

[Shri Hathi]

Irrigation Ministry, Works Housing and Supply and so on—because unless you have that sort of co-ordination, in many cases bridges built by railways have afforded a sort of hindrance to the easy flow of water. Therefore, in the Central Flood Control Board and also in the River Commissions that we have formed the representatives of the Railway Ministry, the representatives of the Agricultural Ministry and other Ministries are there and all the schemes are worked in complete co-ordination with the Railway Ministry, Agricultural Ministry and various other Ministries. Their representatives are there on the Central Board and the representatives of the States also. The States Control Board are also represented on the Central Flood Control Board. Thus there is a complete co-ordination between the various States and the Ministries at the centre. Therefore, one scheme or one particular act of construction by a particular Ministry would not hamper or adversely affect the work undertaken by the other Ministry and that is in a way necessary, otherwise very often it happens that if less culverts are provided or if a road is built on a particular level for preserving the contours of the level then the water of a river coming down may be obstructed and instead of doing benefit it is likely to cause damage. Therefore, co-ordination is necessary. This aspect is borne in mind and these Ministries are represented on the Central Flood Control Board.

Mr. Chairman: It is 3-30 P.M. now. If the hon. Deputy Minister wants to speak for some more time he may continue tomorrow; or shall I take it that he has finished?

Shri Hathi: I think I shall speak for some more time tomorrow.

Mr. Chairman: All right. He may continue tomorrow.

Shri S. L. Saksena: I would request the hon. Minister that he may kindly send copies of his speech to the Members this night.

Shri Nanda: That is not for me to do. My speech will be with the Lok Sabha Secretariat.

Mr. Chairman: The request is very reasonable and I hope the Members will receive copies of the speech of the hon. Minister.

Shri S. L. Saksena: I would request that tomorrow the whole day may be given for this debate.

Mr. Chairman: That is beyond the powers of the Chair. The House has accepted 5 hours as the time limit for the debate on this subject.

Shri S. L. Saksena: This is an important question. Today only five Members have spoken, and....

Mr. Chairman: This was done by the Business Advisory Committee. The Business Advisory Committee should have before hand anticipated that there will be a very large number of speakers on this subject.

श्री बलराम राय शास्त्री (जिला आजम गढ़
पूर्व व जिला बलिया—पश्चिम) : मैं
श्री श्री सिद्धन लाल सक्सेना जी के इस
अनुरोध में अपनी आवाज मिलाता हूँ। कल
गैर सरकारी दिन है और यह प्रश्न बहुत
महत्वपूर्ण है.....

Some Hon. Members: No, no.

An Hon. Member: Tomorrow is Thursday.

RAILWAY TRANSPORT SITUATION

Mr. Chairman: The House will now take up the discussion about the railway transport situation, for which 2 hours have been allotted. I have received a number of chits—about ten of them. So, all the Members have got to be accommodated. I would, therefore, request the hon. Member who initiates the discussion to take about 15 minutes only.

Shri Talsidas (Mehsana West): I would request for more time.

Mr. Chairman: There are only two hours. We have got ten Members

who have given chits. I am only restricting other Members to the time-limit of between five to ten minutes each. I am giving you ten to fifteen minutes.

Shri Tulsidas: It is not possible for me to cover all the points that I want to place before the House. If I can get at least 45 minutes, it would be all right. I was thinking of getting about 45 minutes. You can extend the time by half an hour for the whole debates, if you like, please.

Mr. Chairman: The House will not sit beyond five thirty according to Scheduled time. If the House is willing, then it is a different matter. I take it that for all the Members, except the Member who initiates the debate, the time-limit will be five to ten minutes each.

Shri T. N. Singh (Banaras Dist.-East): 20 minutes may be given to the hon. Member who initiates the debate.

Mr. Chairman: All right. He will have 20 minutes.

Shri T. B. Vittal Rao (Khammam): How long will the Minister take for the reply?

The Minister of Railways and Transport (Shri L. B. Shastri): It depends upon the speeches made by the Members.

Mr. Chairman: Some approximate idea may be given.

Shri L. B. Shastri: 20 to 30 minutes; say, about half an hour.

Shri Tulsidas: I must, at the outset, thank you, Sir, for allowing this discussion in this House. I must also thank the Railway Minister for permitting this debate in the House. As you know, transport is a very essential part in our progress in whatever sphere we work, today, in our next Plan or in the years to come.

Let me submit to this House that for several months past, I have been receiving a continuous flow of complaints and representations from the organised bodies representing the business and industries and almost

all spheres in this country. I have also received some representations from various railway traffic users' associations. As the House is aware, the Indian Railways constitute one of the largest public undertakings in the country.

Shri A. M. Thomas (Ernakulam): Why 'one of the largest'? It is the largest undertaking.

Shri Tulsidas: It is the largest public undertaking in the country and as such it has a tremendous responsibility to the public with regard to how this particular undertaking functions in the larger interests of the country. Any deterioration in the services offered by them will affect the economic condition of the agriculturists, the industrialists and the general consumers, and the business and trading activities throughout the country. It is in this context that I would submit that I owe a certain duty to the entire House, and therefore, I have thought it fit to bring before it a matter of urgent public importance like this. My approach in dealing with the problem of this nature is to bring out an objective and factual picture of the entire railway traffic situation as it prevails today.

When I present to this House this objective picture of the serious situation in the transport sector, undeniably a vital segment of our economic set-up, the only desire in my mind is to make this House and the country aware of the growing difficulties in the transport system during this crucial phase of our economic development. I would also submit that my ultimate intention in having a discussion of this nature was and has been to strengthen the hands of the hon. Railway Minister by creating a favourable public opinion which would help him in providing a larger allocation of funds and other resources for the development of all mod of transport during the period of the second Plan, and also to see that proper co-ordination takes place between the different Ministries and

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the different bodies who have a claim on this particular Ministry.

I would also like to state without any reservation that the Ministry of Railways, under the able and far-sighted stewardship of the present Railway Minister, has made a notable headway in the postwar rehabilitation. All of us in this country, are fully aware of the impasse in which the Indian railways were placed due to the terrific situation of the war and the post-war situation. It is true that the railways have been making heroic efforts for rehabilitation and expansion during these years. The first Five Year Plan had provided for about Rs. 400 crores for this purpose and I was pleased to hear from the Railway Minister's budget speech that this financial target would be slightly exceeded at the end of this period. But I read the other day—I was not here in the House—in the newspapers that in reply to a question put in the House, the reply given was that up to the end of June, the total expenditure has not even reached Rs. 400 crore target and that there is a shortfall of about Rs. 50 crores. I only hope that the estimates of the Railway Minister will be reached during the end of the first Five Year Plan period.

In terms of physical targets during the plan period the programme of the railways was, 2,062 locomotives out of which 727 will be from India and 1,345 from abroad; 5,786 coaching vehicles out of which 4,997 from India and 789 from abroad will be got; 49,143 wagons—30,000 from India and 19,000 and odd from abroad. About half the provision for track renewals has been spent in the first three years. Some 1,868 miles of track have been completely renewed. Besides 441 miles of rail-renewals and 916 miles of sleeper renewals have been completed in this period. Owing to the inadequate supply of steel, rails and sleepers, the progress of track renewals has been somewhat slow. At present, the speed restrictions are still in force over about 2,000 miles of

track as compared with over 3,000 miles at the beginning of the plan period.

In this context, it has been estimated by the Railway Ministry in one of its publications that the ratio of the over-aged stock to the total rolling-stock by 1955-56 would be 45 per cent, and 35 per cent in case of locomotives, coaching vehicles and goods wagons respectively.

It is gratifying to note that railways have fulfilled their financial targets during the plan period. The physical targets with regard to the rolling-stock, etc., have not been fully reached because, I think, of the shortage of steel and other machinery and difficulties in procuring the same from abroad according to time schedules.

As compared to the achievements of the railways during these years, it is worth-while to look into the economic progress under the plan in other sectors of our economy. The total production in agriculture and industries during this period has gone up by about 40 per cent. The production targets for the agriculture and industries have been almost fulfilled. As you know, for the first Five Year Plan, we had put up certain targets and those targets were worked out by the Planning Commission in consultation with the different Ministries as well as the different industries. Whether it is agriculture or industry, the targets have almost been practically reached.

The increased production during the period has made its impact on the transport system of this country, particularly on the railways, in the form of increased demand for traffic capacity. I would like to give you the figures which the Reserve Bank Bulletin has published in this regard. The number of passengers carried in 1952-53 is 1,168 millions. The number of passengers carried in 1953-54 was 1,179 millions. For 1954-55, I do not have the figures. The number of passenger miles was 34,406 millions in 1952-53 and 35,000

millions in 1953-54. The number of tons carried was 128,773 millions in 1952-53 and 129 millions in 1953-54. The number of ton miles was 28 millions in 1952-53 and 29 millions in 1953-54. The total number of wagons loaded was 11,413,000 in 1952-53, 11,082,000 in 1953-54 and 11,768,000 in 1954-55.

The increase in the total number of wagons loaded, the number of ton miles and the number of tons carried is as meagre as 3 to 4 per cent. I would like the House to appreciate that the total production in the country has gone up to the extent of 40 per cent during the plan period, but actually the increase in the total number of ton miles and the number of tons carried is to the extent of 3 to 4 per cent. The paradox of this poor expansion of traffic capacity despite the fulfilment of the financial and physical targets of the railways plan is reflected in the growing complications in our railway transport system. I am sorry to use the word 'complications'; but I would explain this point. The failure of the transportation system, particularly of the railways, to increase the traffic capacity commensurate with the production targets in agriculture and industries clearly shows that proper co-ordination between the various ministries dealing in economic matters was conspicuously absent during the first Five Year Plan. The reason why I am telling this is that in the first Five Year Plan certain targets had been fixed, but the railways have not been able to cope up with the increased production. It appears that the Railway Ministry has not been consulted. That is to say, there is no co-ordination between different ministries. Otherwise, the Railway Ministry would have been able to carry the goods according to the increased production that has taken place according to the Plan. I may submit to the Railway Minister that the increased production in different directions has been as per the planned targets which were formulated at the start of the Plan and there-

argument given by the railways that fore I do not see any reason in the they are taken unawares by the sudden expansion in agriculture and industry during the recent years. I really wonder whether in framing the second Five Year Plan, the Planning Commission has looked into these aspects of co-ordinating the country's efforts at increasing the production in industries, agriculture, etc. which would invariably create a demand for traffic capacity for all modes of transport, especially the railways.

It might be argued that the railways have succeeded in moving the goods traffic resulting from the increased production in industries and agriculture. In this context, it may be pointed out that the increased production in industries and agriculture would not have been possible unless railways had coped with the extra traffic demand on them. That is one of the arguments which, I am sure, the Railway Minister will put forward; I feel that that is a correct argument because they have been able to cope to a certain extent with the increased production; but they have not been able to keep pace with the increased production both in agriculture and industries. I would only say that this argument will not stand any scrutiny as the production in industries and agriculture has expanded perhaps, if I may say so, despite the inability of the railways to cope up with the extra traffic demand. As an instance, I would like to tell something about the large-scale movement of sugarcane by carts and motor vehicles which has taken place during the current year when the sugar production has gone up to 16 lakhs tons. The argument is that increased production in industries could not have taken place without the railways' support. But I would like to point out that the railway's share in the movement of this particular item is not more than 30 per cent, and the balance of sugarcane is brought to the factories by carts and motor vehicles. In this context, it may also be mentioned,

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that whilst the industrial production in the country has expanded, some of these import-displacing industries have ultimately reduced the traffic demand on railways emerging from imports from abroad. As you know, if we do not increase production, then we will have to import those goods and the railways will have to carry the imported goods.

Further, I shall also cite from the correspondence in my hand how the small-scale and medium size industries and even the small producers in agriculture have suffered on account of the non-availability of wagons for 'smalls'. Long delays and virtual rejections for the smalls traffic have imposed untold hardship on the agriculturists and small producers in small-scale and medium size industries throughout the country. I would like to point out particularly how the movement of grains and oil-seeds have suffered on this account. I know of a number of places where these things have not been allowed to be booked for months and months. Perhaps booking is allowed once in a month for two days only. Therefore, even the smalls cannot be booked, because booking is open only for a day or two.

