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LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

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LOK SABHA

Friday, 4th March, 1955

The Lok Sabha met at Eleven of the Clock.

[SARDAR HUKAM SINGH in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

12 NOON

PAPERS LAID ON THE TABLE

DELIMITATION COMMISSION FINAL ORDER No. 23

The Minister in the Ministry of Law (Shri Pataskar): I beg to lay on the Table a copy of the Delimitation Commission, India, Final Order No. 23, published in the Gazette of India Extraordinary, Part II, Section 3, dated the 16th February, 1955, under sub-section (2) of section 9 of the Delimitation Commission Act, 1952. [Placed in Library. See No. S-56/55]

NOTIFICATION UNDER REQUISITIONING AND ACQUISITION OF IMMOVABLE PROPERTY ACT

The Minister of Works, Housing and Supply (Sardar Swaran Singh): I beg to lay on the Table a copy of the Ministry of Works, Housing and Supply Notification No. 1085-EII/55, dated the 9th February, 1955, under sub-section (2) of section 17 of the Requisitioning and Acquisition of Immovable Property Act, 1952. [Placed in Library. See No. S-57/55]

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RELEASE OF MEMBER FROM DETENTION

Mr. Chairman: I have to inform the House that a communication dated the 24th February, 1955 from the Chief Secretary to Government of Manipur has been received informing that the order of detention against Shri Rishang Keishing has been revoked by the Chief Commissioner, and the Member released.

RAILWAY BUDGET FOR 1955-56

GENERAL DISCUSSION—concl'd.

Mr. Chairman: We will now resume discussion of the Railway Budget.

Shri D. C. Sharma (Hoshiarpur): May I know if the time for the general discussion of the Railway Budget has been extended?

Mr. Chairman: There was a demand on the part of certain Members from both sides of the House that there should be some extension. It was made clear that if the time is extended for the general discussion, that time shall have to be taken from the time allocated for Demands for Grants. I understand that there is no objection to it.

Shri Gidwani (Thana): I have objection. Those who have given notice of cut motions will have to move them and address the House.

Mr. Chairman: It is for the House to decide. If the House wants to keep that time intact, I am not very keen. Yesterday there was a desire on the part of many Members that there should be extension of time.

Shri Nambiar (Mayuram): Generally, as was the case during last year also, while cut motions for Demand No. 1 are moved, the Members can speak on some of the points. There is no necessity to extend the time for general discussion. When cut motions on Demand No. 1 are moved, whatever they want to say about extension of time, etc., they may say then.

Mr. Chairman: We have been seeing that even on Demands, there is a discussion as if it were a general discussion. The Minister has no objection if he is called at half past one. I am in the hands of the House. If the House desires, Members can continue up to half past one. He will begin his reply at 1-30 and finish at 2-30, when non-official business will be taken up. I hope the House agrees to this.

Some Hon. Members: Yes.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): It should be made perfectly clear that there is no increase in the overall time allotted for the Railway Budget.

Mr. Chairman: That is clear to every Member. For cut motions, we can take the two days that are left behind. Monday and Thursday will be allocated for Demands for Grants and cut motions.

Shri Gidwani: In that case, I would suggest that you may kindly see that those who have spoken during the general discussion are not given another opportunity to speak on the cut motions.

Mr. Chairman: Certainly, I will bear that in mind.

The Deputy Minister of Railways and Transport (Shri Alagesan): Yesterday, Shri H. N. Mukerjee made some remarks about Chittaranjan, and the progress of manufacture of locomotives at Chittaranjan. Everybody who has seen Chittaranjan has been impressed by what is being done there and has had a good word to say about it. But, I find Shri H. N. Mukerjee

consistently trying to belittle what we are doing at Chittaranjan. I do not know what satisfaction he derives from such belittling. He wants to show evidently that we are not manufacturing locomotives there, but are only assembling parts which are imported from abroad. This is a wrong impression, which I should like to dispel at the very earliest moment. It is matter of great satisfaction that we have been producing from January 10 locomotives a month. These locomotives have been equated to 12.5 average size locomotives. That means, taken over a year, we are able to manufacture roughly 145 or 150 locomotives, just about 25 or 30 over and above our original target of 120 locomotives. This, in short, is the achievement of Chittaranjan. It has, very rightly, more and more come to mean a symbol of the new spirit that is animating this country. Under these circumstances, to find fault and say that we are importing a certain number of boilers, and so the manufacturing unit is not complete is to mislead. It is true that we are importing a certain number of parts for which capacity is not available in the country. Even that dependence for some parts will gradually diminish as other industries come up like heavy electrical goods industry or medium electrical goods industry, etc. As steel production goes up in the country, we will be able to manufacture all the items for ourselves. Nowhere in a locomotive workshop are all the items manufactured in the workshop itself. There are many ancillary industries to support. Therefore, to say that because we are importing a certain number of boilers to keep up this production of 10 locomotives a month, it is doing more of assembling and less of manufacture, as I said, is misleading. In fact if we are not to import these boilers, we may have to import whole locomotives which I do not think Shri H. N. Mukerjee will desire. It will mean less employment and all that. Even as it is, there is shortage of steel. I understand, in the year 1954, we imported about 250,000 tons of steel. This import was

necessary to keep up production both in the private and public sector to its present level. One may very well say, do not import any steel, make all the steel in the country, and till then hold up production. It is something like that. But, I may tell the House that it is more dangerous to allow men's minds to become an assembling shop for imported ideas than to have a little import of mechanical fittings and manufacture things here. That is what I would respectfully submit to Shri H. N. Mukerjee.

He also spoke about Calcutta electrification. We are in right earnest about it. A sum of Rs. 2 crores has been set apart for expenditure next year. He used the phraseology, if I remember aright, "the ruling circles in Delhi trying to wish away the existence of Calcutta." Phraseology like this, viz., "ruling classes" may perhaps fit in more with a totalitarian set-up than with a democratic set-up.

Shri Nambiar: How?

Shri Alagesan: Because nobody rules. Everybody is here on the sufferance of the people.

Babu Ramnarayan Singh (Hazari-bagh West): No. You are ruling.

Mr. Chairman: It is a difference of opinion only.

Shri Alagesan: Nobody can wish away the existence of even small places, let alone the nerve centre of trade and industry in this country which Calcutta is. Nobody can wish away its existence. In this connection he said that Calcutta is a mischief city, that people think like that. I do not know, but one thing I know and that is, it has been long the playground of mischief-mongers. The great population of Calcutta, owing to various causes into which I need not go, has been subjected to lots of strains and stresses, difficulties minor and major. All these things interested parties have tried to exploit in the past. (Interruption)

Mr. Chairman: I would request the hon. Members to allow him to proceed uninterrupted.

Shri Alagesan: But we are convinced that "Calcutta plus electrification" means "Calcutta minus mischief-mongering". We are in right earnest about it and I hope that people in Calcutta will be able to travel by these electric trains by the time the hon. Minister has indicated in his speech.

Shri Nambiar: That is a new equation.

Shri Alagesan: Mr. Ramaswamy referred to the manufacture of boilers etc., in TELCO, and said that the production there is rather hindered because orders for many different types of boilers have been placed on it. In fact, it was formerly the Singbhum Railway Workshops which was handed over to TELCO with the specific intention of having spare boilers manufacture there. Now, orders have been placed on the firm to the extent of 200 locomotives and 378 spares boilers which means 578 boilers, which has to be delivered over a period of ten years. The delivery may have to be completed by 1957. And the types of locomotives ordered are only eight. It is such a large order, and the types are not numerous. It is rather surprising to hear that this variety is hindering production in TELCO. I do not think that any producer has reason to complain about such a large order and such few varieties.

I think it was Shri Somani who was quoting some figures about Japanese railways, their operating ratio etc. There we find from the figures that he quoted that the Japanese railways are not able to meet even their working expenses, whereas we not only meet the working expenses, we pay, shall I say, a generous dividend to the general revenues, and also are able to show small surpluses, all of which go to make for capital formation in this country. And all this is being done while having our fares and freights at the lowest level in the world I think it is surely a matter for congratulation and not for being found fault with.

[Shri Alagesan]

Then, Shri Mukerjee made a comparison between the earnings in the year 1951-52 and the current year. He compared the actuals of 1951-52 with the revised estimates of the current year, and said that the latter are short by about Rs. 8 crores. One thing escaped the notice of Shri Mukerjee and it is this. In the year 1951-52 the earnings due to the moving of railway stores and fuel was included in it, which was about Rs. 16 and odd crores. Now, if you deduct that amount you will find that the earnings of this year are actually more than those of 1951-52 by about Rs. 8 crores.

Then, my friend Shri Bhagwat Jha Azad was talking about the Mokameh Bridge project and feelingly referred to the fact that many local people, i.e., people belonging to Bihar, have not been employed in the project. We are very anxious that the recruitment should be made in such a way that every section of the population will have equal opportunity and be fairly represented in the Railway services. We do not want one section of the country to dominate over other sections. And with this object in view, the Railway Service Commission have been instructed to give a regional bias to their recruitment. They go to each regional headquarter or divisional headquarter and do their recruiting there.

Shri R. K. Chaudhuri also referred to this fact that many people from Assam are not in the Railway service. Now, I have got figures as far as the Mokameh Bridge is concerned.

Gazetted officers: 23, of which there are two from Bihar.

Class III posts: 460, of which 146 are being occupied by people from Bihar.

Class IV posts: 1,210, of which 918 come from Bihar.

Shri Vittal Rao the other day was complaining about the delay in the completion of the Khandwa-Hingoli project. It is a distance of 187 miles.

The construction is over a difficult terrain. We have to cross the Satpura range and bridge three rivers, the Tapti, the Purna and the Ponganga. These three rivers have to be bridged and there are physical and climatic difficulties. I can only assure him that the work is going on according to schedule.

Then, he had something to say about the siding charges in the Singareni collieries too. This matter is being gone into and I hope we will be able to take a decision soon.

Shri T. B. Vittal Rao (Khammam): Thank you.

Shri Alagesan: Then Shri Ramachandra Reddi and also Shri Vittal Rao were referring to the necessity of a survey for a line between Kazipet and Gudur, that is by-passing Bezwada. In fact, the Southern Railway have been asked to undertake the parallel surveys, viz., that of doubling the line between Bezwada and Madras and also this alternative survey of a parallel line between Kazipet and Nellore or Gudur. The two can be compared after the surveys are completed and then a decision taken.

My friend Shri Somana from Coorg was complaining about the waiting room accommodation in Bangalore. Even my hon. friend Shri Gurupadaswamy raised it by means of a question. There are two stations. At the Bangalore City Station, there are two upper class waiting rooms, one inter-class and the other for second class passengers. And there is also a third class waiting hall. At Bangalore Cantonment, there is a common upper class waiting room, and also a third class waiting hall. Evidently this accommodation facility is not enough. So, we are asking the Southern Railway to go into the matter and provide the necessary facility.

My friend Shri U. M. Trivedi, speaking the other day, made a sweeping allegation against the Medical Department of the railways. It

was very unfortunate that he should have spoken in such sweeping general terms, which is not a desirable thing. He said that a particular employee was asked to give a month's salary and he was made unfit because he did not give that sum. This case is an interesting one. This employee was a travelling ticket examiner, and he went for examination to the medical officer concerned. Since the medical officer concerned was in doubt as to his fitness, he sent him to his chief medical officer. The chief medical officer examined him and found him unfit. He again produced certificates from private medical practitioners saying that he was fit. Again, he was sent for examination by the chief medical officer, with the same result. He was not demoted, but he is kept in the same grade of Rs. 100—185 in the post of head ticket collector.

Shri E. K. Chaudhuri (Gauhati): On a point of information. May I know whether the hon. Minister is intervening or replying to the debate?

