिता आ रहा है ऐसा समझ कर लोगों ने उसके सामने नारियल भी तोड़े थे। अंग्रेजों ने एक प्रकार की स्वर्गीय दिन दी है ऐसी भावनाएँ उस समय जनता में हो रही थीं।

रेलवे केवल एक व्यापारिक वस्तु नहीं है, जिसके बारे में सोचा जाय कि इससे इतना नफा हुआ और इतना घाटा हुआ, पैसेजर्स से इतनी आय हो रही है और गूड्स से इतनी आय हो रही है और कुल २२ लाख बचता है। यह सब बताने की चीज रेलवे नहीं है। रेलवे तो देश के जीवन के लिए एक बहुत आवश्यक चीज है। इससे देश की संस्कृति और सभ्यता में वृद्धि होती है। अंग्रेजों के जाने के बाद और सरदार वल्लभ भाई पटेल के एकीकरण करने के बाद देश में रेलवे के विषय में एक नयी कल्पना होनी चाहिए थी। लेकिन यह कह कर कि पांच लाइनों का सर्वे हो रहा है अर्थात् :

१. फतेहपुर-वृह
२. पठानकोट-साधोपुर
३. इन्दौर-द्वारा उज्जैन
४. वाराणसि जंक्शन, और
५. रीनवास भील्वी

का सर्वे हो रहा है यह कह कर मामला खत्म हो जाता है। इन पांच सात जगह सर्वे हो गया, दो चार जगह दस-बीस मील लाइन बन गयी और साठ-पचास मील लाइन और बनने की बातचीत हो रही है यही काम रेलवे में होना चाला है।

अंग्रेजों ने जो रेलवे लाइनें बनायीं वह इस उद्देश्य से कि जो देशी रियासतें हैं उनमें जा सकें और इसके लिए उन्होंने बहुत सा हिस्सा एनेग्ज भी किया, और स्टेटों ने उन पर इन्वेस्टमेंट किया। अब रेलवे की योजना इस

दृष्टि से बनायी जानी चाहिए थी कि कहाँ कहाँ नये नये कारखाने खुल रहे हैं, कौन कौन सा व्यापारिक केन्द्र अस्तित्व में आ रहा है। इस तरह का एरा नक्शा बनाकर दश में सब जगह रेलवे लाइन चलनी चाहिए और इस दृष्टि से कार्य होना चाहिए था। लेकिन मैं मध्यभारत में जाता हूँ तो दख्खन में कि ग्वालियर से इन्दौर जाने में बीच में ढाई सौ मील रेल नहीं है। लॉग डूब दूरी को सुबह ६ बजे से बस में बैठ कर शाम के ८ बजे तक तैयार करते हैं। ग्वालियर से उज्जैन तक जाने में बीच में सौ मील की लाइन नहीं है। अब कहा जाता है कि उज्जैन-दवास-इन्दौर लाइन के बारे में बातचीत चल रही है। इसी प्रकार मुझे अनेक प्रदेश मालूम हैं कि जहाँ सौ-सौ मील तक रेलवे लाइन नहीं है। मैं ऐसे देहात में रहता हूँ कि जहाँ से मुझे ७० मील तक बस में आना पड़ता है। उसके कारण मुझे भला तो ज्यादा मिलता है, लेकिन वहाँ रेलवे लाइन नहीं है। इस देश में रेलवे लाइनों के लिए किसी प्रकार की योजना की गयी है, ऐसा नहीं दिखायी देता।

जिस समय रिगुपिंग, पुनर्वर्गीकरण, किया गया था उस समय योजना बनाते वक्त कहा गया था कि यह नहीं कहा जा सकता कि इससे फायदा होगा या नहीं। परन्तु योजना के अनुभव के बाद मैं कहना चाहता हूँ कि यह जो रिगुपिंग किया गया है यह अनुसाइटीफिक हुआ है। फिर भित्तव्ययता की दृष्टि से, इकानमी की दृष्टि से, भी यह सफल नहीं हुआ है। कार्यक्षमता भी इससे नहीं बढ़ी है। आज भीड़ ज्यादा बढ़ रही है और शासन की दृष्टि से भी हम दख्खत हैं कि इसमें सुधार नहीं हुआ है। यह योजना बनाते समय यह बताया गया था कि इस पर दो तीन साल के परचात् विचार होगा और उसके बाद इसमें परिवर्तन भी किया जायगा। परन्तु आज मैं दख्खत हूँ कि पुनर्वर्गीकरण में इस प्रकार का परिवर्तन ही नहीं रहा है।

बहुत से माननीय सदस्यों ने बहुत सी बातें कही हैं। मैं उनका दख्खराना नहीं चाहता।

कहा गया कि रेलवे में रद्दस में कन्सेशन दिये गये हैं। परन्तु जब मैं न दख्खता तो मालूम हुआ कि कन्सेशन नहीं दिया गया है बल्कि रद्दस बढ़ाये गये हैं। मैं न दख्खता कि दूर दूर जाने वालों के लिए तो कुछ कम किया है, लेकिन नजदीक जाने वालों के लिए बढ़ाया है। स्माल डिस्टेंस के लिए पेंकेज का रेट भी आपन बढ़ाया। यह आप बड़े विचित्र प्रकार से समाजवादी समाज की रचना की प्रीतिज्ञा को पूरी कर रहे हैं जिसको कि आपने आवडी में किया था। उस प्रीतिज्ञा का पालन बड़ी आश्चर्यजनक रीति से चल रहा है। सभापति महोदय, हमारे रेलवे मंत्री ने क्लासलेस और कास्टलेस सांसाइटी की बात कही थी, और हम दख्खने लगे कि क्या होता है। तो बताया कि फर्स्ट क्लास को एक्वालिश कर रहे हैं। लेकिन इस तरह से आपने फर्स्ट क्लास को एक्वालिश नहीं किया, बल्कि अर्थमेटिक को एक्वालिश किया, क्योंकि एक नम्बर तो चला गया पर २ और ३ रह गया। तो यह समझ में नहीं आता था कि गिनत कैसे। अब पहला क्लास फिर से रख दिया गया है और तीन क्लास होंगे। इस प्रकार हम दख्खते हैं कि अर्थमेटिक में तो सुधार कर दिया गया है, लेकिन समाज-शास्त्र में कोई सुधार नहीं हुआ है। समाज व्यवस्था में मैं कोई सुधार नहीं दख्खता, क्योंकि आज मैं दख्खता हूँ कि रेलवे में एक नया क्लास आ गया है। पहले जब फर्स्ट क्लास था तो उसके नजदीक जाकर हम उसमें चलने वालों से बातचीत कर सकते थे, लेकिन अब जो एजरकंडीशन्ड का नया क्लास निकला है उसमें यह सम्भव नहीं है। इसका किराया फर्स्ट क्लास से भी ज्यादा लगता है। हमारी पार्लियामेंट के स्पीकर और डिप्टी स्पीकर तो सेंकंड क्लास में चलते हैं और सेक्रेटरी साहब एजरकंडीशन्ड में चलते हैं। डिपार्टमेंटल हैंड्स, सेक्रेटरी और डायरेक्टर तथा बड़े बड़े पूंजीपति एजरकंडीशन्ड में चलते हैं। बॉर और अर्टिडेंट वहाँ खड़े रहते हैं और किसी को अन्दर नहीं आने देते। इस का फर्स्ट क्लास में भी ज्यादा किराया है, इस प्रकार का यह वर्ग पैदा कर दिया गया है। मैं तो समझता हूँ कि

[श्री वी० जी० दशपांडे]

आप थर्ड क्लास को फर्स्ट क्लास कर देंगे, दूसरा क्लास रहता और पहले को आप एक्जिप्ट कर देंगे जो कि थर्ड क्लास हो जाता। लेकिन मैं कह सकता हूँ कि आज तो और भी ज्यादा फर्क हो गया है, क्योंकि आपने फर्स्ट क्लास से भी ज्यादा किराये का एक क्लास पैदा कर दिया है। तीन क्लास जो पहले से हैं वे अब भी मौजूद हैं और मैं कोई कास्टलेस और क्लासलेस सांसाइटी की बात नहीं दूँगा। मुझे कोई सांशलिस्ट पेटेंट नहीं दिखतायी देता। होना तो यह चाहिए था कि आप सबके लिए केवल थर्ड क्लास ही रखते और थर्ड क्लास में जो लोग दूर दूर जाने वाले हैं उनको कम्फर्ट दें। आजकल जिनको काम करना होता है वे थर्ड क्लास में नहीं जा सकते। इसलिए पार्लियामेंट के मेम्बरों को या सेक्रेटरी को सेंकेंड क्लास से जाना पड़ता है, क्योंकि अगर वह थर्ड क्लास से चले तो क्योंकि उनको गाड़ी में सोने को नहीं मिलता इसलिए वे गाड़ी से उतर कर काम नहीं कर सकते। अगर आप थर्ड क्लास में भी ऐसी सुविधायें दें कि उनमें काम करने वाले चल सकें तो फिर उसके पश्चात कोई यह नहीं कहेगा कि थर्ड क्लास में चलने से असुविधा होती है। यदि आप किसी पर दबाव न डालते हुए थर्ड क्लास में सब सुविधायें दें तो मैं समझता कि आप रेलवे में कास्टलेस और क्लासलेस सांसाइटी की ओर बढ़ रहे हैं। अगर इस तरह से सार्व्व दश में रेल चलती तो मैं समझता हूँ कि काम ठीक से होता।

अब मैं भ्रष्टाचार के बारे में कुछ बातें बतलाना चाहता हूँ। वेंगन्स के लेने का यह हाल है कि इंग्लैंड जा कर २५ रुपये दे कर वेंगन मिलता है। मैं सामने ठाँकड़ेर लोग रुपये लेकर जाते हैं और वेंगन लाते हैं। जब लॉडिंग का टाइम होने के बाद मैं नीटिस देते हैं तब यह बातें होती हैं। मुझे स्वयं इसका अनुभव हुआ है। मुझे एक वेंगन लेना था। इसके लिए मुझे ठहरना पड़ा ५ दिन और पारसल का वेंगन लेना पड़ा। मैं एक मित्र ने मुझे लिखा था कि अगर

तुम दस रुपये भेजे हो तो वेंगन मिल सकता है, मैं ने बात कर ली है। लेकिन मैं रुपये देने को तैयार नहीं था। मैं ने रुपया नहीं दिया, इसलिए मुझे तीन बार दिन ठहरना पड़ा और पारसल का वेंगन लेना पड़ा और इस में मेरा डेढ़ सौ रुपया खर्च हुआ। मेरी कोई जान पहचान नहीं थी।

मैं केंटरिंग हाउसिंग में जाकर सरमाइंड विजिट देता हूँ। मैं ने बहुत सी शिकायतें लिख लिख कर भेजी हैं। मैं समझता हूँ कि पिछले साल मैं ने सौ सवा सौ शिकायतें भेजी होंगी। जवाब में मुझे लिखा गया कि हमने पूछा है, इन्क्वायरी हो रही है।

पुलिस के लोगों से भी मैं ने बात की तो एंटी-कorrप्शन के लोग कहते हैं कि मिनिस्टर रुकावट डालते हैं। मिनिस्टर की इजाजत के बिना हम रेलवे के कorrप्शन की जांच नहीं कर सकते। वह रास्ते में जो रुकावट है यह हट जाय तो हम बहुत र् रिश्तदारों जो लोग हैं और भ्रष्टाचार करने वाले लोग हैं उनको रास्ते पर ला सकते हैं और उन पर मुकदमा चला सकते हैं। हमारे मिनिस्टर भ्रष्टाचार का उन्मूलन करे, इसके बजाय हम देखते हैं कि भ्रष्टाचार को छिपाने के लिये मिनिस्टरों का उपयोग हो रहा है। इस प्रकार की बातें भ्रष्टाचार में चल रही हैं और मैं समझता हूँ कि भ्रष्टाचार के लिये वेंगन्स के जो लोड करने की बातें हैं ये बातें नहीं चलनी चाहियें। इसके अतिरिक्त विभाग की ओर बहुत सी बातें हैं, लेकिन मैं नहीं समझता कि बहुत बातें करने के लिये अब मेरे पास समय है। जहां तक रेलों के वक्त से दूर मैं पहुंचने का सवाल है मैं कहना चाहता हूँ कि गाड़ियों का टाइम जैसे पहले ठीक नहीं था और गाड़ियों लेट हो जाया करती थीं, वही हालत आज भी कायम है, आज भी लेट पहुंचती हैं। मैं स्वयं अपने अनुभव से बतला सकता हूँ, मैंने निगन कर रक्खा है कि पिछले साल मैं स्वयं १९ मर्तबा आते और १९ ही मर्तबा जाते डेढ़-डेढ़ घंटा लेट हुआ। मैं देख रहा हूँ कि गाड़ियों की इर्रगुलैरिटी जो पहले बार के समय बढ़ी थी

बह वार खत्म हो जाने पर भी खत्म नहीं हुई हैं और आज भी कायम हैं ।

आंगे चल कर मैं एक दो बातें अपनी कांस्टीट्यूएन्सी के विषय में बताऊंगा । ग्वालियर रेलवे सेंट्रल रेलवे में सम्मिलित हुई हैं । ग्वालियर स्टेट जो पुरानी थी वहां के लोग शिकायत करते हैं कि वहां की रेलवे में थर्ड क्लास का किराया बाकी जो जनरल रेलवेज हैं उनकी अपेक्षा ज्यादा लिया जाता था । कहीं कहीं शिकायत यहां तक है कि माइलेज ज्यादा लिया जाता है, मिनिस्टर साहब इसकी जांच करें । शिकायत यह है कि ग्वालियर टु शिवपुर एन्ड शिवपुरी, ज्यादा माइलेज लगाया जाता है.....