The present position as it exists on the railway goods transport front is that of non-availability of wagons, suspensions of booking facilities at various producing and consuming centres, refusal of the railway authorities for registration of wagons for long periods, delays in supply of wagons by the railway authorities even after registrations are effected and prolonged transport bottlenecks. I shall take up each of these important commodities and industries one by one.

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

Shri Tulsidas: I have a lot of material to submit.

Mr. Chairman: I am ringing the bell two minutes ahead ordinarily, in his case I have rung the bell three

minutes ahead with a view to warn him in time.

Shri Tulsidas: I have a lot of material to place before the House and I must be given at least half an hour.

Mr. Chairman: The hon. Member may take 25 minutes. I have not allowed 25 minutes for any Member ordinarily on a discussion of this nature. At the same time, there are so many other hon. Members who have also to voice their feelings.

Shri Raghunath Singh (Banaras Distt.—Central): He may state his main points.

Shri Tulsidas: I have received a number of letters from different organised bodies about the difficulty in obtaining sufficient number of wagons, but I will just read one letter regarding foodgrains:

"The present position is that whether for foodgrains or oil-seeds, wagons are not supplied in proportion to the goods required to be moved. When the railway authorities are approached in the matter, they give figures of wagons supplied in a particular period. As for example, for moving wheat from Jubbulpore and other centres of C. P. the General Manager, Central Railway, gives the following figures:

	For Bombay	For other destinations	Total
Itarsi-Jubbulpore	35	15	50
Bina-Katni-Murwara	25	60	85
Itarsi-Bhopal	13	15	28
Jhansi-Kanpur	6	63	69

The above period covers from 10-7-55 to 25-7-55.

"The point is that thousands of bags are required to be removed from producing centres of C. P. against which only 79 wagons were allotted for despatch to Bombay. These wagons were supplied after visiting the General Manager twice or thrice in the matter. Nowadays, the indents for supply of wagons are not accepted, as the bookings are

kept closed. Even when bookings are kept open, the quantum of indents accepted is meagre in proportion to the goods required to be moved."

That is one aspect of the question.

Then, with regard to the smalls, I would like to refer to a number of letters which I have received. But, I do not think I will be able to go into that for want of time. The following increases have been envisaged in the Second Five Year Plan. These targets show that in a number of industries and in a number of commodities there is increase: 15 to 20 per cent in foodgrains, 300 per cent in pig iron and other industries. As against the above increase in production in agriculture and industry, the detailed programme of the railways as regards the total expansion in rolling stock to cover the requirements of rehabilitation, replacements and development is not yet known. On the basis of the estimated expansion in production during the Second Plan, it is calculated that the railways will have to provide for an increase of more than 50 per cent in goods traffic. I would like to point out to the Minister that apart from 50 per cent increase in goods traffic, in view of the new industries which will be put up, the railways will be required to carry the machinery in the initial stages which will be imported from outside and also the raw materials that will be required to be transported if these targets are to be reached. I fear the railways will require a much larger transport capacity. Unless and until that is done, the transport position in this country will not improve.

The main point is this. We are now in the beginning of the Second Five Year Plan. The Railway Minister has been asking for a larger allocation of funds. Even if these funds were allocated by the Planning Commission to the extent of Rs. 1500 as desired by the Minister for Railways, my personal opinion is that the railways will not be able to cope with the transport problem in the country. It is in this context

that I said that unless and until a co-ordinating authority is established and all modes of transport are brought under it, it is not possible to improve the situation in the country, and the whatever progress is planned is not possible of achievement. What is the position in regard to road transport? On the one hand, in the First Plan, the railways have spent Rs. 400 crores. In the Second Plan, they are going to get Rs. 1500 crores. What about the allocation for road transport? What about allocation for the internal waterway? What about the allocation for coastal shipping? It will be very meagre. Unless all these things are co-ordinated, it is not possible to improve the transport position.

You know, Sir, what happens in other countries as regards movement of goods. In America, I would like to point out, only 15 to 20 per cent of the goods are transported by railways. The other 80 or 85 per cent are transported by other modes of transport. In our country, we are depending entirely on the railways. The foreign Government which was up till now in this country, had seen to it that we depend only on the railways for our transport. All other modes were discouraged. What have we done to encourage them? We have the road transport. In regard to road transport, the different States have got vested interests. I want the Railway Minister to consider transport as a national question. The programme must be based on the needs of the entire country and not with a view to look after the interests of the different States. The different States have put up the taxation on motor vehicles. Apart from that, the different States were not even prepared to grant licences for 2 or 3 months. The Railway Ministry has to see that all these questions are considered together, from an All India point of view, in a co-ordinated manner.

The railway wage structure must be on the basis of what the traffic will bear. In other countries, the maximum rate is what the traffic

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can bear. As I said, the other point is to divert the traffic to different modes of transport. Take, for example, coal. If all the coal is to be carried by railways, we will not be able to cope with the traffic. We have a production of 36 million tons. We anticipate a production of 60 million tons. If we are going to depend on the railways, we are not going to carry all the coal. We will have to see that coal is carried by the shipping companies. The rates may be put up by the railways. The cost of coal goes up. To that extent, the consumers should be compensated by reduction in other rates for production in other industries.

Mr. Chairman: I fear I must now request the hon. Member to conclude.

Shri Tulsidas: I shall finish in a minute.

Mr. Chairman: I am constrained to ask the hon. Member to close as early as possible.

Shri Tulsidas: I shall finish in one minute. My appeal to the Railway Minister is that unless and until the Railway Ministry becomes an entirely co-ordinating authority and not only functions as the Railway Ministry, and takes into consideration the transport needs of the entire country, it is not possible for our transport to improve at all. I only hope that in his suggestions to the Planning Commission, he will bear this aspect in mind, that is, the problem has to be viewed from the point of view of the country as a whole and not from any other angle.

Shri T. N. Singh: The problem that has been raised by my predecessor is a very important one. I would like the House to consider it in all its aspects.

We should know what the nature of the problem is and how to solve it. Our friend has expressed great concern about the slow or rather the inadequate planning for railway expenditure. Quite true. We want more. But, I am afraid, whenever

we want more money or whenever there is a pressure, it is these gentlemen, big financiers and industrialists who say, that our finances are becoming unsound, and that we are quite unorthodox in our finances, that there is deficit financing, etc. When you say, spend Rs. 10,000 or 20,000 crores instead of Rs. 4000 crores, that is a very good proposition. But, when it actually comes to giving shape to it, it is these gentlemen, again who raise objection. What is the use of raising such pleas. I know the conservative section in this House will oppose what are called modern methods of financing. If there is any deficit financing, or large developmental expenditure which may result in all kinds of budget deficits, enterprising methods of financing, more taxation, cutting down of profits, the industrialists start non-cooperation and say there is no incentive; no profit motive left. How has one to proceed in this context? I really want to know clearly from the people who have advocated this case like Shri Tulsidas whether they will really go the whole hog and proceed on this line. If they say yes, it is all right.

I think a tribute has already been paid to the Railway Minister. I would like to add one word. When the war ended, and during the war also, the railways were in a very bad way. I must pay a tribute to the previous Railway Minister who came in in a very difficult time and put the railways on their feet. Similarly, after 1952-53, the position was again critical. Much has been done to improve the position. Our wagoa position has improved on the whole by about 7 per cent. within these two years, which I think is very good indeed. I admit that more has to be done. But, for that, money will have to be spent. Deficit financing will have to be resorted to. Will our friends here support us in that?

4 P.M.

There is one thing which is very serious, and which is probably caus-

ing a great deal of unnecessary trouble. For that, the responsibility lies entirely on those people who are today engaged in trade and industry. Blackmarketing was prevalent during the war days, and even after that. Similarly, there was a kind of black-marketing in wagons. After that today, when there is nothing like very restricted movement of wagons or no very restricted bookings, another method has been developed, what is called in railway jargon "ghost indenting for wagons" like ghost ration cards in the rationing days. People book wagons much in advance, and the railways are informed that they want one thousand wagons, but when it comes to actual booking, they are all cancelled.

Shri Tulsidas: That is not done.

Shri T. N. Singh: I can say definitely, and I will quote an instance. In Saurashtra it was said—I think the hon. Mover is familiar with it—that as many as 400 wagons were wanted and they must be made available as early as possible. But Government said: "We are not responsible. The trade wants it. They say there is a shortage. You can allow that." That was the Government's report. And when the wagons were actually allotted, what was the result? All were cancelled, one and all. Now, I say this is creating a fictitious shortage of wagons. I say that in the Soviet Union if anyone had booked a thousand wagons like that and cancelled it, he would have been shot. That would have been the remedy in Soviet Russia. Here we do not do it. So, I would strongly urge the Railway Ministry to consider the question of raising the registration fees, so that fictitious registration of wagons may not be indulged in. This is injuring the national interests. It should be prevented.

Another thing is that they are carrying goods for long distances. Suppose there is rice or bajra here in Delhi. If you want it in PEPSU or Chandigarh, instead of its being sent from here, it is brought from Cal-

cutta. There is stock here, but the bookings are booked from there. That also has to be regularised. The freight will have to be paid by the consumer. It is the consumer who will suffer. This has to be prevented, and I want the House should give its full approval to any measure which restricts this kind of uneconomic loading of wagons from long distances where from shorter distances the needs of the people can be met. That is very important.

As a matter of fact, in another Committee with which I am associated, one of the things that we would like to know is whether the ceiling price of a particular commodity in a particular place where it is brought is justified by the freight charge or by something else. If special scarcities are created by this wagon registration so that goods may not move in a particular direction, prices may go up or prices may slump at a particular place where wagons are booked. This manipulation of prices at the cost of the consumer, at the cost of the nation, should be prevented. I do not know how to prevent it, but I say since this problem has been raised, I hope all the Members of the House will go the whole hog to strengthen the hands of the Minister and the Government in this direction.

There is one very important thing to which I want to draw attention, because it is said that our Plan has given so much of impetus to production, and our friend here just now said that there has been an increase of 30 to 40 per cent. in production. This was news to me. Where has it occurred?

An Hon. Member: In corruption.

Shri T. N. Singh: I think the population is going up and probably that may be the reason. Whatever that be, I would like to know where all this production has gone. Only a few months ago I heard that there was a slump. I have had to talk to these people, many of my friends

who are here. I said: "Look here, what about doing something for a national cause. Do this or do that." They say: "Do not speak to us. There is a great slump now." All these years I have been hearing of the slump, maybe in a bad way, and all of a sudden there is said to be a 40 per cent increase. I do not know wherefrom my friend has got these figures.

Shri Tulsidas: These figures are given by the Government themselves, and nobody else.

Shri T. N. Singh: It is a misreading of the figures. There are index figures for a particular set of industries, and there is no complete figure in India for all our industries.

Shri Tulsidas: It is in the Five Year Plan.

Shri T. N. Singh: I have seen it, and I think I know more. I can understand if you say in this there is 10 per cent, in this there is 15 per cent, whatever the figure. That is all right. But to interpret that as an indication of an over-all increase in all the industries and in the total production would be very wrong, and that is against the science of statistics or economics.

With this, I would like to urge that we should take a comprehensive view of the whole thing. If we decide to go in for an over-all increase in railways at the pace at which some of us want, let us finance it, and also see to it that in this interim period malpractices are not allowed and dealt with very strongly with the full support of the public here and outside.

Shri Nevatia (Shahjahanpur Distt.-North-cum-Kheri—East): I join with my friend Shri Tulsidas in paying tribute to the railways for the magnificent rehabilitation work that they have done during the last five years. We all know the condition of the railways as they emerged after the war. The whole machinery was

going to pieces. A great work has been done in rehabilitating over-aged wagons, locomotives etc. If there have been shortcomings during these five years, it is no doubt largely due to the legacy of the war during which our foreign masters did not care to maintain the equipment in a sound condition. Any sound economist would first like to keep his capital assets in good condition, because we cannot afford to eat our capital. That has been done. By and large the condition of the railways has been restored to a sound position. It is true there have been shortcomings in various sectors of transport. My point of view is this that it is not merely the over-all position which should be looked into, but also certain sections where the shortage is more acute than probably in other sections. For example, take Saurashtra. The bottleneck there is very severe. Goods cannot move freely into Saurashtra. That should be taken care of as early as possible. There are other zones, in the meter gauge, particularly. There is a very severe bottleneck in the meter gauge. The movement of wagons in the meter gauge especially in the North-Eastern Railway is not something of which we can be proud. I would request the hon. Minister to pay particular attention to the meter gauge section. The North-Eastern Railway was called at one time the sick line of India. I hope there has been some improvement and the patient is recovering to some extent.