Mr. Chairman: He is not replying. He is only intervening.

Shri R. K. Chaudhuri: Second intervention.

The Minister of Railways and Transport (Shri L. B. Shastri): Not second, but first intervention.

Shri Alagesan: I shall be finishing soon.

Mr. Chairman: The hon. Minister can have more time, but it was presumed yesterday that he was finishing.

Shri Alagesan: It was not; any how, I shall be finishing soon.

He took the matter to the court, but it was dismissed by the court. Evidently, he should have wrongly represented matters to the hon. Member. I should only like to say that hon. Members should refrain from making such sweeping allegations.

I have known many of these doctors working in the Medical Department, and I also know personally their sense of devotion to duty. It is doing scant justice to those people, if a Member of Parliament were to rise here and say that the entire Medical Department is corrupt.

Mr. Chairman: I have just now received ten names. Those are not the only names that I could call; there might be others as well. We have got an hour and seven or eight minutes more left.

Dr. Ram Subhag Singh (Shahabad South): For private Members?

Mr. Chairman: Yes, for the Members. I would request hon. Members to see if they can confine their remarks to eight or nine minutes; if they could do so, then perhaps we may be able to accommodate a larger number of Members.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): It is true that not only the Members of this House but also the public at large have congratulated the hon. Minister and the hon. Deputy Minister of Railways for the improvements in several ways in the amenities to passengers, and also for the development of the Indian Railways. But I hope the Ministers will not be carried away by the glowing tributes paid to them on this account.

Many hon. Members have pointed out that there is much congestion in the Railways, especially so far as the third class passengers are concerned. It is true that the third class passengers have got several amenities in the railway stations, but not in the carriages. When they travel, they are simply stuffed in the carriages like tamarind bags, or as we say in Tamil, just like Pulimoottai. Third class passengers travelling hundreds of miles have no facilities during their journey. If there is water in the tank, in the lavatory, the tap will not be in order; or if the tap is in order, there will not be any water in the tank. If there is water in the

[Shri Veeraswamy]

tank, and the tap also is in order, it is not possible to use it, because it will be full of passengers. Such is the congestion in the Indian Railways for the third class passengers. My hon. friend Shri Alagesan might remember that I had written him a letter in 1953 saying that there was much congestion in the third class compartments. I would request him to see that at least for long distance third class passengers, arrangements should be made for convenient travelling.

As regards the telescopic fare system, I would like to point out that the hon. Ministers have been very unsympathetic towards the short distance passengers. Our country has set before herself the idea of a socialist pattern of society. In a country which has set before herself a socialist system of economy, is it fair on the part of the hon. Ministers to have increased the fare for short distance passengers? Many Members have said on the floor of this House that the short distance passengers are very poor people. Sir, they belong to the commercial community; or they are people engaged in agriculture, and living in the rural areas. They are not the people who can be expected to go to far off places either to see pilgrim centres or to see places of interest. They travel only for short distances, and go to their relatives' houses, or go to nearby market centres to attend to their business. So, the increase in the train fares in their case has no justification whatsoever.

Everyone knows that the Indian Railways are the biggest employers in India. They employ easily not less than ten lakhs of people. Out of these ten lakhs of people, more than ninety per cent. are living under very deplorable conditions. They are not being paid even subsistence wages or subsistence salaries, whereas a few people have been drawing thousands and thousands of rupees as

salaries, at the cost of these people who are working very hard for the efficient running of the Indian Railways. I want to suggest to the hon. Minister that in a socialistic pattern of society, it is those people that work hard should be paid more than those who sit in the office, simply sign and go away. Hon. Members are aware that in China even the highest authority in the State draws only a small amount of money as salary that is, about Rs. 600 or so, whereas in our country, we are paying thousands of rupees to a few people, while we are starving the others; and the workers are living in a very bad condition.

[SHRIMATI SUSHAMA SEN *in the Chair*]

Their quarters are surrounded by filth and squalor. They have not been provided with lights or even approach roads to their colonies. I had tabled a question in this connection, in regard to the railway colony at Pantruti on the Southern Railway, but that was not allowed. There is a railway colony at Pantruti, at a distance of about two or three furlongs from the station, but there is no approach road to the colony.

Mr. Chairman: The hon. Member's time is up.

Shri Veeraswamy: I shall take only five minutes more.

Mr. Chairman: The hon. Member has already taken about eight minutes. He may kindly finish in two minutes.

Shri Veeraswamy: With regard to the ticket examiners, I would request the hon. Minister to see that they are provided with rest-houses near the stations. They travel all the night or all the day, and at the destination station, they are obliged to sleep on the platform; it is a matter of shame to our Railways that those who work in the Railways should be without any rest-houses, where they could rest after their duty is over. So it is very necessary that the ticket examiners should be provided with rest rooms.

I want to bring to the notice of the hon. Ministers one important point which, I do hope, they will consider. India is a secular State. Nobody can be denied his rights. In a secular State, every department of Government should be secular. No community or no religion should be given any undue prominence. So far as catering is concerned, the IRRs are being run by the Government, and so those who are employed in the Indian Refreshment Rooms are Government servants. You will be surprised to know that one category of employees has been excluded from the list of Government servants, and that is the category of cleaners. Only Brahmins have been appointed as cook and servers. So far as the cleaners are concerned, they belong to the lowest stratum of society and since as Government servants they will aspire for promotion, Government have given the cleaning work on a contract basis. This is just to avoid other than Brahmins from becoming cooks and servers.

Another point which I want to mention in this connection is that on many of the platforms of the Southern Railway, we see Hindu idols and temples. I visited the Perambur Workshop in Madras where I found, to my surprise, so many Hindu idols or pictures of Hindu Gods and Goddesses. Ours is a secular State and so I request the hon. Minister to see that the workshops must be utilised for work and not for worship. If Hindus worship their Gods and Goddesses there....

Sardar A. S. Saigal (Bilaspur): So that they will get strength.

Shri Veeraswamy: ... then the Christians will have their Gods there and the Muslims will also have their Gods.

Shri Alagesan: We have also to respect the broad sentiments of the people.

स्वामी रामानन्द तीर्थ (गुलबर्गा): इस चर्चा में सबसे पहले हमारे गिरि साहब ने कुछ

रिलवेमेंन्स फंडेशन के बारे में बात हुई। मैं उसका जिक्र नहीं करना चाहता था लेकिन जब एक बात सामने आयी है तो मैं अपना विचार भी इस हाउस के सामने रखना चाहता हूँ। हो सकता है कि रिलवेमेंन्स फंडेशन दो रहे। जो दोनों यूनिवर्स के या फंडेशन के नेतागण हैं वह क्या करें इसका उपदेश देने का किसी को अधिकार नहीं है। लेकिन पालिसी की दृष्ट तक मैं यह सुझाना चाहता हूँ कि जब लंबर यूनिवर्स "वन ट्रेड वन यूनिवर्स" की पालिसी से नहीं चलती है तो जब उनके रिकॉगनीशन का सवाल आता है तो किसको रिकॉगनीशन दिया जाय इसमें कठिनाई होती है। रिलवे खुद एक एम्प्लायर है और मालिक की हींसयत रखती है और जब उसके सामने यह सवाल आवेगा तो मैं समझता हूँ कि वह डिमाक्रैटिक तरीके से काम लेगी। मुझे कुछ अनुभव लंबर प्राबलम्स का है। मैं यह समझता हूँ कि इर एक पॉलीटिकल पार्टी जब अपने अपने ढंग से यूनिवर्स आर्गनाइज करती है तो सबसे बहतय यह बात होगी कि जो मजदूर उस इंडस्ट्री में काम करते हैं उनकी प्लेबीसाइट से इसका तस्फिया किया जाय, क्योंकि हुकूमत के लिए एम्प्लायर होने के कारण किसी एक यूनिवर्स की तरफ पार्शियलिटी दिखलाना अच्छा नहीं होगा। खैर यह तो एक पालिसी की बात हुई।

मैं इस बजट की चर्चा में जब कई बातें सुनता रहा तो मुझे थोड़ा आश्चर्य हुआ क्योंकि तीन चार साल में रिलवे एडमिनिस्ट्रेशन ने जो प्रगति की है, जो सुविधायें पहुँचायी गयी हैं, जो सुधार हुआ है वह तो नित्य अनुभव की बात है। जो भी सफर करता है वह उनको समझ लेगा। हाँ हम यह तो कह सकते हैं कि पूरी सुविधायें अभी नहीं हुई हैं। और भी बहुत सी एमिनिटीज की जरूरत है। इस बजट में सुविधायें देने के लिए तीन करोड़ रुपये खर्च करने का इरादा किया गया है। मुझे पूरी आशा है कि जैसे समय बीतेगा और भी सुविधायें दी जायंगी और एक दो साल के अन्दर, जो कुछ मैं रिलवे एडमिनिस्ट्रेशन के बारे में समझ सका हूँ उस से मुझे पूरा विश्वास है कि यात्रियों के लिए

[स्वामी रामानन्द तीर्थ]

सुविधायें बढ़ाईं। इस बात की इस बजट में गुंजाइश है। तो कोई शिक्षायात्रा का सवाल नहीं है। हां प्रगति और तेजी से होनी चाहिये, यह तो मानना पड़ेगा।

मैं दो बातों के बारे में आखिर में संक्षेप में जिक्र करूंगा। आप जो सुविधायें यात्रियों को देना चाहते हैं वह दूँ लेकिन जो रेलवे स्पेसलाईज हैं उनकी सुविधा की ओर भी थोड़ा ध्यान दें। यहां पर मैं कुछ अपने अनुभव और निरीक्षण के आधार पर कहना चाहता हूँ। मुद्रखंड आदिनाबाद की नई लाइन है। इसको बन १०, १५ साल हुए हैं। यहां पर स्टेशन मास्टर को धूपकाल में अपने बच्चों के साथ टिन शेट में रहना पड़ता है। यहां पर धूपकाल में ११४ से ११६ डिग्री तक गर्मी पड़ती है। ऐसी गर्मी में स्टेशन मास्टर को अपने बाल बच्चों के साथ एक टिन शेट में जिनटगी बितानी पड़ती है। यह हालत तो स्टेशन मास्टर की है फिर पोर्टर्स का क्या हाल होगा। यह इन लोगों के साथ अन्याय है। रेलवे मंत्री जी ने अपने भाषण में रेलवे कर्मचारियों के लिए हिल स्ट्रान्स पर कुछ प्रबन्ध करने का जिक्र किया है। उस हिल स्टेशन का विचार न करके अगर वह इन लोगों को यह मामूली एमिनटीज दूँ तो ज्यादा अच्छा होगा।

आखिर में मैं एक बात कहूंगा जो कि मेरे प्रदर्श के बारे में है। हैदराबाद स्टेट में जो मराठवा एरिया है उसमें तीन जिलों में कोई रेलवे की सुविधा नहीं है। वहां पर इन तीन जिलों में बहुत ही कम रेलवे हैं। दो जिलों में तो कुछ रेलवे हैं ही नहीं। एक लाइन के बारे में हैदराबाद सरकार ने सिफारिश की है। वह आपके सामने है। वह शोलापुर, उसमानाबाद, कन्नम, कंज, बीर, देवराई जालना लाइन है। उसको आप टाप प्रायरीटी दें। मैं यह नहीं कहता कि आप किसी और लाइन को प्रायरीटी न दें। लेकिन अगर आप इसको प्रायरीटी देंगे तो आप एक बहुत बड़ा लिक नार्थ और साउथ में स्थापित करेंगे। इतना ही नहीं, एक बहुत