श्री राधेलाल व्यास (उज्जैन) : उज्जैन से आगरा तक भी माइलेज ज्यादा लगाया जाता है ।

श्री बी जौं वंशापांडे : एसा करके ज्यादा पैसा लिया जाता है । पता नहीं है कि एसा पार्टी के कारण है या और किसी कारण है । मैंने पिछले साल भी बजट के समय कहा था कि बीना और कोटा को एक ही लाइन जाती है और आती है । गाड़ियों की समुचित व्यवस्था न होने के कारण और ट्रान्सपोर्ट अच्छा न होने के कारण मारनिसह और अमृत लाल जैसे हाकूमों का वहां आतंक छाया हुआ है और वे वहां घूम रहे हैं, वहां पर एक रेलगाड़ी कम से कम और चलाई जाय यह प्रार्थना मैंने की थी, लेकिन अभी तक मेरी बात मानी नहीं गयी है और रेलवे वहां पर चालू नहीं हुई है ।

अब आखिर में एक प्रार्थना और मैं मिनिस्टर महोदय से करूंगा । बात यह है कि पुराने लोग प्रतिगामी हैं । मैं समझता हूँ कि लोगों को पानी पिलाना अच्छी बात है और शायद धार्मिक दृष्टि से यह अच्छा हो । इसके लिए-उनको बुरा मानना हो । यह प्रतिगामी हैं । नीसवीं सदी है शायद मानेंगे नहीं, मैंने लिख कर भी इसके बारे में शिकायत की तो उत्तर आया कि भोपाल के स्टेशन पर एक ही आदमी होता है । मई के महीने में पानी नहीं मिल सका, भोपाल बड़ा

स्टेशन है, छोटा स्टेशन नहीं है । यह शिकायत मैंने लिख कर भेजी है और जवाब भी जो आया वह मैंने बतला दिया । मैं तो चाहूंगा कि गर्मी के मौसम में आप हर जगह फिल्टर्ड ट्रिफिकिंग वाटर रफरिक्टोर से ठंडा किया हुआ पानी रख सकते हैं, ठंडा पानी रखना कोई असंभव चीज नहीं है । हिन्दुस्तान में अलावा और सब बातों के कि बेंचरर सड़ा है, एयरकंडिशनड कोचेंज पैसंजर्स को प्रोवाइड किये जा रहे हैं, अगर आप मुफ्त में थर्ड क्लास के हर एक डिब्बे में पानी पीने को दंत हैं तो आप एक बड़ी भारी सुविधा इंशवासियों को अप्रैल, मई और जून के महीनों में यात्री लोगों के लिये सुलभ कर सकेंगे । यह सुभाव इंकर मैं अपना भावण समाप्त करता हूँ ।

**Shrimati Da Palchoudhury.** (Nabad-wip): The Railway Minister in his quiet way gave an air of optimism to the whole Railway Budget, and I think we all reacted to it to a certain extent.

The study of the general figures also convinces us of steady improvements, and in the framework of greater things that are being planned and bigger things that are being envisaged, Railways are the only things that are going to make this planning possible. Hence, any concern that may be felt is justified because Railways are very important.

It will be seen from the figures that though the gross traffic receipts are Rs. 292.50 crores, working expenses show a steady rise from year to year and are Rs. 206.80 crores. There is not all that excess after the various dues have been paid, because with the upward trend of things, working expenses are bound to go up but the earnings may not be able to keep up with them. In that case, how much excess will there be to spend on the various items that the Railways want to spend on? Yet, in spite of that, the dividend to General Revenues has been increasing from year to year. In 1950-51 it was Rs. 32.51 crores, which has gone up a steady curve and is now Rs. 36.07 crores. Railways should be treated primarily as public utility

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services and not the means of gaining a revenue dividend for the Centre. Of course, they must work on the principle of a sound commercial management—I am aware of that—their primary object is to serve the public and the means of earning a dividend should be in the background.

The freight structure, I am afraid, does cause a certain amount of apprehension, though I expect, it is beneficial on the whole. This system has certainly hit the short-distance freight and public travels, although it may have some benefit on the long-distance journeys and commodities. I do not agree with the hon. Member opposite that all those who travel on short distances are necessarily poor and those that travel on long distances are rich because the rich may be travelling on short distances as well. I do not think that argument holds good. There is an increase of freight on the 'smalls' and this is bound to affect a certain amount of freight that is carried in small lots, so to speak, because there are industries that cannot hope to transport in wagon loads. Transport in wagon loads is impossible for many industries certainly in West Bengal, who get the raw material from a radius of 300 miles and sell the finished products also within that 300 mile radius. It would be very harmful to these small enterprises, who would not be able to avail themselves of transport in the way that they would have liked to, and this policy would really be quite contrary to what the Government has already reiterated, namely, to give every help to small scale industries. In this connection, I would invite the Ministry's attention to have a special rate for cottage industry and handicraft products because these are things that certainly cannot be transported in wagon loads anywhere!

It is a matter for relief to find that a foodgrains, fertilisers, salt and jaggery, a certain reduction in freight has

been made. In this category, I think fruits should also be included. Fruit is an essential commodity of benefit to the country and its mobility to all places should be encouraged in every way. Coal also will be hit by the increase in freight and it will certainly react on our development projects. Fifty per cent of the soft coke that is produced is really consumed in Calcutta or nearabout Calcutta and it will increase the price of a basic thing that the poor man needs, that is, fuel. I hope the hon. Minister will find some way of alleviating this pressure on the middle classes.

Expansion of railway lines is a great satisfaction and I notice that there are 335 miles of new lines going to be opened up, but I regret there is no mention of Bengal in all those 335 miles. Bengal has been simply left behind in any scheme whatever, and extreme difficulties in taking goods across the Ganga are experienced. Bengal is torn into two and there is absolutely no communication between these two little bits in the North and the South, and I must ask with all the emphasis at my command that the Railway Minister should take up the question of the Farakka Barrage and Bridge over the Ganga without any further delay, because really the construction of this Barrage and Bridge would mean the salvation of Bengal. Bengal is suffering in many ways and administration is held up. It is isolated because between Bengal on one side and Assam, Tripura and Bihar on the other, there is no direct communication whatever. There are places in Bengal that are more than 25 miles away from railway lines and much difficulty is felt.....

Shri R. K. Chaudhuri (Gauhati):  
Hear, hear.

Shrimati Ila Palchoudhury:..when one comes to the rural districts in Bengal I am aware that the railways can only be public utility services, they cannot work as public charity services. I quite realise it. Amenities, when they are given, must be paid for

somewhere. I would suggest to the Ministry that these amenities, when they are paid for, should be paid for by the class of people that travel by the upper classes. Enhance the fares on the upper classes and with that cover the expenditure on amenities that can be given to the lower classes. That is the only fair deal that one can do for the lower class passengers. It is heartening to see that lots of amenities are under consideration and I hope that the increased amounts that will be needed to implement these things will be available when they are really required.

Fast trains between big towns and on certain suburbs important districts, should be a consideration for the Railway Ministry, because there will be passengers who travel from the suburbs to the towns and they have really to spend long hours on the trains. The life of the workers who travel daily on these routes is miserable. Come with me to West Bengal, and travel from Krishnagar to Calcutta and you will realise the full implication of the long hours spent on journeys. What is the joy and relaxation that the overworked middle-class man gets? After perhaps a few hours of rest at home, his time is spent on travel. He has a hurried meal and he comes back late. He has no time to see his children play—or be happy in his homes! You know perhaps the story which though funny, is a pathetic one. When the daily passenger was asked, "How big are your children?", he could not say definitely except by showing with his hands the approximate length of his children horizontally! Because he never had the chance of seeing them standing—they were asleep when he left home—and asleep when he come back: I think if the railways can take up the question of giving faster trains between Krishnagar and Calcutta and between Calcutta and Nabadwip, they will have brought a ray of sunshine into the lives of hundreds of daily passengers.

Many of the suburban trains have no lights. The fans do not work. The train fittings are missing and there have been thefts of railway property

to the tune of Rs. 70,000 in the Sealdah division. The Watch and Ward and the security measures should be tightened up. In this connection, I would invite the Railway Ministry's attention to the need for nationalising the Barasat-Basirhat railway. It is a very important railway. Through that railway come the fresh milk, fish and vegetables from the suburbs to the markets of Calcutta. It is also the only line that links up the Sunderbans to the rest of Bengal. Even the Chief Minister of West Bengal has recommended this railway to be nationalised. Rs. 15 lakhs have already been paid to this concern but they have not been able to rehabilitate themselves. There are hundreds of displaced persons who have settled on either side of this railway. So, I trust this matter will receive the attention of the Ministry without further delay.

Now, I have just four small recommendations to make. There are train examiners who are technical personnel and they should be paid the same scale as fitter chargemen. They do the same work and have the same experience and the same technical knowledge, and yet, the difference in pay causes a lot of discontentment. Secondly, the Eastern Railway guards, (the ex-B. N. Railway), claim that they have been relegated, through no fault of their own, to "C" class from "B" class. This, I think, is rather unfair, because they say it will take them 20 miles to get to the maximum even if they get over the efficiency bar and that they also lose a certain initial money in the initial stages. Some way, I hope, will be found to give them relief. It will prevent maldistribution and hardships. Thirdly, there should be guides to look after passengers, and particularly, the Class III passengers to guide them as to where to go and what to do. This is a want that has long been felt. The guides must have a human touch. The poor third class passenger is flustered and frightened. Very often he does not know how to distinguish between second class and

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third class, much less between first class and third class. Upper Class travellers often speak to him very rudely. In his ignorance, he sometimes boards the wrong train and goes a long way before he realises his mistake. There must be somebody to look after them. The guides' work must also entail the helping of foreign tourists. They must give foreigners in India all needful information and help, and be able to tell them of the interesting places on the Railway routes. This will foster and create an interest in the tourists about India and our income through tourist traffic could be greatly increased by making tourist travel attractive and interesting.

I have two small recommendations to make about labour quarters. I have had occasion to see the labour quarters at Kanchrapara. They are horrible. I am sure that the Railway Minister must have seen them himself. Only one room is given for a whole family to live, and it is a horrible little room without any ventilation whatsoever. In a welfare state, that such a thing is possible is a blot on the Railway Ministry, I think. There are some houses that are being built. I have been told that they cost Rs. 10,000 and some of them cost Rs. 5,000. Well, I saw the houses. They do not look as if that much money had been spent on them! I hope the Railway Minister will look into this matter also.

Secondly, clerks in the railways are really inadequately paid. Theirs is not a pensionable service. Why should they start from such a small pay as Rs. 45 p.m. I do not think that the Centre pays other clerks at this low rate. It is only fair that the clerks should have the same scale as the other Central Government clerks.

When one looks at the overall picture of the railways, it is really true that in this modern age, he who controls, expands and lends his mental calibre towards making possible movement in the country really brings the

country to life. Phillip Guedella said of American Railways, "The true history of a country is the history of transportation in which the names of railroad Presidents are more significant than the Presidents of the United States". I think that is true of India too. I support the Railway Budget and the Ministry warily.

**Shri Nevatia (Shahjahanpur Dist.—North cum Kheri—East):** There have been occasional criticisms on the floor of the House that the target of developmental expenditure provided for in the First Five Year Plan is not fully utilised. It is a matter of great satisfaction to find that so far as the Railway Ministry is concerned, not only the target amount provided for will be utilised—that is, the sum of Rs. 400 crores—but according to the speech of the Minister of Railways, if the rolling stock ordered arrives in time, the total expenditure may exceed this by Rs. 18 crores.

My friends who are rather impatient about the pace of development should try to see the situation that prevailed immediately after the partition of the country. We inherited the management of a system which was tired, over-aged and in a dilapidated condition. A large sum, about Rs. 200 crores, had to be spent on replacement alone. And hence, much amount could not be spent for expansion of new lines. I am sure all these deficiencies will be properly looked into when the Second Five Year Plan is formulated.

In this connection, I would like to draw the attention of the Railway Minister to some observations made by the Taxation Enquiry Commission. I am sure that they are already receiving his attention. The Commission has observed:

"We agree that the freight rates should on the whole be so regulated as not to leave a profit over and above meeting the costs of operation and essential development".

The Commission has further stated that a Committee, including officials of the Railway and other Ministries concerned, and the Planning Commission, should be set up to consider the formulation of an adequate freight rate policy, with regard to the interests of industrial development on the one hand and the resources required for railway development on the other. Now, my humble suggestion is that when this Committee is appointed, as I hope it will be, non-officials should also be associated with it, and these non-officials should represent trade and industry.

Regarding the telescopic rate system which has been introduced in this Budget, there is general approval both from the public and the Press. It is as it should be.

There have been some minor criticisms for the increase in fares for short distances. We have to view these changes in the background of mounting developmental expenditure. In the Development Reserve Fund we had Rs. 15 crores at the close of the last Revised Budget and in the coming year, from Rs. 15 crores it will be reduced to Rs. 3 crores, that is a withdrawal of nearly Rs. 12 crores. Similarly in the Depreciation Reserve Fund we had Rs. 127 crores before three years, and at the close of the next year we anticipate only Rs. 99 crores. After all, the railways must contribute a decent amount for developing the railways. We cannot depend on deficit financing from the General Budget for the entire amount; otherwise it should lead to inflation. Out of Rs. 223 crores which were expected from the railways for the completion of the First Five Year Plan there will be a shortfall of nearly Rs. 60 crores. So, the railways have got to find funds to a substantial extent from their own resources. If the public want amenities as they must and the railway is bound to provide them and also have extension of lines in under-developed areas, then the logic is inescapable. We cannot escape the logic of paying for the amenities that we require. However, I do not mean suggest

that the people who can least afford to pay should be burdened more. In this connection I would humbly request the hon. Minister to give some relief to the people who travel within the District, say from 1 to 50 miles who have to go daily, as my friend Dr. Ram Subhag Singh said, for short distances to *kacheries* and places like that. That will give them some relief and I hope it will receive the serious consideration of the hon. Minister. But, as regards long distance traffic, already very good concession has been given and I am sure the public will appreciate it.

Recently, when I went to Avadi Session I had an opportunity to see the Integral Coach Factory at Perambur. It gave me very great pleasure to see that the layout is very modern and I have no doubt that when it goes into production it will be able to achieve efficient and economic production. Similarly, the production at Chittaranjan is being stepped up to 200 locomotives and that of Telco is also going to be increased. Thus we are on the move towards achieving self sufficiency in the mater of rolling stock for our requirements.

I also find from the speech of the hon. Railway Minister that wagon-builders in the private sector have been assured of long-term orders so that they can plan for more production and increase their capacity. A Committee under the chairmanship of Shri G. B. Kotak has been set up to examine the items of spare parts and stores which can be manufactured in India. I hope due attention will be given by that Committee to the utilisation of idle capacity in small-scale and medium-size industries.

Regarding passenger amenities, while a lot is being done such as providing third-class waiting rooms, drinking water facilities etc. I must say that amount is not quite adequate to the needs. We are spending only Rs. 3 crores a year. At least double that amount is required to speed up the progress of the work and I would

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request the hon. Minister to increase the allotment for providing larger amenities for the passengers.

There is one very significant passage in the speech of the hon. Minister. He says:

"As regards the next Five Year Plan the programme has to be planned on a big scale not only to meet the needs of our developmental economy but also to open up new areas which so far have remained without rail transport facilities."

This statement will receive very wide approval all over the country. A large part of our country can be opened up if railway lines are put in those areas. Here I suggest, Sir, that priority should be given to the restoration of dismantled lines which are still to be opened up. One line is in the Punjab which was already sanctioned. It was among the 12 dismantled lines but due to connecting Chandigarh probably it was not taken up seriously. I hope it will now be taken up without further delay. Similarly dismantled lines in U. P. such as one from Milani to Shahjahanpur and the other Bangalore-Salem should also be taken up without any great delay.