Co-ordination between the various railway zones is also required. A particular zone ask for wagons, but another zone just snatches away in the middle. So, unless there is co-ordination between the various railway zones, I think the position is not likely to improve materially. I find that there is a certain lack of co-ordination between the railway zones, as also among the various sub-zones within a particular zone. That is what I feel. If there is greater co-ordination, there will be a greater turnover

of wagons. We may not be able to meet all the difficulties, but at least the difficulties will be distributed in a reasonable proportion. It will not be that certain zones alone will have to carry all the burden with the inventories of the industries situated there going on accumulating every day while factories in other zones will be able to clear the stocks. At present, there are certain centres where this sort of thing is happening. The production has gone up by about 50 to 60 per cent, and the increased stocks have to be carried over to next year only by industries of certain zones. I would request the hon. Minister to kindly see that there is greater co-ordination between the various railway zones *inter se*, as also within each zone.

I also agree with Shri Tulsidas that road transport has to be increased to a larger extent, because the railways alone may not be able to carry the entire burden. I am sure the hon. Minister of Railways is looking into this question. So far as the next Five Year Plan is concerned, the House will certainly support the hon. Minister in the allocations which he has asked for from the Planning Commission.

It is no use having industrial development without arranging at the same time transport for the carriage of the goods. Actually, transport arrangements should precede industrial development. The development of transport should come first, and then only we should think of the development of industries.

There are many backward zones in the country even today, which are backward simply because there are no railways there. They cannot attract industries, because there are no transport facilities available. But those backward regions should not continue to be backward for all time. They must be developed, so that they may also be able to improve their standard of living to some extent. Hence, it is necessary that something should be done in regard to the backward regions. I hope the hon. Minister of Railways will give

particular attention to the development of backward regions, so that transport facilities will be provided there even before industries are established. I hope something will be done in this regard.

Shri K. P. Tripathi: I also join my voice with those of the previous speakers in congratulating the hon. Minister who has raised hopes in the minds of the people of our country that the problem of railway transport will be solved adequately. The problem which he was faced with when India became independent is, of course, known to all. But ever since then, steps have been taken and the position has to some extent eased.

But I agree with those persons who say that the problem of transport in this country has not been viewed fully in all its perspectives. If that had been done I think Government would have been forced to take certain other steps, as has been suggested for instance by Shri Tulsidas.

I fully agree with Shri Tulsidas that the transport problem of a country can never be solved only through the railways. For that purpose, all the co-ordinating factors have to be taken into account. One of those factors is water transport. In our country, most unfortunately, water transport has been neglected. There are certain foreign companies who are monopolising water transport. Take for instance the case of the companies that are operating in the Calcutta-Assam and the Calcutta-Bihar routes. You know that unless and until there is competition in the modern world, private capital never functions efficiently. It was most unfortunate that during the British days these companies got the monopoly of water transport. First, there were two companies, but later on they merged themselves into one, and they are running the service now as their monopoly.

It was discovered that these companies were charging far higher rates than even the railways for short distances, whereas experience in the world has been to the contrary, i.e. the charges for water transport are

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less than those for the railways. No answer has been given for this anomaly. When the hon. Minister went to Assam, the companies came forward with a declaration of reduction in tariff overnight. But later on we found that they had reduced the tariff only in those places which the hon. Minister had visited. At other ghats, there was no reduction at all.

Shri Jaipal Singh: Let him go there again.

Shri S. S. More: Take the Minister to every place possible.

Shri K. P. Tripathi: That was not possible then.

The hon. Minister was kind enough to be set up a board of enquiry to go into the freight rates. But most unfortunately, that board will never be able to reduce the tariff, because the foreign companies are enjoying monopoly. I would therefore request the hon. Minister to see if Government cannot provide some alternative arrangements, by setting up either Government-owned companies or private owned companies, to see that the freights are brought down.

Secondly, I would also like to point out that the steamers are not built in India. At present an attempt is being made to develop only the ocean going steamers, and to cater for the ocean transport. But nothing has been done so far as inland water transport is concerned. When I had been to Egypt, I found that they have got the cheapest method of transport in the whole world. The goods flow down the river Nile, and they go up the river nicely by the breeze. Could there be anything cheaper than this? Here, we have got the beautiful Ganges, the beautiful Brahmaputra and other rivers, but that advantage has not been taken.

I agree with the idea that water transport has to be developed, and I hope the hon. Minister will take steps firstly to establish some alternative companies, secondly to build steamers in India, and thirdly to mechanise the ordinary boatcraft.

The third point that the hon. Member was suggesting was in regard to the development of road transport. There, I differ from the hon. Member because I do not think that road transport can be cheaper than either water transport or rail transport. Our about Rs. 7-8-0. Obviously, therefore we have to pin ourselves down only on these two transport systems, namely water transport and rail transport. I shall give you just one instance to show that road transport is not cheap in our country. In my place, a man who has to travel a distance of 100 miles by rail has to pay about Rs. 2-8-0 or Rs. 2-12-0, whereas if he goes by bus, he will have to pay about Rs. 7-8-0. Obviously, therefore, road transport is very costly. I quite realise that there are certain reasons why it is so costly at present. But I do not think we shall be able to overcome them soon. I therefore say that while road transport has to be developed, the emphasis must be placed more strongly on the development of rail transport and water transport.

Another point I would like to say in this connection is that sufficient attention has not been given to backward regions. There are places in Assam where there has been no expansion of rail transport at all, whereas under the First Five Year Plan in other places where there are enough railway lines already, there has been expansion. I hope the hon. Minister will apply his mind to this aspect of the matter.

The greatest sufferer on account of Partition, in matters of transport, was Assam, because we were completely cut off from the rest of India, and we were connected only by a small railway which functions for about three or four months in a year; mostly, we have had to depend entirely on foreign-owned transport. The foreign-owned transport companies have got a monopoly, and they serve only the foreign interests first, and then only the indigenous interests. I have drawn the attention of the Ministry to this matter, but nothing has been done up till now in this regard.

After all, transport should be so provided that the whole country will get the advantage equally. But what do we find? The owners of the tea gardens, who are foreign, get better advantages in the matter of transport whereas the indigenous people who have to transport jute do not get the same advantages. The result of this has been that in regard to jute, money has been locked up in Assam for nearly six months. One can easily imagine the result of Rs. 2 to 3 crores getting locked up in such a poor State like that. While the foreign companies have extended facilities to the tea companies to transport their goods, the same facilities have not been extended for the jute companies. And these companies are so careless that they do not care even for public opinion.

Shri T. N. Singh: That is because it is a private company. That is the trouble.

Shri K. P. Tripathi: After all, the transport of a country should be available to all. If a private company does not make it available to all in an equal measure, then Government should come forward to replace it, or abolish it, or change its management.

Shri Raghunath Singh: Or nationalise it.

Shri K. P. Tripathi: The next point I would like to deal with is in regard to the functioning of the Calcutta Port Commissioners, who are also under this Ministry. They have given monopoly to a certain foreign firm for the purpose of warehousing. Since this firm does not get enough opportunities, it has simply raised the charges.

So far as warehousing is concerned, it is not a specialised job and there is no reason why a foreigner should be in charge of it. If the foreigner is in charge of it, there should be competition developed between the foreigner and the Indian. The Port Commissioners are so acting that they are preventing any competition from

arising. Private parties who have applied for the purpose of setting up such warehouses, and better warehouses than the present ones, at their own cost, have been prevented. The Central Tea Board, for instance, recommended recently certain cases in which they wanted that private parties should be given permission. But the Port Commissioners said, 'No, we are going to give you any permission'. Obviously, this is not expected of our Government, national Government. Our Government should apply their mind to what is happening and then only it will be possible to run this country for the good and benefit of our people and not merely for the benefit of the foreigners. I am sorry my time is up.

Shri Nambiar (Mayuram): I do not want to repeat the points already mentioned. But one thing is certain, that the railway transport is in a crisis today. That has been admitted by all. How to get out of the situation? I want to say that one of the ways of getting out of the situation is to reconsider the regroupings that have been already done. Regrouping of the railways, as for instance, the southern railways, has resulted in the creation of something like an octopus. It is 6000 miles long and an administration sitting in Madras has no control whatsoever over the railway system, and the movement of goods and traffic is very difficult. To get a wagon is not possible in the present days, as it was possible earlier. Therefore, I would suggest that they must seriously consider the question of the review of regrouping. If it has to be broken up as in the Eastern Railway into Eastern Railway and the South-Eastern Railway, it is all the more necessary to do the same in the other zones as well.

Then I come to the question of turnout in workshops and loco sheds. Though they may give an increased figure, it is really not so. The fact remain that the quality of the work is so bad that a wagon might have been reported to have left a workshop earlier and quicker, but returns again before time. Therefore, these

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is no use in inflating figures, as if to show that the turnout was more. Really speaking, this turnout should have been watched and better quality work should have been ensured. Therefore, I would suggest that the workshops and loco sheds should be improved and a better system of working evolved.

With regard to tracks, I have got the greatest grievance. There is so much of waste in the railway engineering department that one cannot imagine it. Recently, there was relaying of the Shoranur-Nilambur line on the Southern Railway. The executive engineer, after finishing the whole work, has not even rendered the accounts. At present, the audit department cannot find the accounts for auditing. The executive engineer has been transferred to Vijayawada and he says, 'I have nothing to do with accounting. Everything has been handed over to the district engineer' who says 'I have got only the dilapidated condition of the track; I cannot allow the trains to run on this system more than 15 miles per hour'. This is what is happening. I am just quoting one example only for want of time. Then we complained. They sent the Deputy General Manager who had a sort of trolleying on the line and said 'Everything is all right. All goes well on the western front and there is no difficulty. Everything will be all right'. But every fortnight, you hear of an accident on the line. This is one example.

With regard to the last point—the question of railway labour—I want to submit to the Minister even on this occasion that railway transport cannot be improved without the willing co-operation of one million railwaymen. Today the Railway Minister is interested not only in a 'show' of railway transport, but also in the internal working of railway workers' trade unions. He is dictating to the trade union bosses as to how the trade unions should be run. Recently, we have heard that there was a quarrel between the President of the National

Federation of Indian Railwaymen and the General Secretary. The Railway Minister invited the President, Shri Vasavada—whom I do not know how many railwaymen know in this country—and entered into an agreement in which he had bypassed the whole Federation executive, and said he is the man to deliver the goods. Whatever disputes were there under reference to the one-man tribunal have been withdrawn unceremoniously by Shri Vasavada and he has betrayed the cause of the workers—our Railway Minister very much likes him. He interferes in the internal working of trade unions....

Mr. Chairman: Unfortunately, this has nothing to do with the discussion on the transport situation.

Shri Nambiar: The situation is so bad because of this condition too. I would say that the one million workers who are interested in the transport are the people who are really carrying railway transport; it is not the hon. Minister, nor I or anybody who is sitting here who is carrying the transport; it is the one million workers who are doing it. But the Minister is so much interested to go into the internal affairs of trade unions and create a discontent. This discontent has seriously affected turnout in the workshops, this has seriously affected turnout in the loco sheds, this has seriously affected turnout in the engineering department, this has also contributed to the present crisis in the railway system. For instance if there is an accident on a particular line due to the mismanagement of the engineering department and serious breaches take place trains cannot run. Shri Tulsidas cannot get his goods transported because the whole thing will get stuck up there. Therefore, unless and until the railway labour is properly treated, unless and until the Railway Minister does not interfere in the internal affairs of railwaymen, unless and until he gets the willing co-operation of railwaymen—which he can get if he wants, but he does not want; he only wants to create disruption among rail-

waymen for political purposes—the crisis will continue.

Shri Raghunath Singh: No, no. This is not proper.

