

Some Hon. Members: We may take a decision day after tomorrow.

Mr. Speaker: The difficulty is that if the decision is postponed till day after tomorrow, we shall not be able to have one hour by dropping the questions. That is why I put up the suggestion today.

Shri K. K. Basu (Diamond Harbour): The Minister's reply can go to the next day.

Mr. Speaker: It comes to prolongation of the whole programme.

Shri K. K. Basu: In the mean time, Leaders of Groups may meet and discuss and come to some arrangement.

Mr. Speaker: We will go on. Otherwise, Members will have no time. We cannot hold it up indefinitely.

Shri A. C. Guha: Then, Sir, the discussion on the IFC Report is postponed till the 4th?

Mr. Speaker: I have no objection.

Shri A. C. Guha: What am I to understand from the discussion? If I am to supply copies now, I am ready if you so wish. We can have the discussion even today. If you want it to be postponed to the 4th, I have no objection.

Mr. Speaker: My idea in taking up this question at this stage and suggesting postponement till day after tomorrow was to see whether we can take advantage of the question-hour and get one hour more. But, as the hon. Members do not want it, they may have the discussion today even. I do not mind.

Shri Ramachandra Reddi (Nellore): May I also point out that the views of the Board of Directors of the Industrial Finance Corporation have also been published by the Government of India. Copies of this have not been circulated among the Members. At least a few copies of this might be supplied.

Mr. Speaker: That is a new request which the hon. Minister might consider. Anyway, we are not having the

discussion today. It might go on on the 4th now.

Shri A. C. Guha: There is another difficulty I would like to bring to your notice. I think we have given about 40 or 50 copies to the Notice Office. How many more copies would you direct me to supply?

Mr. Speaker: I think the best course would be for Members who want copies to have a request for a copy made in the Notice Office. Their names will be registered, say up to 4 o'clock, and as many copies as are requisitioned will be supplied. That will be the only solution.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

PRESENTATION OF THIRD REPORT

Shri M. A. Ayyangar (Tirupati): I beg to present the third Report of the Committee on Private Members' Bills and Resolutions.

RAILWAY BUDGET

Kumari Annie Mascarene (Trivandrum): Yesterday I was referring to the condition of the Railway Department at the time the Congress took up the administration.

[MR. DEPUTY-SPEAKER *in the Chair*]

I was pointing out how the Railway Department presented a complicated problem and how the Congress administration had handled it, how the integration of the States and the partition of the assets and liabilities had affected the Railway system and how the Congress had handled the situation in such a way that today we have got a regular well-organised Railway system. Be it said to the credit of the late lamented Shri Gopalaswami Ayyangar that he manned it during strenuous times and got over the difficulties and laid the foundations of a Railway system which would have done honour to the most advanced and highly developed countries in the world. Thus far and no farther.

[Kumari Annie Mascarene]

This is a major scheme of nationalised industry, a large undertaking of a public utility concern with a separate financial entity. I examined the facts and figures at my disposal and compared them with the facts and figures of the past, and I regret to submit that the Railway Department has deteriorated in recent years. Nay, we have fallen far below the earning capacity of crucial times such as 1948. The surplus during 1948 was Rs. 9·85 crores whereas in 1954 it is Rs. 9·48 crores and in 1955 it is estimated to be Rs. 9·3 crores. Between these years we had risen to peak heights of earning capacity, so much so that in 1952, we had Rs. 21·85 crores and in 1953, Rs. 24·87 crores. There has been no great difference between the expenditure and the income during these four years respectively and proportionately. I expect the hon. Minister of Railways to explain the situation.

Then I come to the contribution made by the Railways to the General Revenues of the nation. The Railways being a major national undertaking with investments running to crores and crores of rupees, we expect the natural economic consequences of the Railways yielding a fair return to the General Revenues. The Railways are an earning department, unlike the other departments like Defence, Education, Health, Judiciary etc. The Railways being a source of revenue to Government should enable Government to run successfully the other departments which have more of expenditure than of income.

The resources at our disposal are rather disappointing. In 1950, the income was Rs. 225·15 crores, and the contribution to the General Revenues was Rs. 32·5 crores or about 13 per cent. In 1954, the income is Rs. 272 crores, and the contribution to the General Revenues is estimated at Rs. 35·5 crores, i.e. 13·5 per cent. of the earnings. Midway between these years, the contribution to the General Revenues fluctuates between 12 per cent. in 1951, 13 per cent in 1952, and 12½ per cent. in 1953. We are told

that the years 1951, 1952, and 1953 are years of peak earning, and yet we find that the contribution to the General Revenues has not in any way increased, but fluctuates between 12 and 13 per cent. However much money may be flowing into the Railways, we find that the contribution to the General Revenues does not exceed 12 or 13 per cent. I wish to know why this is so.

This is clear proof that there is no healthy functioning of this department. The idea of the state undertaking a monopoly is not only for the efficient running of it, but also for the profitable running of it. But in this department, we find that there has been so much of waste, carelessness, indifference and irresponsibility on the part of the officers, with the result that a large part of the income is being wasted.

We have heard in this House that there are thousands and lakhs of ticketless travellers. We have also heard in reply to questions that accidents due to fire or other causes have destroyed railway goods. We also heard the remarks of censure from the Public Accounts Committee, which very often passes a vote of censure on the Railway Ministry. I would like to invite the attention of hon. Members to page 5 of the fifth report of the Public Accounts Committee on the Appropriation Accounts of the year 1949-50 where they say:

“The Committee regret to observe that the various irregularities disclosed in Para. 19 of the Audit Report in regard to the payment of compensation claims to the contractors.....are marked by wastage, neglect and incompetence of the Railway Officers who had handled the case.....The Committee also observe that the Officers especially the senior Officer of the rank of Deputy Controller of Stores through whose negligence the pilferage of stores was facilitated especially at a time when commodities like.....”

"The Committee regrets that the Ministry should have failed to consult the Comptroller and Auditor-General in introducing any changes in the accounting structure...etc."

These are clear proofs coming from the Public Accounts Committee whose membership consists of a majority of Members from the opposite, a committee appointed to scrutinise the finances of the State, and this is their verdict. Therefore I request the hon. Minister to explain why the contribution to the General Revenues has fallen so low.

Then, Sir, we come to the achievements of the Department. To do justice to the Minister, I must say that there are achievements in this Department. They have begun to produce goods for the railways, they have developed lines on zonal systems etc. etc. and for that the Minister deserves credit. Still, looking at the earnings we had for the last seven years—I have gone through the budgets carefully—I find that adding up our earnings, they come to Rs. 1670.67 crores as income, Rs. 1267.9 crores as expenditure and Rs. 93.78 crores as surplus. I have added up all the income and expenditure for the last seven years and this is the result. Though the Department have great achievements those achievements are not in proportion to our earnings and expenditure.

Then with regard to zonal development, they have not done justice to it. If you look at the map of the railways, you will find that the railways in the north are so intricate and well-knit that they cross each other, and as you go further down, it becomes wider and wider till when you reach Travancore-Cochin State it evaporates altogether. Sir the Minister had already started a railway line of 96 miles from 1949 and in six years the Minister promised to complete 36 miles—in 1955! I wish to ask him why he had finished 171 miles of railway in Kandala-Desa with 31 railway stations and 311 bridges with the longest bridge—the Bana's bridge—which was inaugurated by our President on the

2nd October 1952. This is in 19 months and, Sir, in 7 years we are getting only 36 miles of railways. Perhaps it will take another 36 years to complete 96 miles! (*Interruptions*).

Then I wish to invite the Minister's attention to inconsistencies that I have seen in his speech.

Mr. Deputy-Speaker: The hon. Member has had sufficient time.

Kumari Annie Mascarene: I have five minutes more.

Mr. Deputy-Speaker: No, no.

Kumari Annie Mascarene: It is only ten minutes since I started.

Mr. Deputy-Speaker: I think the other day the hon. Member took six minutes and today she has taken ten minutes.

Kumari Annie Mascarene: I want to draw the hon. Minister's attention to the inconsistencies in his speeches. There is a steady decrease of passengers; there is an increase in coaches, in wagons and in locomotives and yet there is overcrowding in the railways. How does this happen? I am unable to fit these things together. I am asking the hon. Railway Minister to reconcile them in such a way that there is no inconsistency. If I am mistaken, he may correct me.

Then, with regard to third class passengers. The Minister has risen to philanthropic heights by abolishing the first class. He has defeated even the Soviet people, who still maintain the class system in their railways. From the philanthropic heights I wish to ask him whether he can reconcile himself to third class passengers hanging from the roofs of compartments. I wish he could further see the women and children segregated in a single compartment and struggling 'or existence. I have been myself travelling in the second class compartment. I wish to draw his attention towards the condition of the lavatories there. There is a pipe under the commode. I do not know for whose use it is. Persons of diminutive structure and magnitude can easily go in and wriggle out. I can

[Kumari Annie Mascarene]

tell the Railway Minister that the rest of the world is otherwise. I wish he will change it to the condition that it was formerly.

I want to draw his attention to a matter of serious concern. Accidents happen almost daily.

Shri R. K. Chaudhuri (Gauhati): On a point of order, Sir.

Mr. Deputy-Speaker: Let us hear the point of order.

Shri R. K. Chaudhuri: The point of order that I wish to raise is one of momentous importance. It is this whether a woman and a man in this House have equality of rights. Yesterday, I was cut short by the Chair and the hon. lady Member spoke for about ten minutes yesterday and nearly ten minutes today and she is speaking in spite of the Chair's remarks.

Kumari Annie Mascarene: If one accident happened in a month one can understand it; if two or three accidents happened in a year, one can understand it, but what can you say to a series of accidents, two accidents a day. We say that it is Nature that had caused it, that it was floods that caused it. I am asking you, when a bridge collapses under the train it is not the main but the criminal negligence of the engineers and officers, who look after the bridges. I just wish to remind him of a verse in the Gita—

कार्यकरणकर्तृत्वे हेतु प्रकृतिरुच्यते ।
पुरुषः सुखदुःखानां भोक्तृत्वे हेतुरुच्यते ॥

For the rising of cause and effect, Nature is responsible; for causing pain and pleasure man is responsible.

Mr. Deputy-Speaker: Not woman?

Kumari Annie Mascarene: If only Government had been entrusted to her it would have been the best in the country.

Sir, the financial year has dawned with despair, diffidence and doubts because the intricate system of railways which resembles the network of the

nervous system, threatens to collapse with a paralytic stroke. I wish to ask the Railway Minister, in view of the fact that the finances diminish every year, in view of the fact that we have got a construction programme in full swing, in view of the fact that the Five Year Plan has to be implemented, in view of the fact that there is so much of corruption and so much of irresponsibility in the department, how is he going to plan to go ahead in future? I wish to suggest to him that he must approach the people and be more with the people than with the officers, that he must visit the construction schemes himself and make an appeal to the people and listen to their complaints, that he must, at least once in a way, travel in the railways and make himself one with the common man so that they may have confidence in him, and that he may take stringent measures against those officers who bring down the reputation of the department and waste money.

Shri M. L. Agrawal (Pilibhit Distt. cum Bareilly Distt.—East): Railways are the biggest national undertaking of this country. They are indeed the life lines of India. On their proper administration depends the strengthening, improving, maintenance and extension of this vital service. Naturally, the Parliament and the country at large are deeply interested in scrutinising annually the stewardship of this department of public utility.

The hon. Minister of Railways, ever since he assumed his portfolio has been making Herculean efforts to reform the department, to give greater satisfaction to the users and the employees and to root out corruption, and if in spite of them the results are neither spectacular nor show appreciable improvement, the fault is not his. He has certainly succeeded in imparting a new and healthy tone to the administration.

The Ministry of Railways has supplied to the Members of Parliament copious literature in the form of books, booklets, reports, summaries, statements, maps and charts, besides the

Budget propear statements and explanatory memoranda to enable them to appreciate the working of the department and to understand the intricacies of figures running into millions. From these papers I have called out some information and I present it to the House.