बड़े प्रदर्श का विकास बहुत जल्द होगा। उस एरिया के साथ अभी तक अन्याय हुआ है। वहां के लोगों के मन में ऐसी भावना है। इसको आप दूर करें और इस लाइन को आप टाप प्रायरीटी देकर सैकिड फाइव इअर प्लान में शामिल कर लें। ऐसी मेरी प्रार्थना है।

मैं इस बजट में जो कुछ चर्चा हुई है उसमें हिस्सा लेते हुए रेलवे मंत्री, रेलवे बोर्ड और तमाम रेलवे कर्मचारियों को धन्यवाद देता हूँ।

सरदार ए० एस० सहगल : आज मैं रेलवे मंत्री महोदय ने जो रेलवे का बजट पेश किया है उसका स्वागत करने के लिये खड़ा हुआ हूँ। बहुत से रास्तों पर और बहुत से दूसरे कामों में तरक्की हुई है, यह मानना पड़ेगा, लेकिन जहां पर कुछ स्तमितियाँ हैं उन स्तमितियों को दर्शाना मैं समझता हूँ, भेरा कर्तव्य है।

मैं मंत्री महोदय से प्रार्थना करूंगा कि जो गुड्स हमारी ट्रेनों से भेजे जाते हैं यदि वह इंडरवोर्ड करके भेजे जायें तो उससे यह होगा कि जितनी कीमत का वह सामान इंडरवोर्ड होगा, उतना रुपया अगर वह सामान ट्रेन में रास्ते में गुम हो जाता है तो भेजने वाले को मिल जायगा। इसीलिये मेरी प्रार्थना है कि ट्रेन से गुड्स इंडरवोर्ड करके भेजे जायें। इसके साथ ही साथ मैं यह भी कहूंगा कि जहां तक यह चोरी का मामला है, इस मामले में उनका ध्यान ज्यादा जाना चाहिये और खास कर जो स्टेट की गवर्नमेंट्स हैं जो स्टेट की सरकारें हैं उनको ऊपर सारी जिम्मेदारी डालनी चाहिये कि वह इस को मुसलौदी के साथ सुलभकार्य ताकि ये बातें उनके इलाके में अथवा उनके प्रान्त में न हों। यदि इस मामले को टैकिकल करने के लिये स्टेट गवर्नमेंटें और हमारा रेलवे विभाग दोनों मिल कर काम करेंगे, तो इसमें जरूर उनकी सफलता मिलेगी। वैसे सारी जिम्मेदारी का भार स्टेट गवर्नमेंट्स पर होगा क्योंकि चोरी के मामले में जो आपका रेलवे बोर्ड है या रेलवे के जो मंत्री महोदय हैं उनका हाथ नहीं रहता बल्कि उस प्रान्त में जहां पर रिक वे होती हैं,

वहाँ की लोकल गवर्नमेंटों की हद होती हैं। इसके साथ साथ मैं उनका ध्यान इस तरफ भी आकर्षित करूंगा कि मिस्टर मलिक को डायरेक्टर आफ इंटीलजेंस ब्यूरो होम डिपार्टमेंट ने मुकर्रर किया था और उनके जिम्मे रेलवे विभाग में करप्टान और क्लेम्सू के बारे में जांच पड़ताल करने का काम सौंपा गया था और उन्होंने उस सम्बन्ध में अपनी रिपोर्ट दी है। उस रिपोर्ट पर क्या कार्यवाही हुई और उस रिपोर्ट पर क्या सांचा गया, यह मैं नहीं कह सकता लेकिन मैं यह जरूर कहूंगा उस पर उन्होंने जो भी कार्यवाही की हो वह सदन के सामने आनी चाहिए।

इसके अतिरिक्त खाद्य पदार्थों के बारे में जो रिपोर्ट हमारे उपमंत्री महोदय ने दी है, सारी रिपोर्ट को देखते हुए इस बात को वह तसलीम करते हैं कि खाद्य पदार्थों की जो स्थिति रेलवे में है वह अच्छी नहीं है। इसके लिये मैं अपने मंत्री महोदय और आपसे अर्ज करूंगा कि वे एक कॉमिंस बुलायें जिसमें कुछ पार्लियामेंट के मम्बर्स को शामिल करें और जितने भी आपके कंट्रॉक्टर हैं उनमें से कुछ को चुन कर जाँच कि खाद्य पदार्थों का काम करते हैं, उनको बुलायें और बुलाने के बाद मैं वे उन लोगों से विचार विमर्श के बाद देखें कि आखिर उनको कौन कौन सी सुविधा हम दे सकते हैं ताकि खाद्य पदार्थों की स्थिति सुधर सके। अभी आप देखेंगे कि एक ही जगह पर एक ही आदमी को, एक ही कंट्रॉक्टर को १६४, १६५ और १७० जगह यदि काम दिया जाय तो वह उसको अच्छी तरह से नहीं कर सकता। इसके लिये आप डिप्टीजीन मुकर्रर करें और डिप्टीजीन मुकर्रर करके आप डिप्टीजीन के लोगों को जो कि वहाँ खाद्य पदार्थों के काम को कर सकते हैं उनको इसका ठंका दें और इसके लिये आप एक कमेटी बनायें और उसकी राय के मुताबिक यह सारा काम करें क्योंकि इस लाइन में जितने भी लोग काम कर रहे हैं, वर्तमान में या जो पहले भी करते आये हैं उन लोगों से यदि सलाह ले करके और कुछ जो हमारे माननीय सदस्य हैं और जो इसमें ज्यादा दिलचस्पी लेते

हैं उनको साथ में लेकर यदि गॉर किया जायगा तो मैं समझता हूँ कि बहुत कुछ आप खाद्य पदार्थों की स्थिति को सुधर सकेंगे। साथ ही साथ वर्तमान रेट में तीन आने का फायदा होता है, जब कि पहले सवा रुपया में सिर्फ छः पैसे या दो आना होता था। इसकी जांच करें तो मालूम होगा।

इसके अलावा मैं आपका ध्यान जो हमारे तीसरें और चौथे वर्ग के काम करने वाले लोग हैं उनकी तरफ दिलाना चाहता हूँ। उस रोज मंत्री महोदय ने यह बताया था कि हम उस सम्बन्ध में आवश्यक कार्यवाही कर रहे हैं, ताकि हम उनको रहने के वास्ते अच्छे और साफ मकानात दे सकें। मैं आपके इस प्रयत्न को सराहनीय समझता हूँ। इस सम्बन्ध में मैं खास कर बिलासपुर जिले में उनके जो मकानों की स्थिति है उसका थोड़ा हाल आपको बताना चाहता हूँ। यदि आप उन मकानों को देखें जिनमें कि क्लास तीन और क्लास चार के रेलवे इम्प्लायीज रहते हैं तो आपको खुद देख कर ताज्जुब होगा कि इतने छोटे से मकान में गमीं के दिनों में जिस वक्त कि एक आदमी काम करके आता है वह अपने बाल बच्चों के साथ किस तरह अपना गुजर करता होगा। मैं जानता हूँ कि आप इस दिशा में आवश्यक कदम उठा रहे हैं लेकिन साथ ही साथ मैं यह भी चाहूंगा कि उनके लिये मकान बनाते वक्त इस बात का भी ध्यान रक्खा जाय कि वे काफी बड़े हों, हवादार हों और साफ हों ताकि वह उनमें अपने परिवारों के साथ अच्छी तरह रह सकें। यही हालत पानी की है कि पानी देने में भी विभिन्नता बरती जा रही है। मैं आपसे यह कहूंगा कि आप अपने यहाँ तमाम लोगों के लिये एम्प्लॉयीज दे रहे हैं। यह बहुत अच्छी चीज है। आप इस सिलसिले में अपने स्टाफ के वास्ते हिल स्टेशंस पर रस्ट हाउसेज जो बनाना चाहते हैं, वह बहुत अच्छी चीज है और मैं उसका स्वागत करता हूँ। लेकिन ज्यादा जरूरी चीज आपके लिये यह देखने की है कि आपका जो रीनिंग स्टाफ है उसके आराम करने के वास्ते जब कि वह दिन भर काम कर लेता

[सरदार ए० एस० सहगल]

हैं, आप रनिंग रूम्स या रस्ट रूम्स हर एक स्थान पर कायम करने की तरफ गौर करें और आवश्यक कदम उठायें। यह दृष्टना आपके लिये बहुत जरूरी है कि वह रनिंग स्टाफ जो दिन भर काम करके आता है उनके आराम करने के लिए अगर ठीक जगह न हो तो वह अपनी ड्यूटी ठीक तरह से अंजाम नहीं दे पायेगा, यदि उनको अच्छी तरह से ढ़हरने और आराम करने का स्थान नहीं मिलेगा तो इंससे उनकी काम करने की जो क्षमता है और जिस तरीके से उनको काम करना चाहिये वह नहीं कर पायेंगे।

एफिशियेंसी की हमारी रलवेज में कमी है लेकिन उसका मुख्य कारण जो मैं समझ सकता हूँ वह यह है कि आपके यहाँ के जो डीवीजनल या डिस्ट्रिक्ट ऑफिसर थे जिनको कि आपने एपायन्टमेंट करने का उनको भर्ती करने का हक दिया था वह हक आपने एक पब्लिक सर्विस कमिशन को हर एक जॉन पर बना करके उसके हाथ में दे दिया लेकिन जो आदमी जिसके जरिये से जिस अफसर के जरिये से भर्ती होता था वह कमसे कम वह तो डरता था कि यदि मैं खराब काम करूंगा तो मैं निकाल दिया जाऊंगा, तथा वह भरती करने वाले को ठीक तरह से जानता था क्योंकि वह वहाँ का रहने वाला होता था।

आज जो तकलीफें आपके रीजनल या डिस्ट्रिक्ट ऑफिसरों को हो रही हैं जरा उनसे खुले दिल से बात करिये तो आपको मालूम होगा कि यह चीजें जो मैं कह रहा हूँ ठीक हैं या नहीं। बात असल यह है कि डिप्टीमिन की वजह से वह खुल कर आपसे बात नहीं कर सकते। इसीलिये मेरी प्रार्थना है कि इन बातों पर आप गौर करें कि जो बड़ी बड़ी जगहें हैं उनको तो आप बेशक पब्लिक सर्विस कमिशन द्वारा भरिए, मुझे कोई एतराज नहीं होगा लेकिन जो मीनिनयल स्टाफ हैं, क्लास तीन और क्लास चार के इम्प्लायीज उनकी भर्ती पब्लिक सर्विस कमिशन से न हो। और रलवे कर्मचारी के बच्चों को पहले

जगहें दी जावें। पीछे दूसरे प्रांत या दूसरों को दी जावें।

इसके साथ साथ मैं आपसे कहूंगा कि आज हमारे प्रांत मध्यप्रदेश में लाइनों की कमी है और खास कर रायपुर से धमतरी एंड बस्तर तक रलवे लाइन का होना बहुत जरूरी है। इस लाइन के बनाने पर आप खास तौर से गौर करें। दूसरे चंपा से कोर्वा तक जो लाइन है वह बढ़ायी जाय, ताकि कोयले की खानें खुल सकें। उसको बढ़ाने की आप कोशिश करें और इसके साथ ही साथ जो लाइन सर्वे है आपकी बिलासपुर से मांडला की लाइन है, इसको भी आप जरूरी तौर पर बिलासपुर से मांडला वाया पंडरिया तक आप ले जायें। मेरी प्रार्थना है कि आप इन लाइनों को बनाने और बढ़ाने पर गौर करें। आगे एक लोकल ट्रेन गांधिया से रायगढ़ तक चलावे यदि एक एक्सप्रेस ट्रेन नागपुर से कलकत्ता तक नहीं चला सकते। गये वर्ष भी मैंने इस सम्बन्ध में आपसे प्रार्थना की थी और मैं आपसे अर्ज करूंगा कि दूसरी पंचवर्षीय योजना जो तैयार हो रही है और आने वाली है उसमें आप इन पर गौर करके उनको पूरा करने की कोशिश करेंगे।