Shri Nambiar: The Railway Minister and those officers in charge should not indulge in political squabbles and should not drag people by their nose and create contradictions. It is not proper on the part of the railway administration, it is not proper on the part of the Railway Ministry, to do like this. If they continue doing like this, they cannot get the willing co-operation of the workers and the railway transport system cannot improve. Apart from all other technical reasons, apart from all other difficulties and bottlenecks which we have been facing, this is contributing to the present crisis. Therefore, I hope the Railway Minister will carefully consider the suggestions and improve the situation so that all may feel happy about the railway transport system.

Shri A. M. Thomas: When I heard Shri Nambiar saying that there is a crisis in the railways, I was hoping that there had been a general agreement between Shri Tulsidas and Shri Nambiar, with regard to the transport problem. But I was disappointed. The crisis that he has just depicted is the crisis in his own trade union and nothing else.

Although there has not been anything alarming in the situation regarding railway transport, it is a very healthy feature that the House is alive to the importance as well as the urgency of the development of transport facilities and removal of bottlenecks in the working of the railways. The unsatisfactory position in the matter of shipping has been dealt with a few days ago by this House and it is good that we are also dealing with the railway transport position, especially on the eve of the finalisation of the draft of the Second Five Year Plan. There has been some disputes in the House with regard to the quantum of increase in industrial production. We need not have any quarrel on that score. The latest issue of the

Journal of Industry and Trade at page 1428 says:

"The general index of industrial production the first quarter of 1955 stood at 157.2 as compared with 155.8 for the last quarter of 1954. The average for the corresponding quarter of 1954 was 137.6. The general index of industrial production reached in separate months of the quarter was 150.9 for January 1955, 157.8 for February and 162.9 for March 1955. The peak level of 165.5 was reached in December 1954".

So that it is more than the increase that has been just now mentioned by my hon. friend, Shri Tulsidas. But I have cited these figures not with a view to urge the argument that has been advanced by my friend, but to show that this increase in industrial production to the extent of 165.5 could not have been attained without a corresponding increase in the workload of the railways and unaided by the Railway machinery. That is a fact which we have to keep in view. Although Shri Tulsidas in his own speech anticipated this argument to a certain extent, I would say he has not given sufficient thought to that aspect at all. One can very well realise the anxiety that has been evinced by such a great industrialist like Shri Tulsidas, but it cannot be denied that there has been a general improvement in the whole situation, and although two of my hon. friends who are industrialists, while congratulating the Ministry on the general improvement have painted a very dark and gloomy picture towards the close of their speech. We have to bear in mind two limitations. The first limitation is that the rules of priority have to be observed. It is not possible to satisfy each and every industrialist. We have to go by some orders in the allotment of wagons as well as other facilities when the supply is short of the demand.

The second limitation that we have to bear in mind is that although the development in this railway transport has taken place with the increase in industrial production the targets that

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we have placed before ourselves have necessarily to take some time to be achieved and are dependent on the availability of materials also. I have got my own grievance on this score with regard to the availability of materials—in the last Budget speech, the Railway Minister specifically pointed out that the Ernakulam Kottayam section of the Ernakulam Quilon railway will be opened for traffic in December, 1955. In answer to my question some two weeks back, the hon. Minister had confessed that it was not possible to have the line opened in December 1955. We have to wait for some more months. There is no use blaming the Ministry on that score. It was due to the non-availability of materials, especially iron and steel.

All the same, before closing, I would just request the Railway Minister to assure the House with regard to the exact position in which the Ministry is placed in the matters of the Second Five Year Plan.

In the very same issue of the *Journal of Industry and Commerce* on page 1451 is given a report of the minutes of what took place in the last meeting of the National Development Council. What the Commerce and Industry Minister Shri T. T. Krishnamachari, said has been reported like this:

"In the context of these development schemes he referred to two very difficult problems facing industries today, namely, the rail and road transport—whether it be coal, cement or iron and steel. He added there was no point in allowing a factory to start unless the railways were able to undertake the haulage."

This is a very serious picture which the Commerce and Industry Minister has painted and I believe not only the Railway Ministry but all the Ministries concerned will bear this picture in mind.

According to the framework of the Second Five Year Plan, we find

the targets for the rolling stock. The annual production of locomotives must be increased from 100 to 400, of wagons from 7,000 to 20,000, of coaches from 800 to 2,000 per year so as to attain self-sufficiency in rolling stock by the end of the plan period. I would respectfully ask the Railway Minister how he is going to achieve these targets in the Second Five Year Plan. A few days back, a question was asked whether Railway Minister expects to set up a factory for the manufacture of wagons. It was answered that the policy of the Railway Ministry is to encourage the private sector in wagon manufacture. I would respectfully ask, how is it possible, if the private sector is alone depended on for the manufacture of wagons, to increase the number of wagons from 7,000 to 20,000 in a year in the Second Five Year Period? It is impossible. The State would necessarily have to step in.

I would also ask: how is this target with regard to coaches to be achieved? The target fixed is from 800, it is to be increased to 2,000 per year. I do not want to take the time of the House by quoting the figures that have been given in this very same journal with regard to the capacity of the Perambur Coach Factory in the manufacture of coaches. Subject to correction, it is round about 200. What I want to submit is this. It is not possible, having regard to the present set-up, to reach the targets that have been laid down in the Second Five Year Plan. I expect that the Railway Minister, in his reply, would give a clear indication of what his plans are for reaching the targets that have been fixed in this Plan.

Shri U. M. Trivedi: The main difficulty about this Ministry is this. The Railway Minister, his Deputy and his Parliamentary Secretary are all very good gentlemen; so it becomes extremely difficult to abuse these people. What I should say is this. He is controlling the biggest expending department of the Government and the biggest earning department of the Gov-

ernment of India and yet he is only one. Why should he not have 4 Deputy Ministers or Ministers of State?

An hon. Member: Forty.

Shri U. M. Trivedi: I do not say forty. I say it is extremely difficult to control the whole of India, sitting here. Here there is the Railway Minister on one side and the whole Government of India on the other. They have got nearly 44 and he has only three.

Shri Kamath: There will be another bottleneck.

Shri U. M. Trivedi: It is difficult for him and I should say that the first thing for him is to have some more responsible public men associated with him.

Day after day what do we find? Travel along the railway lines Thousands and thousands of wagons are lying idle. Thousands are in a dilapidated condition; thousands are occupying miles and miles of track, lying in wait for transhipment. This is the bottleneck that is there.

Shri Nambiar wanted to take political advantage of running the trade unions. He grudges the employer himself taking advantage of his own employees. I say, let him remember that today our greatest difficulty is this, the most over-paid and under-worked railway staff is responsible for creating this bottleneck. Every day they are crying, 'Give us no work and more pay'. This is the result. I do not mean to say that we should not pay them. Pay them well, but let me say what is happening.

Shri V. P. Nayar (Chirayinkil): How can the workers improve the wagon position?

Shri U. M. Trivedi: If we study the figures by which we can come to some conclusion, we will find that we are not improving. Look at the mileage. The speed per hour of the broad gauge wagons that have been running in 1949 was 10.7 miles. Then it came to 10.8 in 1950, 10.4 in 1952 and 10.2 in 1954. There is a progressive

deterioration in the speed with better engines of the WG class. The same thing happened in the metre gauge. From 11.8 miles in the year 1938, slowly it has been going down and it is now 8.93 miles. We have to see how this is happening. I submit that previously from Neemuch to Ajmer a distance of 150 miles, the goods train used to make it in 12 hours; now it takes at least 24 hours. Double size engines say bigger engines are used now while smaller engines were used before. The mileage of shunting engines has increased terribly. It is a waste of the use these shunting engines every time. Why are you not looking into it (*Interruption*).

Shri Tulsidas mentioned about the movement of smalls. What is it due to which the movement of smalls has fallen like this? In the year 1944 the total number of wagons of smalls was 3,44,667 in broad gauge; then it became 3,40,000 and then in 1952 it came down to 3,04,000. Why this deterioration in the total number of 'smalls' moved? The difficulty of 'smalls' is so great that if you go to a station to book a small parcel or anything of that kind, either it is not accepted on a particular day or if it is accepted it is allowed to lie on the platform and after some time it is booked. In 90 per cent. of the cases, there is no chance of its reaching the destination till after one month. I have got a complaint in my possession. For a short distance of 167 miles a parcel wagon has taken 40 days. Does it speak of any improvement or does it speak of our inefficiency? That is what is to be looked into.

My friend, Shri T. N. Singh, is not here; he was saying that these people are putting—what he said—ghost indents. He has not studied the problem at all. He does not know what this ghost registration is. Ghost registration with this Rs. 25/- is not possible. It is the blockheads who will do this ghost registration. I will give you certain facts with regard to one mill, the Gola Gokaran Nath. I have got with me these particulars. In June 1950, out of 150 wagons which

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were allotted for wagon traffic via Achhnera—out of 150 registered only nine were supplied. Out of a total number of wagons registered viz 330, only 189 were supplied; the rest were not supplied. This is not the only one instance. I know of Neemuch, Mand-suur, Piplia, Bhilwara—stations quite near to me. I say that hundreds of wagons are not supplied. There is no question of ghost registration. The question before the hon. Minister, therefore, is this. He has to be up and alert and watch his workers and watch every officer of his. I know that some of these officers may be honest but we have the dirty experience of the most corrupt system in our country and that is the system of our railways.

My father was a very poor man and when I became a matriculate somebody offered me a job in the railway. My father said: "No, the most dishonest job is in the railway and I will never consent to my son getting into it." Those officers from the bottom who have risen today are as dishonest as they were in the beginning. The Report of the Corruption Enquiry Committee published recently—of which copies are yet to be sent to us—is not before us. This corruption must be rooted out. Unless it is rooted out, how can you achieve what you want? You can never achieve what you want. If it is not rooted out our export trade will suffer, our movement of goods and our industries will suffer; our coastal trade and river trade will suffer and we will suffer in the end by loss in the amount of our revenues. I therefore, submit that everything will have to be done to root out corruption first.

Shri D. C. Sharma (Hoshiarpur): The speeches that have been delivered upto this time can be divided into two parts. There are some persons who have told us what the transport system should be. I wholly endorse their suggestions with regard to the transport system including the railways. There are certain persons who

have pointed out the difficulties and defects in our transport system. I speak from a very limited experience and I must say this in all fairness to the Railway Minister. I do not want to throw bouquets on him as others have done. But I want to be fair, factual and objective as my friend, Shri Tulsidas, was.

I would say that the Railway Ministry is very responsive and sees to the needs of the public. Whenever any complaint has been brought to our Minister's notice, he has been very prompt in taking action. But there is one thing: all complaints are not genuine. I must admit that most of the complaints that my hon. friends have received should have been sifted so that it could have been seen as to which of them were authentic and which were only the kinds of complaints which did not carry weight in any way.

In my constituency, we have the problem of carrying sugarcane. I have never had any complaint with regard to that. We have small scale industries, medium scale industries etc. I know sometimes there has been some difficulty and those difficulties have been overcome. What I mean to say is this that on the whole there has been a great improvement in the carrying capacity of the railways. If I were to give statistics, I would say that so far as broad-gauge is concerned, it has been about 7 per cent. and so far as metre-gauge is concerned, it has been over 11 per cent. We have to take an overall picture of the thing and from that point of view I say that the transport system so far as the railways are concerned is looking up.

As a member of the Estimates Committee, I had to examine the transport system with regard to coal which was at that time proving to be a source of bottleneck and all that. But I must say that the Railway Ministry appointed—if I can use that expression—a kind of brain trust which worked between the Railway Board and the Coal Commissioner's office. With the

help of that brain trust they were able to overcome those bottlenecks in the movement of coal from one part of the country to another. I would ask the Railway Minister to have some kind of brain trusts for carrying other commodities also from one part of India to the other part. If that is done, I assure that most of the complaints which we have got today will disappear.

Another point I want to make is this. I do not agree wholly with Shri Trivedi that the railway department is the most corrupt department.

Shri Kamath: Perhaps there are other departments.

Shri D. C. Sharma: Shri Kamath knows much more about corruption than I do. What I would say is this that the railway administration does need some kind of purification. It does need some kind of ennobling—if I can use that—and I would say to the Railway Minister that the report of the Railway Corruption Enquiry Committee should be implemented *in toto*.