Last year I had expressed my concern at the dwindling annual surplus and expressed my regret that the same was progressively shrinking and that in the current year it was falling to Rs. 9.31 crores, but the Budget presented reveals that in the revised estimates, it has further declined to the insignificant figure of Rs. 3.18 crores.

For over a year our thoughts have been engrossed in the First Five Year Plan and its implementation. The target of expenditure on Railways fixed for the Plan period 1951-56 was Rs. 400 crores, of which the Railways were to find Rs. 320 crores from their own resources, and the balance, namely, Rs. 80 crores, was to be supplied by the Government during the Plan period, but we find that the proportionate targets during the first two years could not be reached and they have fallen considerably. It is impossible, in my opinion, judging from the past performance, that in the next two years also, the total targets would be reached.

In the reports presented by the Railway Board and other documents which Members of Parliament have received, they have tried to show that great progress has been made in the administration of the department. From these very papers I present the following results.

In the matter of punctuality, we have not in 1952-53 attained the position we had in 1940-41.

The wagon-miles per wagon day registered a fall on the metre gauge from 32.4 in 1951-52 to 31.4 in 1952-53 and the net ton-miles per wagon day fell on the broad gauge from 463 in 1951-52 to 452 in 1952-53.

The average speed of goods train fell in 1952-53 from what it was in the

preceding year both on the broad gauge and the metre gauge.

The average train loads on the broad gauge fell in 1952-53 to 469 from 487 in 1951-52.

The ratio of the unproductive shunting miles to the 100 train-miles of passenger and goods increased on the broad gauge in 1952-53 from what it was in 1951-52.

There was no appreciable decrease in the number of claims during 1952-53 from that in 1951-52, and in the words of the report of the Railway Board for 1952-53, "the crime position in regard to thefts and pilferages on Railways continued to cause anxiety." The net amount paid by Railways during the year 1952-53 on account of goods lost or damaged was Rs. 3,18,66,922 as against Rs. 2,91,80,867 in 1951-52. The number of claims disposed of in 1952-53 was 3,65,215 as against 3,82,638 disposed of in 1951-52. The number of suits filed in 1952-53 and those which remained outstanding at the close of the year 1952-53 was 24,296 and 14,598 respectively as against 27,952 filed in 1951-52 and 13,142 remaining outstanding at the end of 1951-52.

The number of suits filed in courts in 1952-53 and pending from the year 1951-52 was 24,296. Of these 14,598 were still pending at the end of the year 1952-53. Of the rest 8,923 had to be settled out of court by the Railways, and 1,288 were decreed after contest and only 2,153 dismissed. The claim of the Railway Board of prompt disposal and the elimination of infructuous litigation is hardly borne out by these figures. It is my personal experience that being indifferent and callous to the waste of public money officers-in-charge of Railway litigation have taken even the most frivolous and technical pleas to the High Court without the least regard for moral or equitable consideration.

The number of passengers detected travelling without proper passes or tickets during 1952-53 was 84,15,088 as compared with 79,00,918 in the previous year.

[Shri M. L. Agrawal]

As compared with 1951-52 passenger earnings on all Indian Railways decreased by 9.55 crores or 8.57 per cent. of passengers carried and about 3,515 millions or 8.89 per cent. in passenger miles. The earnings for goods carried amounted to Rs. 143.80 crores as against Rs. 153.95 crores in 1951-52.

The total ton-miles dropped by 57 millions in 1952-53 as compared with that in 1951-52.

The percentage of loaded wagon miles to the total wagon miles dropped from 69.4 in 1951-52 to 69.1 in 1952-53 on the broad gauge and from 76.2 in 1951-52 to 76.1 in 1952-53 on the metre gauge.

We are much behind our rehabilitation programme. We have not been able to place as many locomotives, coaches and wagons as we should have and as we hoped we would be able to put on the line.

Nothing has caused more anxiety to the Members of the House and the public generally than the unprecedentedly large number of train accidents and the resulting disasters during the first six weeks of the year 1954. To name only a few, the Bhatinda, Raxaul and Mirzapur catastrophes have shocked the public mind with an intensity second only to that felt at the recent train accident at Jhimpir in Pakistan and at the Kumbh tragedy at Prayag. We have, however, no authentic figures to review the situation with regard to all the casualties due to accidents in the current year. Only for the period from 2nd January 1954 to 12th February 1954 have I got figures. There were in these few weeks not less than ten serious accidents in which sixty-six persons were killed and seventy three seriously injured. Damage to the Railway property was Rs. 5,15,532 which damage to private property is not known. In view of the growing frequency and the severity of these accidents and the appalling nature of loss to life and property, I wonder how the Minister is justified in saying that it should not cause any undue apprehension or alarm. However, the

Enquiry Committee that he has appointed is a step in the right direction and perhaps its results may make travelling on Indian Railways more secure.

Mr. Deputy-Speaker: The hon. Member must make an effort to speak extempore and only occasionally refer to the notes.

Shri M. L. Agrawal: They were all figures, Sir. From the point of view of public safety the situation is continually deteriorating in the case of passengers, employees and strangers alike. The fatalities rose to 54 or 0.05 per million passengers in 1952-53 as against 38 or 0.03 per million passengers in the previous year. Similarly, casualties rose to 339 or to 0.29 per million passengers in the year 1952-53 as against 290 or 0.24 per million passengers in the year 1951-52. In 1952-53, accidents in railway workshops accounted for the death of eight and injuries to 20,477 railway servants or an increase of two in the former and of 2,517 in the latter as compared with the previous year. The total number of persons—passengers, railway servants and others—killed and injured during the year 1952-53 rose to 4,757 and 29,789, respectively from the corresponding figures of 4,214 and 29,650 in the previous year. I have given these figures not in any spirit of carping criticism but I wanted to show that there is no room for complacency and the Railway department should always be vigilant and try to reform the administration as far as possible.

The hon. Minister in his Budget speech last year announced his intention to appoint a Committee of Members of Parliament, and if necessary a few others, to investigate the prevailing corruption in the department. It was only after seven months after his announcement that the Committee was appointed. The Committee have issued a comprehensive questionnaire dealing only with the corruption indulged in by the staff in their dealings with the users only. There are different kinds of corruption and they are not always

visible to the casual eyes. Corruption among the railway employees is two-fold: one in their dealings with the users and the other in their dealings among themselves and with the Railway administration. Perhaps the Committee is precluded by the narrow terms of reference to enquire into this sort of corruption also. If that is the difficulty, the terms of reference should be widened so as to include all sorts of corruption in their enquiry. In connection with the other kind of corruption, I may point out that the complaint is that regular sums of illegal gratification and bribes are paid in making transfers and postings of inferior officers to other places by the superior officers. Then there are complaints that railway employees take private work from their subordinates. Then there are complaints about theft of coal from loco sheds. Wherever there are loco sheds, contractors, with the connivance of the fitters in charge steal coal. Such cases occur every now and then. At one station, I was told that the cinder contractor gave more than Rs. 1,000 as bribe per month to the railway employees and defrauded the railway of thousands of rupees every month. There is another complaint that the Medical Officers at the railway station do not look to the sufferings of the railway patients so much as to their private clients. Then there is the complaint that the railway officers do not deal fairly with the honest employees. The honest employees are given all sorts of trouble. The place is made too hot for them, while those persons who are in corrupt surroundings and act up to those surroundings are well off. I have no time to multiply these complaints, although I have got a number of them. Most of them I have given to the Corruption Enquiry Committee in answer to their questionnaire.

In this connection, I would only invite the attention of the House and the Government to items 11, 12, 13, 16, 18, 20 and 22 of the fifth Report of the Public Accounts Committee for 1952-53 relating to the Railway Administration. These items deal with many things. I would only refer to two of

the Committee's comments. One has been already referred to by the Lady Member who preceded me. I shall not refer to that one. The Committee has observed:

"In two cases even claims relating to items in respect of which the contractors had signed "No-claim" certificates previously were allowed to be referred to arbitration."

The second item mentioned by the Committee is as follows:—

"The Audit Report shows that out of 371 contracts amounting to Rs. 2.09 crores, 300 works were given out at negotiated rates and without inviting open tenders."

Then as regards catering, I want to say that vending contractors at railway stations are making huge sums of profit by entering into deals with sub-vendors on payment of exorbitant premia who make up for their loss by supplying stale, impure, adulterated and rotten stuff and also by underweighing and charging high rates to the passengers. On the Northern Railway, the heirs of a deceased contractor automatically step into his shoes. This evil should be stopped and contracts for catering must be given only to the actual vendors or to vending co-operatives. In that way only, there can be any improvement in this regard.

Mr. Deputy-Speaker: The hon. Member should have his eyes only not on the paper but also on the clock.

Shri M. L. Agrawal: I will finish in two minutes. It is heartening to hear that the Railway Minister has issued instructions to extend the use of *khadi* on the railways. But would he stop at the use of bedsheets, table covers, dusters, hand towels and *durries* only or would he also enjoin upon the vast army of employees under his control to put on immaculate *khadi* and where uniforms are provided by the Department see that only *khadi* uniforms are given?

It is a matter of satisfaction that the Budget presents an impressive programme to provide better and more

[Shri M. L. Agrawal]

amenities to the travelling public. I want to plead for some urgent requirements to be provided in the Rohilkhand section of the Northern and North-Eastern Railways.

Mr. Deputy-Speaker: The railways were 40,000 miles long, and now they are 34,000 miles long. If the hon. Member were to relate all the 34,000 grievances of the 34,000 miles of railways, there would not be any time even if we were to sit for 34,000 days. I have already given him twenty minutes and I am not prepared to give him a second more.

Shri M. L. Agrawal: I shall conclude in half a second.

Mr. Deputy-Speaker: No. I cannot allow him to speak even for half a second. Let his speech end without a conclusion.

I want now to make a suggestion to hon. Members. There are a number of hon. Members, but during all the Budgets I have seen that some hon. Members do not take part in the discussion to speak about general policies but they want to refer to individual grievances relating to their own particular constituencies. They generally finish within five minutes. I would like to receive chits from all such hon. Members who would confine themselves to some local matter. I will devote one full hour and allow some twelve hon. Members of this kind to speak. At the end of the five minutes, at whatever stage the sentence may be, whether it is a half sentence or a quarter sentence, I shall ring the bell and the hon. Members must resume their seats. So, let hon. Members send chits to me, and I will call them during the next one hour.

Shri Radhelal Vyas (Ujjain): It would be better if you allot time for particular items during the cut motion stage.

Mr. Deputy-Speaker: That will also come later. But at present I shall call hon. Members who send me chits.

Shri Bansal (Jhajjar-Rewari): I have great pleasure in rising to share with this House the subdued optimism of the hon. the Railway Minister in the working efficiency and finances of the Indian Railways. The criticism which has been made on the floor of the House yesterday and today, and that which has appeared in the papers, consider the railways to be a commercial enterprise. They are a commercial enterprise—the biggest commercial enterprise. At the same time, the railways are the biggest public utility of the country and therefore, when we examine the performance of the railways, we have to take into account that they are both a commercial enterprise and a public utility.

I have been looking through the figures of the performance of our railways during the past years, and I am impressed with the progress that they have made after partition. Whatever figures you take—whether you take the figures of passenger train miles, or you take the figures of trains arriving in time and punctually, or you take the figures of freight train miles operated, or you take the engine miles per day, or you take any other figures—you will find that our railways have been consistently making progress during the past few years. I can quote any number of figures, but I do not want to bore the House with them.

Shri Nambiar (Mayuram): What about accidents?

Shri Bansal: I will come to them. Please hold yourself in patience.

Mr. Deputy-Speaker: An accident is like an interruption.