Concession has been given on freight rates of food grains and fertilisers. At a time when the prices are falling this concession will be welcomed by all sections.

Regarding accidents, the methods adopted by other countries for preventing them should be properly gone into. Though, even with the best intentions accidents cannot be avoided hundred per cent. I am sure with the techniques that have been developed in other countries it should be possible to greatly minimise them.

There is one particular matter about which I would like to say a few words and that is about the conditions on the North-Eastern Railway. It was

called by the late Shri Gopalaswami Ayyangar, the distinguished predecessor of our hon. Minister, as the "sick line" of India. I hope that some more life and vigour would be put into this line. There is generally an acute shortage of wagon supplies on this line—I mean the North-Eastern Railway metre gauge and particularly in some zones like Izatnagar. There the situation requires to be carefully watched and early steps need to be taken for improving the conditions there.

**Shrimati Tarkeshwari Sinha** (Patna East): Sir, we have been listening since morning to criticisms that railway rates and fares have been increased. Most of the criticisms have come from the opposition side and some have also come from the Government side. But, I think that this nervousness because of the increase in railway fares, shows a lack of comprehensive knowledge of the working of the railway finance. It is, I think, an open fact that the Railway Ministry as well as the Railway Minister had to undertake lots of replacements and lots of repairs. They had to undertake lots of repairs because of the devastations of war and also because of the future programmes of expansion.

**Shri B. Das** (Jaipur-Keonjhar): How is it possible to repair the Railway Ministry?

**Shri L. B. Shastri**: There are many shortcomings in the Ministry.

**Shrimati Tarkeshwari Sinha**: I did not know that hon. Members suffer from a lack of sense of hearing also; that is new knowledge to me.

The Railway Minister, faced between these two dilemmas, had to use both carrot and stick to extract something from the railway patrons.

We all know that a Parliamentary Committee was appointed to go into the entire question of Railway Finances and the terms of the Convention were settled after a thorough scrutiny. That Committee came to the conclusion

that a return of four per cent on the capital-at-charge is equitable and it is a necessary thing that that amount should go as contribution of the railways to the General Finances.

So many arguments have been advanced about increase in the expenses of the railways. But we all know that there are the Members, there are the people in the country as well as the railway workmen who demand better conditions of living, and those better conditions are bound to increase the working expenses on the railways.

I think these are the two main factors which have, in a large part, shaped the Railway Budget of this year. And having tried unsuccessfully for seven long years, the Railway Minister has decided to revert to the telescopic rates from the flat rate basis. We know from our experience that the flat rate basis has not had such a sound financial basis and it has not given much dividend. That is why some change in the rates and fares structure was desirable, and it is really clever on the part of the Railway Minister to revert to the principle of the telescopic rates.

As against this it is a welcome move that long distance travellers have been offered relief; so also the group travellers. We also know that freight charges are also to be reduced in the case of grains, pulses and fertilizers. But that will mean a loss of Rs. 1½ crores. Therefore, enhancement of some rates and fares was needed to balance the budget of the year. We find that the revision of class rates as well as surcharge on the smalls has brought additional revenue for balancing the budget and some revenue also for putting into the Reserve Fund and for maintaining a regular contribution to the General Finances.

According to the Budget Estimates, the gross traffic receipts for 1955-56 will be stepped up by Rs. 9.7 crores over the Revised Estimates.

[SARDAR HUKAM SINGH in the Chair]

Though the current year's working reflects improvement caused by the economic factors, inasmuch as the surplus for the current year is now anticipated to be Rs. 9.67 crores as against Rs. 5.14 crores estimated in the Budget, I do not think there is any reason to doubt that a revision of rates and fares is unavoidable for enabling the railways to make their contribution to the General Revenues. For making the necessary provision for the Reserves and for implementing the expansion programme that the railways have undertaken in the course of the Five Year Plan as well as in the course of the Second Five Year Plan.

The sense of grave apprehension that the public has in its mind, which the trade and industry might have felt, about the increasing charges has been largely mitigated by such a basic relief that has been shown to the railway travelling public, though of course it is only to those who are travelling long distances.

If you calculate the whole basis of the railway revenues as well as the railway expenditure, it can be safely assumed that the proposals put forward by the Railway Minister will secure a net additional revenue of Rs. 9½ crores. Roughly a little less than half of it will be used to pay the working expenses, while the other half or more than half of that income will go to the railways for their general expenditure as well as for their Reserves.

But there is a tendency on the part of monopolistic institutions, whether in the private sector or in the public sector, to get slack if they have this privilege of monopoly. So the Railway Ministry has to keep a constant watch over the increase of working expenses. This year we see the ratio of net revenue to capital-at-charge, which is a reliable yard-stick for measuring efficiency, has dropped from 7.6 in 1951-52 to 4.5 in 1954-55. I hope the Railway Minister will seriously look into the matter and find

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out the reasons why it has gone down, what are the reasons that suddenly in these two or three years this ratio has dropped to such a great extent.

However, there is one great redeeming feature that we find, and that is the allotment of Rs. 1 crore which has been set aside for strengthening the safety devices. This is one of the most important things which the railways lack at present. In spite of all their efforts we do have accidents on the railways. Such a great mishap took place recently when the bridge broke down and whole of a passenger train went down into the river. We cannot afford to have these accidents. It has such a demoralising influence on the whole country if we have this sort of accidents. So this is a very welcome feature.

But I think it is not only keeping apart some money that will secure efficiency, but rather more efficient working of the railways and more efficient working of the entire staff. The responsibility for that lies on the head of the Railway Board.

However, I am surprised at the attitude of the hon. Members from the Opposition. Last year I was present during the Railway Budget debate, and it was the same set of people—those who think themselves to be economic and financial experts—who came with this criticism that the railways are financially losing ground and are in a very weak financial position and that what they would do in future was very uncertain. There were another set of people who condemn the Railway Ministry for the lack of amenities for passengers. Both these things have showed an improvement. Even the financial basis of the railways, we find, is much more sound now, and the passenger amenities have been increased this year to a great extent. But we find the same set of people, when they had good reason to feel that those two principles have been accepted to a great extent, have again come with the same sharpened teeth

in criticising the increase in rates and fares on the railways. I am not able to understand, many reasonable people are not able to understand, what their attitude is. There is a big question mark against all their arguments, the explanation of which never comes before the House. They do not offer any positive, constructive, alternative suggestions. What is it that they want? If the railways are lacking in certain respects, what alternative suggestions do they want to give to this House or the Railway Ministry so that they may be implemented? Not a single constructive alternative suggestion has come from them. If they want to reduce the fares they should suggest certain other devices and ways so that the financial basis of the railways can be made more sound. But not a single suggestion in that regard has come. The Railway Minister is not in possession of Allahdihns' Lamp that he will give all the benefits without involving any sacrifice on the part of beneficiaries.

I do not think it is quite sound to talk in this way about the increase in rates and fares. It is only a way of winning cheap popularity that they are the most honest popular spokesmen, while hiding their real problem. This is not a good argument to be advanced before Parliament. This can be advanced in a mass meeting. Parliament is not a body in which such arguments can be impressive. Therefore, I would request them to come next time with more constructive, positive and feasible suggestions for the guidance of the Railway Ministry and the Railway Board.

But I must say that in spite of the criticisms, the Railway Budget has been received well. There is also another welcome sign about the question of revision of rates. It is gratifying to note that the hon. Minister has assured the House that he is going to appoint a Committee to see the working of the revised rates, to work out a basis for new rates and fares and I am sure, a scientific and

analytical approach will be made by the Committee. In the speech of the hon. Minister, we have an indication also of the gigantic task that he is going to take up. It is another and all the more welcome feature that a modest man like the Railway Minister should be bold. One of the things that he was lacking was boldness of approach. I really congratulate him because in his speech, in each and every line, in each and every word, there was a feeling of optimism and a feeling of boldness that is always lacking in the departments of Government. That is one thing that is needed to develop our expansionist economy in the country and our welfare programmes. Therefore, his assurance that the Railways are determined to play their role as the spear head among the instruments of transportation in the country is particularly welcome. So long the railways, in trying to be understandably realistic, have erred a little on the modest side and never on the bold side. Therefore, this bold step is most welcome and I want to assure the Railway Minister that the House welcomes his boldness of approach.

There is another problem, a very vital problem: that is the problem of railway bottle-necks and over-crowding. We still hear complaints of over-crowding and railway bottle-necks. There are two reasons for this. One reason is that the plan for the Railways, when it was formulated, was intended merely to carry the traffic passenger as well as goods traffic more efficiently. The plan was never formulated in the context of the expansionist economy. Secondly, even the most moderate targets that the Railways had taken upon themselves, were not fulfilled, not because of lack of responsibility, but because of non-receipt of equipment. They never had satisfactory deliveries of equipment to undertake even normal replacement and expansion. These are the two basic points, which have led to the continuance of the problems of over-crowding and bottle-necks. But, still, I must say that the administration

must be given credit for the judicious re-allocation of the expenditure in these two or three years inasmuch as they have made enhanced provision for line capacity, they have introduced new methods for speedy transportation and special attention to bottle-necks.

There is one other problem and that is a problem in which I differ from the Railway Ministry—the problem of Light Railways. From time to time, many Members of the House have expressed their opinion on this point. I remember, when I was in the National Railway Users' Consultative Committee, there was almost unanimity of opinion among the non-official Members that these Light Railways should be taken over by the Ministry. The Railway Minister's argument was that they are financially unsound. But the public have a claim over the railways. The railways do not work on the basis of profit. If the public in certain areas do not pay enough revenue to the railways in the shape of rates and fares, it does not mean that the people there are not entitled to all the amenities. Because a person is a rich businessman, because he pays a large sum of money to the Railways he is not entitled to extra benefits. Every citizen has an equal claim on the benefits of railways. The Light Railways, I must say are like a blister on the transport body of the country. I have my own personal experience. In my own constituency, there is a Light Railway. We do not travel much by that railway because we have got buses. At one time, I missed the bus, and ultimately I had to depend on this railway. What actually happened was, the engine had to come back from Rajghir. That is a historic and important place and I need not say anything about the importance of the place here. We were expecting the engine from Rajghir since the afternoon. The engine never came till midnight, and then also it was not in a condition to proceed forward. The result was, most of the passengers were stranded in a small station, without food, without

[Shrimati Tarkeshwari Sinha]

shelter, without anything. This Railway has become really a great problem for the people. Therefore, I think the Light Railways should immediately be taken over by the Railway Board in spite of the financial liability that it may involve.

There is one other matter...

**Mr. Chairman:** The hon. Member should not proceed to a new point.

श्री गणपति राम (ज़िला जौनपुर—पूर्व—रक्षित—अनुसूचित जातियाँ) : सभापति जी, मैं आपकी दिक्कत का समझता हूँ कि सदन के प्रामिनेंट सदस्यों और खास कर महिला सदस्याओं की धौंस सहनी पड़ती है और उनको समय देना पड़ता है। आप उनको समय दे लीकन साथ ही मैं समझता हूँ कि आपकी कृपा इच्छि हमारे जैसे बैंक बचर्स की तरफ है और होनी भी चाहिये और मैं एक हरिजन होने के नाते हरिजन जनता की तरफ से और खास तौर से जिस निर्वाचन क्षेत्र से मैं यहाँ पर आया हूँ वहाँ की जनता की तरफ से मैं अपने रेलवे मंत्री की सेवा में कुछ निवेदन करना चाहता हूँ और प्रार्थना करता हूँ कि मुझे इसके लिये आप थोड़ा समय दें।

**Shri U. M. Trivedi (Chittor):** I personally do not believe in any isms. It may be socialism, it may be communism. I personally believe in the greatest good to the greatest number of my countrymen. It is with this approach that at the time of the debate on the Railway Convention Committee's report, I was of the opinion that the Railways should not be treated as a philanthropic society. It is not a philanthropic society. It is not meant to be such. It should be treated as a great industrial undertaking of our State. There are many things towards which attention must be very pertinently drawn. I do not want to philosophise on one aspect of financing or the other. I shall draw the attention of the hon. Minister to the various departments of the administration.

Our Budget provides for a big expenditure in the medical department of the railways. We all know what this medical department of the railways means. In this noble profession of medicine, if corruption exists anywhere, it is in this medical department of the railways. Ninety-nine per cent. of these men are dishonest. They are meant only to give false certificates and false certificates are given because our railway administration does not know how to provide for relief, how to grant leave, how to allow a man to proceed on leave, when to refuse to leave, when to grant leave. In the result, the man gets a medical certificate paying Rs. 5 or Rs. 10 or Rs. 16, and obtaining a medical certificate proceeds hale and hearty to enjoy some marriage function or the other. This is the sort of corruption in the medical department. It should cease.

There is one other aspect of this medical department. Every now and then, many of the railway employees have to undergo a medical test, especially the eye test. I have before me the record of a particular gentleman, who was not able to satisfy the medical officer with a proper payment. The usual payment demanded by this medical officer was one month's salary. He was a very notorious man and he used to demand one month's salary for passing a man medically fit. Many of the medical officers of the highest rank in Bombay and elsewhere were satisfied that this man had a proper eye. He passed the eye test. But this medical man found out it was not so and his word was law, with the net result that the poor man who was getting a higher salary was demoted and put in the lower scale. It is this Medical Department that I want the hon. Minister to look into. The Medical Department ought not to be simply for the use of the Railway employees. It must be thrown open to the public. The public living near about a Railway station must be allowed to make use of this medical facility. At the same time, these medical men should not be

allowed to give such false certificates. There must be some check upon this, because, as a medical man, I should say that such people lose all contact with the medical world. They practically do not know what medicine to give and are only concerned with giving false certificates. This state of affairs is a blot on us and must be put an end to.

Many things have been said that we have got the working of the Adjudicators' Award, the working of the scale of pay as provided by the Central Pay Commission, but we have not given our thought to the proper working of the Adjudicator's award. What are the difficulties taking place? To an ordinary Station Master on the wayside the Adjudicator's Award provides for a rest-giver, and what does the rest-giver do? I know of instances where rest-givers without any responsibility whatsoever take over charge of the tube,— I hope all of us understand what a tube is. The place where the railway tickets are kept is known as a tube—take out tickets out of the serial number, pocket them, sell them, and the deficit has to be borne by the permanent staff posted at the particular station. That is the general complaint at the wayside stations. They say: "We do not want these devils of rest-givers. We are prepared to work more, but let us be paid a little more if the Government wants us to work more." These people are all right at big stations where responsible things are not handed over them, but they have become a practical nuisance so far as our wayside Station Masters are concerned.

Then, we have not looked into the lot of the people who really work the Railways. We have always clamoured only for labour. We have pampered labour. But we have not looked to the interests of those labourers who only put on white dress. These people suffer most—the Station Masters and the Assistant Station Masters of our ordinary wayside stations. They are our real wage-earners.