But I would also ask my friend, Shri Tulsidas, to ask his fellow merchants and other persons—I do not want to be disrespectful to anybody—to give a good account of themselves. This ghost indenting is a popular pastime with these persons and if I were to tell you about one such case, the facts are thus. I am talking of one station called Ujji. There they wanted wagons for loading bajra for Saurashtra—about 300 or more than that. These wagons were made available but only 14 were made use of and about 295 wagons had to be withdrawn. This is what is ghost indenting. What do you mean by ghost indenting? You indent in anticipation of some kind of imaginary demand which does not exist. This should be put a stop to.

At the same time this unrestricted licensing which our industrialists and other people want cannot be resorted to. After all we have to make the

best use of the available resources that we have.

Shri U. M. Trivedi: Which station and on what date did this happen?

Shri D. C. Sharma: Ujji station. I will give you the date tomorrow. Certainly I will give you (*Interruptions*). This is like a cross-examination by a lawyer but we are not here like that. (*Interruptions*). What I mean to say is this: There is no doubt that in the First and Second Five Year Plans our transport system must be enhanced, augmented and increased but I must at the same time say that our transport system is making the best use of whatever it has now and it is giving a good account of itself. I must say that the complaints which are sometimes put forward are frivolous and vexatious and they do not carry much weight.

Shri Kanavade Patil (Ahmednagar—North): I will in the first place give my thanks to the hon. Minister in charge of Transport and Railways. I would like to submit for his consideration a few points regarding the transport difficulties arising in certain areas, particularly in sugarcane producing areas. In the years 1953-54 and 1954-55 there was a lot of transport difficulties in Ahmednagar, Kolhapur and certain other areas of the Maharashtra region as a result of which jaggery, gur and other agricultural commodities were lying in stock. The agriculturists, especially the humble cultivators, wanted their commodities to be transported to suitable markets but, unfortunately, there was transport difficulty in these areas and there was also control over the transport. Afterwards, the control was removed but transport difficulties came in their way. They did not get transport in time and I have my own experiences about it. The result was that the prices of these commodities in those particular areas began suddenly to fall down and the poor agriculturists and small cultivators suffered heavy financial losses. Because of that, I humbly submit, there was reduction on

crease of sugarcane as the cultivators lost their confidence. There was no proper market and proper prices. All this was mainly due to the transport difficulties. In order to save us from this situation we waited in deputation on the hon. Minister for Transport and Railways. I thank him for giving attention to our difficulties and taking immediate steps to give us transport facilities. This helped the agriculturists because as a result of the increased transport facilities the prices of gur went up to some extent.

At the same time, I am also of the opinion that looking to pre-war conditions and the conditions during the war, our transport conditions have considerably improved. There is definite improvement in our transport conditions and I do not accept the arguments put forward by some of our friends that there have been no improvements. I once again say that definitely there have been big improvements over what we had before and during the war.

Sir, I do not want to take much time of the House. I only want to make particular reference to agricultural commodities and I again submit that sufficient transport facilities should be given to help the agriculturists.

Shri Kamath: My friend Shri Nambiar has referred to shortage of time, but that is nothing compared to the shortage of wagons with which we are faced in the country today. My hon. friend Shri U. M. Trivedi referred to our Railway Minister and his colleagues being gentlemen; but, precisely because they are gentlemen I am sure they would not mind fair criticism. We are not going to abuse them here. Even my friend Shri U. M. Trivedi said that he would not abuse them because they are gentlemen. We will not be abusing and will only be criticising, may be strongly, and I hope the Railway Minister and his colleagues will welcome the

criticism so that the Railways will improve in the public interest and national interest.

I would only invite his attention to one particular aspect of the matter because when I find that movements within his Ministry are rather torpid and slow, that really affects movements of wagons and rolling-stock outside also. If movements as reflected in the little correspondence that I had with the Ministry show that things do not move very fast or fast enough inside the Ministry, we cannot expect the movements to be very much better outside because, naturally, this is reflected outside. I wrote, Sir, to the Ministry about the wagon position in the Jubbulpore Division. That was in June—about the middle of June—and it took nearly 2½ months or more for them to give me some information which could be collected within a fortnight as I can judge it. I would invite his attention to this particular matter where the Railway Board has stated with regard to Jubbulpore Division. It is like this:

“Due to bumper crop this year, the movement of foodgrains on Jubbulpore Division as also in other areas has been very heavy and with the due regard to the overall requirements of traffic to be catered to, it has not been possible for the Railway to meet currently all the demands to the extent desired by Trade. Every attempt is, however, being made to step up the wagon supply.”

The Railway Board has confessed in this letter that the existing railway transport capacity is not adequate. That is a very encouraging confession, Sir, very heartening. They have been very honest about this confession, that in the matter of existing railway transport capacity it is not adequate to meet the present demand. Then they say:

“Steps are being taken to increase the line capacity, and to procure more wagons.”

So, both points have been mentioned here—increased line capacity and procurement of more wagons. I would like the Minister to tell the House what attempts are being made or what steps are being taken in this regard and when can we expect a definite improvement in this position.

This matter was brought up in another case recently in this House and that was with regard to bidi traffic in Saugar and Madhya Pradesh where because of shortage of wagons a large quantity of bidi stock was lying idle at Saugar Station. Due to the failure on the part of the Ministry to clear the bidi stock nearly a lakh of workers—that was what I was told—were faced with unemployment and were to be thrown on the streets. The Minister told the House the other day that he would look into matter and find out whether the stocks have been cleared; whether the bidi stock lying at Saugar Station, and, perhaps, other parts of Jubbulpore Division, have been cleared. If it is not possible for him to tell the House today whether the stocks have been cleared at all he may, in two or three days, before Saturday, make a statement about this matter, if that is possible.

The other day Shri T. T. Krishnamachari, the Minister of Commerce and Industry and Iron and Steel, made a statement about the movement of export of iron ore to foreign countries and if I remember aright he said that we have got iron ore in the country and that even if we export as we do at present we will have enough iron ore for our steel and other purposes for the next hundred years to come, and we are exporting this ore to foreign countries so that it may help the balance of payments position. But, I understand that there is not enough wagon supply to carry the iron ore to ports in India. I would like to know how far this is correct and whether it is a fact that iron ore with which we can earn very good foreign exchange and improve our balance of payments position cannot

be transported to the ports for shipments abroad.

Lastly, Sir, I would refer to one comparatively minor matter and that is this. It has also been raised in this House more than once. While we are all happy to know that the Government is giving priority to provide sleeping accommodation to passengers in first and third class compartments there have been complaints from many sections and from users of almost all the railways in India, so far as I am aware, that there has been discrimination against the poor second class, where the railways have made no arrangement to provide even seating accommodation. I do not immediately ask for sleeping accommodation, though that also is necessary and desirable. In many railways they do not even book or reserve second class seating accommodation in second class coaches. Why this should be so, I cannot understand. I would earnestly request the Minister that some arrangements must be made in the immediate future to reserve at least seating accommodation in second class, if not sleeping accommodation which they are doing for the first and third class passengers.

5 P.M.

Shrimati Jayashri (Bombay-Suburban): Much has been said for the improvement of our transport system. Industrialisation in our country is proceeding by leaps and bounds but unless our transport keeps pace with this, we cannot expect the benefit from this industrialisation. In the zonal committees, we very often hear the complaints about the inconvenience, hardships and loss caused to the public due to the issue of off hand orders in the matter of goods. I agree with Shri T. N. Singh when he said that much manipulation is caused by booking orders by merchants, without making use of the wagons. This causes great hardship to smaller merchants whose goods may perish for want of proper facilities. Goods like fruits and other things, if not transported in time, will perish and the

merchants will suffer. So, in order to improve the situation, I would suggest that there should be proper distribution of the wagons, and it is necessary to frame uniform rules for the whole of the railways and to allot wagons according to the production capacity based on the last financial year's figures. At present, as Shri T. N. Singh had said, merchants keep the wagons without utilising them and those who are greatly in need of them suffer. So, I would request the Minister that proper orders should be given for framing rules for registering all these wagons. This will help smaller merchants and remove their hardships.

The other thing to which I want to draw the attention of the Minister is the importance of supplying wagons to ports like Bhavnagar. If adequate supply is given, there is great chance of increasing trade there. At present we read from the report that every year trade is increasing there, but they lack the proper supply of wagons and unless this is improved, small ports will not develop. So, if, in our second Plan we want to develop these ports, it is very necessary that proper number of wagons should be given in order to help these small ports. These are some of the points to which I wanted to draw the attention of the House.

Shri Achuthan (Cranganur): I am glad that Shri Tulsidas has started a discussion on this subject in order to impress upon the House and the Ministry concerned the importance of railway transport and not to talk upon the figures for the purpose of cutting down the total target that is fixed in the Second Five Year Plan. Everybody knows that nobody can belittle the importance of railways. I think this is the most opportune and important occasion for this House to raise this question and discuss the matter threadbare so that the Planning Commission may understand and realise the importance of the develop-

ment of railways in this country in the wake of its economic development.

There is a rumour—not only a rumour but we see it also—that the targets fixed by the States and brought before the Planning Commission are being cut down like anything. In the case of the railways I am of the view that not a single pie must be cut down by the Planning Commission. The target for the railways must be greater. They must add something more, so that, if that is done, at the end of the Five Year Plan period we will be able to see that the bottlenecks are removed, transport facilities are improved and industries developed in every part of the country and also the national income is raised.

I want to say a few words with regard to road transport. Unless we reduce the taxation on lorries and buses and other vehicles which ply on the roads, it will be very difficult to divert the goods traffic from the railways to the roads. I have got an instance to mention. In my part of the country there are a number of tile factories. A tile factory-owner wanted to transport the tiles to some areas by lorry, but then he found that the tax and the rates were so exorbitant and prohibitive that it was not worthwhile for him to take up that venture. Necessarily, they have to wait for the wagons which they may get after one, two or three months. Unless the Transport Ministry asks the States Governments to reduce the taxes on the lorries and buses and see that the buses and lorries are given articles which can be transported by them, I do not see any hope of road transport being improved in the near future, and the rush for the railway transport being reduced.

Secondly, I am very glad that a committee has been appointed for reducing the overlapping in the coastal shipping and on the railways in the matter of transport and finding out the difficulties and arriving at an integration, so to say, in transport. If that is properly done, on a scientific

basis, the articles which can be shipped need not go to the railways, and then, the railways will have more wagons to transport goods or other things which can be transported only by the railways.

Thirdly, I think that new railway lines are being opened. In opening such lines, we must attach more importance to the places where there are many ups and downs. Take, for instance, the part of the country from where I come,—the west coast or even the east coast. If new railways are not opened there, it will be very difficult for things to be transported. In other areas, say, in the plains like Central India, there is no difficulty in the lorries plying for 100, 200 or even 300 miles. There is no risk or danger involved in it. But in my area, if there are no railways, goods travel by road will be very risky and dangerous. So, I plead that in the Second Five Year Plan, when new railway lines are being chalked out or investigated, more importance should be given to those areas where it is not profitable and useful to have road transport. These are the more important points which I wanted to bring to the notice of the Minister of Railways and Transport.

Mr. Chairman: Now, it is almost 5.10. I would like to know the wishes of the House—whether it wants to sit for another half an hour after 5.30.

Shri Raghunath Singh: We want to sit for some time more.

Mr. Chairman: Then the quorum must be kept.

Shri Raghunath Singh: Surely, we will keep the quorum.