Shri Bansal: I am worried only on one account. In the previous year, the hon. the Railway Minister gave the figures of wagon turn-round, but in this year's speech and the papers which have been circulated, I do not find those figures. May I suggest to him that, in order to make the position clear, such figures should also be collected, so that if there is any apprehension in the minds of the public that the efficiency

of the railways has gone down, it may be removed.

A criticism has been made that the gross traffic receipts have gone down and the industrial activity of the country has on the other hand been increasing. Looking at the figures, I find that the gross traffic receipts during the last two years have not decreased; in fact, they are slightly higher in 1953-54 than they were in 1952-53. They were lower about Rs. 20 crores less in 1952-53 as against what they were in 1951-52, but part of that difference is accounted for by an accounting procedure. In 1951-52, the figures included about Rs. 15 crores as earnings of the railways on account of transport of their own stores. Now, this figure has not been included in the subsequent figures and again, it cannot always be that the goods traffic earnings will go on increasing. After all, 1951-52 was a very good year in many other respects too. Then we will also have to take into consideration that in the past year we did not have so much of food import as we had in 1951-52, with the result that trains did not have to carry so much wheat from Bombay to other distributing centres. In one of the economic journals which has a wide circulation and good reputation, I find a reference is made that gross traffic receipts have come down by Rs. 15 crores although industrial production has gone up by ten per cent. Now, if this ten per cent. relate to the last three or four years, then I have nothing to say. But, certainly, industrial production did not increase by ten per cent. in one year. The index of industrial production in 1952 was 128.9 and in 1953 it was about 134. The percentage increase will, therefore, be only slightly over five. Therefore, I think that the efficiency and the earnings of the railways have been quite satisfactory.

A mention was made yesterday that the reserves of railways are dwindling. I do not know from where the hon. Member who made that statement quoted the figures. I find from the explanatory memorandum that regarding the revenue reserve fund, the figure has actually increased from Rs. 33.77 crores in 1950-51 to Rs. 36 crores in

1952-53, Rs. 37.18 crores in 1953-54 and in the budget estimates for the coming year it is Rs. 38.36 crores. Similarly, the position of the Depreciation Reserve Fund is also not too bad. At least, it is not as bad as it was pointed out, because I find that whereas in 1952-53 it stood at 116 crores, in the estimates of the current year it is Rs. 107.86 crores and at the end of the next year it will be Rs. 98.16 crores. After all, these reserve funds are created in order to rehabilitate the railways, and in as much as the railways are being rehabilitated to the extent possible, the utilisation of the reserves from these various funds is a good thing. I do not think that any Member can complain that our reserve funds—particularly the Depreciation Reserve Fund—are being written down to the detriment of the railways. Then, contributions to the General Budget have also been more or less at the same level. In fact, for the coming year, the figures show an increase of Rs. 2 crores.

My main criticism of the hon. Minister's Railway Budget is regarding the developmental expenditure. In the Plan, Rs. 400 crores were allocated to be spent during the five years of the Plan. Before I say something else on the subject, I would like to know from the hon. Railway Minister as to how this small discrepancy in the figure occurred. In the Progress Report of the Five Year Plan of Indian Railways, on page 5, from table (1), I find that the expenses incurred on the railway plan in 1951-52 is given as Rs. 72.61 crores, in 1952-53 as Rs. 70.10 crores and for the remaining three years as Rs. 148.29 crores. But, in the Budget speech of the hon. Minister, these figures are slightly different. It is stated that in the current year, the expenses were of the order of Rs. 74 or 78 crores. I want to know how that discrepancy arises.

4 P.M.

That apart, the main point to which I want to invite the attention of the House is that the Railways are the biggest commercial assets of the country. The capital at charge is more than Rs. 800 crores. According to the

[Shri Bansal]

present valuation, in my opinion, it may be about Rs. 2000 crores. An amount of Rs. 70 or 80 crores that is now being spent will be hardly sufficient for rehabilitating the Railways. That is admitted even by the Five Year Plan. I want to know how the Government are going to develop our Railways to cater to the increasing requirements of the country during this Plan period. Of course population is increasing. It is quite obvious that during this period production is increasing; it is bound to increase even further. New sources of raw materials are being tapped. New industries are being put up and new demands are being created. How are we going to cater to all these requirements if we are not going to spend much larger sums on further development of these Railways?

The hon. Minister said that there are two limiting factors in regard to the development plan of our Railways. One is the availability of materials and the second is the availability of funds. As regards the latter, now that the Finance Minister is embarking on a bold policy of financing,—some Members call it deficit financing,—I should imagine that it would have been possible to increase the size of the Railway plan too. As regards the scarcity of materials, I am not so sure that even such stores as the Railways require could not be produced in the country, in larger quantities. I do know that the wagon manufacturing capacity in the country can be increased quite substantially. Although the report of the Engineering Capacity Committee is not yet out, I do not think that I will be letting out a secret if I tell the House that they seem to believe that about 50 per cent. of the engineering capacity is lying idle. I am sure that quite a lot of that capacity can be utilised for manufacturing essential Railway stores. It might be said that steel is not available. Only yesterday, a businessman, who certainly knows what is happening in the country, told me that certain varieties of steel are becoming unsaleable in the country. I do not know whether those varieties of

steel could be utilised for wagon building and other purposes. But, I think that is a sphere which could be examined if only stores is one of the bottlenecks in the way of development of our Railways. If economic progress takes place in arithmetical progression, I believe the transport requirements increase in geometrical proportion and therefore we must take all possible steps to see that transport, after three or four years, does not become a bottle-neck and put a stop to all our progress.

I saw in the papers today that the hon. Transport Minister laid down a list of priorities in the Council of States yesterday as regards the development programme. According to that priority he said he would give the first place to those places where heavy industries are being developed; he would give the second place to areas which were rich in minerals and which were, by coincidence; also backward; and he would give only third priority to backward areas like Rajasthan, Vindhya Pradesh, Orissa etc. I have no quarrel with this list of priorities, but I want to ask him most humbly whether he would like to leave the backward areas backward for ever.

I come from an area which is very backward, and one of the crying needs of that area is additional train mileage. The hon. Prime Minister was good enough to make a reference to that area recently in one of his speeches. I am particularly inviting the attention of the Transport Minister to this fact because even in our Community Development Projects backward areas have been neglected on the ground that progress should first be achieved in areas which are capable of showing bigger and quicker results. On that very ground Railways should not be kept away from these backward areas. After all, we have to distribute the prosperity in the country as equitably over areas as over human beings, and you cannot go on neglecting certain areas in every respect. The first primary requirement of these areas which are traditionally backward is a

few miles of railways and roads here and there, and if the hon. Transport Minister will give an assurance to the House to that effect, I am sure he will see a wave of enthusiasm passing through those areas. Particularly, I can give an assurance on behalf of my area.

I do not want to refer to the locomotive and wagon position that will be there after the Plan period. In spite of the best efforts that the Railways are making for more locomotives and for more wagons, I find that at the end of the Plan period the number of overaged engines and wagons will be larger than it is at present. It may be that the traction effort of our locomotives will be slightly more at the end of the Plan period. I understand it will be about 3·5 per cent. more, but this is really not sufficient and this again underlines my plea to the hon. Transport Minister for increasing the size of the Plan not only to see that rehabilitation is carried out to the fullest extent possible, but that development takes place so as to cater for the increasing requirements of the economy of the country.

In connection with these backward regions, during the war a line between Panipat and Rohtak was dismantled. The Minister had included the restoration of this line, I think, in his last budget speech. Somehow this has not been taken on hand—I think because the claims of Chandigarh intervened. I would earnestly request him to restore this line and to connect it from Rohtak to Jhajjar and from Jhajjar to Rewari which is the most backward area and which I have the honour to represent in this House.

Only two more points before I sit down. We are all proud of our Chittaranjan Locomotive Works. They are producing very good engines. There were some defects in the beginning. They have been rectified. But I understand that the proportion of overhead to cost is a very high one. It works out to 1,300 per cent. It is quite understandable that when a concern is in the initial stages the overheads are bound to be high, but I suggest that every effort should be made to dec-

rease these overheads and bring down the cost of our engines and boilers coming out of this workshop.

Another point which I wanted to refer to was about air-conditioned coaches. We are having on some lines air-conditioned coaches. Whenever I have travelled by these coaches I have found the greatest difficulty in getting seats. But when I got a seat and occupied a berth, actually I found that a number of berths were vacant. Recently I had occasion to travel in one of these air-conditioned coaches along with a high railway inspector; he was absolutely surprised to see that four berths were vacant, although earlier he had been told that there was no berth available. On another occasion, the General Manager of one of the light railways was travelling with me, and he had also the same experience; up to the previous evening, he had been told that not a single berth was available, but when we occupied our seats, we found that there were five berths vacant. I would suggest that this thing should be looked into.

I would also like to know what the effect of the introduction of the air-conditioned coaches is on the Budget of the Government of India, because now it seems that all our 'A' class officers have to travel by air-conditioned coaches. (*Interruptions.*)

Shri K. K. Desai (Halar): Why?

Shri Bansal: I think they should, but if the House thinks that they should not, at least to start with, you should find out how much addition it has caused to the Budget. If the amenities in the second class are going to be of the same order as in the first class, I do not see why all of us should not travel by the second class. But for the time being, I would like to know whether the hon. Minister has worked out the extent to which Government have been put to extra expenditure on account of the conversion of first class coaches into air-conditioned coaches for the sake of Government officials.

Lots of things have been said in this House about corruption. I know there may be corruption in the Railways as there is corruption in other sectors of

[Shri Bansal]

our life. But who is responsible for corruption?

Babu Ramnarayan Singh (Hazaribagh West): Government.

Shri Bansal: It is not a one-sided affair, and for members to come here and say that only the railway officials are responsible for corruption is not quite a correct thing. I would therefore urge this House to take quite a balanced view of things, and not to tar all our officers and workmen with the same brush. I know our officers and workmen in the Railways have been doing their best. If they have not been doing their best, we must make every effort to get the best out of them, without unnecessarily pampering them. The hon. Minister of Railways has stated that in the current year's budget as compared with the previous years, about Rs. 50 crores more are being paid to workmen by way of additional amenities, arising out of the implementation of the Gadgil Committee's recommendations, and similar other amenities. I am not one of those who grudge further emoluments and amenities to workers, but we must also see at the same time that the workers give their best to the Railways. In order that they may be encouraged to do that, we must also give them a word of cheer and encouragement from here. It would not do if we always criticise them in season and out of season, without appreciating the good work they are doing. I therefore, suggest that we ought to show some appreciation of the very splendid work our railway officers and workmen have been doing.

With these words, I once again share with this House the sober optimism of the hon. Minister, and congratulate him on the working of the railway system.

Shri G. D. Somani (Nagaur-Pali): Sir, I would congratulate the hon. the Railway Minister at the outset on his having been able to present the Railway Budget with *status quo* so far as the fare and freight rate structure is concerned. We had seen several disquieting reports in the Press during

the last few months that the Railway Board was seriously examining the question of a further increase in the freight structure, specially of coal, and I am glad that these apprehensions have not proved correct, at least for the time being.

Having said so, I would also like to refer to the remarkable statement that the hon. Railway Minister made in his speech that in the context of the short-fall of Rs. 60 crores and also in the context of the increase in the working expenses, he would examine the implications and practicability of making some adjustments in the fare and freight structure. But I am glad that he has yesterday in the other House said something about this statement, which means that an examination of the whole structure will be made and this statement does not mean that the freight structure will be revised upwards, but that the whole structure will be revised upwards and downwards after a proper examination of the whole matter. In this connection, Sir, I would like to suggest the appointment of an impartial and outside committee of experts to go into the whole question. I would recall that the present freight structure, when it was introduced in 1948, had created an upgrading of rates in several directions. Ever since then, there have been frequent occasions when the freight has been increased for so many reasons. I may specially refer to coal, the freight on which was increased by 30 per cent. and the 12½ per cent. rebate which used to be enjoyed by a selected group of industries was also withdrawn.