इसके अलावा मीडिकल फॉस्टलीज के बारे में मैं यह कहना चाहूंगा कि रलवे के जो क्लास तीन और क्लास चार के काम करने वाले हैं उनको पूरी मीडिकल फॉस्टलीज जो मिलनी चाहिये, वह नहीं मिल रही है और मैं सुझाव दूंगा कि जहाँ पर वह रहते हैं वहीं पर यदि छोर्ट किस्म के अस्पताल बना दिये जायें तो वह वहाँ जाकर अपनी दवा दारू करा सकेंगे। खड़कपुर (इस्टर्न रलवे) में जहाँ पर उनकी बस्ती है वहाँ पर उनके लिए एक अलग अस्पताल है, उनके बच्चों के पढ़ने के लिये भी अलग इन्तजाम है, और खेलने कढ़ने की व्यवस्था है तो वह अच्छी बात है और मैं चाहता हूँ कि अन्य जगहों पर भी इसी तरह का प्रबन्ध किया जाय। मैं मंत्री महोदय से प्रार्थना करूंगा कि वह इस पर विचार करें। बिलासपुर की बाबत मैं आपको बताऊँ

कि वहाँ पर हाई स्कूल नहीं हैं हाई स्कूल का होना जरूरी है जिसमें रेलवे कर्मचारियों के बच्चों पढ़ें। इसके लिए आप कह सकते हैं कि हाई स्कूल खोलने की जिम्मेदारी हमारी नहीं है, मध्यप्रदेश की सरकार की है लेकिन मैं आपसे अर्ज करूँ कि आपका मध्यप्रदेश की सरकार से यह बात कहना चाहिये कि यह जो रेलवे के लोग हैं और जो पैसा देने के लिये तैयार हैं उनके बच्चों के पढ़ाने के लिए सारी व्यवस्थाएँ मध्यप्रदेश की सरकार को करनी चाहियें, आप ऐसा उनसे सजेस्ट कर सकते हैं।

अन्त में मैं और अधिक न कह कर अपने सुझावों को पेश करता हूँ और मंत्री महोदय जो रेलवे बजट लाये हैं, मैं उसका समर्थन करता हूँ।

Shri D. C. Sharma: I join all those who have offered their congratulations to our Railway Minister. When I look at the Railway Minister, I think he has an efficient hand in a silk glove. He combines efficiency with humanity and, I think, that is a great thing which any Minister of our Government can have. But, when I look at the railways—as I travel up and down all over the country—I am reminded of the history of India which I used to read or which is read even now by students. Our history of India is divided into four periods, Ancient India, Mediaeval India, British India and Free India. While I see here and there some signs of Free India, so far as our railways are concerned, I see many signs of British India and a few signs of Mediaeval India and also of ancient India. My desire is that the whole of the Railway Administration should feel the impact of freedom and that it should be expressed not only in the matter of staff, in the matter of reorganisation but also in everything which affects the railways. There is one thing which I have not been able to understand all these days, though so many persons had been at pains to explain it. That is the matter of telescopic rates. I know that the hon.

Deputy Minister was trying to explain it last evening. I may say with my limited intelligence that I could not understand why telescopic rates have been introduced in preference to flat rates. I say this in all seriousness, because I know that whatever the Government of India does has got to be explained to the common man in the villages, cities and towns. I would ask this question: How are you going to explain the telescopic rates to the ordinary common man in the village, say, in any part of the Punjab or in any part of India, and convince him that the Railway Minister has done this thing in the best interests of the common man. I think I cannot do so and nobody can do so. We are talking of a socialistic pattern of society. It is very good, but I must say that socialism should begin from below, and socialism should believe in giving the largest benefit to those persons who constitute the very basis of the country, the very basis of the population. We have got strange contraptions devised by the Railway Board, which is called a three-legged contraption. If it is going to be a contraption, I would say that instead of having three legs, we should have five legs for these telescopic rates, the first from one mile to 50 miles, the second from 51 miles to 100 miles and the third from 100 miles to 150 miles. It should be so because the common man is going to be hit by these telescopic rates. With all our advocacy, with all our eloquence and persuasion, we will not be able to convince him that the Railways are doing their best for him.

The Railways have given a great deal in the way of passenger amenities, but I must say that by enhancing these rates so far as the first leg is concerned, they have taken away with the left hand what they have given with the right hand. Therefore, I would say that, first of all, this question of telescopic rates should be dealt with, and I would be very happy if the hon. Minister would make an observation in his summing up of the debate that the telescopic rates are

[Shri D. C. Sharma]

going to be abolished and nothing will give the country greater happiness than this. Even if it is not going to be abolished altogether, at least let it not affect those persons who would travel short distances. That is the first point that I wanted to say.

The second point is this. The Railways are having a new look, and there is no doubt about it. But I do not see that new look in much of the branch lines and in the neglected parts of the country, but all the same there are signs of new look visible everywhere. I would say that this new look should apply to our developmental programmes also. The other day I asked a question about locomotives and about wagons and coaches and about the preparations that were being made to make our country self-supporting in these things. I must say that adequate provisions do not exist in this country to meet these requirements, especially in view of the fact that the total number of passengers is going to increase on account of so many social factors that are at work in the country. I would therefore, say that the developmental programme of our country need a great deal of revision so that it can catch up with the needs of the times. Again I would say that one good thing has been done amongst the many good things and it is this that the hon. Railway Minister has stated that the controversy regarding the regrouping of Railways is now closed. I am glad he has made this statement and I must say that the regrouping of Railways is a forward step. I know how local interests, regional interests, provincial interests and all other vested interests were opposing it, but I am glad that the Government was not influenced by such opposition. The regrouping of Railways, which has been done on a scientific basis for the purpose of administration is going to do a lot of good to the country.

People talk about bottlenecks. I know bottlenecks exist even now and

there are difficulties in the movement of coal, but the bottlenecks at Moghalsarai and other places had been eliminated to a considerable extent only because of the regrouping of Railways.

One point more and I will finish in two minutes. I was going to refer to the quarters which the Railway Ministry has built. There are so many divisions and sub-divisions of those quarters. On the one hand we have the goal of a classless society before us, and on the other hand, the Railway Ministry is perpetuating new classes in terms of quarters. I would request the hon. Minister to see to it that the sub-classifications which we have in the matter of these quarters disappears as soon as possible. One sentence before I finish. You know very well that most of us represent a backward areas in this country and most of us from those areas and I have the good fortune to represent a backward area. Our Minister has given us a statement about the new lines that are going to be opened and if we are going to proceed at that snail's pace, the backward areas of our country may have a chance of new lines in another 20 or 50 years. Can we wait till then? I do not think we can wait till then. I would therefore, say that backward areas like Hoshiarpur and Kangra in the Punjab, which I have the privilege to represent, and Santhal Parganas, which my friend here represents, should be given a chance. It is good to those who have already something; it is much better to give to those who do not have but hope to get something; it is best to give to those who have no hope of getting anything. I would, therefore, request the hon. Minister to look into the needs of the backward areas and give them a place on the map of the railways of India.

Shri Achuthan (Crangannur): I am very glad to be able to congratulate the hon. Railway Minister, who, though the shortest among men, is the biggest employer in India, with an investment of

Rs. 1,000 crores and an employment personnel of one million people and is ably assisted by the Major-General Shri Shah Nawaz Khan, a jolly good fellow.

My main point is with regard to revision in the railway rates. I do not know the urgent need for this revision at this juncture when the Railway Ministry themselves say that they are going to appoint a committee for this purpose. The increase of fares for distance upto 150 miles will affect my State because all the third class passengers may have to pay something more. They ought to have taken care to see that the cart is not put before the horse in enhancing the rate of third class passengers travelling upto 150 miles. I hope the Railway Minister will come forward today and say that he will increase the legs from three to four.

1 P.M.

Then, with regard to new lines in our area, I should like to say a few words. It is a pity that Southern India, as a whole, because of its geographical position and big mountains, is not well developed in regard to railway lines. The Ministry is going to have a survey of the eastern and western regions of the south and I appreciate that. There are some of the main lines which are going to be taken up by the railways. I refer to Tinnevely-Trivandrum-Cape Comorin line. There is a big doubt—that is, whether it is Trivandrum-Cape Comorin or Tinnevely-Cape Comorin. I do not see any reason for such a division of opinion. It is a necessity. Every one knows that it is a very thickly populated area, having a heavy traffic. So, necessarily, the survey must be from Tinnevely and Trivandrum to Cape Comorin. This is the southern most region of this great country.

Another line to which I shall refer is the Trichur-Kollengode line. It has been investigated; survey was done years back. A lot of commodities such as rice, onions, chillies, jaggery, pulses, etc., have to go to the western region from the eastern region. Shri Alagesan

knows all these things. All these commodities must now come *via* Olavakkoda, to Trichur. If a railway line is opened between Trichur and Kollengode, all commodities from the western region, namely, coconut oil, betel-nuts, fish, etc., can be taken to the eastern region. So also, from the eastern region all the goods can come to the western region. Ditto with regard to the Tellicherry-Mysore region. That also has to be taken up and first priority must be given to these regions.

Some concession is given to the transport of foodgrains and pulses. I appreciate that. But something more must be given; that is, **concessional** freight rates must be applicable to fruits also. Bananas and Jack fruit must find a place in North India. So also, apples and oranges must find a place in South India. So unless some more concession like this is given to the traders, permitting them to send these fruits through express trains to the regions concerned, the particular section of agriculturists, namely, the horticulturists, may not be given scope for their improvement. They must be given encouragement. There are some concessions given to food materials and manure; and similarly, concessions should be given to the fruit-growers for transporting fruits.

Now, why don't the Government consider giving some fare concession to the Members of the State Legislatures? M.Ps are given free passes throughout India. The Members of the Legislatures also deserve very good concession so that they can travel throughout the country and see for themselves what things are going on in the country. So, necessarily, they must be given some concession at least by the next budget, so that all Members of the Legislatures of States must have an occasion to visit all parts of India and see how our great country is progressing economically and culturally.

Some concessional rates have been given for travel during Deepavali and Dussehra festivals. People in my part

[Shri Achuthan]

of the country have got Onam, Christmas and Pongal. I do not know why these festivals have been omitted. People celebrating these festivals are living all over the country and they necessarily may have the idea of going back to their places for these festivities. For instance, Onam is celebrated for a week. A number of officers celebrating these festivals are in North India. Previously, there was the P.T.O. concession, to officials and it is no longer there. So, in addition to the concession fares for Diwali and Dussehra, we must have concession for Christmas, Onam and Pongal festivals. Common officers are really asking: "Are we do to be here continuously for a number of years? Don't we want to visit our families in the South? We want to see our parents" etc. This factor also must be taken into consideration.

With regard to the facilities for passengers in the trains, I should like to say a few words. The commode system of lavatories in trains and waiting rooms must go. The Indian people are not accustomed to use the commode system. I myself feel the difficulty. Hereafter you must see that all those commodes are taken away from the inter class and second class coaches and the waiting rooms and the Indian system is adopted. Moreover, there is scarcity of wafer in the laterines. A number of people have to wait because there is no water available in the laterines. After using the latrine, if there is no water, what should they do? These are primary necessities which cannot be postponed or prolonged.

Then, with regard to catering in the railways. It is good that we have improved the catering. There is the departmental catering in the Southern Railway. A tiffin carrier meal is supplied at Rs. 1-4-0. Shri Alagesan may have tasted it, before he became Minister, and of course, he may now be going by air. It is really better than North Indian meals. I request you to see that this system is introduced throughout the country so that people may have an idea of the food supplied, and satisfy

while travelling, with sufficient but not costly meal and other facilities, their minimum requirements.