श्री रघुनाथ सिंह : विवेदी जी ने बहुत से आंकड़े सभा के सम्मुख उपस्थित किये हैं और हमें आशा है कि इन आंकड़ों पर ध्यान दिया जायेगा, क्योंकि अगर ये आंकड़े सत्य हैं तो रेलवे विभाग के ऊपर बहुत बड़ा आक्षेप है।

दूसरी बात में यह कहना चाहता हूँ कि जहाँ तक हमारी यातायात की समस्या का सम्बन्ध है वह तब तक हल नहीं होगा जब तक कि रेलवे, वाटरवेज और रोड्स तीनों साधनों का सहयोग नहीं होगा। आप देखें कि हिन्दुस्तान में वाटरवेज के द्वारा केवल २२ प्रतिशत ट्रांसपोर्ट होता है और रेलवेज के द्वारा ७८ प्रतिशत। इसके मुकाबले में आप देखें कि अमरीका और इंग्लैंड में रेलवेज से केवल २२ प्रतिशत ट्रांसपोर्ट होता है और बाकी वाटरवेज से होता है। हिन्दुस्तान में उल्टी गंगा बहती है। विचार यह करना चाहिए कि आखिरकार इस समस्या का हल कैसे होगा? हमारा उत्पादन ५६ सैकड़ा बढ़ा है जबकि हमारी रेलवे की एफिशियेंसी, ट्रांसपोर्ट के सम्बन्ध में ३ सैकड़ा बढ़ी है और हमारी समस्या तभी हल हो सकती है जबकि यह ३ परसेंट से कम से कम २५ परसेंट हो जाय।

मैकेंड फाईव ईयर प्लान में रेलवे के लिए १५०० करोड़ रुपये रक्खा गया है जबकि शिपिंग के वास्ते सिर्फ ८० करोड़ रुपये रक्खा गया है। जैसा कि हमारे एक भाई ने आपको बतलाया, बात दरअसल यह है कि व्यापारी तो अपना सामान जहाँ से उसको सस्ता पड़ेगा वहाँ से ले जायेगा और चूँकि रेलवे के फ्रेट चार्जेज शिपिंग के फ्रेट चार्जेज से कम हैं इसलिए व्यापारी लोग रेलवे द्वारा ही अपना सामान एक जगह से दूसरी जगह भेजते हैं। शिपिंग के फ्रेट चार्जेज रेलवे फ्रेट चार्जेज से तीन गुना ज्यादा हैं, अगर रेलवे के चार्जेज ३० परसेंट हैं तो जहाजों के ६० परसेंट हैं और यही कारण है जो व्यापारी लोग जहाजों का प्रयोग नहीं करते हैं, वाटरवेज का प्रयोग नहीं करते हैं। फ्रेट स्ट्रक्चर कमेटी और रेल और शिपिंग कोऑरडिनेशन कमेटी को इस समस्या को हल करना चाहिए और जाहिर है कि जब तक अपने वाटरवेज का उत्थान और विकास नहीं करेंगे तब तक रेलवेज पर बैगन्स की कठिनाई बनी रहेगी

[श्री रघुनाथ सिंह]

श्रीर भार ज्यादा रहेगा। अभी जैसा कि मेरे एक भाई ने बतलाया कि ३० सैकड़ा शुगर-केन तो रेलवे से आता है और ७० सैकड़ा शुगरकेन रोड से आता है, तो मेरा कहना है कि अगर हम अपने हाईवेज और रोडवेज की उन्नति करें तो हम रोड के जरिए और अधिक शुगरकेन ला सकेंगे और उस हालत में यह जो ३० परसेंट शुगरकेन पहुंचाने का रेलवे के ऊपर बोझा पड़ता है, यह कम हो सकता है और हम वैगन्स की पोलीशन को कुछ ईज कर सकते हैं। इसलिए श्री एल० बी० शास्त्री और रेलवे विभाग से मेरा निवेदन है कि वह इस और ध्यान दें और अपने देश के हाईवेज और रोडवेज का विकास करें और उनमें सुधार करें और ऐसा करने से रेलवे का बोझा कम हो सकता है, अन्यथा नहीं। साथ ही आपको वाटरवेज की ओर भी ध्यान देना है और ऐसा प्रबन्ध करना है ताकि व्यापारी वर्ग जहाजों से अपना माल भेजना शुरू करे, आज चूँकि रेलवे से भेजने में कम भाड़ा खर्च है इसलिए लोग रेलवे से ही अपना सामान भेजना चाहते हैं और शिपिंग के जरिए नहीं भेजते।

इसके अतिरिक्त आज मुगलसराय और विद्यासायन में सबसे ज्यादा वैगन्स घटकते हैं और उन जगहों पर वैगन्स का बीटलनेक है, उस बीटलनेक को दूर करने का यथासाक्षित उपाय करना चाहिए।

आपने रेलवेज के वास्ते तो १५०० करोड़ रुपये प्रोवाइड किये हैं जबकि वाटरवेज के वास्ते केवल ८० करोड़ रुपये ही रखे हैं जो कि मेरी समझ में बहुत ही नाफाफ्री है और आपको कम से कम २०० करोड़ वाटरवेज और वाटर ट्रांसपोर्ट के वास्ते रखना चाहिए, तभी वाटरवेज की तरक्की हो सकती है और यह मस्य्या हल हो सकती है वरना नहीं।

सरदार इफ्ताख सिंह (फाजिलका सिरसा) : इसमें कोई शक नहीं है कि रेलवे

विभाग में जो कुछ सुधार पिछले दिनों में देखने में आया है वह श्री एल० बी० शास्त्री के कारण है और उसके लिए मैं उनको धन्यवाद देना चाहता हूँ।

हमारे पंजाब के इलाके में जहाँ काफ़ी गल्ला पैदा होता था वह गवर्नमेंट के खाते पर बूक होकर देश में एक जगह से दूसरी जगह पर जाया करता था और अनाज पर उस अमाने में कंट्रोल था। यह ठीक है कि अब अनाज पर से कंट्रोल उठ गया है और हमारी फ़सल भी इस साल काफ़ी अच्छी हुई है। लेकिन मैं आपको बतलाना चाहता हूँ कि हमारे किसानों को अपनी अनाज मंडियों से मद्रास और मद्रास के आगे दूसरी जगहों पर अपना अनाज भेजने में काफ़ी परेशानी का सामना करना पड़ता है और अक्सर आपको यह शिकायत भी सुनने को मिलगी कि हमें अपना अनाज बाहर भेजने के लिए वैगन्स नहीं मिलते हैं। और जिसके कारण मंडियों में उनका अनाज पड़ा रह जाता है और वह उसके बाज़िबी दाम नहीं उठा पाते। यहाँ मैं इस बात से इंकार नहीं करता कि हमारे बहुत से भाई वैगन्स चलत तौर पर बूक करा लेते हैं और उसके लिए जो इंडेंट देते हैं वह चलत देते हैं, और इसके लिए कोई चेक होना चाहिए। लेकिन पंजाब में हमारा बहुत सा अनाज माल गुदामों और स्टेशनों पर पड़ा रह जाता है क्योंकि उसको बाहर भेजने के लिए वैगन्स नहीं मिल पाते हैं और खास तौर पर चना जो कि पड़ा हुआ है काफ़ी दिनों से उसके खराब होने का अंधेसा है और मैं यहाँ पर अपने मंत्री महोदय से यह कहना चाहता हूँ कि पंजाब और पेन्सु जो कि अनाज के सर्प्लस एरियाज हैं वहाँ से अनाज को बाहर भेजने के लिए रेलवेज ने जो वैगन्स दिये हैं, वह बहुत कम हैं और उनकी तादाद बढ़ायी जानी चाहिए। पंजाब के अनाज के व्यापारी इस कारण काफ़ी परेशान हैं। वे कहते हैं कि पैसा हमारे पास है नहीं, वह बाईर के इलाके हैं, बैंक हमको पैसा नहीं दे

क्योंकि रेलवे हमको वैगन्स नहीं देती और मैं समझता हूँ कि इसकी वजह से अनाज के भाव जो कि पहले कुछ ऊपर की ओर गये थे, अब फिर नीचे आने लगे हैं और अनाज के भाव गिरने की सबसे बड़ी वजह यह है कि उनको अपना अनाज बाहर भेजने के लिए काफी तादाद में वैगन्स नहीं मिलते जिससे कि वह अपना अनाज मद्रास और दूसरी ऐसी जगहों में भेज सकें जहाँ पर कि अनाज की कमी है। इसलिए मंत्री महोदय और रेलवे के अधिकारियों को इस समस्या की ओर अपना ध्यान देना चाहिए कि जहाँ पर वैगन्स की जरूरत हो वहाँ वह मिल सकें और माल की बुकिंग हो सके और यह देखना चाहिए कि मालगुदामों और स्टेशनों पर अनाज पड़ा न रहे क्योंकि वह कुछ दिनों बाद बर्बाद हो जाता है और व्यापारियों को काफी नुकसान उठाना पड़ता है, इसलिए ऐसे स्टेशन जहाँ पर कि अनाज जमा है और वहाँ पर पड़े रहने में उसके खराब हो जाने का खतरा है, वहाँ से अनाज बाहर भेजने के लिए स्पेशल अर्रेंजमेंट होना चाहिए और उसके लिए स्पेशल वैगन्स का प्रबन्ध करना चाहिए और अगर आप ऐसा नहीं करेंगे तो मुझे डर है कि अनाज के भाव जो कुछ ऊपर को आये वह अगले साल तक कायम नहीं रह सकेंगे और भाव नीचे की ओर जाने लगेंगे जो कि किसानों के लिए नुकसानदेह साबित होगा। आज पंजाब की मंडियों में जो पुराना अनाज भरा पड़ा है जब तक यह बाहर नहीं भेजा जायगा तब तक नये अनाज के खरीदार बहुत कम होंगे, इसलिए यह जरूरी हो जाता है कि अनाज की बुकिंग का इन्तजाम हो और वह बाहर भेजा जाय और मैं चाहूँगा कि सरप्लस ऐरियाज के लिए जिस वक्त अनाज की फसल घाती है, उस वक्त उन ऐरियाज को सरप्लस कैटेगरी में रख कर ज्यादा वैगन्स देने चाहिये और जब तक वहाँ के लिए आप काफी वैगन्स नहीं देंगे तब तक आप अनाज के भाव को ऊंचा नहीं रख सकते।

जहाँ तक रजिस्ट्रेशन का मवाल है, मैं जानता हूँ कि बहुत सा रजिस्ट्रेशन बोगस भी होता है, लेकिन उसके अलावा भी क्या आपके रेलवे विभाग ने पंजाब और पेप्सू की मंडियों में पड़े हुए फालतू अनाज को बाहर भेजने के लिए आंकड़े इकट्ठे किये हैं कि कितने वैगन्स की जरूरत पड़ेगी? हम देखते हैं कि उस फालतू अनाज को बाहर मद्रास और दूसरी जगहों पर भेजने के लिए दो दिन की बुकिंग खोल देते हैं, बाजरे की चार दिन की बुकिंग खोल देते हैं और चने की छ. दिन के वास्ते बुकिंग खोल देते हैं और उसके बाद महीनों तक वह बुकिंग बन्द हो जाती है, जो कि नहीं होनी चाहिए और बुकिंग ज्यादा दिन तक खुली रहनी चाहिए। इसलिए मैं चाहूँगा कि हमारे शासको जो जिनको कि किसानों से बहुत हमदर्दी है, वे और उनके विभाग के उच्च अधिकारी इस बुकिंग की कठिनाई को दूर करके बुकिंग की ज्यादा सुविधा देंगे ताकि हमारे किसान नोग खुशहाल रह सकें और अपनी जिन्दगी धाराम से बसर कर सकें और मैं यहाँ पर यह चीज साफ कर देना चाहूँगा कि अगर हम किसानों को वैगन्स और बुकिंग की सुविधा नहीं देंगे और उनका सरप्लस अनाज बाहर भेजने के लिए उचित प्रबन्ध नहीं करेंगे तो अनाज के भाव फिर से कम हो जायेंगे और इसका किसानों पर बहुत प्रतिकूल असर पड़ेगा।

मुझे आशा है कि रेलवे मंत्री महोदय इस ओर ध्यान दें और हमारे किसानों को आज जो यह वैगन्स और बुकिंग न मिलने की कठिनाई हो रही है, उसको दूर करेंगे।

पंडित डी० एन० तिवारी : सभापति जी, इस में शक नहीं है कि रेलवे विभाग में इन बन्द एक वर्षों में काफी इम्प्रूवमेंट हुआ है, लेकिन एक बात हम भूल जाते हैं कि रेलवे विभाग लडाई के जमाने में बहुत पिछड़ गया था और जितने इम्प्रूवमेंट्स हुए हैं, वे बाजकल के दृष्टिकोण से बहुत नाकाफी हैं। ज्यों ज्यों लोगों का जीवन स्तर ऊंचा होता जाता है त्यों त्यों उनकी जरूरतें बढ़ती जाती हैं और