Now, Sir, the hon. the Railway Minister yesterday mentioned in the other House that the fall in the railway surplus was not due to the law of diminishing returns but due to the increase in the working expenses. But I would seek a clarification from him: in the context of such a drastic increase in coal freight, which constitutes almost 40 per cent of the total bulk goods traffic, and in the context of the rising production, both in our agricultural and industrial sectors, how is it that

the earnings from our goods traffic are remaining more or less static? My friend, Shri Bansal, just now referred to a certain decrease in these goods traffic earnings compared to the figures of 1951-52. I would, Sir, specially like to know as to how in spite of such an enormous increase in our production, both in the agricultural and industrial sectors, and also in view of the upward revision of the freight structure on so many commodities and specially coal, the earnings from the goods traffic have not gone up to the extent and to the proportion that they should have gone in the light of these factors. I would, therefore, like to sound a note of warning that this aspect of the freight rate structure should be properly examined. Some hint was given by the hon. the Railway Minister last year that the statisticians and experts of the Railway Board would go into the whole structure. The facts and the picture presented to us do not show anything having been done in that connection.

Sir, so far as the examination of the present freight rate structure is concerned, I would like to make a submission that you can raise your revenue always by two ways. There is the short-cut method of raising the freight rate structure without going into the repercussion which it might have on the economic development of the country. That is purely from the revenue point of view. That is all right for a short period. But, there is another more sound and broad way of adjusting the freight structure to the needs of our developmental economic, so that, while it might entail some sacrifice in the initial period, yet, in the long run, it will stimulate economic activity to an extent which will more than compensate what little sacrifice the railways might make in assisting the economic development of the country. I would, therefore, when the whole case of the freight structure is being examined, specially refer to what the Federation of Indian Chambers of Commerce and Industry, which is the premier commercial organisation in the country, had suggested. I would like

to read a few sentences from the memorandum which they have submitted to the hon. Railway Minister sometime ago. They say—

"The new rate structure has been in operation for the last five years. It is time to adjust the impact of the new structure to development of industries. It is suggested that a small and compact committee consisting of an independent Chairman, one or two representatives of trade and industry and one or two officials of the railways may be set up to study the working of the new rate structure. The rate structure of a country should not be gauged from the revenue point only; it should be the special charge of this committee to examine the impact of the new rate structure on the development of trade and industry and to suggest modifications so as to make the structure of railway rates serve the needs of a developmental economy better."

Sir, when the whole matter, as the hon. Minister has said, is going to be examined, I would seriously suggest that it should not be like the previous period in 1948, when the rate structure was introduced after a departmental enquiry. An opportunity should be given to the outside experts and to the representatives of trade and industry, who contribute so much to the revenues of the railways, to have their say in the findings of this enquiry so that, whatever conclusions might be arrived at from this examination, may do full justice to the economic needs of the country. I hope, therefore, that when the whole matter is coming up before the Railway Minister, he would please look into the implications of doing something which may do justice from the point of view of our developmental economy and not treat the whole matter simply from the revenue needs of the railways.

Having said this about the freight rate structure, I would also like to draw the attention of the hon. Minister to the development, rehabilitation and expansion of our railways. Our experience—from trade and industry—has

[Shri G. D. Somani]

been that the bottle-necks and difficulties still continue to obstruct the free flow of goods from one part of the country to another. I do not want to go into specific examples. But, I have no doubt that the Railway Board and the hon. Minister are aware of the difficulties and complaints which are brought before them, from time to time, from various parts of the country. At a time when the country is embarking on a bold development programme, it is highly essential that our railways should be rehabilitated and developed at a pace which will be in full conformity with the requirements of trade and industry. My friend, Shri Bansal, just now has drawn the attention of the hon. Minister and I know sufficient has also been said in the memorandum submitted by the Federation. Although the Minister has said in his speech that it is necessary to adopt a bold policy of development and expansion on the railways, still in the eyes of those who have been examining the rehabilitation and development programme of the railways it is not so and the programme which the Railway Ministry has in view, I am afraid, may not be sufficient to cater to the growing needs of transport in our country. The Federation has suggested that during the remaining period, Rs. 100 crores per year should be added to the rehabilitation and expansion programme of our railways. I think it should be possible at a time when the Finance Minister has said something about deficit financing, to explore the desirability of doing everything possible not to adversely affect the development programme of the country. I think it is time that the Railway Ministry should take it up with the Planning Commission and with the Finance Minister and press their needs so that, at the time when our requirements are growing, we may not be lagging behind to find that our economic development may not progress because of lack of railway facilities.

I find, that so far as the development programme is concerned, the Railways have spent Rs. 131 crores in the two years 1951 to 1953 and another Rs. 78

crores is likely to be utilised this year. This means that a balance of Rs. 190 crores are to be spent during two remaining years of the Five Year Plan. As I said just now, I think that this amount of Rs. 190 crores should be raised to a level—after scientific enquiry—which will take note of the growing needs of our economy. At the same time, I would also like to suggest that the Railway Board and the administrative machinery they have got should take great care of the growing expenses of rehabilitation and development. Nothing is more important than the fact that every pie that we spend should be properly utilised and it is the special responsibility of the Railway Board to ensure that the huge development programme which the Railways have in hand should be executed properly, efficiently and economically.

Talking from the development point of view, I would also like to make a suggestion about the bottle-necks, that we have in regard to transshipments at four or five places in the country. I think it is possible to have some sort of mechanisation at these transshipment bottle-necks so that more wagons can be handled. In this connection also, certain suggestions have been made in the Federation memorandum. It may be some system of tilting of wagons for unloading or putting up some sort of conveyor system or cranes for the loading of wagons. This is not a very costly programme and should be given a top priority so that the bottle-necks at the various places may be removed at a very early date and more wagons may be handled by Railways by doing away with these transshipment bottle-necks now impeding the disposal of goods through the various centres of the country.

I would also like to say something about the backward areas. I do not want to repeat what Shri Bansal just now said about proper priority being given for the development of backward areas. Coming as I do from Rajasthan, I would like to draw the attention of the hon. Railway Minister that Rajasthan is a key province and that

it has got a long border with Pakistan. Nobody wants or advocates war, but in the context of the present situation, it is certainly a problem of strategic importance even from the defence point of view that the whole of Rajasthan should have proper communications. We have got a long border with Pakistan, and with such poor communication of roads and railways, Rajasthan is not safely placed, and it is not in the interests of the country even from the security point of view to leave Rajasthan in this manner. I would like, therefore, to impress upon the Minister of Railways that Rajasthan is very very backward and poor in communications and its further development is impeded simply because of the lack of communications throughout the vast area of this land. It is the special responsibility of the Minister of Railways to give attention to the development of communications in this area. I am distressed to find that even the schemes which were under the contemplation of the former small railway system that were working in this area have been put into cold storage. Of course, nobody expects that things will be done overnight or by magic, but there must be a sort of a systematic survey of the entire field of poor communications in Rajasthan so that, when resources are available, priority will be given to such areas which, from the defence and strategic points of view as well as from the point of view of preferential treatment for backward regions, are entitled to receive proper attention. I do not want to say much more, but I hope that the points that I have put forward will receive due consideration.

डा० राम सुभग सिंह (शाहाबाद—दक्षिण) : उपाध्यक्ष महोदय, मेरा नाम आज की लिस्ट में नहीं था, लेकिन अमी जो आपने मुझे भौका दिया, उसके लिये मैं आपको धन्यवाद देता हूँ।

श्री बंसल (मज्जर-रिवाड़ी) : आप को यह कैसे मालूम कि आप का नाम नहीं था ?

डा० राम सुभग सिंह : अमी भेजा है।

749 P.S.D.

श्री बंसल : आपको लिस्ट से क्या मतलब ?

डा० राम सुभग सिंह : यह जो बजट रेलवे मंत्री महोदय ने उपस्थित किया, उक्त को मैं एक बहुत सच्चाई का बजट मानता हूँ और इसके लिये उनको बहुत धन्यवाद देता हूँ। उन्होंने न देश के सामने रेलवे का बहुत अच्छा बजट उपस्थित किया। इस बजट पर मैं तीन दृष्टिकोण से विचार करता हूँ। पहला यह कि रेलों का स्टैन्डर्ड अच्छा है कि नहीं, दूसरे रेल कर्मचारियों में कितनी निष्ठा है और उन की सुविधा के लिये कितनी व्यवस्था रेलवे विभाग की ओर से की गई है और तीसरी चीज यह कि रेलवे का भविष्य का कार्यक्रम क्या है ? इन तीनों दृष्टिकोणों से मुझे पूरा सन्तोष है कि रेलवे मंत्री महोदय का ध्यान इन तीनों बातों की ओर गया है।

लेकिन इस के साथ साथ मैं भाड़े के बारे में कुछ सुझाव देना चाहता हूँ। चारों ओर सभी चीजों के दाम गिर रहे हैं, लेकिन भाड़े में कोई कमी नहीं हो रही है। इंड ट्रीज के लिहाज से तो थोड़ी बहुत गुंजाइश है कि उन को सुविधा दी जायेगी। लेकिन आम जनता के लिये कोई खास चित्र नहीं उपस्थित किया गया है कि भाड़े की दर में कोई कमी होगी या नहीं। मैं चाहूँगा कि भाड़े की दर में थोड़ी बहुत कमी की जाय।

साथ ही पहाड़ पर जाने के लिये बड़े बड़े लोगों को सुविधा देने की व्यवस्था है। यह भी उचित है कि विद्यार्थियों को और दूसरे लोगों को जो कि १५०० मील से ज्यादा सफर करेंगे सुविधा दी गई है, लेकिन मैं चाहता हूँ कि ऐसी सुविधायें देना के उन लोगों को भी प्रदान की जायें जिन को न तो पहाड़ों पर ही जाना है और न कांफ्रेट ऐंटेन्ड करना है, यानी आम जनता को जोकि चार-चार, पाँच-पाँच की टोलियों में सफर करें और

[डा० राम सुभग सिंह]

थोड़ी ही दूर जाना चाहें, उन को भी रियायती टिकट मिलना चाहिये ।

अभी श्री बंसल जी ने कहा कि एअर-कंडिशनड कोचेज खाली रहती हैं लेकिन फिर भी उन की खबर नहीं दी जाती जिस में कि बड़े बड़े लोगों के ट्रेवल करने में आसानी हो । मंत्री महोदय ने बहुत अच्छी तरह से यह कबूल किया है कि फर्स्ट क्लास से रेलवे को फायदा नहीं होता, फायदा होता है केवल थर्ड क्लास से । लेकिन यह बहुत गर्म की चीज है कि थर्ड क्लास में जितनी जगहें रहती हैं, उन के कुगुने और तिगुने टिकट इशू किये जाते हैं । मैं इन को बहुत ज़रूरी समझता हूँ कि रेलवे विभाग केवल उतने ही टिकट इशू करे जितनी कि जगहें थर्ड क्लास के डब्बों में हैं । (*Interruptions*)—

रेलवे मंत्री ने यह भी कहा है कि सन् १९५३ में १९० नई रेलें चलाई गईं और १६० रेलों का चालन क्षेत्र उन्होंने बढ़ा दिया । इसी तरह से सभी गाड़ियों का चालन क्षेत्र बढ़ाया जाय । मान लीजिये कि कहीं से दो-दो घंटे पर गाड़ी चरती है, रबुनाथ सिंह जी के बनारस से कुम्म मेले में आने के लिये अगर एक-एक घंटे पर स्पेशल चलती है तो उस के बजाय आष-आध घंटे पर चलना चाहिये और वह चलाई जा सकती है । हमारे बंसल जी तो आते हैं पिछड़े क्षेत्र से लेकिन ट्रेवल करते हैं बराबर एअर-कंडिशनड कोचेज में, मैं आता हूँ पिछड़े क्षेत्र से और चाहता हूँ कि पिछड़े क्षेत्र के आदिमियों की सुविधा के लिये उतने ही टिकट इशू किये जायें जितनी कि थर्ड क्लास में जगह हो । यह नहीं कि गाड़ी में पांच सौ की जगह हो और टिकट इशू कर दिये एक हजार । इस तरह से औरतों को तो बहुत ही तकलीफ होती है और यह बात इस जाति के साथ घोर अत्याय है ।