Shri Debeswar Sarmah (Golaghat-Jorhat): I thank you for the opportunity given to me, and I thank you also for having given me the opportunity to speak a few words on behalf of the most neglected corner of India.

Mr. Chairman: Time is very short.

Shri Debeswar Sarmah: Time is very short and I shall also be very brief. As regards the telescopic rates, I associate myself with all that Shri D. C. Sarmah had said. It will hit the common men most. As regards the neglect of the north-eastern corner of India in the matter of railways, I have only to give one illustration. It is not an isolated case. It is a matter of common occurrence. When there were floods in Assam in June and July last year, a lot of clothes were collected in Bombay for the relief of flood victims in Assam and these were despatched in June and July last year to Assam. They reached the State in February this year. It took six to eight months for these relief clothes to reach Assam from Bombay. A big chunk out of it was lost in Siliguri. I say this is not an isolated instance. This is a common occurrence.

We are thankful for the expeditious work on the link line in the North-Eastern Railway. But the portion between Kishangunj and Armingaon goes off for about three to four months every year during the rains. I gather there is a certain alternative scheme under contemplation of the Railway Ministry for the portion in North Bengal. But we have not heard about any alternative scheme being contemplated to replace the worst affected portion in Assam section of it so far. I hope an alternative route will be taken up and that in his reply the hon. Minister will say something regarding this line.

In the first Five Year Plan, Assam has not been able to spend much money. Only about 33 per cent of the total amount allotted has been spent, and

blame has been sought to be laid on Assam for this seeming inefficiency inability to spend money. But the railway communication goes off for six months in the year. During the last year, it was off for six months. The steamer companies are owned by foreigners—the British,—and are manned mostly by Pakistanis. Whenever there is trouble due to natural calamities, the railway lines go off due to floods. The Pakistani hands in the British owned steamers, I think, number about 98 per cent, and they went on strike recently. In Assam, there is no cement factory, no paper mill, and when outside capitalists look for starting such factories, transport is the most serious handicap. With railways off for four to six months in the year, with steamer service indifferently working, how can a State carry on development work effectively and efficiently, particularly when all essential goods such as machinery, cement C.I. sheets etc. have to be imported from outside. That is the snag there. With this state of affairs, if the transport system is not properly looked after in this frontier State, what can the people do? And then there is the crying need for extension of the Railway from Terpur to North Lakhimpur in the North Bank. This State remains the weakest link in the chain of transport, development as well as defence of India.

[SHRI BARMAN *in the Chair*]

A bridge on the Brahmaputra will pay its way in time. Abolish the present ferry system and if necessary levy a small toll—per maund or ton, or whatever it is—and the bridge will pay for itself.

During earlier Session of this House, the Railway Minister was pleased to issue comforting assurances. Later on, we were deprived of this also. Of course, I am not saying that comforting assurances alone can carry us far. I submit that the controversy between Jogighopa and Pandu for railway bridge should not stand in the way of constructing the bridge over the Brahmaputra. Wherever the railway engine-

ers or expert decide as the best site, a bridge should be constructed; it may not be any further delayed.

Then there are the Garo Hills for exploitation. This area contains coal, limestone and various other natural resources. We can gather mica and other things from here. I understand that there has been some traffic survey over this place. Let us hope that the Government will not delay the proposal for having a railway line connecting the Garo Hills with some river port or Railway Station, and that it will be taken up in the remaining period of the Five Year Plan.

In this frontier State which is affected by earthquakes and by floods of Brahmaputra, a safe and secure railway line is a prime necessity. I hope this matter will receive urgent consideration. Just as I illustrated that flood relief clothes from Bombay took about 8 months to travel to Assam, a big chunk of its missing at Siliguri the sweaters and other things sent missing and the blankets and other things booked from Bombay in June and July last year reached Assam only this February—now the tea industry is crying for manure. The agriculturists are also asking for manure, and manure cannot be had because there is a bottle-neck of transport. The season for manuring tea will be practically over by the time it reaches. Then again, at Dibrugarh a protection work and spurs are being constructed but there is shortfall in supply of railway wagons and the result will be that lakhs and lakhs of Government of India money would be simply thrown away into the Brahmaputra because if the proposed scheme cannot be completed in time the floods in Brahmaputra during this coming June, July or August will wash away everything.

I hope that this far-way frontier area of India, which is lying neglected, will receive the attention it deserves.

Shri Damodara Menon (Kozhikode):
Sir, I do not want to take much time and therefore, in view of the very very

लेकिन श्रीकोलायत से जैसलमीर जो कि तकरीबन दो सौ मील को टुकड़ा है कोई रेलवे लाइन नहीं है। वहां पर रेलवे लाइन बिछाने के लिए भूतपूर्व बीकानेर स्टेट रेलवे ने एक योजना बनाई थी और सर्वे का काम भी पूरा कर लिया था लेकिन वह पूरी नहीं हो सकी। अब मैं रेलवे मंत्री जी से प्रार्थना करता हूँ कि श्रीकोलायत से, फ्लोदी और पांकरन होते हुए जैसलमीर रेलवे लाइन बिछा दी जाए जिस से कि वहां की जनता को लाभ हो। इसी सम्बन्ध में मैं एक और बात कहना चाहता हूँ और वह यह है कि आगामी वर्ष में राजस्थान कनाल (हीरल पतन) का काम शुरू होना निश्चित हुआ है और ऐसी हालत में वहां पर इस रेलवे लाइन की बड़ी ही आवश्यकता है। मैं आशा करता हूँ कि रेल मंत्री जी इस ओर जरूर ध्यान देंगे और लोगों की इस मांग को पूरा करें।

दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि हिन्दुमलकोट तक एक बड़ी लाइन है वहां से श्री गंगानगर तक केवल १६ मील का फासला है। यदि इस टुकड़े को रेलवे लाइन से कनेक्ट कर दिया जाय तो वहां के व्यापारियों और जनता का बड़ा भला होगा। जब रेलवे मंत्री वहां पर कुछ समय पहले ग्रामोत्थान विद्यापीठ समीनया पधार् तो उन्होंने न जनता को यह आश्वासन दिया था कि यह टुकड़ा रेलवे लाइन द्वारा मिला दिया जाएगा। अभी तक इसकी तरफ कोई ध्यान नहीं दिया गया है। मैं रेलवे मंत्री जी से दरखास्त करता हूँ कि वहल्दी से जल्दी इस टुकड़े को रेल द्वारा पेशाने के लिए कदम उठाएं। इससे बहुत दूर चल रही लोगों की यह मांग पूरी हो जाएगी और वे आपके आभारी होंगे।

मुझे समय बहुत कम मिला है और जितनी बातें मैं कहना चाहता था उसमें से कुछ भी नहीं कह पाया हूँ। अन्त में आप से एक बार फिर प्रार्थना करता हूँ कि श्रीकोलायत से जैसलमीर तक और हिन्दुमलकोट से श्री गंगानगर तक रेलवे लाइनें बिछा दीं ताकि लोगों को लाभ हो और रेलवे में आर्थिक दृष्टि से सुधार हो

सकें। श्री गंगानगर जिले में बड़ी बड़ी मंडियां हैं। आशा है कि रेलवे मंत्रालय इस ओर ध्यान देगा।

डॉ० सुरेश चन्द्र (औरंगाबाद) : रेलवे मंत्री ने टैलस्कोपिक रेट्स का सिलसिला तो जारी कर दिया अब टाइम भी टैलस्कोपिक हो रहा है। इस टैलस्कोपिक टाइम के अलावा मैं दो तीन बातें कहना चाहता हूँ। बजट की जो अच्छाइयां हैं या जो उसमें कमियां हैं उनके बारे में तो इस थोड़े से समय में कुछ कहना नामुमकिन है और न ही मैं इन बातों को कहने की जरूरत ही महसूस करता हूँ। इस वक्त मैं एक दो बातें हैदराबाद स्टेट के बारे में और खासकर औरंगाबाद के बारे में अर्ज करना चाहता हूँ। हैदराबाद के बारे में तो हैदराबाद के सदस्यों की ओर से एक ज्वायंट मॉमोरेंडम रेलवे मंत्री जी को दे दिया गया है और मैं आशा करता हूँ कि वे उस पर गौर करेंगे और हमारी शिकायतों को दूर करने की कोशिश भी करेंगे। अब मैं औरंगाबाद की तरफ आता हूँ। औरंगाबाद हिन्दुस्तान की उन जगहों में से है जहां से रेलवे को और हिन्दुस्तान के दूसरे महकमों के रवेन्यु में शायद सबसे ज्यादा इनकम होती है। बाहर से जितने भी टूरिस्ट्स आते हैं इनमें से शायद ही कोई ऐसा टूरिस्ट होगा जो कि औरंगाबाद अलारा और अजंता देखने न जाता हो। अगर आप औरंगाबाद स्टेशन की हालत देखें तो आप को मालूम होगा कि यह बहुत ही खराब हालत में है, न वहां पर ठहरने के लिए कोई जगह है, न पानी का कोई इंतजाम है और लैंडिंग के बारे में जितना कहा जाए उतना थोड़ा है। मैं ने कई चिट्ठियां लिखी हैं लेकिन इस पर रेलवे ने अभी तक कोई ध्यान नहीं दिया। औरंगाबाद एक बड़ा भारी टूरिस्ट सेंटर है और वहां से सरकार को बाकी सब टूरिस्ट सेंटर्स के मुकाबले में ज्यादा आमदनी होती है। इस लिए आपको औरंगाबाद की तरफ सब से पहले ध्यान देना चाहिए। सब मानते हैं कि औरंगाबाद टूरिस्टा के सुन्दर स्टेशनों में से एक है लेकिन अगर आप रेलवे स्टेशन की हालत देखें तो आप यह नहीं कह सकते कि

[डा० सुरेश चन्द्र]

यह एक सुन्दर स्टेशन है। इसलिए मैं प्रार्थना करता हूँ कि इसकी हालत सुधारने की तरफ जल्दी से जल्दी ध्यान दिया जाए।

आप ने जो स्कीम रखी हैं उनमें से एक बम्बई और औरंगाबाद के दरम्यान डीजल रेल कार चलाने की है। आप ने औरंगाबाद से अजन्ता और औरंगाबाद से अलोरा की सड़क को ठीक करने के लिए भी कुछ रकम मंजूर की है लेकिन यह इतनी कम है इससे यह सड़कें बिल्कुल भी ठीक नहीं हो सकेंगी। जो भी ट्रिस्टस अजन्ता जाते हैं वे धूल और खाक से इतने भर जाते हैं कि वे अजन्ता की खबसूरत मूर्तियाँ और पेंटिंगज को पूरी तरह से एप्रोप्रिएट नहीं कर सकते। इस वास्ते इन सड़कों को पक्का करने के लिए काफी रकम मंजूर की जानी चाहिए।

क्योंकि मुझे सिर्फ तीन मिनट का टाइम दिया गया है इस वास्ते मैं और ज्यादा न कहते हुए यही कहूँगा कि यह जो दो तीन बातें मैं ने कही हैं रेलवे मंत्री इन की तरफ ध्यान और इन को जल्दी से जल्दी ठीक कराएँ।

Shri Bogawat (Ahmednagar South):
I must congratulate the Railway Minister and his lieutenants for the able administration of the railways. We are very grateful to the late Shri Gopaldaswamy Ayyangar and the present Railway Minister for doing a number of things and improving the railway administration. Because, we cannot forget the conditions of the railways just after the end of the Second World War and also some years thereafter. We had no more than goats and sheep in the railway train and many passengers had to remain in the station because they could not get accommodation.