They earn our bread, they give us all the other things. They know everything. Every department is worked by them. They work as booking clerks, as signallers, as brakemen, as guards, they work every little thing for the railway and the operative portion of the railway, and yet we pay them lower salaries than the men whom we put under them. This is an anomalous position which must be removed. I know of stations where Head Ticket Collectors, not doing any job practically—that a job can be done by a gateman or pointsman—simply collecting tickets, get Rs. 200 while the poor Assistant Station Master or Station Master gets only Rs. 120. This position must be mended.

Then, for the last three years I have been at it and I have been telling it again and again. We have been praising the Chittaranjan Works from the housetops. We have been glad that the TELCO is making engines for us. May I remind you that in the year 1917, in the year 1918, in the year 1919, the Ajmer Workshop used to manufacture 45 P class engines every year. What happened to that whole thing? What is the record of this workshop now? You are not turning out a single engine from this workshop. The latest that you made was in the year 1953 one XXI class engine on the broad gauge. We have thrown this factory overboard and we are not now coming back to the position that for metre gauge engines we have to borrow them from foreign sources and take them from foreigners. What has happened to it? We have not looked into it. I ask you: do please look into it. There is something fishy about the whole thing. Either we have not been able to look into it or something wrong has happened.

I think it was yesterday that the hon. Deputy Minister of Railways was replying to the question of speed on the broad gauge and metre gauge. In your report here it is stated that we have provided for express goods trains. What has been your progress? Is it progress? Are we not

[Shri U. M. Trivedi]

ashamed to admit that we have not progressed? Look at your own statistics. For 1938-39 what was the average speed of a goods train on the metre gauge?—11.9 miles. What is it today?—8.9 miles. Have we progressed in any way? What are the reasons behind it? This metre gauge has suffered so much that instead of going up from 11.9 we have brought it down to 8.9. Who is responsible for it? Simply because we are calling ourselves progressive, we must have certain progressive methods, and therefore one man sits at a certain place and calls himself controller. He checks movement, he does not allow movement. He does not know the local conditions and does not know whether a particular train should be allowed to pass first or second. I was very recently travelling when I was on a visit to the Central Tractor Organization at Bhopal. On my return I found that before my passenger train could go three goods trains were allowed to pass because they were called express trains with the net result that I was stranded at Nagda for the whole of the night. This system of controlling is very bad, and it is this system which brings about a sort of standstill position so far as the movement of these trains is concerned.

Once again may I suggest to the hon. Railway Minister that it should be taken up in right earnest? You are spending crores and crores of rupees. I might submit to you that it is highly essential for your movement to proceed properly. Automatic vacuum break pipes must be provided in all sections. We have it on the broad gauge, but not on the metre gauge particularly on the old O.T. Railway.

In the year 1954 when the extension was being built from Udaipur to Bari Sadri, I had a personal talk with the then ~~Prime~~ Minister of Mewar, Sir Vijayaraghavachariar, and I asked him that this should be extended right up to Neemuch, leaving a distance of 16 miles was not correct and he told me then that the

Railway Board was afraid that by our joining with Neemuch the traffic from Neemuch would not flow along the old B. B. & C. I. line but would flow along the Rajasthan railway, and therefore they were not willing to give this permission.

But now, no such distinction remains, and since the distance involved is only 11 miles to the nearest railway station, Neemuch, it is high time that a survey is made, and this connection given.

There was one speech which hurt me most, and that was the speech of our late Labour Minister, Shri V. V. Giri. He talked about the loyalty of the railway servants.

**Shri B. Das:** Late Minister or former Minister?

**Mr. Chairman:** 'Late' may be interpreted differently.

**Shri U. M. Trivedi:** I mean the former Minister. The old days' loyalty to the British has gone. The British used to pat all those employees who were loyal to the British and the British crown, or in other words who were traitors to the country. Now, those days are gone. We expect loyalty from everyone to the country today, loyalty to the Railway Administration, and loyalty to the Constitution of India. We do not want that this loyalty should mean only loyalty to the whitecaps. That sort of thing should stop. There is no question of any loyalty to the Congress as such; what we expect is loyalty to the country as a whole.

**Shri Alagesan:** What Shri V. V. Giri referred to was loyalty to the freedom movement.

**Shri U. M. Trivedi:** So far as our railway employees are concerned, they are very loyal to you and to the country, and they are as good patriots as any of you here. So, do not blame them if they do not put on a white cap.

**Shri Alagesan:** What Shri V. V. Giri referred to was loyalty to the freedom movement.

**Shri L. B. Shastri:** And Shri V. V. Giri does not wear a white cap.

**Shri R. K. Chaudhuri:** I am glad to get this opportunity to speak on the Railway Budget. I had not the good fortune of hearing the speech of the hon. Minister, but going through his speech, I quite see the tremendous appeal that it has made, the tremendous goodwill that it has evoked, and the appreciation it has roused in the mind of every Member in this House.

I have been a traveller in the Railways for the last 50 years; it is quite a long time. I can say that the improvement that has come on the Railways is simply marvellous. I know that the hon. Minister does not want to hear his own praise, and his ears redden, when anybody speaks well of him and his colleagues. But due credit must be given to him. Working day and night in the office even on Sundays and holidays, by dint of sheer labour on his part, as well as the labour and willing co-operation of his Deputy and his Private Secretary, he has brought about improvements of which every Indian should be justly proud.

**Mr. Chairman:** He means the Parliamentary Secretary to the Minister.

**Shri R. K. Chaudhuri:** Even then, I wish to make a few observations on certain matters. Let me take the first thing first, and that is food in the Railways. Years ago, I remember when we travelled in the bullock-carts or in country-boats, we could stop our bullock-carts, or anchor our boats, and take food as we like, just as at home. But now travelling has been speeded up tremendously as a result of railway travel, and therefore, we must be supplied good food in the train itself or in the railway station.

I have read the relevant page in the speech of the hon. Minister of Railways, where it has been stated that Government are going to make an experiment again in the field of departmental catering, in accordance with the recommendation of a committee that was presided over by the hon. Deputy Minister of Rail-

ways, which stated that departmental catering should be tried on an experimental basis in those railways where departmental catering has not so far been introduced. I am afraid the experience that we have gained of departmental catering is rather unfortunate, and I feel that we should not encourage anyone to make any more experiments in this regard. Of late, we have been making a lot of these experiments. We had, for instance, first class, second class, and third class, but all these figures were changed once again. I submit that in the matter of food, no more experiments should be made. You cannot always use a train cook, you cannot bring a man from the street and ask him to cook for you; how can you expect your departmental catering to succeed with a new batch of people who have no idea of catering absolutely, and who do not know how to prepare food in a particular way? I would, therefore, urge that the existing system of catering should be allowed to continue. Otherwise, there will be loss to Government as well as inconvenience to the passengers.

I am told that the existing big contractors will be pushed out. But I do not know whether they are going to be pushed out in order to make room for the small contractors, or for the departmental caterers. If Government want that the contracts for catering should be distributed over a number of small contractors, then it can be done surely, but it should be done gradually and not all at once. If that is immediately done, then a large number of people who are now working with quite a good salary under these big caterers will be thrown out of employment.

**Shri Lokenath Mishra (Puri):** Why? They can get employment under the small contractors as well.

**Shri R. K. Chaudhuri:** Even if such a system is adopted, I would suggest that the pushing out should be gradual and not all at once.

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Next, I come to the reclassification of the classes. I do not know whether the Members of Parliament are going to be promoted or demoted. Now, we are entitled to second class passes, and those passes will be valid up till 1957. With that pass, we shall now have to go to the second class, i.e. the original third class or inter class. This is the promotion that we have got. As it is, whenever a Member of Parliament wants a berth, he is given a berth in an ordinary second class compartment. Although a classless system is sought to be introduced, yet there are several kinds of classes. There is the demoted first class, which has been made second class now; it is a very comfortable one, and that is the original first class. Then, there is a second class, which is the original inter class converted into a second class. Whenever we want a berth—at least that has been my personal experience, so long as I have been travelling in the Railways—we are given a seat in the upper berth.

**Mr. Chairman:** In the promoted compartment, lower berths.

**Shri R. K. Chaudhuri:** At least, this has been my personal experience. Then, I have to confess that I am of an old age, as I have to confess that I am a bulky man.

**Shri A. M. Thomas (Ernakulam):** The railwaymen know that you are mischievous.

**Shri R. K. Chaudhuri:** I had to approach the passenger occupying the lower berth, on every occasion, and tell him, look here, my friend, I may somehow get on to the loft, but the danger is greater to you than to me, for you run the risk of being crushed. By saying this kind of thing, I had to get the lower berth. I have approached several times the Railway Authorities for a lower berth, and sometimes, some officers have been kind enough to wire to Kalka and get a

lower berth for me, but often they say that Parliament Members can have no priority, but only the officers can have priority. That, I submit, is certainly objectionable. As regards air-conditioned class, if a Government servant wants to travel in the air-conditioned coach, he has to pay the difference between first class and air-conditioned class, whereas if a Member of Parliament wants to travel by the air-conditioned class, he has to pay the difference between second class and air-conditioned class. I do not know why this invidious distinction should be there, because it has been said that so far as travelling is concerned, Parliament Members hold the same position as that of an officer.

Even then this is the position. Another thing about the upper berth that I want to say is this. So far as ladies are concerned, when they are given upper berths in a mixed compartment, men still have the chivalry to forsake their own convenience and let them use the lower berths. That chivalry is still there, although, I must say—there is no lady here—that they do not deserve this chivalry.

**Mr. Chairman:** The hon. Member must know that there are ladies sitting.

**Shri R. K. Chaudhuri:** I am sorry.

**Mr. Chairman:** I must request hon. Members that, though some laughter might be irresistible, there should be some restraint as well so that the reporters do not find any difficulty in recording the proceedings.

**Shri Lokenath Mishra:** You caused the laughter, Sir.

**Shri R. K. Chaudhuri:** Take, for instance, a ladies' compartment. Ladies—the hon. Minister may or may not know—are not quite friendly to each other. They never make a sacrifice, of allowing an old lady to occupy the lower berth, leaving the upper berth to be occupied by a young lady. They do not do it. They simply tear their hair and all that sort of thing.

**Mr. Chairman:** There may be a sufficient number of complaints so far as men are concerned. As for ladies, let the complaints be left to them.

**Shri R. K. Chaudhuri:** This inconvenience has been brought to my notice. Ladies do not find it easy to go up to the upper berths. There is no ladder, as they have in the air-conditioned compartments. One lady would have to help another to go up. It is my experience, and I am sure it is the experience of Shrimati Sushama Sen also, that ladies do not help each other. There is no co-operation....

**Shrimati Sushama Sen (Bhagalpur South):** Not at all. That is not so.

**Shri R. K. Chaudhuri:** So I suggest that upper berths should be removed altogether from ladies' compartments. There should be only one berth—lower berth—for the ladies and no upper berth. I can quite see the anxiety of the hon. Minister to give the ladies the upper hand in every matter, but so far as the upper berth is concerned, I hope he will agree that it should be totally abolished.

Now, I want to make one suggestion with regard to my poor State. There, there is no demoted first class. There, the inter-class has been converted into second-class all over. I do not mind it; that is not a very great grievance. But I would like to remind the hon. Minister again about a request which I had made a year and a half ago. Now that so much friendliness is wanted between India and Pakistan, why not revive the line between Ranaghat and Assam and let us go via Parbatipur? You have already had the Amritsar-Lahore communication restored. So why not let us have that communication between Ranaghat and Assam area restored? Dr. Khan Sahib, a Minister of the Pakistan Government, also made a suggestion to that effect recently. If this communication is restored, then much of the troubles of the State of Assam today will be solved. We can do the journey between Calcutta and Pandu in 15 hours, whereas now we have to do it in 42 hours. I think Pakistan will agree to this. The only difficulty which

I have been told, exists is the difficulty of a change, because one portion is here and the other in Pakistan. All the same, I think that this can be very easily done.

Another difficulty so far as the Assam train is concerned is that even right from Lucknow to Pandu, there is no water which can be called water in this civilised country which is supplied. The water that is supplied is real a muddy liquid in place of pure water. I have personally travelled from Tezpur to Pandu and I have brought this to the notice of the railway officials that simply muddy water is supplied, and sometimes there is no water also. You will be surprised to learn that we have to do 90 miles journey in 14 hours between Tezpur, which is an important headquarters station, and Pandu, the terminus.

**Shri A. M. Thomas:** Bullock cart.

**Shri R. K. Chaudhuri:** As regards the Assam rail link, the less said the better. The other day, the Government of Assam wanted to present an elephant to the President here. The transport of the elephant was conducted by the military people. The opening ceremony had to be done on the 22nd January or something like that. The elephant was to arrive here 14 days earlier. Actually, the elephant arrived on the 27th! That is the position of the elephant—I can understand. But I had booked a cycle from Gauhati to Delhi....

**Shri Nambiar:** For whom?

**Shri R. K. Chaudhuri:** For myself—not for my use. But it took one month and ten days to come. I had to spend Rs. 1-8 for 30 days in order to enquire whether the cycle had come.

**Shri L. B. Shastri:** You got it?

**Shri R. K. Chaudhuri:** I got it.

**Mr. Chairman:** If he can ride a cycle, why should he complain about going to the upper berth?

**Shri R. K. Chaudhuri:** I did not complain, because the rail link was

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introduced at our request. A tremendous sum of money was spent for having a route outside Pakistan. But then the railway authorities with their best intellect cannot cope with the forces of nature and, therefore, for four months there is no connection between Assam and the outside world except through air, and that also by paying a cost of Rs. 72 from Gauhati to Calcutta.

Another thing which I should like...

**Mr. Chairman:** The hon. Member has exceeded his time. He should now conclude.

**Shri R. K. Chaudhuri:** I submit that we have equal rights—men and women. I have counted the minutes which have been given to my friend, Shrimati Ila Palchodhury.

**Mr. Chairman:** He should not grudge any indulgence given to a lady Member.

**Shri B. Das:** He always grudges.

**Shri R. K. Chaudhuri:** I thought we had equal rights.

I will be very short. I wish respectfully to submit another point. That is about the unfortunate Assamese people in the railway services. I think my hon. friend recently had travelled right up to Assam by rail. How many Assamese has he seen employed in all these railways? Can he give us any idea? Two, three, four? There is no officer, of course—that I can say. There is not a single Assamese officer. But what about others who are not dependent on the Service Commission? Are they not fit to be porters? Are they not fit to be clerks? There may be two or three appointed somewhere here or there. Why are they not appointed? Are they so bad? Are they useless? Are Assamese people so useless that.....

**Shri Nambiar:** Never. (*Interruptions*).

**Shri R. K. Chaudhuri:** With these words, I conclude.

**Shri T. K. Chaudhuri** (Berhampore): I am afraid after the hilarious interlude to which we were treated just now, I will have to speak in a serious way for I have certain serious charges to level against this Ministry. I have also certain serious questions to ask.