इसको ध्यान में रखते हुए उन जरूरतों को पूरा करने के लिए रेलवे को स्पेशल एफर्ट्स करनी होंगी। जिसमें उस हद तक, उस सीमा तक, गाड़ियां मिल सकें जिसमें कि लोगों की जरूरियात पूरी हो सकें।

रेलवे में सब जगह इम्प्रूवमेंट हुआ, लेकिन कुछ ऐसे भूखंड हैं हिन्दुस्तान में जहां पर इस इम्प्रूवमेंट का कोई असर नहीं हुआ है। माननीय मंत्री जी ने परसों एक प्रश्न का उत्तर देते हुए कहा था कि मैं नार्थ ईस्टर्न रेलवे में गया हूँ और मुझे वहां ज्यादा दिक्कत नहीं मालूम हुई। लेकिन मैं उन को बता देना चाहता हूँ कि जो नार्थ बिहार का हिस्सा है उन की हालत क्या है। पैसेन्जरो के चलने के लिये जो दिक्कतें हैं उस क्विज मैं नहीं करना चाहता, उसका जिक्र तो प्रश्नों के जरिये भी हाउस में हो चुका है और शास्त्री जी ने कहा भी है कि वह उसको सुधारने का प्रयत्न कर रहे हैं, लेकिन उत्तर बिहार, वेगन्स के सिलसिले में एक बाटलनेक बना हुआ है वहां सामान दक्षिण बिहार से आता है। मोकामा से गाड़ियां पार होती हैं, मोकामा की कर्पेसीटी २०, २५ या ३० गाड़ियां पार करने की हैं। जिस में से तीन चौथाई हिस्सा रेलवे के कोचले की गाड़ियां ही पार होती हैं। एक करोड़ से अधिक पापुलेशन के लिये कुल ५, ७ या १० गाड़ियां ही रोज वहां से पार होती हैं। नार्थ बिहार ऐसा है जहां प्रकृति का कोप बहुत होता है, साथ में रेलवे के अफसरों का, कोप तो कैसे कहें, लेकिन उपेक्षा जरूर है। आप समझ सकते हैं कि जहां एक करोड़ की पापुलेशन है वहां उन लोगों के जीवन की जरूरियात को पूरा करने के लिये सिर्फ १० वेगन को पार करने से कैसे काम चल सकता है। आप देखेंगे कि वहां हर साल बाढ़ आता है, हजारों मकान गिर जाते हैं, उनके निर्माण के लिये वहां कोयला नहीं मिलता, सीमेंट नहीं मिलता, चूना नहीं मिलता, लोहा नहीं मिलता, और अगल मिलता भी है तो वह १५ या २० फी सदी

अधिक दामों पर, इस लिये व्यापारी उसे प्रथम तो नाव पर फिर बैलगाड़ी पर लाकर ट्रान्सपोर्ट करते हैं। इस लिये नतीजा यह होता है कि जहां पटना में कोयला १ ६० ४ घा० मन मिलता है वहां छपरा या मुजफ्फरपुर में २ ६० मन बिकता है। दोनों जगहों के दामों में इतना फर्क है।

गल्ला जो ५० पी० के बाजारों में या पंजाब के बाजारों में १० ६० मन बिकता है वह हमारे यहां १६, १७ या १८ ६० मन बिकता है। जिस तरह आप और जगहों पर प्राइस सपोर्ट चला रहे हैं उसी तरह से बिहार में खास कर छपरा जिले में, जहां का मैं बाशिन्दा हूँ, सन्डि की जरूरत है। इस तरह से ही किसानों को सन्डि दे कर गल्ला सस्ता बिकवाया जा सकता है।

आज देश में एक जगह तो बहुलता है और दूसरी जगह स्केमसिटी चल रही है। इसका कारण यह नहीं है कि चीजों की कमी है, बल्कि कारण यह है कि हमारे यहां ट्रांसपोर्ट बाटलनेक कई जगहों पर है, जिस को दूर करने की जरूरत है। मैं बताना चाहता हूँ कि हमारे यहां कार कम्पनी का जहाज चलता था, उसका कुछ हिस्सा पाकिस्तान में चला गया, नतीजा यह हुआ कि उसने जहाज चनाना बन्द कर दिया।

आज मोकामा ब्रिज बनने की बात है, लेकिन "का वर्षा जब कृषि सुखाने" जब लोगों की हालत खराब हो जायेगी तो आप के पुल बनाने से क्या फायदा होगा? मोकामा में ट्रांसपोर्ट कर्पेसीटी बढ़ाने का प्रयत्न होना चाहिए।

इस सम्बन्ध में मैं दो बातों का सुझाव दूंगा। एक तो मड़वा डीह यार्ड आप एनलाज कर दें, जिससे अधिक संख्या में नार्थ बिहार को वेगन दे सकें। दूसरी बात यह है कि एक रोप वे आप गाजीपुर में बनायें या

दीक्षा में बनायें, जिस से इस पार से उस पार तक बँगन आ सकें, तभी हम नार्थ बिहार के लोगों को लाभ पहुँचा सकते हैं और उन के जीवन स्तर को ऊँचा कर सकते हैं, अन्यथा वहाँ के लोगों का जीवन स्तर बहुत नीचे गिर जायेगा। और जो वहाँ के लोगों की तकलीफें हैं वह और भी ज्यादा बढ़ जायेगी।

Shri Ramachandra Reddi: I have a few minutes and a few observations to make at the fag end of this debate. I wish to congratulate my hon. friend Shri Tulsidas for having brought this motion and focussed the attention of this House on this particular matter. It looks as if there is some secret understanding between Shri Tulsidas and the hon. Railway Minister that unless the matter is properly thrashed out on the floor of the House, the possibility of the hon. Minister for Railways getting more money for development of railways may not be there. Because, the hon. Minister for Railways has never made a secret of the position of the railways. He has on several occasions said that he requires a large amount of money for the full development of the railway system and that unless there is provision made for such a sum, the possibility of giving greater facilities of transport will not be there. In fact, I think the Finance department is not willing to give him more than Rs. 500 crores whereas he is anxious to get Rs. 1500 crores. Unless transport facilities are much better than what they are today, the entire Plan framed under the Second Five Year Plan will not fructify and the industrial development of the country envisaged will not be capable of achievement. Both for the erection of the plants and machinery in several parts of India and for the transport of the products of these plants to the consuming centres, transport is a real necessity. That is realised more than every Member of this House by the Railway Minister. There are several instances where transport facilities have not been properly attended to and where corrup-

tion has been one of the causes for delay in transport. As a matter of fact, I would have been very happy if the Railway Corruption Committees' report had been placed before the House for discussion, or if the Railway Minister had been able to place before the House the action that they have taken so far or contemplate to take on the several recommendations of that committee; because one of the main reasons for the difficulties in transport seems to be the growing corruption in that department. I would rather go to the extent of saying that the lower staff in the department require more grease than the wagons themselves.

Having said that, I wish to point out to the hon. Minister a fact that I have had different opportunity of pointing out to him, and that is the lack of co-ordination between the Ministry of Railways and the Ministry of Commerce and Industry. Unless there is perfect co-ordination between these two Ministries, the achievement that is expected of the Second Plan will not be realised at all. I have to mention one thing that has been noticed recently. Last year, you may remember, Sir, that the Food Ministry had given sanction for the export of nearly 2 lakhs tons of rice from India to other countries. The harbours at Calcutta and Bombay had been thrown open. A resolution was brought before this House by the hon. Shri T. T. Krishnamachari, Minister for Commerce and Industry that an export duty of half an anna per maund of rice should be imposed. In that connection we were told that only Calcutta and Bombay ports had been thrown open for the export of rice. When it was pointed out to him that in Andhra there was a declared surplus of nearly three to four lakh tons of rice and that the harbours at Visakhapatnam or Kakinada or Madras might be thrown open to transport or release this surplus stock, the Minister was not in a mood to accept the suggestion, but later on in the month of April or so, the matter was more seriously taken to the notice of the Commerce Minis-

[Shri Ramachandra Reddi]

try by the Food Ministry, and then he saw the reason in throwing open the harbours at Visakhapatnam, Kakinada and Madras. During this period of six or seven months it was found that most of the Andhra Rice exporters and suppliers had to take the rice all the way from Kakinada in the east coast to the west coast that is Bombay. In that connection, several hundreds of wagons must have been requisitioned, and they must have been taken all the way from the east coast to the west coast, with the result that a number of wagons must have been kept in use until they were taken over to Bombay and probably they took a very long time to come back to the respective areas. In that way, a number of wagons must have been misused, rather not fully used, and that is one of the reasons why I said that there must be co-ordination in thinking and acting between the Commerce Ministry and the Railway Ministry. At the present juncture also, unless the Commerce Ministry consults the Railway Ministry, or rather the Industries Ministry consults the Railway Ministry with regard to the location of the several facilities and with regard to the transport of very heavy machinery from the post to the place of erection there will not be a proper adjustment of affairs. As a matter of fact, the present idea is to spread the industries in several places all over India, not concentrating them in a particular place, and as such the need for developing those areas which have not been developed by way of communications will have to be taken up more seriously. Otherwise, the expected spread of the industrial advancement will not take place. So, in that view, I urge upon the hon. Railway Minister to take up these things seriously with the Ministry of Industry and Commerce before further development of the railway system is taken up.

I have got only one word more to mention i.e. with regard to the waterways. Before creating new waterways in this country for which there are numerous facilities, it is possible to

develop the existing waterways wherever they are. I have on a different occasion brought this also to the notice of the hon. Minister and told him how it is possible to utilise the existing source of the Buckingham canal which has got a course of nearly 300 miles and which has now become an inter-state waterway. If a few lakhs of rupees are spent upon that, and if probably the Railway Ministry takes it over and manages it, the transport bottleneck would be to a large extent relieved by the diversion of goods traffic.

I do not want to take more time or trouble you for greater indulgence. I would only say that there are very many complaints now going about with regard to transport, and this whole file before me would show how many difficulties have been experienced all along. I hope it will be possible for the appropriate authorities to send these representations to the hon. Minister so that he might look into them and see that these are attended to with the greatest expedition.

Shri L. B. Shastri: I am thankful to Shri Tulsidas and other friends for their balanced speeches and the kind sentiments they have expressed towards the Railway Ministry.

The problem of transport is a difficult one. I have never hesitated to acknowledge this fact, nor do I want to minimise it even today. In the fast developing economy of our country, more and more movement would take place, both of raw materials and finished goods. Agricultural produce is also on the increase. Similarly the raising in mines of coal and ores. The burden on the transport services is thus on the increase, but this has to be welcomed as it is an indication of the growth of prosperity in the country.

During April-June, that is during the summer months railways have always to face serious difficulties. The rigour of the climate reacts on the efficiency of the out-door staff and leads to an abnormal increase in the incidents of sickness among them.

Water shortage for loco requirements is also generally experienced, and this affects operation. This year moreover, the movement of foodgrains even from usually deficit States created a special problem for us. The heavy rains followed by floods and breaches in so many parts of the country, especially in North Bengal and Assam, have also considerably added to our difficulties.

Pandit D. N. Tiwary: North Bihar.

Shri L. B. Shastri: North Bihar also. I am not recounting these things as a sort of defence. In fact, I have said elsewhere that I consider the present situation a challenge to the railways and railwaymen to face it boldly.

It has often been suggested that there should be better co-ordination between the railways and other means of transport, and I have also myself laid great stress on this matter. In the Transport Ministry we are giving serious thought to problems connected with road transport and shipping. I hope I shall be able to introduce the amended Motor Vehicles Bill in this session of the House. The Rail-Sea Co-ordination Committee which has been set up recently by the Railway Ministry has also started its work. How to develop further the existing road transport capacity is under our active consideration. But there is no doubt that the bulk of the transport burden will still have to be borne by the railways, and we are planning for it and are determined to discharge our obligations.

I would like, however, to clear some of the misunderstandings which have been created in the House by a few speeches made now.