I cannot speak for want of time about many other things and also about the several amenities that are being looked into by the national and public utility industry of the railways. We are proceeding, progressively our objective

being a socialistic pattern of society, and I will thank God when we see the day when the tiller becomes the owner of the soil and the worker the master of the industry.

Railway workers would be the masters, but they must deserve it and I would request the railway workers to take a vow that they would never attempt at any corruption. It is a stigma on the railways if people say there is corruption in it. They must take it into their heads that as they are the owners and masters of the railways they will see that henceforth no worker will make any attempt whatsoever for getting any illegal gratification or any such inducement.

After saying this I wish to point out that many Members are of the opinion that there should be no classes on the railways. In 1953-54 even the Railway Minister had made a reference in his speech that the classes should be abolished on the railways. But proper steps in that direction are still not taken.

I wish to say that at least the fares up to one hundred miles should not be increased, because the length of the railway in one district is just about a hundred miles, or thereabout, and the ordinary common people travel in the district for several transactions. So it will be a burden on them and it will be a useless thing to say that we are proceeding to create a classless society. So I would request the Railway Minister that this point should be thoroughly gone into, and if at all any rate is to be increased it should be beyond one hundred miles up to three hundred.

After saying this I wish to draw the attention of the Railway Minister to one missing link on the railways; I will mention this point and finish. The Khandwa-Hingoli line is being taken up. It is a metre gauge railway up to Parli Vaijnath. In order to join the north and south metre gauge and the western metre gauge, and to benefit the backward and undeveloped area

there, it is necessary to connect Parli Vajinath to Poona via Dir, Sheogam, Ahmednagar, God Nadi, Alandi. In some of these parts there is always famine, scarcity and unemployment, though the lands are rich and yield very good crops of oilseeds and there is also a cotton area in my district. There are a number of sugar industries and other industries which are developing. There is also the God Nadi River project. Therefore this line is quite necessary. There is a very big transport here. There are big fairs at Paltan, Ambajogai and Alandi, like the Pandarpur fair. They have no railway. Not only that. There is a big Training Military School at Ahmednagar, and even the Military Department has recommended this railway. If we look to the map it will be quite clear that this railway is necessary and essential. Unless it is taken up, the problem of the underdeveloped areas or of famine and unemployment would not be solved.

I do not wish to speak more on this because I have already made a representation to the hon. Minister and I have received a reply that they are considering it. So I would just request him to take into his earnest consideration this missing link from Parli Vajinath to Poona via Dir, Sheogam, Ahmednagar, God Nadi and Alandi.

श्री बाबुमार (परभणी) : समझ कम होने से मैं बहुत संक्षेप में अपनी चन्द एक बातें हाउस के सामने रखूंगा, आशा करता हूँ कि उन पर हमारे रेलवे के मंत्री महोदय ध्यान देंगे।

अगर हमारे मंत्री महोदय हैदराबाद का रेलों का नकशा देखेंगे तो वह पायेंगे कि दूसरे स्थानों के मुकाबले में वह पिछड़ा हुआ है और मैं चाहूंगा कि वह इस पिछड़े हुए प्रान्त की रेल व्यवस्था को दूसरे प्रान्तों की रेल व्यवस्थाओं के समान लाने की ओर ध्यान दें और आवश्यक कदम उठायें। हमारी हैदराबाद रेलवे में खास कर तीसरे दर्जे में बहुत खामियां हैं और उसमें काफी सुधार की आवश्यकता है। तीसरे दर्जे

के जो डिब्बे होते हैं, कैरिजेज होती हैं वह निहायत ही गंदी होती हैं और उनमें सफाई और पानी रखने का तो कोई ख्याल ही नहीं रक्खा जाता। इसके अतिरिक्त हमारे स्वामी जी ने खासकर आदिलाबाद रेलवे लाइन की हालत जो आपको बताई है, उसका तो हाल ही न पूछिये, उस पर न स्टेशन की इमारतें और न कोई वॉटिंग रूम हैं। तीसरे दर्जे के मुसाफिरों के ठहरने के लिए कोई इंतजाम नहीं है, पीने के पानी का भी इंतजाम नहीं है इस गाड़ी में पुरना से जो पानी भरा जाता है वह आदिलाबाद पहुंचने के पहले ही चुक जाता है आदिलाबाद से वापसी में पीने के पानी की कौन कहे। लॉट्रन्स में पुरना तक पानी नहीं मिलता। इस लाइन पर मुदखेड जो जंक्शन है वहां पर लोगों के ठहरने की कोई सुविधा नहीं है। इसी तरह से मनमाड स्टेशन पर जो मीटर गेज का प्लेटफार्म है उस पर अभी तक फर्श ही नहीं है वॉटिंग रूम की बात तो दूर, इस प्लेटफार्म पर पूरी छत नहीं है। हमारे मंत्री जी ने कहा कि मनमाड का प्लेटफार्म दुरुस्त किया गया है, मैं नहीं जानता कौन सा वह प्लेटफार्म है जिसे दुरुस्त किया गया है। वहां का तो यह प्लेटफार्म बिल्कुल डस्टी है और छत भी ज्यादा बसीब नहीं है।

इसके अलावा एक्सिडेंट्स जो रेलवे में होते हैं उन पर अगर हम जरा गहराई में जाकर देखें तो पायेंगे कि हमारी रेलवे के जो मीनिथल सर्वेन्ट्स हैं, क्लास तीन और क्लास चार के कर्मचारी हैं, उनकी पे और उनकी लिविंग कंडीशंस की तरफ सरकार को ज्यादा हमदर्दी के साथ विचार करना चाहिये और यह देखना चाहिये कि वह अपनी जिन्दगी अच्छी तरह बिता सकें, आज उनकी हालत बहुत नाजुक है और आप उनके काम की जिम्मेदारी समझ कर जो उनकी भावना है उसको पहचान कर उनकी तनखाहें पे कमीशन ने जो रंकमेंड की हैं वह उनको दें, यही हमारे रेलवे के पार्लियामेंटरी सेक्रेटरी साहब ने भी अपनी रिपोर्ट के पैरा १५५ में उनकी तनखाह की बाबत लिखा है कि उनकी मांगें पूरी की जायें। अगर हम चाहें

[श्री वाघमार]

हैं कि वह अपना काम मुस्तैदी और जाफिशानी से करें तो हमें उनकी मांगों की अवहेलना नहीं करनी चाहिये। अगर ऐसा सरकार करे तो मैं यह कहता हूँ कि रेलवे पर आजकल जो हाथसे होते हैं, वह कम हो जायेंगे और खत्म हो जायेंगे। जो लोग लोको शेंड या दूसरे रेलवे वर्कशाप्स में काम करते हैं उनके मुकाबले में इनका काम जो लोग (Train Examiner) लाइन पर काम करते हैं कम महत्व ह्युनर और जिम्मेवारी का नहीं है लेकिन इन बेचारों की पे लोको शेंड और वर्कशाप्स में काम करने वाले लोगों की बनिस्वत कम है इस वास्ते भी उनका अपने काम में मन नहीं लगता।

इस लाइन में वृत्ति उन्हें कम तनखाह मिलती है, इसलिये और दूसरे मिकेनाइज्ड डिपार्टमेंट में जाने के लिये, या लोको शेंड में जाने का उनका खास रुझान होता है और वह अपने काम में दिलचस्पी कम लेते हैं, इस वजह से भी रेलवेज पर एकसीडेंट्स होते हैं। मैं रेलवे मंत्री महोदय से विनती करूंगा कि उनके जो ग्रीवान्सेज और मांगें हैं उन पर सहानुभूतिपूर्वक विचार किया जाय और उनको पूरा किया जाय। वह कोई आपसे खैरात नहीं मांगते। पिछली अनेक कमेटीयों की रिपोर्टों में भी यही कहा गया है कि उनकी जो मांगें हैं वह जायज हैं, दुरुस्त हैं और वह पूरी होनी चाहियें। उस लिहाज से मेरी भी एक विनती है। यह एक्सपर्ट्स की राय है, और मेरी अपनी भी राय है। मैं ने एक्सपर्ट्स की रिपोर्ट्स को देखा है। हैदराबाद के सदस्यों की ओर से एक मुत्तफिका तौर पर जो मेमोरैन्डम पेश किया गया है उस पर गौर किया जाय और जो हैदराबाद स्टेट का पिछड़ा हुआ इलाका है, जो आप की नजरों से आइल है, उस को बाकी हिस्सों के बराबर लाया जाय।

हैदराबाद के दो जिले जो कि रेलवे से कनेक्टड नहीं हैं। मेरा मतलब उस्मानाबाद और बीड से है इनको रेल में जोड़ा जाय और परली लाइन

को मोमिनाबाद तक जो तालुके का मरकज है बढ़ाया जाय।

शौलापुर से तुलजापुर होते हुए उस्मानाबाद, बीड और जालना तक एक नई लाइन डाली जाय। आदिलाबाद से आने वाली लाइन पर बहुत से पहाड़ हैं जहां से काफी लकड़ी आती है लेकिन वहां पर माल लाने ले जाने की बड़ी कम सुविधा है। इसलिये मेरी गुजारिश है कि इस लाइन पर दो गाड़ियां चलाई जाएं और उन पर पानी वगैरह का इन्तजाम किया जाय।

इसी तरह से खंडवा हिंगोली लाइन को सन् १९५६ में कम्प्लीट करने के लिये कहा गया है। इस को जल्दी से जल्दी कम्प्लीट किया जाय।

इसी तरह से लातूर रोड से लातूर मिलाया जाय और लातूर से कुलवाडी तक जो नैरो गेज लाइन है उस की जगह ब्राड गेज लाइन कर देनी चाहिये।

Shri L. B. Shastri: I am thankful to hon. Members for the trend and tone of their speeches which were throughout very helpful. Several matters have been dealt with by the Deputy Minister. I need not go over them again. I shall touch upon a few other general problems referred to by Members in the course of the last two days.

I am sorry that Shri Asoka Mehta and Shri H. N. Mukerjee were not good enough to carefully examine the facts and figures mentioned by the Deputy Minister and myself only two days back in respect of the better performance of the railways during the current year. I shall not go into these facts and figures again. But, I do want notice to be taken of the fact that during the last 9 months, the railways have registered a distinct improvement on the operational side. I have never tried to exaggerate matters. When I make this claim, the House can realise that I do so on the basis of solid facts. The improvement made is, no doubt, particularly marked only during the past few months. But, I have a feeling that

It has now come to stay. I do realise that it will be fatal for railways if this progress is not maintained. Rolling stock would be imported and manufactured in the country to meet our requirements. But the time factor has always to be kept in mind. Similarly, the increased line capacity works are also quite big, and they will take their own time. Getting the required parts and components and other necessary material, especially, steel is also an important factor. The limitations are there. But, we should have the determination to surmount them. May I assure the House that we are planning on the right and proper lines? Dr. Krishnaswami is perhaps afraid that we are not looking ahead and are moving in the old conservative way. He need have no such misgiving. Provision has been made in the Budget for large-scale surveys with a view to our being able to take up construction work from the very first year of the Second Five Year Plan period. Proposals for the survey of about 1300 miles of new lines and 900 miles of doubling have been made to be undertaken during the Budget year. The surveys for new lines, I think, may have to be raised further from 1300 to 1500 miles. This is going to be a big task. The question of adequate technical personnel is important and urgent. We will have to use all our talents, young and old to complete this work. Some of the existing rules, if necessary, may have to be relaxed to attract the required personnel. Similarly, the Railway Ministry will have to plan for other things as well, raw materials, rolling stock and personnel. They will have to be arranged for within the required time so that time lag is not permitted to interfere with our programme or work.