Before I do that, before I go into criticism, I must put on record my appreciation of the persistent efforts which have been made by the hon. the Railway Minister and his Parliamentary Secretary for improving amenities to railway passengers. I have seen them taking keen personal interest in the matter, looking into things personally, finding out defects, looking into the complaints and adopting remedial measures as speedily as possible. That is something which must be appreciated.

But, then, I come to the criticism that I have to offer. This is the fourth Railway Budget and the present Budget cannot be looked at separated from the policy that is being followed for the last four or five years. This policy was initially laid down by the late Shri Gopalaswami Ayyangar before Mr. Shastri took over. But, it would not be fair to say with regard to the policy laid down by the late Shri Ayyangar that it had anything to do excepting rehabilitation. He laid down a programme with regard to the rehabilitation of the rolling-stock and permanent track and that policy has, to a certain extent, under the circumstances, borne fruit. But, before he left the Ministry and was given charge of another Ministry, he was made to sponsor, I would say, a policy of Zonal regrouping, which, Mr. Shastri has told us, is a settled fact. Mr. Shastri is a much senior man, but, I would humbly remind him that there have been many settled facts which have been unsettled. They became unsettled not merely by the wish of the Members of the Opposition or by the regional prejudices which they might have provoked some times, but by the impact of inescapable objective facts.

I looked into the first speech of Mr. Shastri as Railway Minister here. With regard to regrouping, he said that any plan which places the overall needs of the country and the community above all other basic considerations must necessarily conflict with some purely local or regional preferences and sentiments while synchronising with those of some others. He said that we should rise above narrow local and other prejudices. He emphasised that the main purpose that the Government had in view was to maintain and improve the operational efficiency and to improve economy. Much has been said about rehabilitation and operational efficiency and all that brought about by regrouping. But, the basic fact remains even the Progress Report of the Plan has admitted it—that in spite of all rehabilitation, even after the close of the Plan period, we will have to do with quite a large proportion of over-age locomotives, wagons and coaches and we shall not be able to renew our tracks altogether. And, therefore, it is particularly necessary that all the resources in Railways, our fixed and permanent resources, are utilised properly. At one stage, if I remember right it was while presenting the 1953-54 Budget, Mr. Shastri said that he was keeping an open mind and would re-examine the whole question of zonal regrouping. I do recognise.....

**Shri B. Das:** He still has an open mind.

**Shri T. K. Chaudhuri:** But, he now indicates, so far as this is concerned, he has no open mind. I have to ask him certain questions because I am afraid we have another example before our eyes. I will come to that later on, but so far as this matter is concerned, I want to ask him whether the zonal regrouping in the form and shape that it has been made—the six zones existing at present—is going to be permanent or will the entire question of regrouping be examined even at some later date on the basis of such date as the Government may collect. That is the first question that I would like to ask him.

Secondly, he told us last time that he had set up an Efficiency Bureau and, I understand, that when that Efficiency Bureau was set up, quite a senior officer was put in charge of that bureau as Director. I tried to find out whether he is still there but I understand that he is not there and— if my apprehensions are correct—probably, he has been kicked up on promotion somewhere else, for having submitted a very uncomfortable report.

**Shri Lal Bahadur Shastri:** That is quite incorrect.

**Shri T. K. Chaudhuri:** I am coming to that whether it is correct or not. I hope that he would take note of the points that I am raising. Is it not a fact that the said Director has submitted a report and in that report he has come to the general conclusion that the steady progress which the railways were maintaining since 1948 received a sudden set-back in 1951 when the regrouping of railways came into existence and that the railways have not been able to recover from that?

Secondly, whether one of his findings has not been that in terms of figures, the railways had recorded during 1949, 1950 and 1951, an annual improvement of 6.9 per cent of the operation ratio over the preceding year's figures but in 1952, instead of maintaining that improvement, the railways recorded a sharp decline in the operational ratio, and a further fall was recorded in 1953 and though the position had improved somewhat in 1954, the operation ratio of that year was still 12 per cent less than what it was in 1951? I want to know whether that has been one of the conclusions to which the Director came. I understand, if my information is not wrong, that the decline in efficiency has not been limited to any one particular zone but in all the six zones.

The hon. Minister has made some reference to work-load in the western zone but he has been very vague. He has tried to by-pass the question by saying that in a developmental economy we will have to proceed in a dynamic manner. At least, his words, to me, had the meaning that work-load was

[Shri T.K. Chaudhuri]

increasing as a natural consequence of a developing economy. Because we were passing through a developmental phase of our economy, the work-load was bound to increase. But in view of the fact that the dispersal of industries in this country and the location of industries are not uniform, the point whether work-load has become unwieldy in some zones and whether it bears any sort of balanced proportion to all the re-grouped zones and other areas has to be investigated. If my information is correct, the findings of the Efficiency Bureau have been quite alarming. It has also been said that there has been some economy and we were told that that was one of the reasons—administrative economy—which was responsible for the decision of zonal regrouping. As a matter of fact, we were even told in the course of the brochure that was supplied to us last year—I do not know whether this brochure has been followed up by any other brochures that the management was now more centralised and the number of posts of General Managers had been brought down from eight to six. But the fact remains that in these zones, six new posts of Senior Deputy General Managers have been created. Two General Managers would have drawn about Rs. 7,000 per month, but the Railways are paying Rs. 18,000 to six Senior Deputy General Managers. Also I want to know if this re-grouping has brought about any economy in the lower cadres. The hon. Minister has supplied us no figures. It was openly stated that he had not had the time to collect the information and so a brief brochure was prepared at that time, but now, although one year has passed by, no further brochure has been prepared. But it is a fact that the Efficiency Bureau Director has submitted a report and that report has not been placed before us. I have an apprehension that that report is at least something which is not politically very much liked by the present Railway Administration and that is why it has been kept secret. And while saying so, I would refer you to the Report of the Reviewing Committee

on the Report of the Railway Accidents Enquiry Committee. Much has already been said about the Railway Accidents Enquiry Committee. I do not know how many Members of this House took the pains of going through the report which has been supplied to us and which is placed in the Library—I might call it briefly a whitewashing thing. The fact was that originally an Accident Enquiry Committee was appointed pursuant to the promise made by Shri Shastri here and on that Committee, besides Shri Shah Nawaz Khan, Parliamentary Secretary to the Minister of Railways and Transport, there were two other gentlemen who were technical men—Shri P. N. Mubai, Chief Government Inspector of Railways, and Shri N. S. Sen, Retired General Manager of the ex-B. B. & C. I. Railway. So far as these persons were concerned, they were technically well-qualified. But somehow or other, it seems to me from a reading of this Reviewing Report—I have no access to the other report, which I understand is printed in a limited number of copies and supplied only to the heads of the different Railway zonal Administrations, and to which no one else has any access; we have only been given the report of the Reviewing Committee—that it is merely a whitewashing thing. I sympathise with my friend, Shri Shah Nawaz Khan, who was made Chairman of both the Committees. He wrote a devastating report as Chairman of one of the Committees and then he was made to preside over the deliberations of the other Committee, which was appointed to white-wash the first Report. Of course, formally it was in pursuance of a decision of the National Railway Users Conference, but actually it was appointed, it seems to me, in order to provide a scope to the spokesmen of the Railway Administration and particularly of the Railway Board, that there is no necessity for an outside Government Railway Inspectorate, that there is no necessity for any outsider to inspect the Railways, that everything is all right and nothing need be taken note of seriously. I am thankful to the hon. Railway

Minister for having provided rupees one crores for the prevention of accidents but I find from the Report—if its findings are to be accepted—that there is absolutely no reason to provide the rupees one crore. I do not see why this amount has been provided for the prevention of accidents, because if you read the report of the Reviewing Committee, you will find that everything is O.K. I do not have the time to go through the main findings of the Reviewing Committee and the decisions of the Government, copies of which have been supplied to us. But if this could happen to one committee, then I am afraid the same fate might have overtaken the Report of the Director of the Efficiency Bureau. I ask in all seriousness to let us have a copy of that Report. Although that Report may be uncomfortable to the Railway Board or the Railway Administration or the Railway Ministry and although they may find that the findings of that Report are quite wrong, let us have a copy of it, let us study the facts, let us study the statistics and find out whether it is wrong. The Railway Ministry and the Railway Administration would have ample opportunities to refute the findings of the Report, but let them at least supply us with a copy of that report.

श्री रघुवीर सहाय (जिला एटा-उत्तर पूर्व ब जिला बदायूं-पूर्व) : रेलवे बजट पर बोलते हुए दिमाग में कई तरह के खयालात आते हैं। सब से पहले तो यह खयाल आता है कि पिछले सालों के मुकाबले में इस बड़े विभाग ने जिस में कि तकरीबन १० लाख मुलाजिम काम करते हैं और १२५ करोड़ रुपया मुलाजिमों को तनखाह के रूप में दिया जाता है इतने दिनों में इन्होंने काम में कितनी तरक्की की है, लोगों की शिक्षायत्तें जो भी उनको किस हद तक दूर किया है इन सब बातों को देखकर यह कहना पड़ता है कि ये सब मुबारिकबाद के मुस्तिहक हैं, बर्थाई के मुस्तिहक हैं। मैं उन तमाम बातों का ज्वान्त जो कि पिछले कुछ दिनों में रेलवे विभाग द्वारा की गई हैं और जो... कि तारीफ के काबिल हैं यहां पर रखना नहीं चाहता

क्योंकि वे सब को रोशन हैं। मैं सिर्फ वही बातें जिन की तरफ कि मैं माननीय मंत्री जी का ध्यान दिलाना चाहता हूं और कुछ सुझाव और तजवीजें रखना चाहता हूं, यहां पर कहूंगा।

मसलन माननीय मंत्री जी ने अपनी बजट स्पीच में रेल के किरायों में इजाफे की बात कही है और उन्होंने यह भी कहा है कि हम अब पहली अप्रैल से टॉलस्कोपिक रेंट्स जारी करेंगे। हमारे मुल्क में पहले टॉलस्कोपिक रेंट्स थे और दूसरे मुल्कों में भी टॉलस्कोपिक रेंट्स चल रहे हैं और टॉलस्कोपिक रेंट्स को फिर से जारी करना अच्छी बात है क्योंकि लम्बा सफर करने वालों को जो किराया देना पड़ता है उसमें कमी होगी। लेकिन हम सोशलिस्टिक पैटर्न के बमाने में तीसरे दर्जे के थोड़ा फासला सफर करने वालों पर चौथाई पाई का भी इजाफा कुछ मुनासिब नहीं मालूम पड़ता। मैं आनरबल मिनिस्टर साहब से इत्खास्त करूंगा कि वे बराए मेहरबानी इस पर दोबारा गौर करें और अगर मुम्किन हो तो यह चौथाई पाई का इजाफा जो एक मील से इंदू सौ मील तक आप ने तजवीज किया है यह अगर दूर हो सके तो अच्छा है।

दूसरी चीज जिस की तरफ मैं आपका ध्यान दिलाना चाहता हूं, वह यह है कि आप ने अपनी स्पीच में यह फरमाया कि हम पहली अप्रैल से फिर फस्ट क्लास, सीकंड क्लास और थर्ड क्लास करने वाले हैं और इंटर क्लास को खरबाद कहने वाले हैं। आप ने अपनी तकरीर में कोई भी वजह इस तब्दीली के बारे में नहीं बतलाई। मुस्तालिक खयालात हम लोगों के दिमागों में आ रहे हैं कि इससे क्या कोई बेहतरी होगी या बद्दतरी। पिछला तजुबा हमारे सामने है जब एक दफा पहले भी इंटर क्लास खत्म किया गया था लेकिन थोड़े दिनों के बाद ही फिर वापस बुला लिया गया था। कई सालों से आप पार्लियामेंट और मुल्क के अन्दर यह खयाल पैदा कर रहे हैं कि हम फस्ट क्लास को हमेशा के लिए दूर करना चाहते हैं। लेकिन अब आप फस्ट क्लास को फिर से लाना चाहते

### [श्री रघुवीर सहाय]

हैं। हमारा दिमाग में इस बात को समझने में दिक्कत पैदा होती है कि आप ने जो पहले बात कही थी और अब जो कह रहे हैं इन दोनों में कौन सी ठीक है। आप ने एक समरी हम लोगों को दी। उस समरी में सफह २ पर आप कहते हैं :

“First class accommodation, as it exists at present, continued to be reduced progressively and will be completely eliminated by 1st April, 1955.”

अपनी तकरीर में सफह ६ पर किरायों की तब्दीली के बारे में आंकड़ें देने के बाद आप चतलाते हैं :

“These changes will come into effect from the 1st April, 1955. Hon. Members are of course already aware that with effect from that date, the present second and inter-classes will be known as first and second respectively.”