इस के साथ मैं कुछ रेल के स्टैन्डर्ड के बढ़ाने के सम्बन्ध में भी कहना चाहता हूँ । अभी जो रेल दुर्घटनायें हुई हैं, अगर उन को छोड़ दिया जाय तो हमारे देश की रेलों का स्टैन्डर्ड और देशों की रेलों की अपेक्षा कम नहीं है । लेकिन इस स्टैन्डर्ड से हो हमें सन्तोष नहीं कर लेना चाहिये । और मंत्री महोदय जी ने अपनी बजट स्पीच में स्वीकार भी किया है कि वह रेलों का स्टैन्डर्ड और बढ़ायेंगे । रेलों में जो दुर्घटनायें होती हैं उन के लिये एक कमेटी बनी है, मैं आता करता हूँ कि वह इस बात की छानबीन करेगी कि आखिर यह दुर्घटनायें क्यों होती हैं । क्या कर्मचारियों को कोई असन्तोष है या उन को उचित तन्स्वाहें नहीं मिलतीं, उन के स्वास्थ्य के लिये उचित व्यवस्था है या नहीं, या जो सुविधायें दूसरी सज्जित में मिलती हैं वे उन को मिलती हैं अथवा नहीं । आप को उन के असन्तोष को दूर करने की ओर भी ध्यान देना चाहिये । मंत्री महोदय ने उन के लिये बहुत सी जोड़ की हैं, पिछले वर्ष में उन्होंने नौ चार करोड़ रुपये उन के लिये बजटर्स बनाने में खर्च किये । अगले साल में वह चार करोड़ साठ लाख रुपये इसलिये खर्च करने जा रहे हैं । यह भी बहुत अच्छा है कि रेल कर्मचारियों में से यदि किसी को टी० बी० है, तपेदिक का रोग है, तो इस के लिये हर जोन में इलाज की सुविधा होने जा रही है । यह सब बातें अच्छी हैं, लेकिन साथ ही वे इस बात का भी ध्यान रखें कि कोई भी उन का आदमी इन्कर्ड की हालत में किसी तरह सफर न करे क्योंकि ऐसा होने से दुर्घटनायें होती हैं और सैकड़ों आदिमियों को जानें चली जाती हैं । इन सब चीजों पर ज्यादा निगरानी रखने की आवश्यकता है ताकि हमारे यहां की रेलों का स्टैन्डर्ड किसी भी और देश की रेलों से कम न हो । मुझे विश्वास है

कि हमारे रेल मंत्री जी इधर ध्यान देंगे, और शाहनवाज जी भी जो खुद बड़ी मुस्तीदी से काम करते हैं, उन की देखरेख में, जो कमेटी बनी है, वह इस पर ध्यान देगी और इस बात की कोशिश करेगी कि रेल दुर्घटनायें आगे और ज्यादा न होने पावें।

अब रेलवे कर्मचारियों की तरफकी का मामला है कि उन की सीनियारिटी का किस तरह से लिहाज किया जाता है। मैं अभी रेल मंत्री की बजट स्पीच देख रहा था, उस में द्वितीय श्रेणी के लोगों के लिये लिखा है कि :

“भविष्य में दूसरी श्रेणी से पहली श्रेणी में तरफकी पाने वाले अधिकारियों की अप्रता के लिये उन की दूसरी श्रेणी की स्थायी और लगातार अस्थायी सेवा काल का आधा समय शामिल किया जायगा, लेकिन यह ५ साल से अधिक न होगा।”

“लगातार अस्थायी सेवा काल” की बात मेरी समझ में नहीं आती है। क्या यह भी कोई प्राविजन है कि कोई आदमी परमनेंटली टेम्पोरेरी रहेगा। और अगर रहता भी है तो उस को पहली श्रेणी में लाने के लिये उस समय का आधा समय शामिल किया जायगा और वह ५ साल से अधिक न होगा। यह बात मेरी समझ में नहीं आती कि कहां तक सोच समझ कर उन लोगों ने पांच साल रक्खा है। अगर कोई आदमी १५ साल तक परमनेंटली टेम्पोरेरी रहता है तो प्रथम श्रेणी में लाने के लिये केवल ५ साल ही गिने जायेंगे। इस तरह से यदि वह बहुत ज्यादा काम कर चुका है टेम्पोरेरी हैसियत से तो पहला घाटा तो उस को यह होता है कि वह इतने दिनों तक अस्थायी माना जाता है, दूसरा घाटा यह होता है कि उस की अस्थायी नौकरी को प्रथम श्रेणी में जाने के लिये पांच साल

से अधिक नहीं माना जायेगा। मैं चाहता हूँ कि इस पर विचार किया जाय और जितने दिनों तक कोई आदमी काम कर चुकता है उस की पूरी मंजूरी दी जाय और उस को सीनियारिटी में शामिल कर लिया जाय।

इस के बाद में भविष्य के कार्यक्रम पर भी कुछ कहना चाहता हूँ। मुझे यह जान कर बड़ा सन्तोष है कि मंत्री महोदय यह सोच रहे हैं कि पहले जो डब्बे बाहर से आते थे, सवारी के या मालगाड़ी के, उन सब को जहां तक हो सकेगा यहीं से लेंगे और अगले साल उन्होंने इस सम्बन्ध में विदेशों में कोई आर्डर न देने का निश्चय किया है। और इस साल भी ज्यादा नहीं लेंगे। अभी मेरे एक भाई ने कहा कि इस तरफ भी ध्यान दिया जाना चाहिये, और माननीय मंत्री महोदय ने भी कल यहां स्वीकार किया था कि जो १८ या २० इंच पहले के पाकिस्तान में रह गये हैं, उन के आने की कोई उम्मीद नहीं है। आज रेलवे अफसरों की बात चीत हो रही है कि दोनों देशों में आवागमन स्वतंत्रतापूर्वक हो और एक देश की ट्रेन दूसरे देश में जाय, अर्थात् पाकिस्तान और हिन्दुस्तान के बीच में। इस पर भी ध्यान देना चाहिये कि हम लोग इस में कहां तक सफल हो सकेंगे। जब १८ डब्बे वहां पहले से हो मौजूद हैं और उन को पाकिस्तान सरकार यहां नहीं आने देती तो नई रेलें अमृतसर से या किमी और जगह से पाकिस्तान को भेजने की जो व्यवस्था हो रही है उस की इजाजत आप किस बुनियाद पर देने की सोच रहे हैं। एक तो खतरा मुझे यह है। दूसरा खतरा मुझे यह है कि अमरीका की ओर से जितने लोगो मोटे और आने की संभावना थी वह अब नहीं आयेंगे। इन सब चीजों पर ध्यान रख कर भविष्य के डेवलपमेंट प्रोग्राम को बनाना चाहिये। इस के साथ

[डा० राम सुभग सिंह]

में कहना चाहता हूँ कि यह तो बड़ी अच्छी बात है कि रेलवे बोर्ड ने एफिसिएन्सी ब्यूरो कायम किया है और उस के द्वारा इस सारे काम की देखरेख होगी।

एक बहुत बड़ी शिकायत यह है कि मालगाड़ियां रास्ते में बहुत देर देर तक रुकी पड़ी रहती हैं। मान लीजिये कि हरियाना जानवरों की एक गाड़ी यहां से कलकत्ते के लिये चले तो वह दो-दो, तीन-तीन दिन तक रास्ते के स्टेशनों पर ही रुकी पड़ी रहती है। इस पर भी ध्यान देने की जरूरत है। रेलों में जो चोरियां डकैतियां होती हैं उन के लिये डिप्टी इन्स्पेक्टर जनरल की हैसियत का सुरक्षा अधिकारी रक्खा जाने वाला है। लेकिन वाच एंड वार्ड के जो लोग रेलवे सामान की देख भाल के लिये मुकर्रर किये गये हैं उन के बारे में बहुत जगहों से शिकायत आती है कि उन लोगों की ही बदीलत चोरियां होती हैं। इस पर भी ध्यान देने की जरूरत है।

मैं खास कर कुम्भ के बारे में कुछ कहना चाहता हूँ। संगम स्टेशन के बारे में अक्सर चर्चा होती है। वहीँ कहीं यह भी कहा जाता है कि संगम स्टेशन को नहीं खोलना चाहिये था। मैं ने भी देखा है कि संगम स्टेशन पर जाने के लिये पटना से या कानपुर से टिकट नहीं दिया जाता और संगम स्टेशन पर जाने के लिये इलाहाबाद स्टेशन से भी टिकट नहीं दिया जाता। ऐसी हालत में इस स्टेशन को बना कर उस पर लाखों रुपये खर्च करने की क्या आवश्यकता थी। इस से वहां पर पहले ही जमीन की कमी थी, जो ८००, ९०० एकड़ रहा करती थी उस में भी बहुत कमी हो गई है।

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : इलाहाबाद से संगम स्टेशन के लिये ५०० शटल ट्रेन चलाई गईं। आप

कहते हैं कि टिकट नहीं दिया जाता था, यह आश्चर्य की बात है।

डा० राम सुभग सिंह : शटल ट्रेन्स इलाहाबाद से संगम तक जाती थीं, लेकिन वहां से टिकट नहीं मिलता था।

श्री एल० बी० शास्त्री : अगर टिकट दिये हुए वह कैसे चलती थीं ?

डा० राम सुभग सिंह : मान लीजिये कि मैं पटना से इलाहाबाद के लिये चढ़ा टिकट ले कर, इलाहाबाद पहुंचने पर मैं ने यह इच्छा प्रकट की कि हम को इलाहाबाद के बजाय संगम तक जाने दिया जाय और हमारे टिकट को एक्सटेन्ड कर दिया जाय, तो उस टिकट का एक्सटेन्शन नहीं होता था।

यह दिक्कत थी। मैं मानता हूँ कि यह एक अस्वाची दिक्कत थी। मेले में तरह तरह की कठिनाइयां थीं, उन में से एक यह भी थी। तो मैं इस में कोई खास त्रुटि नहीं निकालना चाहता, लेकिन अगर किसी स्टेशन का बहुत ज्यादा रुपया लगा कर निर्माण किया जाय तो यह जरूर देखना चाहिये कि उस से लोगों की कठिनाइयां बढ़ती हैं या घटती हैं। इस संगम स्टेशन के बनाने से जो यात्री वहां टिकना चाहते थे और जो वहां जाना चाहते थे उन दोनों की कठिनाइयां बढ़ गईं। तो इस से तो यही अच्छा होता कि उस स्टेशन का निर्माण ही न किया गया होता और लोगों को आज्ञा दी रहती कि जहां चाहें वह रहें। और भीड़ में भी कमी होती।

इस के अतिरिक्त मैं फिर यह कहना चाहता हूँ कि रेल का जो भाड़ा है वह कम किया जाय। इस वक्त जिस अनुपात में खेती की पैदावार की कीमत घटती जा रही है उसो अनुपात में भाड़े में भी कमी की जानी चाहिये। मंत्री महोदय ने अपनी बजट स्पीच में स्वीकार

किया है कि इस वर्ष मानसून अच्छी होने के वजह से ज्यादा यात्री बढ़ेंगे। तो जब यात्रियों की संख्या में वृद्धि होने की आशा है तो उस से जो आय बढ़ेगी, उस बढ़ी हुई आय के अनुपात से भाड़ा भी कम किया जाना चाहिये। जिस तरह से आप इंडस्ट्री को सहायता देने की बात सोच रहे हैं उसी तरह से आम यात्रियों की सहायता करने की बात भी सोची जाय।

एक बात की ओर मैं और ध्यान दिलाना चाहता हूँ। रेलवे लाइन की वजह से पानी रुक जाता है और इस से बरनात के दिनों में जब बाढ़ आती है तो गांव के गांव डू जाते हैं। इस साल मंत्री महोदय के पास कागजात आये होंगे कि सिकरिया गांव में, जो कि शाहाबाद जिले में है, पानी रुक जाने की वजह से ९० पर सेंट घर गिर गये। वहाँ एक छोटी सी नदी है और उस में बाढ़ के पानी निकलने के बहुत तंग बाहे हैं। ऐसे उदाहरण तो और भी हैं लेकिन मैं फिर एक ही उदाहरण देना चाहता हूँ। यह गांव बनाही और रजनाथ पुर स्टेशनों के बीच में है। उस गांव के घर रेलवे लाइन से पानी रुक जाने की वजह से गिरे और उन के लिलाने पर भी आज तक गांव वासियों की सहायता सरकार की तरफ से नहीं की जा सकी। तो इस एफिसेंशी ब्यूरो का यह भी काम होना चाहिये कि अगर गरीबों की दरखास्तें आवें तो उन पर जल्दी से गौर लिया जाय और लोगों को सहायता पहुंचवाई जाय। कुछ और बड़े बड़े स्टेशन हैं, जैसे कुदरा जो मुगलसराय-गया लाइन पर है, उन पर यदि तेज चलने वाली गाड़ियों जैसे मेल वगैरह के ठहरने की व्यवस्था की जाय तो बहुत अच्छा हो।

Mr. Deputy-Speaker: Shri Khandubhai Desai.