I have already mentioned in my speech about the creation of a planning cell in the Railway Board office and our intention to strengthen it further. I have also created only a few days ago the post of a Deputy General Manager of Planning in each Railway so that there is not only proper planning and co-ordination, but implementation of the works programme of each Railway

is carried out according to schedule. There is no doubt that the Railway Board and the Railways will have to gear up all their resources to take up this vital and colossal task of adequately providing the transport needs of the country. I have a suspicion, and I hope it is wrong, that there is a subtle move to put all the blame on the Railways if the other sectors of the economy do not come up to expectation. I know the task of the railways is a most difficult one in the circumstances prevailing today. Industrialists and others have had no problems of such magnitude to face either before or now as the Railways had to tackle during the war and after the Partition. I sometimes feel sad to think that these difficulties are not fully realised and there is no word of cheer for those thousands of our railwaymen who are engaged in the stupendous task, in the most difficult period in the history of the railways, of not only rehabilitating railways, but of developing them to meet the growing needs of the country. There may be shortcomings and some mistakes too. But, those alone can commit mistakes who really do the work and are on the march. I have every hope that the Railway Board and the railways would rise equal to the occasion and succeed in removing all fears and misgivings wherever they are entertained. Even if they occasionally falter, I do not mind. But, I do want them to aim high and put in their best and most genuine effort.

It is true that I have not given a clear idea of our development programme for the future, relating to the Second Five Year Plan. But, it would surely be premature to do so on any part as our Plans are not complete and they have not yet been finalised. The different States, the various Ministries concerned, and the Planning Commission have to be consulted and we are in the process of doing so. Three important items of the Plan would naturally be new construction including doubling the lines and other works designed to increase the present line

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capacity, self-sufficiency in rolling stock stores and other equipment, and improved working including the extension and expansion of our present maintenance works. The other things would automatically follow, the importance of which could not, of course, be minimised. In all these three matters we are not only planning on an ambitious scale, but are, in fact, going ahead with many schemes which will gradually show results as time passes. For new constructions, I would certainly like to plan for 5000 miles. But, I shall not like to commit myself definitely unless I have made myself quite sure about the resources available to us. But, from the proposals chalked out by the Board, which have not yet come to me so far in a definite and concrete form, I have an impression that it might at least go to 4000 miles inclusive of doubling. Careful thought, I am sure, has to be further given to this matter as this is the most important item of work on the railways on which the eyes of our country are fixed with great hopes. It is no small attempt—I hope hon. Members would agree—on the part of the Railway Board to develop 50 per cent increased capacity for the next Five Year Plan over the estimated demand at the conclusion of the First Five Year Plan period. This substantial increase in capacity is being planned to meet the likely demands during the next Five Year Period. That will naturally cover the normal increase in general traffic and the traffic anticipated to arise in respect of the new steel plants, expansion of the cement industry and other known projects.

I was somewhat amazed to hear Shri Bhagwat Jha Azad and one other hon. Member referring to the speech of the Finance Minister, that the railways were not able to contribute their full quota, with their own further observation that the railways should find funds for the developmental works from their own resources. Shri Jha wants backward areas to be opened up, and rightly so. Lines constructed for this purpose will be unremunerative for some years to come, and yet he sug-

gests that the railways with all their existing commitments should be able to contribute in full towards their construction and operation, which even the Finance Minister does not expect us to do. There is perhaps a tendency sometimes to pick holes even when there is hardly any basis for doing so, for avoiding which I expect the Members on this side at least to show a better sense of awareness.

The development on all sides, especially in the public sector, has to be carried out on a colossal scale, and every unit of the Government has to contribute its utmost. But, in order to execute the various plans for building up the whole country, not only the resources of all will have to be pooled together but special steps like deficit financing or raising of loans from this country and abroad would have to be taken, so that the heavy and huge physical requirements of the Plan are properly met. I am sure that the other hon. Members do fully appreciate this aspect of the problem, and that there will be no cause for criticism on that ground.

I may also say that the figure of Rs. 800 crores has been mentioned, but I should like to tell the House that this is only tentative and that the final figure will depend upon the over-all size of the Second Five Year Plan and the share allocable to the railways. We are planning not merely in money terms that is, what funds are to be expended each year. We are rather thinking in physical terms of the maximum utilisation of the existing resources and of expanding capacity not only to meet the anticipated increase in the next five years, but over a longer period. We are, at the same time, keeping in mind the measures necessary to recruit and train additional staff required in various categories. The employment potential in the railway development is an important aspect from the point of view also of helping to solve the unemployment problem in the country as a whole. I hope that in my next budget speech I should be in a position to furnish a clear picture

of the plans required for the second five year period.

In this context, the House, I am sure, will appreciate the reasons for our expenses going up against which an equivalent revenue would not be found for a few years at least. During the first two or three plan periods this trend will surely persist and, therefore, while commenting on the mounting expenditure on the railways, this feature, I hope, would constantly be borne in mind.

There are other reasons for the increasing expenditure, most of which being unavoidable, and I would not weary the House with further details. However, I must assure the House that in spite of what I have said, all efforts should and would be made to effect economies in all branches wherever possible.

Shri T. K. Chaudhury is, I am afraid, misinformed about the report of the Efficiency Bureau. The Bureau was never entrusted with the task of advising the Board about the increase in the number of present zones. The Director of the Efficiency Bureau was, in fact, asked to examine certain aspects of the working and the performance of different railways and I might tell him that he discharged his duty efficiently. The Railway Board has, indeed, profited by his reports and the question of turning down his recommendations never arose at all. Shri Chakravarti, the Director of the Efficiency Bureau, happens to be one of our top officers and it would have been so unfair to deprive him of his promotion to the General Manager's Post for which the officers quite naturally look forward from the very start of their career. Shri Chaudhuri might as well ask Shri Chakravarty about his preference and satisfy himself further if he so desires.

I have clearly expressed my views about regrouping, and would suggest to Shri T. K. Chaudhury to read them again. But one thing I must say. I do not want to keep alive the controversy of regrouping for long as it might perhaps prevent us from taking a

dispassionate view of the needs of the railways in the growing economy of the country and the expanding railway administration.

I shall touch a few other points mentioned in this House before saying something about the new lines. It has been suggested that the Grand Trunk Express should be speeded up. I entirely agree with it. I think it should be converted into a mail train and its speed considerably increased. But I have to make one request to the Members of the House, and the request is that the Railway Board should be given full freedom to cut down halts etc., without any interference on our part.

Shri Algu Rai Shastri (Azamgarh Distt.—East cum Ballia Distt.—West): Surely.

Hon. Members: Yes.

Shri L. B. Shastri: We will naturally consider filling the gap where we do away with the halts by other means.

Shri Somani wanted that I should decide early about the appointment of the Freight Structure Committee. I have already referred to this in my budget speech, but I might as well inform the House that the Committee referred to would be appointed very soon.

Shri Giri has made the interesting suggestion that the time has now come when, beginning with the public sector, the worker should be conceded a voice in the control of industry. He has gone on to say:

"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."

This is what Shri V. V. Giri had said. I need not say much about my personal opinion on this matter. But

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because I have been giving thought to this matter for some time, personally, I will be prepared to consider this suggestion favourably. That much I can say, but of course, as Shri V. V. Giri has stated, the conditions precedent for the implementation of this suggestion should first be created by the workers, and for this, as Shri V. V. Giri has further pointed out, the maintenance of unity amongst railwaymen is essential.

Shri Frank Anthony has made some suggestions in regard to the compensation claims. But I am afraid that it would add to our cost. But the question of designing wagons which would keep water out in areas having heavy monsoon will, however, receive the consideration of the Railway Administration.

Shri Asoka Mehta referred to watch and ward employees, whose services were terminated because they had submitted representations. I would not deal with each individual case, but I would like to clear up Shri Asoka Mehta's misunderstanding, which is based on an one-sided version. The correct facts are that the two chief overseers of the Watch and Ward Department of the Western Railways were asked to appear for a departmental test for promotion to the grade of sub-inspector, watch and ward. They failed to appear at the written test, but put in a representation which was couched in improper and even offensive language insinuating foul play on the part of the superior officers, for which there was no basis. This amounted to misconduct, and the security officer decided to reduce them to the post of overseers, the next lower grade, after following the normal procedure. The legally correct procedure required that in such cases the services of the men should be terminated in accordance with the rules, and they should be re-employed in the lower grade as overseers. This was done, and they again submitted appeals, which after consideration were dismissed.

Shri Asoka Mehta has also questioned the necessity of a committee to examine the co-ordination of railways and coastal shipping. I shall not say much on that subject, but I would like to tell him that in view of the difficult nature of the subject and the paucity of relevant data, the setting up of an expert committee appears to be the only rational course to undertake examination of the various aspects of the problem.

Shri Frank Anthony has particularly warned Government against any complacency and any tendency to support bureaucratic infallibility. I can assure him that I am far from being complacent, and not inclined, as a matter of course, to support decisions taken at various levels of the Railway Administration; but I cannot also outright reject their decisions merely because appeals have been submitted. It is true that in some cases delays do take place, but the Railway Administrations are constantly directed to minimise delays. If I am not misunderstood, I would like to inform the House that my experience is that there is a growing tendency to put in representations to the General Managers, to the Railway Board, and to me, against any orders passed unfavourably to an employee. This can only result in duplication of work, and possibly lack of adequate attention to representations of persons having a genuine grievance. I would, therefore, appeal to all concerned to exercise discretion and restraint in sponsoring such complaints.

I shall, as pointed out by Shri Frank Anthony, look into the question of early announcement of the results of the Selection Boards. I entirely agree with him that there should be minimum delay in regard to the announcements of the results of the Selection Boards.

Shri U. M. Trivedi—he is not here now—referred to the construction of metre gauge locomotives in Ajmer workshops, and wanted to know the

reason why the workshops have not been developed for the purpose. In fact, Ajmer is one of our biggest workshops, and there are proposals of further extension and expansion of that workshop. But the fact is that the lay-out of the Ajmer workshops is not suitable for the efficient manufacture of locomotives of modern design, apart from there being no spare capacity in the workshops. This work, is therefore, being concentrated in TELCO.

Shri Thanu Pillai and Shri J. R. Mehta referred to the injustice done to the ex-State railway officers in the matter of equation of posts. On the other hand, Shri Ramachandra Reddi protested against the importation of ex-State railway officers at the cost of Government railway officers. I am trying my best to make an objective approach to this matter, and I am re-examining the matter in the light of the criticisms and suggestions offered in this House and in the other House.

Shri Nambiar contended that relations with railway labour were unsatisfactory, and that Government were partial to certain unions. Well, Shri Nambiar has sometimes tried to make our relations unsatisfactory....

Shri Nambiar: Not in the least.

Shri L. B. Shastri: but I am glad that he has not succeeded so far. I would like to reiterate that the relations between Railway Administration and railway labour have continued to be cordial during the last few years. Government are not partial to any unions, but I might make it clear that I have no intention of permitting recognition of any unions other than those formed by merger by or with recognised unions. I shall not go into one of the other points he has mentioned, namely the average pay of class IV staff, for that can be discussed later on.

Some of the hon. Members have suggested construction of new lines in the areas in which they are interested. Reference has been made to

Bangalore-Salem, Madurai-Karur-Salem as alternative to Salem-Tiruchirapalli, Trivandrum-Cape Comorin, Bombay-Mangalore, Tellicherry-Coorg-Mysore, by the Members from the south. One hon. Member from Madhya Bharat mentioned the need for conversion of the gauge of the railways in Gwalior, and the bridging of the gap between Shivpuri and Agar. A suggestion was even made by one of the Members to provide rail facilities between Rishikesh and Rudar Prayag that is on the Himalayas. I can only assure the hon. Members that new constructions will be carefully examined and undertaken in the best interests of the development of the country.