अब मामूली सी समझ वाले आदमी के लिए यह दोनों चीजें समझना बड़ा मुश्किल मालूम पड़ता है। इस में कोई शक नहीं कि रेलवे बोर्ड ने इस बारे में आपको सलाह दी होगी और ऐसा करते वकत उनके दिमाग में कोई बात होगी लेकिन मामूली समझ के लोगों के लिए उस चीज को समझना बड़ा मुश्किल है। क्लासिफिकेशन को तब्दील करना, हो सकता है बहुत जरूरी हो लेकिन मैं आप के सामने बड़े अदब से सुझाव पेश करना चाहता हूँ कि इस मामले में जल्दी न कीजिये। जैसे कि कंटेरिंग के बारे में बहुत सी शिकायतें पब्लिक ने आप से कीं, मॅम्बरों ने भी कीं और अखबारों में भी हुईं तो आप ने एक कीमती, अलगगंशन कीमती, इस मामले की जांच पड़ताल करने के लिए बिठाई। उस कीमती ने तमाम पहलुओं पर विचार कर के अपनी रिपोर्ट दी। मैं समझता हूँ कि जिन हमारे मॅम्बर साहिबान ने उस रिपोर्ट को पढ़ा होगा वे सन्तुष्ट हुए होंगे कि इस सवाल पर काफी गौर किया गया है और अच्छे सुझाव पेश किये हैं। मैं आप के सामने

यह सुझाव रखना चाहता हूँ कि क्लासिफिकेशन के बारे में भी अगर आप समझते हैं कि यह क्लासिफिकेशन तब्दील किये जाएं तो एक छोटी सी कीमती इस के बारे में आप बना दें और उसको इस मामले पर तफसील से सोचने का मौका दें। इतनी तंजी के साथ और इतनी जल्दी मौजूदा क्लासिफिकेशन को तब्दील करना कुछ मुनासिब नहीं मालूम पड़ता।

कंटेरिंग के बारे में जैसे मैं ने अभी अर्ज किया कि आपने कीमती बनाई और उस कीमती ने तजवीजें पेश कीं। मैं चाहता हूँ कि उन तजवीजों के ऊपर जल्दी से जल्दी अमल किया जायें। पार्लियामेंट के मॅम्बरों का और दूसरं लोगों का यह तजुर्बा है कि कंटेरिंग का इतिजाम, खां पीने की चीजों का इतिजाम रेलवे स्टेशनों पर बहुत खराब हो रहा है। जो पहले कंटेरिंग करते थे जैसे स्पेनज और किलनर और जिस अच्छे तरीके से वे सामान दिया करते थे उनका आज भी हमें याद आती है। आज जिस तरीके से इंडियन कंटेरिंग चल रहा है इसको देखकर अफसास होता है। कंटेरर्स के पेशे के हम खिलाफ नहीं हैं, पर जिस तरह पर वे ज्यादा नफे का ख्याल करके घंटिया किस्म का सामान दते हैं उसके हम जरूर खिलाफ हैं। हम चाहते हैं कि उनका व्यापार रहे लेकिन उसके साथ ही साथ हम यह भी चाहते हैं कि रेलवे में जो मुसाफिर सफर करते हैं वे खराब खाना खाकर जल्दी मर भी न जायें। इसलिए यह ज्यादा मुनासिब है जैसे कि अलगगंशन कीमती ने सिफारिश की है कि जहां पर डिपार्टमेंटल कंटेरिंग नहीं है वहां पर डिपार्टमेंटल कंटेरिंग जारी किया जाए और इस तरीके से उन लोगों को इस बात का मौका दिया जाए कि डिपार्टमेंटल कंटेरिंग के मुकाबले में वे भी अपने मॅम्बरों की चीजों में सुधार करें।

रेलवे बोर्ड के कुछ मॅम्बर रूस और सोरोप के दूसरे मुल्कों में गये थे। उन्होंने अपने तजुर्बों की बिना पर एक रिपोर्ट रेलवे मिनिस्ट्री को दी।

हमें अफसास हैं कि वह रिपोर्ट पार्लियामेंट के मंत्रियों को नहीं दी गई। लेकिन लायबूरी में वह रिपोर्ट मौजूद है और मुझे उसके कुछ चैंटर पढ़ने का मौका हासिल हुआ है। मुझे यह पढ़कर खुशी हुई कि रूस की रेलों के कई मामलों में हम से आगे हैं और मैं रेलवे मिनिस्टर से दरखास्त करता हूँ कि कई एक उनकी बातों को हमें अपने यहां जल्दी से जल्दी लाना चाहिए और उन पर अमल करना चाहिए। मसलन उम रिपोर्टों को पढ़ने से यह मालूम हुआ कि वहां पर स्टेशनों को और कीचड़ को बड़ा साफ रखा जाता है और स्टेशन दखने में बड़े खुशनुमा मालूम पड़ते हैं। यहां पर तो सैकड़ क्लास के पैसेंजर जहां चाहें गंदगी डाल देते हैं, जहां पर चाहें नारंगी के छिलके फेंक देते हैं और जहां चाहें थूक देते हैं। इंटर क्लास में भी ऐसा ही होता है। थर्ड क्लास का कहना ही क्या है। उन लोगों में एंथ्रोपिक सैन्स पैदा करना और स्टेशनों आदि को साफ रखने की भावना पैदा करना भी बहुत जरूरी है। मैं चाहता हूँ कि रेलवे मिनिस्टर साहब को इस ओर ध्यान देना चाहिए। मैं यह इसलिए भी कह रहा हूँ कि होली आने वाली है और हमारा यहां एक रिवाज हो गया है कि स्टेशनों पर मिट्टी, कड़ा, गाबर बगैरह चलता हुआ रेलों पर फेंका जाता है... .

**श्री एल० बी० शास्त्री :** यह जो मिट्टी, कीचड़ बगैरह चलती गाड़ी पर फेंका जाता है हम इसे कैसे रोक सकते हैं ? यह तो पब्लिक हैबिट को बदलने की बात है।

**श्री रघुबीर साहाब :** यह अच्छा है कि रेलवे मिनिस्टर महादय ने अपनी दिक्कत बताई कि हम कैसे रोकें। एक चीज तो यह है कि इस में हर कोच के साथ, हर ट्रेन के साथ एक कंक्टर इसलिए चलता है कि वह तमाम कीचड़ की सफाई मुखतलीफ स्टेशनों पर कराता रहे। अगर आप इस किस्म की स्कीम यहां पर भी जारी कर दें तो जहां एक स्टेशन पर गंदगी फेंकी जाती है वह दूसरे स्टेशन पर साफ हो सकती है। दूसरे हमारी जो प्रादेशिक सरकारें हैं उनसे भी यह कहना चाहिए कि वे इस किस्म के ह्युलिगनीज्म गुंडाईज्म हैं को रोकें।

4 P.M.

एक चीज और रूस के बारे में मैंने नहीं पढ़ी वह यह है कि वहां पर ओवरक्रार्डिंग बहुत नहीं दिखायी पड़ता। इसमें कोई शक नहीं कि पिछले दिनों में ओवरक्रार्डिंग का मामला बहुत कुछ हल हो गया है। बड़ी लाइनों पर हम देखते हैं कि ओवरक्रार्डिंग बहुत कम है लेकिन छोटी लाइनों पर बहुत ज्यादा है, और यहां तक कि रेल के डब्बों की छतों पर चढ़कर आदमी जाते हैं। मुझे बड़ी खुशी हुई यह पढ़कर कि रूस में भी रेलों की छतों पर आदमी चढ़ते हैं, लेकिन इसलिए नहीं कि अन्दर जगह कम होती है बल्कि इसलिए कि वहां पर वह लोग अपने को धूप देना चाहते हैं। गालिबन डब्बों में सरदी ज्यादा होती है, इसलिए वह धूप में बैठने के लिए छतों पर चढ़ जाते हैं। लेकिन ज्यों ही भूहकम वाले उनसे नीचे आने को कहते हैं वे नीचे आ जाते हैं। आपके यहां इस किस्म का कोई इन्तिजाम नहीं कि जो छत पर चढ़ने वाले हैं उनसे कहा जाय कि नीचे उतर आओ। आप टिकट लेस ट्रैवलिंग का इन्तिजाम करते हैं और जो टिकट लेस ट्रैवल करते हैं उनको गाड़ी रुकाकर पकड़ा जाता है और उन पर जर्माना किया जाता है। इस तरह से आपने टिकट लेस ट्रैवलिंग को काबू में करने की कोशिश की है। लेकिन जो लोग रेलों के डब्बों की छतों पर चढ़ कर जाते हैं उनको क्यों नहीं रोका जाता और उन पर क्यों जर्माना नहीं किया जाता और उनको सजा क्यों नहीं दी जाती। अगर यह किया जाय तो मैं समझता हूँ कि छतों पर चलना और अपनी जान को खतर में डालना रोका जा सकता है।

**समापित महादय :** फिर उनको कहां लाया जाय ? वह धूप के लिए तो ऊपर नहीं जाते हैं। नीचे जगह नहीं होती तो ऊपर जाते हैं।

**श्री रघुबीर साहाब :** यह तो बिल्कुल ठीक है। रूस में गाड़ियां काफी हैं। यहां गाड़ियां काफी नहीं हैं लेकिन फिर भी कम से कम छतों पर न चलने दिया जाय। इसका मतलब यह होगा कि डिपार्टमेंट इजाजत दे रहा है कि अगर जगह न हो तो छतों पर चढ़ो। और मैं समझता

[श्री रघुवीर सहाय]

हैं कि इस किस्म की इजाजत देना बहुत खतरनाक है।

एक बात की तरफ मैं और ध्यान दिलाना चाहता हूँ। कुलीयों का प्रान्तम भी कोई मामूली प्रान्तम नहीं है। यह एक क्लास ही अलहदा है। उनके मिजाज ही दूसरे हैं। ये औरतों को और अनपढ़ लोगों को ज्यादा परेशान करते हैं। आपने रट मुकर कर दिया है कि फी कुली एक मन के बाइस के लिए तीन आना दिया जाय। अब इन्होंने अगर सामान को लिया और फ्लेटफार्म पर रख दिया तो यह समझत है कि तीन आने हो गये। गाड़ी अगर १५ मिनट बाद आयी और उसमें फिर सामान रख दिया तो ६ आने हो गये और अगर कहीं तबड़ोली करनी हुई तो ६ आने हो गये। इस तरह वह परेशान करते हैं। मैं समझता हूँ कि इसका बार में भी आपको ध्यान देना चाहिए। बहुत सी महिलायें अकेली सफर करती हैं। बड़े बड़े स्टेशनों पर कुली उनसे भिड़ जाते हैं यह बड़ा नागवार मात्म होता है। कोई ऐसा इन्तजाम होना चाहिए कि ये कुली जो बेलगाम हो जाते हैं, ये काबू में रहें।

हम अपने यहां देखते हैं कि बड़े से बड़े स्टेशनों पर अगर थोड़े से आदमी कम्पार्टमेंट में घुस जाते हैं तो वे बाहर वालों को अन्दर नहीं आने देते और रोकते हैं। मालूम नहीं होने पाता कि अन्दर कितनी जगह है और कितने आदमी बैठें हैं। अगर अन्दर कोई लहीम-शहीम आदमी हुए तो मेरे जैसे आदमी तो उनके घुसे के डर से अन्दर नहीं घुस सकेंगे। रूस के बारे में मैंने पढ़ा है कि वहां पर अरिस्टेट स्टेशन मास्टर, जो कि स्टेशन मास्टर के बाद दूसरे स्टेशन का जिम्मेदार अफसर होता है, इसलिए मुकरर किया जाता है कि वह स्टेशन से गाड़ी चलने के पहले यह देखे कि मुसाफिरों को जगह मिली है या नहीं। इस तरह का हमको भी कोई इन्तजाम करना चाहिए। हमारे रेलवे स्टेशन्स पर मुसाफिरों को रेल के डब्बों से उतरने चढ़ने में सहूलियत हो इसको कोई नहीं देखता। मैं

मिनिस्टर साहब का ध्यान इस ओर भी दिलाना चाहता हूँ।

मुझे यही सुभाव पेश करने हैं। बाकी जो उन्होंने तारीफ के काम किये हैं उनके लिए मैं विभाग की प्रशंसा करता हूँ और उनको बधाई देता हूँ।

**Shri Tulsidas (Mehsana West):** I must, at the outset, say that, when I read the speech of the hon. Railway Minister, I was rather pleased to see that it was a very informative and a very interesting speech. I had not the opportunity of hearing it here, but I took keen notes of the different points which he made in his speech and I cannot help telling that the speech has got more or less the same story as we hear every year of higher levels of traffic and higher earnings almost completely offset by higher expenditure; the usual reasons for the inability of the railways to do all what they want to do; slight tinkering with fares and freight rates the familiar object of which is to increase the revenue whatever may be the pretext such as readjustments and the promise to take flagrant steps to eliminate the various deficiencies of the railways. I cannot help, making, these observations on his speech.

The reason why I am saying this is that I have also examined the budget figures. Sir, you know very well that I was also a member of the Railway Convention Committee. I know it is not proper for me to disclose what discussions we had in this Committee but I am sure it will not be out of place if I mention that the Railway Conventions Committee was very sympathetic towards the requirements and demands of the railways and you must have observed that in the Committee's report the Committee has suggested several ways by which the railways would be able to get benefit from the General Budget. I for one, particularly, was keen that the railways ought to get as much resources as

possible. But, when I see the figures on the Budget I find an entirely different story. In the budget figures I find that the gross earnings are very much more than at least what was told. The expenses, of course, have not so much increased. We were also told that there was no intention on the part of the railways to increase the railway fares or rates on the goods traffic and it is because of that reason that the Convention Committee was keen to see that the railways would get all the possible benefits and sympathy from the General Budget.

Sir, I find that the revised Budget shows a surplus of Rs. 6.5 crores as compared to Rs. 5.5 crores. The expenses have gone up by Rs. 8 crores. I find also that in the budget estimate of 1955-56 the surplus is about Rs. 7 crores. Therefore, credit is taken of about Rs. 10 crores for increase in gross receipts and about Rs. 7 crores with regard to working expenses.

Now, Sir, I would like to mention one thing with regard to working expenses. I do feel that working expenses ratio of the railways has steadily gone up since the last several years. I can well understand that during the period of rehabilitation the railway is bound to spend more, but when I go through this report which we have got in our hands I find that commensurate with gross earnings the working expenses have also considerably increased. And the ratio has risen from 78 per cent in 1948-49 to 85 per cent in 1953-54. The gross earnings were Rs. 234 crores in 1948-49 and they are Rs. 272 crores now. But in spite of the increase in the earnings, the working expenses ratio goes up by nearly 7 per cent. The expenses on the one hand are going up by leaps and bounds, and on the other the ratio is going up so high. I really do not understand the reason for this.

The Finance Minister in his speech said the other day that for the railways a provision of Rs. 66 crores has been made against the current year's expenditure of Rs. 32½ crores. The Five Year Plan provided Rs. 400

crores during the Plan period of which the railways were to find Rs. 320 crores from their own resources. While the total output in the quinquennium will be only slightly over the original plan, there has been a short-fall in the period in the resources raised by the railways themselves.

[SHRIMATI SUSHAMA SEN in the Chair]

You will see that even the Finance Minister finds that the railways have not been able to find the money from their own resources for meeting the expenditure to fulfil the first Five Year Plan, and therefore the General Revenues or the General Budget has to provide resources in order that the expenditure under the First Five Year Plan is maintained. This also is, to my mind, due to the very high working ratio on account of the expenditure which is going up by leaps and bounds on the railways, and this is responsible for the railways not being able to find the resources for the First Five Year Plan. That is my reading of the picture.

In spite of the gross earnings going up, and in spite of the railway rates having been put up from 1948 twice both with regard to passenger fares and as regards goods freights, we find even this year the tendency of increasing the rates structure. We have been told by the Railway Minister that the increase will be only in the first leg of three hundred miles in the case of goods traffic and one hundred and fifty miles in the case of passenger fares.

With regard to passenger fares out of the first leg I would like to bring to the attention of the hon. the Railway Minister that the proposed telescopic rates for passenger fares will hit hard the ordinary third-class passengers most, as there is an increase of quarter pie per mile in the first leg, that is one to one hundred and fifty miles. The present third class ordinary fare is five pies while the proposed fare will be five and a quarter pies. The number of passengers travelling in ordinary third class is 73.3 per cent, as stated in the Railway

[Shri Tulsidas]

Board Report for 1953-54. It will be this number of passengers who will be hit hard.