An Hon. Member: Not from here?

Mr. Deputy-Speaker: Two on this side, one on that.

Shri Nambiar: We are all waiting.

Mr. Deputy-Speaker: Hon. Members have to wait till 7 o'clock!

Shri K. K. Desai: Sir, I have been following the debate in the House very closely. Some Members of the House took exception to either congratulating the Railway Minister or paying some tribute to him. Well, I would neither congratulate him or the Ministry or the administration, nor pay any tribute. But they do deserve appreciation from the House for the good performance they have shown not only during the last year but during a number of years since independence. I will quote facts and figures to establish whether the Railway Minister deserves appreciation or not.

Kumari Annie Mascarene: What about accidents?

Shri K. K. Desai: Accidents are accidents and they do happen in life, however much you or I may take precautions.

Mr. Deputy-Speaker: Accidents happen like interruptions during a speech.

Shri K. K. Desai: I had no intention to dilate on the financial or economic structure of our railways but for the encouragement given by the hon. Lady Member. My hon. friend Shri Bansal has replied to certain objections and points raised by her—of course, when she was not here. But I will throw some further light on the figures that have been supplied to us by the Railway Ministry.

I think we have got before us complete statistics and figures from the year 1947 onwards, and those figures and statistics require to be read and interpreted properly before we pass any judgment on the performance of the Railway Administration since we have attained independence. Some of us who were in this House in 1947-48 had to complain bitterly about the financial structure of our railways. We did say that if the Government did not look to this problem, our railways would cease to exist as railways, because their financial structure had

[Shri K. K. Desai]

completely deteriorated. Rehabilitation had to be done to a large extent; the rolling-stock which had deteriorated completely had to be renewed and the tracks which had more or less gone out of work for some time also had to be renewed. In 1947-48 some of us brought to the notice of the then Railway Minister, Dr. John Matthai, these facts and asked him what he proposed to do. After our suggestions were made in the House, he became the Finance Minister and the hon. Shri Gopalswami Ayyangar became the Railway Minister. Thereafter, a Convention Committee was established and that Committee has given a report which has been implemented by Government, so that now the financial structure of our railways has been put on a sound basis.

Let us see what was the position in 1947-48. The figures, in my opinion, are very clear. At that time, including all the reserves we had about Rs. 116.36 crores, whereas at the end of March 1955, we will be having about Rs. 150.69 crores. But that is not the full story. During these five or six years, we have spent some Rs. 264 crores for the renewal of the rolling-stock and for the rehabilitation and renewal of the railway track, and this amount has been spent from our own resources, that is, from the resources of the railway earnings during this period. Even after spending these 264 crores, final balance that we have is about Rs. 150 crores.

There is one other item that escapes the attention of the critic generally. Whereas we were spending for repairs and maintenance round about Rs. 50 crores then, today we are spending Rs. 68 crores. That also comes out of the revenue. So, taking everything into consideration I come to the conclusion that the financial structure of our railways has considerably improved and we are on the way to a very sound position. Some critics have placed before the House the fact that the contributions from the railways to the General Revenues has gone down. Let us see what the figures say! Before

the war, or even after the war for a year or two, the contribution by the railways to the Depreciation Fund was in the neighbourhood of twelve to thirteen crores of rupees. Now, every year without exception, we are taking thirty crores or more. That comes out of the surplus and to that extent the surplus is bound to go down. But, that depreciation amount of Rs. 30 crores is going towards the renewal of our rolling-stock, additions and also put in some capital expenditure. Apart from that, as per the Conventions Committee's recommendations, the railways are paying Rs. 34 crores by way of interest or dividend to the capital at charge. Now whatever amount as dividend, is made available to the General Revenues, as you will find from the figures—I do not want to go into the details—and it goes on increasing. That means that for every pie that Government invests in Railways, its contribution and gets its fixed return in the form of dividend. Next year it is going to be Rs. 35 crores or a little more than that. So, from all the facts and figures which I have placed before you, the House will be convinced that today we are very much better off than what we ever were. That means that we can make progress in the future with ease and confidence. Therefore, I would like to join issue with the Minister. Where an industrial or commercial undertaking is in such a sound position, it can certainly be in a position to take risks. I should therefore suggest that the hon. Minister must accede to all the demands that have been made in this House for the expansion of the railways. The old criterion of constructing a line if it can pay, should be forgotten now. We are developing this country and any railway line that may be projected in a backward area or in an area which is not industrially developed will be, in my opinion, a very sound investment. Immediately the railway gets into that area, it will economically and socially develop and for the future it will also give good earnings to the Railway Administration. These are the points which I would like to place before the House.

with regard to the financial structure of our railways.

Now, Sir, I will come to the question which has been agitating the minds of various people, either way. When the first class accommodation was abolished there was a hue and cry. I am very glad that this country has now got itself accustomed to the abolition of first class. The other day, in the other House, the hon. Minister stated that he believes in two classes, thereby suggesting that the accommodation and amenities in the so-called third class should be improved. What I understand from him is that the third class travel should approximate to the inter class travel and the upper class travel should approximate to second class travel. If that is the intention, I would congratulate him. In the course of the discussion today, Shri Bansal suggested something about air-conditioning. May I tell the House what air-conditioning means? I am one of those who believe that air-conditioning is not necessary. Air-conditioned coaches may be necessary for attracting rich people from rich countries to travel. But, they must pay for it at a higher rate. Let us see the economical aspect of third class and air-conditioned coaches. A third class coach with about 72 or 80 seats may cost about Rs. 105,000 or Rs. 110,000 whereas an air-conditioned coach would cost, at the present price, about Rs. 260,000. That is, it costs about 2½ times as much. If both these coaches are full, we will earn more or less the same amount provided the air-conditioned coach is full: that is, Rs. 2-4-0 or 2-5-0 per mile for a third class coach and for an air-conditioned coach with fourteen berths. But, we have spent 2½ times the amount for that particular coach. If I do not make a misake, in the air-conditioned coaches, the occupation ratio is hardly 60 per cent, if not less, while in the case of the third class coach, the occupation will not only be 100 per cent, but even more.

Shri Nambiar: Two hundred per cent.

Shri K. K. Desai: On the whole the capital investment will earn only one

half in the case of air-conditioned coaches. To that extent it is subsidised by the third class passengers. If somebody wants to have air-conditioning, he must pay the full fares.

Shri C. D. Pande (Naini Tal Distt. cum Almora Distt.—South West cum Bareilly Distt.—North): Why do Members want air-conditioning in this House?

Shri K. K. Desai: This is a commercial concern. It must take the full fares if anybody wants to travel in air-conditioned coaches.

It has been stated by the hon. Minister that we would be procuring about 16,000 wagons, 10,000 wagons from indigenous production and 6,000 from external sources. I think they will not be able to cope up with the demand, and they will always say there is bottleneck here or there because of shortage of wagons. Some people of experience have made a suggestion to me and I will pass on that suggestion to the hon. Minister. They say that in all countries loading and unloading of wagons is done for 16 to 18 hours a day whereas our loading and unloading closes at five o'clock. I do not know the working of the system; but for what it is worth, I am placing this suggestion before the Railway Ministry to explore whether loading and unloading in bigger stations like Howrah, Kanpur, Bombay, Madras, Ahmedabad, etc., may not be undertaken for longer hours as a trial so that we may be able to release more wagons for carrying our goods traffic.

The hon. Minister has said that for the year 1954-55 our goods earnings will be more or less the same amount. It is good that he has made a rather conservative estimate. Some people say that these earnings would not come up to that level, but will go down. But, I feel that in view of the economic activities that are going on, in view of the fruits of the developmental work that is going on—we are only in the initial stages in the first two or three years of the plan, goods earnings will go up to a certain extent. It may not be possible to say the same thing about passen-

[Shri K. K. Desai]

ger earnings, but I believe we have got a brighter future as far as goods earnings are concerned than what the hon. Minister has stated.

There have been also criticisms about the regrouping of Railways. The hon. Minister has very clearly stated that it is too early to judge the results of regrouping, but whatever figures he has supplied to us prove that at least the operational working has not deteriorated. If it has not got any advantage, it has at least not deteriorated. We must wait for a year or two before we can pass a final judgment on regrouping. But there is one advantage which at least I see and that is that instead of the Railway Board and the Railway Ministry dealing with 15 administrations they have now got to deal with only six administrations. By this, in my opinion, the supervision of the Railway Board and the Railway Ministry has been lessened considerably and to that extent efficiency is bound to increase whether that can be shown by facts and figures or not. Regrouping came into existence two years back in some Railways, and only last year in some Railways, but the operation and the results have not deteriorated, have not in any way shown bad results.

Last year I had occasion to place before the hon. Minister the suggestion that the capacity of our workshops is not being utilised fully. He has announced in his speech that he is setting up a Committee of officials to look into the capacity of workshops. May I suggest to him that it will be far better if he associates some non-officials with that Committee so that they can bring to bear upon the question a little fresher and detached outlook?

Much has been said about corruption. There is corruption. Nobody denies that. Some hon. Members stated that though there was accommodation in a particular coach it is refused, and it would be given if a couple of rupees is paid. A Committee has been appointed and we shall await its findings. Acharya Kripalani is the Chairman of

the Committee. He will certainly look into these questions. But the terms of reference of the Committee, in my opinion, are somewhat limited. I would suggest to the hon. Minister to widen the terms of reference. Apart from the extent of corruption between Railway officials and the public, the Committee should also enquire into corruption *inter se* among the Railway officials, or the corruption which some of the Railway officials may be indulging in in relation to purchasing of shares or giving contracts for the supply of Railway goods. I think it would be much better. Let the Committee find out if the allegations of corruptions are true or untrue and to what extent so that we may not waste so much of our time in the House discussing these charges indefinitely without any results. Let the Committee presided over by Acharya Kripalani look into all these questions so that we may get a clear picture of the situation.

Shri Dhulekar (Jhansi Distt.—South): What is your idea? Is there no corruption?

Shri K. K. Desai: I never said that there is no corruption. I said that there is corruption. I am surprised at the question. I say it is there. Let us find out to what extent and how it should be remedied.

Mr. Deputy-Speaker: The hon. Member will kindly address the Chair.