With regard to the general position, the goods loading on Indian railways from January to August has been—I shall quote the figures—as follows: The total number of wagons loaded on Indian railways, broad gauge, in 1954 was 29,49,081. In 1955 it is 31,63,859—an increase of 7.3 per cent. In the metre gauge in 1954 it was

16,92,582. In 1955 it is 18,53,543—an increase of 9.5 per cent. So, these figures clearly show that far from deterioration, there has been a substantial increase in transport during the current year. Nevertheless, there are some arrears both on the broad gauge and the metre gauge sections.

The annual rate of increase in traffic in the past has been of the order of 3 per cent, but during the current year there has been an abnormal increase, largely due to the bumper crop and the simultaneous decontrol of foodgrains. Food movements during April-June have increased by 8.8 per cent on the broad gauge, and 6.6 per cent on the metre gauge as compared with the previous year. The bulk of the arrears relate to foodgrains traffic. It is true that in spite of the increased loading, the outstanding registrations for wagons have been considerably higher than last year. Thus, on the broad gauge section, the outstanding demands on 31st July were 1,42,000 as against 35,000 last year, and on the metre gauge portion, 1,50,000 as against 55,000 last year. I am, however, glad to inform the House that these outstandings have been very appreciably brought down.

I shall now like to deal with the position relating to the movement of a few important commodities such as sugar, cotton, etc. which were referred to by Shri Tulsidas. So far as sugar is concerned, I would like the House to know that the indigenous production jumped up from 10 lakhs of tons to 16 lakhs of tons. This naturally signifies a corresponding increase in the transport of sugarcane and other raw materials. Since one ton of sugar requires ten or eleven tons of sugarcane, the magnitude of increase in traffic can well be realised.

The transport of indigenous sugar is linked with the large-scale import of sugar which from January to July 1955 was about 2,67,000 tons. Out of this, nearly 35,000 tons was discharged at Bhavanagar, and distributed by rail to Saurashtra area, which

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accounts for lack of movement of indigenous sugar to this area.

Likewise, considerable movement of imported sugar was made during this period to various destinations such as from Bombay to Ahmedabad, Poona, Ujjan, Ratlam, Nagpur, Jaipur, from Calcutta to Gauhati, Tatanagar etc., and from Madras to Tiruchirapalli and Coimbatore. In consequence, there was a lesser demand for indigenous sugar in these areas. Nevertheless, the sugar movement on the broad gauge portion has been, as Shri Tulsi-das knows, very satisfactory, being from January to 10th September 1955, 29,520 wagons or 21 per cent more than during the same period last year. But I must admit that the position on the metre gauge was not so satisfactory.

On the metre gauge the bulk of sugar is loaded on the North-Eastern Railway. Here, the movement up to April was conditioned by the heavy movement of sugarcane, and large-scale movement for the flood protection works at Dibrugarh and in North Bengal. I trust the House will appreciate that it was mainly on account of the railways that the Dibrugarh rivetment could be built, and Dibrugarh could be saved from devastation this year. So, when we moved boulders and stones to Dibrugarh, naturally the other goods had to wait.

From 1st May to 20th September this year, 18,176 wagons of sugar have been loaded as against 11,000 last year, on the metre gauge on the North-Eastern Railway. From 1st January to 20th September this year, over 28,000 wagons of sugarcane have been loaded as compared to 27,000 last year.

The position regarding movement of cotton is much better. The Western Railway loaded 1,100 wagons more on the broad gauge and 1,600 wagons more on the narrow gauge during January to 20th July this year as compared with the same period during last year, which represent an increase

of 42 per cent on the broad gauge, and 58 per cent on the narrow gauge. So, we have been able to make satisfactory improvement even on the narrow gauge, where the position of the rolling-stock and rails etc. is not quite satisfactory. The outstanding registration on 20th July 1955 were only 128 wagons on the broad gauge and 10 wagons on the narrow gauge. On the Northern Railway, during the same period, there was an increase of 1,000 broad gauge wagons, representing an increase of 35 per cent over last year. Similarly, on the Central Railway we moved 900 wagons more of cotton to Bombay area during the first six months of this year, as compared with the same period last year, representing an increase of 35 per cent. I might also add that 24,700 tons of cotton were exported from India during January to June 1955 as compared with 13,200 tons before. That is to say, instead of 13,000 tons, we were able to export 24,000 tons. And this would not have been possible of course, except by increased rail movement.

I might also tell the House about the movement of oilseeds, including groundnut seeds. 20,515 broad gauge wagons were loaded during January to June this year as compared to 16,455 wagons during the same period last year, representing an increase of 24.7 per cent. Similarly, on the metre gauge, 31,568 wagons were loaded as compared to 25,071 wagons last year, representing an increase of 25.7 per cent.

Regarding movement of coal, a daily average of 3,221 broad gauge wagons was loaded in Bengal-Bihar coal fields, during January to August 1955, as compared to 3,129 wagons during the same period last year. This represents an increase of 92 wagons per day. Taking all coal fields in India, the loading was 140 wagons per day more than last year. Coal movements for destinations beyond Moghal Sarai averaged 1,217 wagons per day during this period, being 81 wagons in excess of last year.

The House will thus see that instead of any deterioration, there has been almost an all round improvement. To suggest that there has been any deterioration is wrong factually, and it is a mistake to paint so gloomy a picture.

I should like now to reply to one or two points which were raised by Shri Nevatia, Shri K. P. Tripathi, and Shri Nambiar also, though what the later raised was not very much relevant to the discussion.

Shri Nevatia said that we should arrange for better co-ordination between the railways in the different zones. I entirely agree with that suggestion. I would like to tell him and the House that we propose to appoint special staff for the purpose of wagon chasing. This work will be an independent work, and it will be entrusted to special staff who will be dealing with the chasing of wagons as and when they are delayed either in the yards or while they are on the move. We propose to appoint special staff for this purpose, and I hope they will be able to chase the wagons properly and facilitate the movement of wagons in future.

Shri K. P. Tripathi is not here. He said something about the setting up of steamer companies by Government and their taking up this work. We do not propose to do it now. A Committee was recently set up with Shri Lokur as Chairman. The Committee has completed its report; probably it will be submitted very soon. It will be time then to consider as to what further steps should be taken in regard to that matter. I might, however, tell the House that we are considering actively about two matters. One is about the manufacture of special types of power boats. They are being manufactured in India and it is expected that they will be completed in about two or three months' time. What we are aiming is that it would be possible to make these power boats navigable throughout the year both in the Brahmaputra and the

Ganga. The other thing that we propose to do is that we are considering a proposal of mechanising the sailing vessels. These two steps, I hope, will be able to help us in the movement of some goods at least in some cases.

I welcome Shri Nambiar back to this House. I thought he had somewhat cooled down or, if he will not be angry, sobered down. But he still possesses his old fire and I only wish that he had not indulged in exaggerations again, making somewhat wrong statements. I might tell him that there is only one federation. There are no two federations, and there is only one President, Shri Vasavada. I do not think the Board was in any way wrong to have negotiated with Shri Vasavada who is President of the Railwaymen's Federation. In fact, I think he should have paid compliments to the Board for having accepted some of the old demands which were hanging fire for a long time. Shri Nambiar, it seems, is not interested in the demands of the workers being conceded, but perhaps he is more interested in keeping workers fighting amongst themselves. I did nothing else than bringing the parties together. If I met Shri Vasavada, I also met Shri Guruswamy, and my effort was to bring them together, to bring about a *reapproachment*, if possible. But I could only advise them. It is for the two gentlemen who may have their internal differences to settle the matter amongst themselves.

I shall in a few words say that the problem of transport has to be viewed both from the short and long-range angle. Our plans, I might inform the House, are to increase our carrying capacity by about 20 per cent by the end of November this year. This we hope to achieve by effecting improvements at certain bottleneck points in the movement of traffic such as the Assam rail link, then *via* Mokameh Ghat traffic, then movements to the south *via* Bezwada, *via* Raichur and *via* Poona, and lastly, movement in the Saurashtra area *via*

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Sabarmati, Viramgam and Mehsana. With regard to the Assam rail link, last year due to heavy rains, there were serious breaches and a number of major engineering works had to be executed during the current year on account of which the limited capacity available was further restricted. In April last, arrangements were made with the Pakistan railways for movement of traffic via their route which afforded substantial relief. But unfortunately, there were sudden breaches again in July and August, both on the Assam rail link as well as on the Eastern Bengal railway. The last of these between Chaprakata and Bijni has been repaired only yesterday morning and I hope this will ease the position.

As regards traffic via Mokameh Ghat and other transshipment points across the Ganga, several ad hoc measures have been taken to step up capacity for movement across the river. Unfortunately, however, the ghat difficulties, especially at Sakri and Bhagalpur this year have been the worst for the past many years and the capacity has dwindled down very considerably. The situation has, however, been saved by progressive stepping up of the capacity at Manduadih, to which Pandit D. N. Tiwary referred just now. We have been able to step up the capacity at Manduadih from 30 broad-gauge wagons to 155 broad-gauge wagons, and it will shortly be increased further to 180 wagons daily. Complete relief, however, will only be afforded, of course, when the Mokameh bridge, which is already in hand, has been constructed. I have very recently received a representation from Bihar about the old steamer services which used to function formerly. I got it only two or three days back. I am looking into the matter. It is difficult for me to say anything off hand just now about that.

Regarding movements to the south, although some increase in the transport capacity has been effected in

recent months, substantial improvement is expected by November next when a number of capacity works under execution, are likely to be completed such as the remodelling of the Bezwada Yard, extension of loops at stations between Bezwada and Madras to hold trains of 80 wagons. Here again, there has been a setback recently due to repeated breaches on the east coast line.

Regarding movements to Saurashtra, here again there is a progressive improvement expected as the capacity works get completed stage by stage. The question of the conversion of certain metre-gauge sections into broad-gauge is also under examination. There have been excessive rains in Saurashtra recently and apart from slowing down loading and unloading operations at terminals, a number of new lines in various yards sank. The Ratlam Godra line on that section was also badly affected. We have fought against all these setbacks and have been able to increase the loading and bring down the outstanding demands. The steps that we have taken, I hope, should go a long way in easing the present situation.

In the end, from the long-range point of view, I might give the House a broad indication of what we propose to plan for during the Second Five Year Plan period. This will involve (a) provision of increased capacity in sections concerned to permit movement of the estimated additional production of steel, coal and cement and generally to augment capacity on other sections of the main trunk routes up to 50 per cent. So Shri Tulsidas should have no fears in regard to the movement of steel, coal etc. for the steel plants or for other big plants. We have taken that into consideration while planning for the increased capacity of the railway lines. (b) Electrification of certain sections to promote efficiency of operation and to develop capacity most economically. (c) Increased tempo of renewal of main line track already

overdue, thereby releasing maximum quantity of track material for building new lines. (d) Construction of new lines up to a limit of 3,000 miles in the whole Plan period, which will, of course, be besides the doubling of the lines; and we have fixed our target as 2,500 miles doubling in the next Plan period. Besides this, we are thinking in terms of more than Rs. 450 crores in the matter of procuring locomotives and rolling stock alone. On line capacity works and track renewal programmes, we shall have to spend more than Rs. 300 crores and on new lines, something like Rs. 200 crores. So you will see that we are planning on quite a big scale to meet the increased transport requirements of the country. But our programme will take time to be implemented. It involves big and difficult works and their execution and completion might take two to three years. The public will, therefore, have to put up with the difficulties for some time as they, I hope, fully realise the enormity of the problem to be tackled. We may also have to have recourse to some ration-

alisation and regulation in the movement of traffic. Other Ministries are being consulted and I propose to address the State Governments also in this matter. Unnecessary utilisation of wagons and locos has to be put down effectively.

6 P.M.

Our Second Five Year Plan is fairly big, although I personally think that it should have been bigger still. But, we have weighed everything and tried to be as reasonable as possible. I cannot say what is going to be the final result of our consultations and discussions with the Planning Commission, but, however, I wish our proposals should be accepted. The responsibility of the Railways in the execution of the Second Five Year Plan is a tremendous one and let us hope that the Railways would be able to bear the additional burden and not let any sector suffer on their account.

The Lok Sabha then adjourned at Eleven of the Clock on Thursday, the 29th September, 1955.