It may be mentioned, for purposes of proper comparison that the average number of miles that a third class passenger was carried was 34 in 1923-24, 34.5 in 1929-30, 34.2 in 1939-40, 30.5 in 1949-50 and 30.8 in 1953-54. You will observe that as the fares go up, the average number of miles that the third class passenger travels is reduced year by year. And that shows the plight of the third class passenger. With already no amenities in the third class, with over crowding practically all over, and with the increased fares that they have to pay, the plight of the third class passengers can be very well imagined.

The average rate charged for third class passenger per mile was 3.4 pies in 1923-24, 3 pies in 1929-30, 2.9 pies in 1939-40, 4.2 pies in 1949-50, 5.4 pies in 1951-52 and 5.1 pies in 1953-54; and in the first leg it will be 5.2 pies. This is the position with regard to the third class passengers.

These averages will show that an ordinary third class passenger travels, on an average, thirty miles and will have to pay, according to the new proposal, 5.25 pies per mile. You know that most of the third class travelling is done within short distances, and this increase in the first leg is going to affect the third class traveller much more than anybody else.

In this respect I would also like to mention to the Railway Minister the information that I have just received, in particular with regard to Ahmedabad City and nearabout. Out of the twenty-two trains which leave from Ahmedabad on the metre gauge line, nineteen trains run only for distances of 150 miles. And on the broad gauge line, excepting six mail trains, most of the trains run for distances of 150 miles. So you will understand that the extent of traffic on most of the Railways is for the shortest routes, and it is that class of passengers that will be hit hard. I know the percentage of increase may not be very high

but for these passengers even this little increase is quite hard. They travel quite a lot; they do not travel only once but on a number of times. Those who travel over three hundred miles do so for their own business and they can afford to pay more. But those who travel much more for shorter distances do so for the work they have to do.

With regard to the question of goods traffic also, the same thing has to be said, because most of the goods traffic is over short distances. For example, most of the industries are situated very near to the place where the raw materials are grown, and most of the raw materials are sold locally or within a radius of three hundred miles. That three hundred miles will be affected, the very first leg. And to that extent either the industry will have to pay more or the agriculturist will get less. That will be the effect of this, as far as I can see. Because, we are now coming down to the telescopic rates and we want to give a certain benefit for long distances. And if that is to be done at the cost of the cast of the first leg, I for one would not support it.

**Shri Algu Raj Shastri** (Azamgarh Distt.—East cum Ballia Distt.—West): Because it is a Socialistic order.

**Shri Tulsidas:** Whatever is the colour. Socialistic state of mind is yours.

With regard to the smalls I know a number of Members have spoken about it and the increase of 12½ per cent. Here again what happens is that most of the traffic is from the lower strata of the population. It is the lower and middle class population which will be affected. I feel this is not a thing which should be done at the cost of these people in order to give benefit of telescopic rates. It is better to continue on the present basis rather than allow telescopic rates at the cost of the lower traffic.

With regard to over-crowding I still get a number of letters and cuttings

from the constituency which I represent in which they say that still third class passengers travel in open wagons, standing and over-crowded. I would bring this to the notice of the hon. the Railway Minister.

I would also like to mention.....

**Mr. Chairman:** One more minute.

**Shri Tulsidas:** I thought I would get some indulgence as I am the only one who is speaking from my group.

**Shri D. D. Pant** (Almora Distt.—North-East): What economies do you suggest in working expenses?

**Shri Tulsidas:** As regards economy, it is for the Railway Ministry to find. They spend; it is for them to find out. The economies to be effected today may be in repairs or stores. They have to consider this. These things, the hon. Minister knows perfectly well and he knows where economy can be possible.

With regard to the rate structure, the hon. Minister has said in his speech that he intends to appoint a Committee. This has been asked for a number of years. Still, the hon. Minister is considering the appointment of a Committee. I would request him to appoint this Committee as early as possible because it is a vital thing. With regard to the Rates Tribunal also, I would like to mention that this Tribunal is not functioning as it is functioning in other countries. In other countries, this tribunal takes into consideration all aspects of railway rate structure. Here, it functions only for certain specific questions. In other countries this tribunal moves about. Here, people do not know how to approach the Rates Tribunal. There is also the question of heavy expenditure if a person wants to approach the Tribunal with regard to the rate structure. It would be better if the Tribunal moves about. Let them stay for three months in a particular place and then in another place for three months.

I would also like to say that the Railway Minister has been kind enough to my constituency in sant-

tioning a double line, which I pointed out was a great bottle-neck, between Kalol and Ahmedabad, at a cost of Rs. 96 lakhs. But, I find that the progress is rather slow. In the last year, the expenditure was Rs. 18 lakhs and this year, it is again Rs. 45 lakhs. As the hon. Minister knows, this is the main line between Ahmedabad and Delhi, a trunk line, and therefore this bottle-neck must be removed. The only way to remove it is to have double lines between Ahmedabad and Meh sana, where 40 trains run daily.

Similarly, I had suggested last year that between Bombay and Ahmedabad, the bottle-neck is only between Baroda and Anand, a distance of 25 miles. This bottle-neck creates further bottle-necks. I know there is difficulty. I suggest that there should be double lines in this section. I had also suggested last year....

**Mr. Chairman:** The hon. Member must close now.

**Shri N. Somana** (Coorg): In discussing this Railway Budget, I wish to make a few remarks on the working of the railways generally during the past year. Even the most pessimistic will have to admit that there has been great progress in our railways during the past 2 or 3 years, especially, after the hon. Minister has taken charge of the railways. It is not a mere word of praise. I think every one who travels in the trains today must admit that he sees a distinct change both as regards amenities that are given to the passengers and the behaviour of the staff towards the passengers. I am glad to state that wherever I observe, I find the railwaymen today feel that the railways is their own, and there is an awareness that it is a national railway and that they must do their utmost to build it up. This is a happy sign and I consider it as the greatest psychological factor in the development of our railways.

**Shri Veeraswamy** (Mayuram-Reserved-Sch. Castes): Though they have suffered.

**Shri N. Somana:** As I said, in many respects there has been considerable improvement and general satisfaction. Especially with regard to corruption in the railways, I must state categorically that corruption has decreased to a very large extent, though, of course, here and there, it may be there.

**Babu Ramnarayan Singh** (Hazari-bagh West): No.

**Shri N. Somana:** Of course, the human element is there and therefore, the whole blame, certainly, cannot be laid on the railwaymen. Partly the blame has to go to the public also who are responsible for corruption in the railways. I hope in the future the public will co-operate and do their best to weed out corruption and help the railways to earn a good name. Even as regards late running of trains, we find there is considerable improvement. In certain sections, there has not been a very marked improvement. I appeal to the concerned persons to take special care to see that the trains run up to time wherever they are running late.

**Pandit D. N. Tiwary** (Saran South): The N. E. Railway.

**Shri N. Somana:** I have to bring to the notice of the hon. Minister one or two matters, and propose certain suggestions. We find that the Grand Trunk Express which runs from Madras to Delhi and from Delhi to Madras, now takes 47 hours. We have always felt that this journey takes too long a time. I request the Railway Minister and the Railway Board to consider the question of reducing this time to at least 36 hours so that the strain of the journey may be lessened. I hope that it should be possible, if they can put their heads together, to reduce the time to 36 hours.

**Some Hon. Members:** Impossible.

**Shri D. D. Pant:** Special engines will have to be manufactured for that.

**Shri N. Somana:** Any way, it is a matter worth considering. As I said, the journey is too tiring from Delhi to Madras.

In the same connection, I would also submit that the journey from Bangalore to Mysore, a distance of 84 miles, takes nearly 4 hours, both mail and express. It is a metre gauge line. On account of the importance of these two places in Bangalore and Mysore and also in view of the large amount of traffic between the two places, it is really necessary that this line should be converted into broad-gauge. I would go further and even make a request that the line from Bangalore to Mysore may be turned into an electric railway. There is ample electric power in Mysore and I hope the Mysore Government would not lag behind in coming forward to supply the necessary power to make it an electric railway, to make that travel more speedy and comfortable.

One important subject which I should like to place before the House and before the hon. Minister is the one which I already referred to in my speech last year, and that is laying of certain railway lines in the area that is known as Malnad area. The hon. the Deputy Minister of Railways and Transport has some idea because he has toured in certain parts of Malnad area and he knows what the Malnad area is, and I hope the hon. Minister, Shri Lal Bahadur Shastri, will make it a point to visit this area in due course and find out the position there. Now, the position is, a big area covering about 500 miles long and 150 miles broad, the whole of it, is without any railway line altogether. Most of it is forest area and undeveloped. There is vast scope for development, and I am pretty certain that if railway lines are laid in this area, it will give a lot of revenue to the respective State Governments and it will also bring an additional revenue to the railways.

Speaking of my own State, the State of Coorg, I have been submitting always before the House and the Railway Ministry that it is one State where there is no Railway, and I have been making an earnest appeal to the hon. Minister to see that it is at least included in the Second Five Year

Plan. The hon. Deputy Minister of Railways was kind enough to tour Coorg, and I am sure he was impressed with the request that has been made by me and other members there, and he must have also felt that it was a place where a railway was an absolute necessity.

**Shri Achuthan** (Crangannur): Let us await the Reorganisation Commission's Report.

**Shri N. Somana:** Whatever may be the future of Coorg, I can tell my friend that a railway line has nothing to do with it. I feel that a railway line across Coorg, from Mysore either to Tellicherry or Kasarkod, or Mangalore, whichever is feasible—that has to be decided after a proper survey—is absolutely necessary. I may bring it to the notice of the hon. Minister that the line from Mysore via Coorg to Tellicherry was surveyed some eighty years ago, and I do not know for what reason it was then given up, but it is worth reconsidering now. I am also fortified by the fact that I learn that the Madras Government has been kind enough to make recommendation for the opening of this line. Whatever that may be, my humble request is that a railway line connecting Mysore to the West Coast is absolutely necessary, and I hope the hon. Minister will take into consideration this humble request and see that it is put in at least in the Second Five Year Plan.

One or two small matters also I would like to place before the hon. House, and that is with regard to catering in the railways. Of course, especially with reference to the Grand Trunk Express we find that a catering coach is attached to the railway up to Ballarshah, but between Ballarshah and Madras there is no coach at all. Now, it may be argued that between Ballarshah and Madras there is convenience and food is available either on the platform or is served on the railways, but the experience of passengers has been that it is not always found to be convenient. So, I would like to know whether it would

not be possible to run this coach up to Madras itself, so that the amenities will be much greater.

There is one other point also which I would like to place before the House in this connection. Between Bezwada and Madras we find that there is no proper arrangement at all for the serving of non-vegetarian food, and such of the passengers who are accustomed to take such food find it somewhat difficult, and they sometimes will have to go starving. So, it is worth while considering whether the coach that is now attached to the Grand Trunk Express should not run up to Madras. If, as is proposed, departmental catering is to be taken in some instances, I should make a suggestion that departmental catering can very well be taken and that attached to the Grand Trunk Express. I hope the hon. Minister will take this matter into consideration.

I would also make one remark as regards the waiting rooms that are attached to the Bangalore City Railway Station. I am sorry to say that they are not up to the mark, especially the arrangement of bathroom is all rather untidy and needs a lot of improvement. I hope the Railways will certainly consider it and make the necessary arrangements. Bangalore City is now of course getting very much crowded and we heard already the other day that there was not even a waiting room for third class passengers. That is also a matter which needs consideration, whether for the third class passengers there should not be special accommodation for their stay there. That is a matter which needs urgent attention and I hope the Railway Minister will consider it favourably.

With regard to the budget proposals themselves, there was a lot of criticism from some quarters about the introduction of the telescopic rates. I feel that the Ministry is perfectly justified in introducing these telescopic rates which were in vogue before 1948, and I do not think any argument is necessary apart from what the hon. Minister has himself stated in the Budget speech. For, after all, we feel that the change is not

[Shri N. Somana]

very fundamental or so great as is apprehended or is magnified to be by some hon. Members. In paragraph 10, at page 5, in his speech the hon. Minister has stated:

“The effect of these changes should not cause any concern. Taking the Third Class, for example, the increase in respect of fares for the first leg is, in many cases, likely to be offset by the existing rule for rounding off of fares.”

So, there is no alarm at all.

“The actual increase in the fares for journeys up to 49 miles will not in any case exceed one anna and for journeys not exceeding 300 miles the maximum increase will be only four annas. On the other hand, the long distance passenger gets relief.”

So, my humble submission is that the alteration in fares on the telescopic lines is not so serious as to be criticised or attacked. I am fully in agreement with the proposals that have been made in this connection. I should thank, in this connection, the hon. Minister for reducing the freights with regard to foodgrains as also with regard to the conveyance of fertilisers. These are essentials and I am happy to note that on account of the fares being reduced the cost of the fertilisers which have to be transported sometimes to very long distances will be considerably reduced and will help greater production in our country. I therefore feel that it is a welcome change and I must thank the hon. Minister for this change.

**Shri Ramachandra Reddi (Nellore):** The hon. Railway Minister has given such a good picture of the administrative and the financial set-up of the railways that it has been received very satisfactorily, and as such I do not think I can make any charges against the administration, but I would try to make a few suggestions.

Last year, the hon. Railway Minister gave us an indication that the question of doubling the North-East line in Southern Railway would be considered very soon. So far, no indication has been given either in the speech that he has delivered to this House or in any other manner, and therefore I would like to impress upon him....

**Shri Alagesan:** A survey is being made in this connection.

**Shri Ramachandra Reddi:** I am so glad that the assurance has been given here and now.

In addition to it, I would like to make a suggestion that a large gap of country in Andhra as well as in Hyderabad has to be filled up very soon.

**Shri A. M. Thomas:** Let Vishal Andhra come.

**Shri Ramachandra Reddi:** It might be as preparation for Vishal Andhra.

I would suggest that a line from Kazipet through the Telengana area may be taken to the Nandikonda Project—that is going to be constructed very soon—and connected with the main North-East line via Kanigiri and Udaigiri and such other places in Nellore to Gudur or Madras. That, I think, is a very useful line, and in the context of the development of the new project in that area, a line of this type would have to be considered very soon, and developed with a view not only to accelerate the development of that project, but also to assist the further prosperity for that area.

There has been a mixed reception to the change in the freight structure and the fare structure. The Committee that sat on the devolution of the revenues of the Railways was given the impression that there would be no further rise in the fares or freights, and it is on that basis that certain recommendations have been made and approved. We are surprised that series of changes have been made in the fares and freights. While I do not grudge very much with regard to the other sectors, I would make a suggestion that the Railway

Minister might reconsider the possibility of keeping the old rates with regard to all those suburban railways that surround cities like Madras, Calcutta, Bombay and Delhi. These are mainly used by the workmen who come from long distances at some sacrifice. Since they do not find their abodes in the cities concerned, naturally they have to stay outside and go to the metropolis to discharge their work. I do not think that there will be any great change in the financial prospects, if this point is conceded by the Railway Board. I would like to suggest to the hon. Minister that as far as possible wastage in railway constructions should be avoided, and first things should be taken first. I feel that there is a general impression that the railway contractor is the most benefited contractor of all sectors, and that the railway contract rates, that is, the schedule of rates, are very high; next to them only come the rates of the Public Works Department, which are themselves supposed to be very high. I see no reason why even in these peaceful days the railway schedule of rates for contracts should be kept at such a high level. Unfortunately the impression goes round that the railway contractor has to spend not only for doing the work that has been given over to him, but also doing other unsocial works, so that he might get on with his work untouched, or so that he might have an opportunity of reaping a good harvest in his work.