Shri K. K. Desai: There is one other matter to which I would like to refer. It is with regard to the industrial relations that exist between a million of the railwaymen and the Administration. Last time the hon. Minister expressed the hope that the amalgamation of the two Federations would take place. It has taken place and the situation has improved considerably. I may have got a lot of grievances regarding some affairs, but now that the negotiating machinery has been instituted a year or two back, this is not the forum for ventilating those grievances. It is for the negotiating committee to go into the grievances and get them settled. It has also now been decided that

on any difference of opinion that may arise between the Railwaymen's Federation and the Administration an *ad hoc* tribunal can be appointed. One such *ad hoc* tribunal is now sitting to look into this question.

Before I close, I would like to mention one thing. The hon. Minister has in his speech paid a tribute to my late lamented colleague Shri Hariharnath Shastri. May I say that the morale of the personnel of the Railways has considerably improved, and Shri Hariharnath Shastri made considerable contribution towards this end.

Shri Nambiar: I have to submit that I have no thanks to offer to the hon. Minister of Railways for the third Railway Budget he has presented to this House, for four reasons: The first reason is that the railway finances are at a stalemate, they have not improved, and the figures in regard to the earnings show that. The second is that the rehabilitation programme which he had promised is not being kept up, and even at the end of the Five Year Plan, there will be no material change in the position of the rolling stock. I can quote the figures supplied by him in this connection. The third point is about amenities so far provided to the passengers, it is clear that the amenities are not at all improving, and the suffering of the passengers still continues. Fourthly, the railway staff are getting more and more discontented. Taking all these things into consideration, if we look at the Budget and the way in which the hon. Minister of Railways has presented the same, we shall find that there is nothing to congratulate him for or to be complacent about.

Coming to the earnings of the Railways, the figures for the earnings at the end of 1953 were Rs. 272 crores, while the earnings at the end of 1954 are Rs. 270 crores, and at the end of 1955, the hon. Minister has promised an earning of Rs. 273 crores. This is what is happening in the Plan period. If during the Plan period there are to be industrial activities to the extent we require, the earnings should have been

more. Of course, the hon. Minister takes credit for the fact that he has halted the dwindling of the earnings. To that extent, if he feels pleasure for having done so, he can take credit. Otherwise, there is nothing else to his credit.

The figures supplied show that even at the end of the Plan, there will be about 1,985 engines unfit for use as against 2,554 we had originally. If this is all the improvement that the hon. Minister has been able to show after spending nearly Rs. 400 crores under the Five Year Plan, I would say that this is no improvement at all. The same is the position with regard to coaches also. The hon. Minister has stated this if only all the orders are met. But that is a big 'if', as we know, under the present circumstances. The same is true of wagons also. Last year, the hon. Minister promised that at the end of the Plan, there will be no wagon running which would be over-aged. But now he says that that may not be the position, and there may still be some wagons unfit for use, to the tune of nearly 20,000 at the end of the Five Year Plan. This is the position, even if all the other things proceed satisfactorily.

So far as our production capacity in respect of Rolling stock is concerned, the TELCO produces in a year about 50 engines—of course, not all the parts. The Chittaranjan produces about 120 engines in a year—not all the parts, but only about 70 per cent. of parts.—I think the figure has now increased to 80 per cent. It is just like a man's body without a head, where only a small percentage is missing, but it is the head that is not there. It is the same case here also. The Hindustan Aircraft Limited produce on an average about 100 coaches in a year. So far as the Integral Coach Factory is concerned, we take so much pride about it, but it is still under construction. In the Railway Centenary Exhibition, a model was exhibited, and after seeing that, one would have gone with the impression that production had started in the Integral Coach Factory. I know there are certain pillars coming up in Perambur which he calls as the Integral Coach

[Shri Nambiar]

Building Factory which will start production in 1955-56. Very good; let us wait for 1956.

Then, coming to passenger amenities, I need not add anything and take up my time because every hon. Member has referred to that. The position of the third class passenger and even the position of the inter class passenger is the same and I would request him that either he must reduce the fares and give us some relief or he must give the people some relief by way of amenities of travel. If he does not do either, then there will be a terrific calamity for him, because he takes a lot of money from the people and does not give convenience of travel. And then he claims credit for the performance that he has made! I do not understand the logic of this. It is only understandable to him and to persons of that policy and position. I would submit to him that he should explain the position clearly.

Coming to the staff, Sir, I have many things to say. He says that the position of the staff has improved by the increase of Rs. 33 crores to their emoluments during the last five years. He said it was Rs. 50 crores in a very cunning manner, I should say, if I may be permitted to do so....

Mr. Deputy-Speaker: The hon. Member is not permitted.

Shri Nambiar: Then I will modify and say 'in a very clever way'. He mentioned Rs. 50 crores and then, of course, he says Rs. 10 crores go towards taking over the State railways. Then he says Rs. 7 crores go for fuel. This figure of Rs. 50 crores has also been misquoted by Mr. Bansal as having gone to the staff. This is the cleverness with which it is done. During the course of the last five years, the Central Pay Commission's recommendations were not fully implemented. Not only that; the Adjudicator's award was not implemented, and all that was due to the railwaymen was not done in practice. That is the position, Sir. In that situation, he gives these figures and then says that

all these have been given to the railwaymen and there is no reason why they should grudge. But the reality is otherwise. His own figures show that out of the railwaymen, 52.4 per cent. that is Class IV staff, had got a pay between Rs. 30 and Rs. 50 (basic).. Again, according to his figures, 34.5 per cent of the staff got a pay ranging from Rs. 55 to Rs. 150 after 21 years of service. This is the condition. If this is the condition in the railway industry, which is considered to be one of the premier industries and which is an industry of which the Central Government is the owner—and it has got a million workers—then what the lot of workers in the other sections in this country is can be understood. Therefore, there is no reason to say that the railwaymen are paid amply or reasonably. I say they are paid below the living level of the railwaymen's standards. I can quote instances. It is not because a Communist party man has said so. The INTUC, a Federation to which there was a reference made just now, itself passed resolutions saying that the CPC scales ought to be revised, an inquiry should be conducted and a Committee should go into the whole situation and see that Class IV and Class III staff are properly paid. It has not come from a Communist body. It has come from the very ranks of the Congressmen who top the INTUC today. What does it show? The railwaymen today.....

Shri K. K. Desai: The question has gone to the Tribunal, whatever their grievances may be.

Shri Nambiar: No, Sir. It is far far away from the resolutions. The INTUC decided that there must be an enquiry into the pay structure of the railwaymen and they are not satisfied with the C. P. C. recommendations. I know the Union in the Eastern railway—the Central Committee—has passed a resolution to this effect. That is the position. I have occasions to know the hearts of railwaymen. They have passed resolutions and sent to the Railway Ministry memoranda. They have come to him hundreds and thousands, demanding:

a thorough review of the whole structure. On this occasion, I must add that the lowest paid railwaymen must get something better. The pay of the unskilled labourer, which is Rs. 30, must be increased; the class III men, clerks or technicians must get something more than Rs. 55. To that extent at least, there must be a revision. The Railway Board and the Railway Ministry should consider this seriously and not give it a passing reference. This is a very serious situation which is developing in the Railways.

Mr. Deputy-Speaker: What is the sum total, the basic salary and allowance which the lowest paid employee gets in the Railways?

Shri Nambiar: The gang cooly, the lowest paid employee gets Rs. 70. Rs. 30 pay plus Rs. 40 dearness allowance. This has been split into three categories. He has got a pay of Rs. 30, Rs. 20 treated as pay—that is Mr. Gadgil's presentation—and there is that category which is considered to be dearness allowance. There are so many reasons why these three are not put together—I will come to that later on. Now, what I submit is that the Railway Ministry and the Government must consider seriously the question of raising the salaries of the lowest paid employees.

My second request is with regard to the implementation of the recommendations of the C. P. C. They are so badly implemented that there are about 1000 anomalies. Every implementation creates an anomaly and all that is done at the cost of the staff. That is the very reason why the matter has been referred to a tribunal. The pay must be increased by applying the correct policy. The skilled men must get skilled pay, but they are getting semi-skilled pay and are asked to do skilled labour. The semi-skilled men are given the pay of unskilled men but are asked to do semi-skilled work. If properly examined, I can say that almost all the workers would naturally come under the semi-skilled category because there will be none left in the unskilled category after he has worked in the railways for three months

because by then he becomes semi-skilled. In joining the fish-plates making the curves and points and crossings the work of the gangman is such that he can never be called an unskilled worker; it is absolutely wrong to say so. My complaint is that the implementation of the C. P. C. is not properly done. Of course, the Tribunal has been set up; God alone knows what will happen. Tribunals come and go but the poor railwayman continues to be in the same level. I am speaking out of my experience and I am not theorising.

I have also to submit some more grievances of railwaymen; the question of victimisation has been hanging fire for the last three years. Ever since this Parliament started, this controversy has been going on. There were 360 railwaymen victimised under the Safeguarding of National Security Rules, which are obnoxious. The leaders of the Opposition requested the hon. Railway Minister to re-consider this question and to reinstate them. He said he has reviewed and out of these 360 cases he has reinstated 30 men. I once again make a personal appeal to him through the form of this Parliament and through you, Sir, that he must have a sympathetic heart to re-consider the question. I am not interested in them for any political reason. He always thinks that it is so; he thinks every one of them is associated with the Communists or the Revolutionary Socialists or something like that or the Forward Block, and also now the P. S. P. after the Travancore-Cochin elections. But, I submit he should re-consider the question with a sympathetic heart. Of course he claims to have a sympathetic heart—and I am also prepared to admit that he is sympathetic. I would once again appeal to him to apply his mind with patience and sympathy. I also submit that the trade union policy, the policy towards labour should also be re-considered. I am glad that Mr. Khandubhai Desai says that the Federation is working well; but I may say that the Federation is not working properly.

Shri K. K. Desai: It is a matter of opinion.

Shri Nambiar: It is a matter of fact; if it is a matter of opinion I would have agreed with you, but it is a matter of fact.

There are about 20,000 trade unionists in the Southern Railway who are refused either affiliation or recognition. I know, Sir, and you also know that our policy of treating these trade union men on the railway is not the correct policy.

I submit that this policy must be changed.

Mr. Deputy-Speaker: While I am sitting here, hon. Members may take it that my mind is blank.

Shri Nambiar: If he says that his Federation and its affiliated unions are the recognised unions and nothing else, then he must prove to us that the affiliated unions have got the maximum support of the workers. Unless and until he proves it, he cannot claim that. What is proved is otherwise now. I have brought to his notice that there was a co-operative credit society election in the Southern Railway in which these unions contested, and the union to which he has granted recognition got 300 votes while the other union got 1,500 votes—these are realities and facts. Shri Khandubhai Desai knows these, but if he wants figures, I can give him. You cannot dictate a policy to labour; labour was never dictated to in the history of the labour movement in the world, not only in India, and let him understand the position. Ten lakhs of Indian railwaymen are not going to be dictated by a policy, which is the policy of the Railway Minister or of the Railway Board. The railwaymen will come forward and stand to the last to see that their interests are safeguarded. Therefore, he has to change his policy with regard to this matter. I made personal requests and I negotiated with him, but he thought it was not proper to accept them on the ground that it should be a federation of his liking. That cannot happen in this country and so, he will have to reconsider that point.

Coming to the question of the recent increase in the house rents, I say that

this was an obnoxious increase in the case of the Southern Railway. The rents of the houses have suddenly jumped from Rs. 2 to Rs. 7, and from Rs. 3 to Rs. 9, but he gives us stories and rules and regulations to the effect that the minimum should be 10 per cent of pay. Whatever be the reason, there was an increase and that is there even now. He has brought in a change now to say that this increase will take place in four instalments of six months each, which means that after the end of two years, there will be the increase in full, which is a very serious cut in the wages of railwaymen. I have to request him to find out a formula how this can be avoided. With regard to houses constructed in future, let him decide as he thinks fit, but when the railwaymen have occupied the house and have been paying only Rs. 2 for over ten years, how can he increase it to Rs. 7? On the other hand, the houses have become bad and no proper repairs are carried out. Without any improvement, how can you expect to charge Rs. 5 in addition? This is a very good case for reconsideration and I do hope that the Railway Minister will deal with it with sympathy.