Shri H. N. Mukerjee referred to the electrification of the Calcutta suburban section. He would have noticed from the Budget papers that a sum of Rs. 2 crores has been provided for the Howrah-Burdwan-Tarkeshwar line in 1955-56. The electrification of Sealdah and other suburban lines will have to be undertaken in a latter phase. I am myself keen that the first phase should be completed as early as possible, so that we might be able to take up, and go ahead with, the next phase. May I also say that we all feel proud of Calcutta and Bengal? I can, perhaps, quite understand Shri H. N. Mukerjee now taking shelter behind parochialism, when all the other weapons in his armoury have failed.

2 P. M.

Some hon. Members, namely Shrimati Tarkeshwari Sinha and Shrimati Ila Palchoudhury suggested the taking over of the light railways by the Central Government. In this connection, we have decided after careful thought that Government Railway contiguous to the light railways should undertake a comprehensive study of the narrow gauge lines in their jurisdiction, and to report whether it would be advantageous to replace the lines on the same or other suitable align-

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ments: by broad gauge or metre gauge railways or by road-ways. I shall, as suggested by Shrimati Tarkeshwari Sinha, naturally give further thought to the point raised in regard to the Baktiarpur-Rajgir line. In regard to the Baraset-Basirhat railway mentioned by Shrimati Ila Palchoudhury, the Eastern Railway has been asked to undertake a preliminary engineering and traffic survey for possible broad gauge link from Basirhat to Hasanbad for which a provision of Rs. 25,000 has already been made in the budget for 1955-56.

Shri Nevatia has mentioned about restoration of dismantled lines in Punjab and U. P. A number of lines dismantled has been restored all over India. The cases of the balance are still under consideration.

Ch. Ranbir Singh referred to the Rohtak-Gohana line. As I told him yesterday, in fact, it would have been more useful if he had made that effective speech in the Punjab and discussed about that line with his own Chief Minister. Anyhow, as I have said, I am prepared to review that project and I shall get into touch with the Punjab Government immediately.

Shri Somana mentioned about the paucity of railway lines in the Malnad area and in Coorg. The hon. Member is, no doubt, aware that the survey for a railway line between Hassan and Mangalore is in progress. The question of further lines in this area will be considered later on when the survey for the Mangalore-Hassan line has been completed and a decision taken on its construction. I also attach sufficient importance to the development of the West Coast and the Railway Board, I might inform the House, is fully seized of the matter. The Konkan area would also be covered by that.

Pandit D. N. Tiwari made a reference to the Sonepore station.....

Pandit D. N. Tiwari (Saran South): N. E. Railway.

Shri L. B. Shastri:.....and in a general way, to the conditions prevailing on the North Eastern Railway.

Pandit D. N. Tiwari: Beyond Gorakhpur.

Shri L. B. Shastri: I might tell him that we will certainly see that the Sonepore station is improved and I shall advise the Railway Board to consider the question of providing a foot over-bridge over the platforms as soon as possible.

Swami Ramananda Tirtha has mentioned about priority being given to a particular line in Hyderabad State. The Railway Board shall certainly bear the special plea made by the Members of Parliament from Hyderabad in this connection in mind.

About the Assam link, it has been suggested that an alternative route should also be considered. Well, I may inform the hon. Member that that question is already being studied by the Railway Board and the survey may have to be taken up early.

The question of opening up of the Adivasi area, referred to by Shri Bhagwat Jha Azad, will also be taken up for consideration in connection with the Second Five Year Plan. I also propose to include surveys being taken up in the budget year of Satna-Rewa-Govindgarh and Nepant-Raibagh links.

It has been suggested that the Chamrajnagar-Satyamangalam link should be taken in hand.....

Shri M. S. Gurupadaswamy (Mysore): Immediately.

Shri L. B. Shastri: I am afraid I shall have to disappoint the hon. Member. This project was approved by the Central Board of Transport who recommended that it should be considered along with the Khandwa-Hingoli link. The Khandwa-Hingoli link has been given priority in order to link the north and south metre

gauge systems. For providing a link between the southern metre gauge systems, an alternative link from Bangalore to Salem has been suggested as being preferable. A survey to determine the cost and traffic prospects of the Bangalore-Salem line has been ordered and the relative merits of the Chamrajnagar-Satyamangalam project and Bangalore-Salem line will be considered.

Shri M. S. Gurupadaswamy: You have not said 'no' anyway.

Shri L. B. Shastri: I have not said 'no'.

An Hon. Member: But not immediately

Shri L. B. Shastri: Shri T. B. Vittal Rao has criticised the proposed Bezwada-Gudur doubling. I might inform him that the matter has already been discussed with the Southern Railway and investigation has been ordered for a broad gauge alternative line from Kazipet to Machlere on to Kumbum joining the Bezwada metre line north of the Penner river near Nellore.

I might now say a few words about the rates and fares. It was in the context of our increasing expenditure that I had suggested a slight increase in rates and fares. I have given full thought to the matter, and specially to the small increased burden which will have to be borne by the common man. The increase was the minimum that could be thought of, though it did mean some additional sacrifice on their part, which our countrymen have not grudged so far if it contributes to the general prosperity of the nation as a whole. I am really thankful to Shrimati Sinha, Shri Somana and Dr. Krishnaswami for the support they lent to this proposal. But the discussions held in this and in the other House have clearly shown the strong feelings held on this subject. I am myself deeply conscious of the neces-

sity to avoid any adjustment which might operate harshly on the common man, and in keeping with the wishes of the hon. Members of this House, as also those of the Rajya Sabha, I propose that while the telescopic basis of the fares mentioned in my budget speech may be retained as a whole, there will be no increase in fare in the case of III class passengers travelling by ordinary passenger trains within a zone of 50 miles.

Shri M. S. Gurupadaswamy: Small mercies.

Shri L. B. Shastri: It is not so. The railways will be losing about a crore of rupees.

As the bulk of the long-distance passengers are carried by mail and express trains, it is necessary that the telescopic fares are introduced for the benefit of the long-distance passengers. I, therefore, propose to retain the basis indicated in my budget speech for mail and express trains. I hope, however, the House will permit to come up later with these very reasonable proposals regarding fare increase, if the condition of our finances would call for the same.

Criticism was also levelled against the increase in the rates for 'smalls' and the imposition of a surcharge. There was hardly any intention to get any revenue out of it, and it was proposed only with a view to releasing more wagons for public use in the existing tight wagon position, but as it is felt that the smaller industries might be hit hard, in order to relieve the incidence of freight in the case of 'smalls' I propose that instead of 12½ per cent. surcharge on 'smalls' up to 20 maunds, the surcharge may be reduced to 6½ per cent., and the minimum freight for 'smalls' might remain at the existing basis of Re. 1 instead of the proposed Rs. 1-8-0. These proposals will undoubtedly reduce the anticipated surplus but that will, I hope, fully meet the wishes of the House.

श्री धूसिया (जिला बस्ती—मध्यपूर्व व जिला गोरखपुर—पश्चिम-रीढ़त—अनुसूचित जातियां): मैं एक सवाल पूछना चाहता हूँ। मिनिस्टर साहब ने बहुत से सवालों का जवाब दिया लेकिन मुझे दुःख है कि उन्होंने रेलवे सर्विस में शिद्दयूल्ड कास्ट और शिद्दयूल्ड ट्राइब्स की भर्ती के बारे में कुछ नहीं कहा। प्रॉविसेज के एक्जेशन मिनिस्टर और सेंटर के एक्जेशन मिनिस्टर कहते हैं कि हम शिद्दयूल्ड कास्ट और शिद्दयूल्ड ट्राइब्स के सड़कों की मांग पूरी नहीं कर सकते क्योंकि उनकी तादाद बहुत ज्यादा हो गयी है। इसीलिए वह सब को स्कालरशिप नहीं दे सकते। दूसरी तरफ हमारे लड़के जो रेलवे सर्विस के लिए एप्लाई करते हैं तो रेलवे आथॉरिटीज कहती हैं कि हमको आपके ठीक आदमी नहीं मिलते हैं। इसीलिए मैं रेलवे मिनिस्टर साहब से प्रार्थना करूंगा कि वह बतलाने की कृपा करें कि अब शिद्दयूल्ड कास्ट और शिद्दयूल्ड ट्राइब के रिफ्रूटमेंट के बारे में उनकी क्या नीति रहेगी।

श्री एल० बी० शास्त्री : मैं ने इस चीज पर इसीलिए ज्यादा नहीं कहा कि कम्पोजिशन में यह सवाल उठने वाला है और उस पर काफी बहस भी होगी। लेकिन मैं यह बतलाना चाहता हूँ कि हमारी पालिसी इस सम्बन्ध में बहुत साफ है, और हम चाहते हैं कि जो कोटा हरिजन भाइयों के लिए मुकर्रर है वह पूरा किया जाय। उनको यह भी मालूम है कि इस सिर्लासले में इधर रेलवे में काफी तरक्की हुई है और जो नियुक्तियां हुई हैं उनमें शिद्दयूल्ड कास्ट वालों की तादाद काफी बढ़ी है।

Shri Dhusiya: But not upto the mark.

श्री एल० बी० शास्त्री : यह तो मैं खुद मान रहा हूँ। मैं यह नहीं कहता कि पूरा हो गया। मैं यह कहता हूँ कि संख्या बढ़ी है। और माननीय सदस्य को यह भी मालूम है कि हमने लगभग साठ साठ जगहों के लिए विज्ञापन दिया है और उसमें कहा है कि उनमें केवल

शिद्दयूल्ड कास्ट के लोग ही लिए जायंगे और दूसरे नहीं लिये जायंगे, ताकि कमी को पूरा किया जाय। तो हमारी कौशिस निरन्तर उसी तरफ है। उनको यह भी मालूम है कि हमने कमीशन में शिद्दयूल्ड कास्ट को मम्बर भी बनाया है ताकि भर्ती के बारे में यह शिकायत न रहे कि उनकी तरफ ध्यान नहीं दिया जाता। जब यह सिलेक्शन का, इंटरव्यूज का और इन्तैहान का मामला ऐसा नहीं है कि जिसमें आप यह आशा रखें कि जितने आपके आदमी जाते हैं वह सब के सब ले लिये जाएं। इन्तैहान होगा, नम्बर मिलेंगे। फिर कुछ लोग रह ही जायंगे। तो इस भावना से प्रेरित होकर बात नहीं कहनी चाहिए कि जबरदस्ती हो रही है और बेइन्साफी हो रही है। मैं यह नहीं कहता कि जितना करना चाहिए उतना हो चुका है। उसमें कमी है उसको मैं मानता हूँ। उससे मुझे इन्कार नहीं है। लेकिन आपको अपने दिल में यह ख्याल नहीं रखना चाहिए कि मेरे दिल में कुछ और है या मैं यह नहीं चाहता कि हरिजन भाइयों का जो कोटा है वह ज्यादा से ज्यादा पूरा न हो।

Shri T. B. Vittal Rao: As the Railway Minister has not said anything about publishing the original report of the Accidents Enquiry Committee, may I know whether he is going to reconsider his decision or not?

Shri L. B. Shastri: Well, the hon. Member has heard the speech of Shri Shahnawaz Khan. Having heard his speech very closely yesterday, if he has anything else to suggest, he can suggest that to me. I do not think that Shri Shahnawaz wants that his original report should be published.

DEMANDS FOR GRANTS FOR 1955-56—RAILWAYS

Mr. Chairman: So, we may now go to the second stage, the voting on Demands for Grants. A large number of cut motions to various Demands have been tabled by Members. As usual, the hon. Members and Leaders of Groups may hand over the num-