**Shri Alagesan:** What about other contractors?

**Shri Ramachandra Reddi:** The disease does not seem to be so rampant elsewhere as it is here. I am sure that if Shri Alagesan were out of his Ministry, he will be able to realise...

**Shri A. M. Thomas:** And this question comes from Government.

**Shri Ramachandra Reddi:** It is common knowledge that the railway contractor gets the most, but it is also the common knowledge of everybody that he does not retain everything

that he gets. So, there is some agency which takes off a portion of his income. Such agencies will have to be curbed with a view to see that contracts are executed not only efficiently but also cheaper than what they are today. This is what I would like to impress upon the hon. Minister.

I have seen in certain places a number of overbridges being constructed. I am afraid whether most of them are really necessary in those places. On the other hand, I know there are certain places, where overbridges or underways have to be constructed, but neglect has been shown in that regard.

**Shri A. M. Thomas:** The State Governments have to co-operate. That is the difficulty.

**Shri Ramachandra Reddi:** I do not think any State Government would refuse to co-operate with the Railway Board, when they want to do a certain thing in the right way.

**Shri Alagesan:** They have to share in the cost.

**Shri Ramachandra Reddi:** When there is a development of the railway line or the traffic of the Railways, I should think it is the duty of the Railways or the Central Government to defray the cost of these overbridges or underways mainly, without depending upon the State's finances. I am sure the Central Government would be able to realise the difficulties of the State Governments, and their capacity also has to be assessed with a view to see to what extent they will be able to defray half the cost. In between the State Governments and the Central Government it is the passengers as well as the other travelling public that will have to suffer.

One other matter to which I would like to draw the attention of the hon. Minister is in regard to the ex-States' railway officers. It has been stated in para 61 of the hon. Minister's speech:

"The fitting in of the Officers of the ex-State Railways into the seniority lists of the Railways established after regrouping in 1951 and 1952 has, as the House will appreciate, presented a number of difficulties."

[Shri Ramachandra Reddi]

Evidently, the matter has been before Government for the last three or four years. I have also had occasion to bring to the notice of the hon. Minister this particular aspect. As indicated in this para., the matter still seems to be under consideration. I only request that the matter should be expedited, so that any external pressure that is likely to be exercised on the hon. Minister might be avoided as early as possible. The State Governments, and the officers of the ex-States have got their own influences, and they might wield their own influences, and if the Ministry allows such influences to come forward, there will be a greater difficulty for the hon. Minister to come to a decision. An expert body like the Railway Board which was there till recently, as also the reconstituted Board must be able to help him to come to speedier conclusions on this particularly important matter, because the officers of the Indian Railways are getting nervous and the sooner the matter is disposed of, the greater will be the satisfaction of all concerned.

We have been told in the hon. Minister's speech that there will be a change in the nomenclature of the carriages, that the second-class carriages would be named first-class and inter-class carriages would be named second class. In regard to this change, I would only advise that care should be taken to see that the vast sums of money that seem to have been spent on an earlier occasion should be avoided this time. This is because we were told that the process of conversion of first-class into second-class itself cost some lakhs of rupees. I do not know how far it is correct, but if it is correct, I would only suggest that every care should be taken to see that money is saved by improvising methods that will be cheaper and efficient.

I would like to mention one more matter at this juncture. I had an opportunity of seeing the Chittaranjan Locomotive Works recently. I found that the railway engines that are now

under construction are intended only for goods traffic. For passenger traffic, they are still depending upon imports from other countries. I would like to enquire whether it is the policy of Government to constantly depend upon foreign countries for locomotives to draw mail, express and passenger trains or whether they have already prepared blue-prints for designing such engines that are suitable not only for goods traffic but also for passenger traffic.

श्री गणपति राम : मैं यह कहना चाहता हूँ कि जनता की राय में हमारा रेलवे मंत्री ऐसे मंत्रियों में गिने जाते हैं जिनको यह कहा जाता है कि जो कुछ यह कहते हैं उन में से बहुत पर अमल करने की कोशिश करते हैं लेकिन मैं इतना जरूर कहूँगा कि अपने वाक्यों में प्रायः रेलवे विभाग में सोशलिस्टिक पैटर्न आफ सोसाइटी का बहुत कुछ नमूना बजट पेश करने के पहले पेश कर चुके हैं। हम लोगों को यह उम्मीद रही है कि अपने बजट में भी वह उस समाजवादी समाज की व्यवस्था के लिये कोशिश करेंगे लेकिन मैंने देखा कि साधारण जनों के लिये थर्ड क्लास का जो किराया था, एक मील से १५० मील तक का वह भी थोड़ा सा बढ़ा दिया गया और वह थोड़ी बढ़ोतरी साधारण जनता के लिए बहुत भार स्वरूप हो सकती है। इतना ही नहीं आपने जो इंटर क्लास को सेकेंड क्लास किया और सेकेंड क्लास को फर्स्ट क्लास किया, तो क्या मैं आपसे यह सवाल पूछ सकता हूँ कि यह सेकेंड क्लास का किराया वर्तमान इंटर क्लास के बराबर होगा और फर्स्ट क्लास का किराया वर्तमान सेकेंड क्लास के बराबर होगा या नहीं और यदि ऐसा नहीं है तो आप सोशलिस्टिक पैटर्न आफ सोसाइटी का नमूना किस तरह से पेश करना चाहते हैं। मैं तो यह कहना चाहता हूँ कि आप जब क्लास को खत्म करके एक बड़ा क्लास बनाने जा रहे हैं आप वर्तमान समाज को जो उसके लिये जरूरी है वह व्यवस्था आप नहीं ला रहे हैं।

मैं आगे और कुछ कहने के पहले अपनी कांस्टीट्यूएन्सी की कुछ जरूरतों के सम्बन्ध में

मंत्री महोदय और रेलवे विभाग का ध्यान क्लाना चाहता हूँ। हमारे मंत्री महोदय ने जफराबाद सुलतानपुर रेलवे लाइन के उद्घाटन के समय जफराबाद स्टेशन को दूख कर कहा था कि हम इसको बंधान करा कर रहे हैं लेकिन वहां पर अभी भी एक ऊंचा प्लेटफार्म नहीं है। जफराबाद में दो रेलवे लाइन मिलती हैं। इलाहाबाद से जौनपुर जंघाई होते हुए लाइन मिलती है और सुलतानपुर की तरफ से वहां पर एक लाइन आती है। वहां पर आपको प्लेटफार्म ऊंचा करने की जरूरत है। दूसरे वहां पर कोई वीटिंग रूम नहीं है। वहां पर एक बड़े वीटिंग रूम की आवश्यकता है जिसके लिये कि आपको जल्द इंचवाम करना चाहिये। तीसरी चीज जो मैं कहना चाहता हूँ वह यह है कि वहां प्लेटफार्म पर शेड्स नहीं हैं और जैसे शेड्स आप और स्टेशनों पर लगा रहे हैं, वैसे शेड्स वहां पर भी शीघ्र लगवायें। इसके अलावा मुझे मालूम है कि जौनपुर जिले के अन्दर खैतासराय स्टेशन पर एक वीटिंग रूम बनने वाला था और वहां की जनता की बराबर यह मांग रही है कि वहां पर एक वीटिंग रूम शीघ्र बनाया जाय।

चौथी चीज यह है कि जौनपुर से जा लाइन आदिहार जाती है, किराकत स्टेशन के आगे लाइन पर दोनों तरफ जा खेत पड़ते हैं वहां के किसानों की यह मांग है और कई बार आपके यहां दरखास्त भी द चुके हैं कि जिन किसानों से वह जमीन लाइन बनाते समय ली गई थी उन्हीं किसानों को वह जमीन दी जानी चाहिये क्योंकि वहां पर अभी यह व्यवस्था है कि वह जमीन कंट्रैक्टर्स को द दी जाती है जो उन्हीं किसानों से तीन गुना, चार गुना और पांच गुना लगान वसूल करते हैं। इसलिये मेरी यह प्रार्थना है कि वह जमीन उन्हीं किसानों को दी जानी चाहिये जिनसे कि वह जमीन लाइन बनाते समय ली गयी थी। मैं यह कहना चाहता हूँ कि जौनपुर रेलवे स्टेशन पर जहां पर कि चाँकिया का मंदिर है वहां पर रोजाना हजारों यामी आते हैं, वहां पर कोई ओवर ब्रिज और अंडर ब्रिज नहीं है और वहां के टी० सी० और टी० टी० को पैसेजर्स को चक करने में दिक्कत

महसूस होती है और वह ठीक से उनको चक नहीं कर पाते हैं, इसलिये अगर आप सही मने में चाहते हैं कि पैसेजर्स की ठीक से चौकींग हो तो वहां पर एक ओवर ब्रिज और एक अंडर ब्रिज बनाने की जरूरत है। पांचवी बात यह है कि जौनपुर स्टेशन पर जो पानी दिया जाता है वह गंदा पानी दिया जाता है। मेरी प्रार्थना है कि वहां पर यात्रियों को जो पानी दिया जाय वह साफ दिया जाय।

अब मैं आपसे यह कहना चाहता हूँ कि प्रायः यह कहा जाता है कि हम देश से अस्पृश्यता को खत्म करना चाहते हैं और मैं यह भी अन्तता हूँ कि हमारे रेलवे मंत्री महोदय अस्पृश्यता को कभी भी पसन्द नहीं करेंगे। आज भी हम दुखते हैं कि जहां कहीं कोई हरिजन टी० सी० या टी० टी० हैं अथवा और पदों पर काम कर रहे हैं, वहां पर आज भी उनके साथ अस्पृश्यता का व्यवहार होता है। मुझे यह कहने में कोई संकोच नहीं होता कि मुगलसराय रेलवे स्टेशन पर जब एक हरिजन टी० सी० टी० सी० के रफ्रेजमेंट रूम में चाय पीने के लिये गया तो हैंड टी० सी० ने कहा कि ये चमार टी० सी० रेलवे डिपार्टमेंट में आकर धर्म को बर्बाद कर रहे हैं। मैं आपसे कहना चाहता हूँ कि उस हरिजन टी० सी० की दरखास्त आपके पास भेजी गई थी, उस पर एक्शन लिया जाना चाहिये।

दूसरी चीज मैं आपसे यह कहना चाहता हूँ और मैंने पहली बार भी यही कहा था और आज फिर उसे कह देना चाहता हूँ कि अगर देश से छुआछूत के कलक को आप मिटाना चाहते हैं तो आप पहले रेलवे में से इसको हटाइयें। जहां आप पानी पिलाने वाले नौकर रखते हैं उनमें ज्यादा से ज्यादा आप हरिजनों को रखें और अगर पैसेजर्स यह जान कर भी कि हरिजन पानी पिलाने वाले हैं अगर उनसे पानी पीना शुरू कर देंगे तो इस कलक को बहुत कुछ हम अपनी रेलवे में से खत्म कर सकेंगे। यह मेरा सुझाव है।

तीसरी चीज जो मैं आपसे कहना चाहता हूँ वह यह है कि अभी एक हरिजन (अचमैण)

[श्री गणपति राम]

नाँकर जो कि दीनापुर रेलवे स्टेशन पर थोड़े दिन पहले काम करते हुए अपनी ड्यूटी अंजाम देते हुए मरा, उसकी दूरस्थाव उसकी पत्नी की तरफ से आई थी और मुझे ज्ञात है कि मैंने भी एक रिमेंडेशन आपके यहाँ दिया था लेकिन फिर भी अभी तक उस सम्बन्ध में यह भी नहीं पता चल सका कि आपके रेलवे डिपार्टमेंट ने यह भी मान लिया कि नहीं कि वह ड्यूटी पर मरा कि नहीं। दूसरी चीज यह कि उसके पोस्टमार्टम की कार्यवाही में डाक्टर ने लिखा है कि वह ड्यूटी पर मरा, यह आश्वासन भी अभी तक नहीं दिया गया कि ड्यूटी पर मरने वालों को जो कम्पेंसेशन अथवा मुआविजा दिया जाता है वह उस कुली की पत्नी को मिलेगा या नहीं। मैं उसका नाम बतलाये देता हूँ। उसका नाम राम सुमेर बाबुसैन है। वह हरिजन है और वाचमैनी का काम करता था। आप इस सम्बन्ध में आवश्यक जांच करें और उस पर एकत्रण लें।

एक चीज और कहना चाहता हूँ। इलाहाबाद रेलवे सर्विस कमिशन जो आपने बनाया था, उसमें बहुत कहने सुनने के बाद आपने वहाँ पर एक हरिजन सुपरिन्टेंडेंट रक्खा था, और बम्बई सर्विस कमिशन में आपने जो सैक्रेटरी रक्खा वह नान हरिजन था, उस का पीरियड आफ सर्विस उस सुपरिन्टेंडेंट के मुकाबले में

बहुत कम था यानी जब कि सुपरिन्टेंडेंट की तरह साल की सर्विस थी उसके मुकाबले में आपने बम्बई में जिसको सैक्रेटरी बनाया उसकी कुल दो साल की सर्विस थी। लेकिन आपने हरिजन को तो सुपरिन्टेंडेंट बनाया और दूसरे आदमी को आपने सैक्रेटरी बनाया। दोनों के एक्सपीरियंस और लेंगथ आफ सर्विस में काफी फर्क था लेकिन आपने हरिजन के मुकाबले एक नान हरिजन को सैक्रेटरी के लिये पसन्द किया। फिर भी आपने यह आश्वासन दिया है कि मैंका पढ़ने पर प्रमोशन देंगे। क्या मैं पूछ सकता हूँ कि आप इस योग्य और दूसरे ऐसे योग्य आदमियों को आगे तरक्की देंगे? क्या आप उसको तरक्की दे सकते हैं। मुझे यह भी मालूम हुआ कि रेलवे सर्विस कमिशन इलाहाबाद में जो वहाँ के सैक्रेटरी हैं उनका एफिशियेंसी और योग्यता से आपका डिपार्टमेंट काफी ऊँचा है। और.....

5 P.M.

**Mr. Chairman:** How long does the hon. Member want to speak?

**Shri Ganpati Ram:** I will take more time.

**Mr. Chairman:** The House now stands adjourned till 11 A.M. tomorrow.

*The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 3rd March, 1955.*