I have to say a few more words about the scales of the Central Pay Commission and I will give you a few more instances of anomaly. The stationmaster's pay starts at Rs. 64 and goes up to Rs. 150, and 86 per cent of the stationmasters are put in the lowest category. The stationmaster is supposed to extract work from a driver who is drawing Rs. 200 as pay, or from a guard who draws a minimum of Rs. 80. The general clerk and the goods clerk may be getting a pay of about Rs. 90, and the stationmaster, with a pay of Rs. 64, is expected to extract work from them as he is their master. This is an anomaly and so we have requested the Railway Minister to increase at least the lowest strata of the grade of the stationmaster, which, he says, cannot be done. There are hundreds of such anomalies which I can bring to your notice. The Railway Minister has to revise the scales of pay of such categories of staff who

are hard hit by the implementation of the Central Pay Commission.

With regard to the retrenchment of the temporary staff the latest figure supplied is 1,17,448 out of a total of 9,25,000. Still it is stated that they are trying to absorb the temporary staff as quickly as possible. But the absorption is going on at a very slow pace. We feel that it should be done at a higher pace. That is all that I have to say in regard to that.

Sir, an innovation has been introduced recently on the railways of appointing security officers. I have not the least objection to the appointment of these security officers if it is made with a view to safeguarding the interests of the railways and protecting railway property. But these security officers of the rank of Deputy Inspector-General of Police appointed on each of the Railways are not meant to protect railway property, but to watch on the labour and trade unions. I can give several instances of this. Quite recently in Kharagpur the Vice-President of a recognised union was served with a notice under the National Safeguarding Security Rules on the plea that he is a communist. A Vice-President of a recognised Union to be a communist? Communism would be far far away from that union, farther even beyond Moscow! And then this man suddenly crops up in Kharagpur.

Mr. Deputy-Speaker: Does the hon. Member agree that if he becomes a communist he must be dismissed?

Shri Namblar: Oh, yes, if he is a communist. He has dismissed all "communists" already. There is no question of communism hereafter on the Indian Railways; that has ended already. It may be in Travancore-Cochin, but not on the Indian Railways.

I may tell you, Sir, of another instance in Pakala. You may be interested to know about it because it is close to your place. P. W. sub-inspector Anantaraman was suspended under the National Security Rules on the ground

of being a suspected communist. Only three months back the Railway Minister assured this House that the National Safeguarding Security Rules are not being resorted to. In spite of that these two cases have happened. There was a third case at Kalka, which I brought to his notice and which he was pleased to rectify immediately. He may similarly rectify these two cases too.

But the fact is that these National Safeguarding Security Rules are being still applied against railwaymen. These rules are a by-product of the appointment of these police officers. Their job is to see who is a communist, who is Red and who is black. Therefore, they are trying to find out the Red communists. I may say that communism is not only in red colour, but in all colours. Let the hon. Minister understand it now. This sort of thing must end.

There was recently a case of corruption in Golden Rock on the Southern Railway. A worker is alleged to have given a hundred-rupee note to an officer. The officer took it home at five o'clock in the evening, slept with that money; the next morning he comes and says: "There was an attempt of bribing me; therefore, I am paying back that money." The result was that the worker was suspended and the officer continues merrily. In fact the officer slept the whole night with that hundred rupees; he did not call the police man, or report the matter immediately. This is the sort of corruption that is going on within the Railways itself.

With regard to corruption practised by contractors there is no end at all. Corruption enters in regard to every contract that is being entered into. If the Railway Minister would send any of his trusted men, I shall personally show him. So far as I am concerned, I am a communist and he will not believe me. Let him send somebody who is in his confidence. I will take him with me. I do not want a second class pass; I do not want to be in the Corruption Enquiry Committee; I do not want to be in the Railway Users Committee. They can give these positions to others—we do not worry. I am pre-

[Shri Nambiar]

pared to go spending my own money and help him to find out corruption among officers. But he must be bold enough to take action. I recently brought to his notice the case of an officer. I know the life of the railwaymen; I know the life of the officers; I have got a diary about many officers of the Southern Railway; therefore, I submit at the end that these are all not simple matters which I am putting before him just to picture as if the Railway is bad. It is not in that sense that I am putting; I am putting these things with honesty and I say these are facts. I am not throwing mud at him—I have got all respect for him and in certain respects I can say he is better than many other Ministers—I can say that I only treated him in that way. It is a fact and I have dealt with many Railway Ministers. I have taught Railway Ministers good lessons and I may be in the liking or disliking of many Ministers. He must play his role properly; and if he takes such an attitude, a sympathetic attitude to labour, he can rest assured that labour will be taking his lead and I can give him that much assurance. I hope that the various points I have raised he will certainly consider sympathetically and dispassionately.

Shri Venkataraman (Tanjore): Sir, after the certificate which my hon. friend, Mr. Nambiar, has given, I do not think there is any need for anybody on this side of the House to speak and I feel sincerely that the Administration and the Ministry can very well congratulate themselves on having won the admiration of a party which admires nobody except itself.

I shall deal with the few points which Mr. Nambiar has just raised at the beginning of the debate itself before I take up the other points which I wanted to. I did not originally intend to deal with staff matters in this general debate because there are several ways of making representations on staff matters and a railway debate is not really the forum for presenting all the staff grievances. Trade unions exist

in this country for the purpose of representing the grievances of the workers to the authorities concerned and there are many levels of negotiation—the district level, the zonal level and then we have the level at the Railway Board and if no settlement is achieved at that level, there is always recourse to the Tribunal so that to merely take out stray and isolated cases of grievances and then present them in this forum for the purpose of ventilating the grievances is hardly fair to the tax-payer and to ourselves.

[PANLYT THAKUR DAS BHARGAVA in the Chair]

Mr. Nambiar said that the Railway Minister's policy with regard to the non-recognition of 20,000 workers or somebody whom he says he represents was fraught with dire consequences and he almost threatened the Railway Minister. May I ask Mr. Nambiar whether it is or it is not, or whether it has or has not been, the policy of the All India Trade Union Congress to agitate day in and day out that there should be only one Trade Union in this country? If that is the policy of the All India Trade Union Congress, I venture to ask: why does he place before this House a plea for the recognition of a smaller union when already the ideal of having a single Trade Union at the zonal level is in the process of achievement? We are well aware that the two great Federations have come together and formed a National Executive. At the unit level, the Railway Board is now insisting on merging of several unit unions into one Union. For that purpose, the Railway Board is, in my opinion, even taking drastic action on some of the units, which had not merged themselves and bringing about a unity by refusing to recognise them. Units which have not been recognised enjoy no right to make representations and are now being denied the right to make these representations because the Railway Board and the Railway Ministry insist on a single Union in each unit and in each zone.

Shri Nambiar: The Railway Board is forcing unity among railwaymen!

Shri Venkataraman: Undoubtedly, it has to. Otherwise, if we ourselves will fight like kilkenny cats here as well as outside and let down the cause of labour, somebody has to do so, and the Railway Board has taken up the responsibility. If Mr. Nambiar and his union of twenty-thousand, as he pretends, were to go against the entire policy of the two great Federations which have come together, is that small unit to stop the progress of railwaymen's unity in this country? Should we allow a discordant, a dissident unit in a small section of the S. I. Railway to stop the progress of amalgamation and of unifying the workers' organisations in this country?

Shri Nambiar: Leave it to the workers to decide.

Shri Venkataraman: Mr. Nambiar represents one small section in one zonal union. Today the Southern Zone consists not only of the South Indian Railway but of the Madras and Southern Mahratta Railway, the Mysore Railway and the South Indian Railway. Mr. Nambiar cannot pretend to membership of the M. & S. M. and Mysore Railways. His membership is confined to a small unit of the ex-South Indian Railway, and he now wants that this small block should block the progress of unity in the whole country and also prevent a further unification of railwaymen in this country.

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): Ignore him.

Shri Venkataraman: I hope Members who speak later, Members of his own party as well as those of the Congress, will very much dissociate themselves from the sentiments that Mr. Nambiar has been expressing before the House.

The next point that I wish to deal with is the question of the pay scales and matters connected therewith. It is no doubt true that the Central Pay Commission did create a number of anomalies. But that is recognised by the Railway Board itself. The Railway Board did appoint a joint committee consisting of representatives of both the Federations. Mr. Guruswami represented one Federation and the late

Shri Harihar Nath Shastri represented the other Federation. Those people sat together, with an independent chairman and members representing the Railway Board, and they tried to rectify as many anomalies as possible. And may I say here that many of the points that Mr. Nambiar has raised before the House now were not taken before the C. P. C.? (*Interruption*). I repeat, the case of the station masters was completely let down by the Trade Union. It was not taken up, while the case of the guards was taken up. The case of guards who were placed on a starting salary of sixty rupees was represented, but the case of station-masters was let down by the Union at that time. The All-India Railwaymen's Federation was the Federation representing them. I am not saving in criticism ...

Shri Nambiar: All of us were in jail then.

Shri Venkataraman: We become wise after the event and then we want to rectify the whole world. And that is the great role which Mr. Nambiar has taken. We cannot help if his own leaders had let down labour at some stage. He has to pay the penalty for it.

I am proceeding to say that this is not a matter which should have been raised in this House; it should have gone to the Railway Board by way of negotiation.

Sir, I do not want to spend more time on this because Mr. Nambiar went on giving individual instances. One swallow does not make a summer. If some Anantanarayanan was discharged I can cite hundreds of Ramnarayanans not discharged. And this is hardly the way to argue a case. Mr. Nambiar has not been a lawyer and he thinks that merely citing one instance proves the whole of his statement. (*Interruption*). Mr. Chairman, I will have it with Mr. Nambiar outside!

Shri D. C. Sharma (Hoshiarpur): Better have the duel here, so that we may also watch it.

Shri Venkataraman: The most important thing that is coming up in the

[Shri Venkataraman]

next few years is the question of the revision of the Convention. The Convention, which is to expire at the end of 1955, has been in existence for several years and should be said to have worked very well. We also know the Convention of 1924, according to which 1 per cent. was charged on the capital-at-charge as dividend payable to the general revenues, and then on the surplus one-fifth was directed to be paid as further contribution. We consolidated all these things and made it into a 4 per cent. dividend on the capital-at-charge, and it has worked satisfactorily. Merely because the previous Convention records that at the end of five years the Convention should be reviewed, I would urge that both the Railway Ministry and the members who are going to be in the Convention Committee should not think it incumbent on them to change this system. The system has worked well and it provides for rehabilitation and also for contributions to the Development Fund and the Revenue Reserve Fund. Therefore, it should be continued as much as possible.

Then, we had another system of examining all the estimates relating to the railways before they were placed before the House. The examination was done by the Railway Standing Finance Committee. I would urge upon this House to revive it, and in this connection I would appeal to the hon. Deputy Minister of Railways to bring to bear his own experience on that question, because he was himself a member of the Railway Standing Finance Committee. We all know that before any budget estimate for the railways was brought, it was considered by the Railway Standing Finance Committee. The Committee scrutinised the estimates, called for information from the Railway Board and its officers, and did a lot of other things. But today what we get is a lot of printed papers which is thrown at us some five or six days before the Budget is presented. Frankly, I have if the Railway Standing Finance papers that have been given to us not been able to read through all the

Committee had been in existence, it would have scrutinised the estimates, and would have added notes on certain recommendations in respect of each one of these things.

Even apart from the estimates, after the House has passed the Railway Budget, when expenditure has to be incurred a certain amount of scrutiny appears to be necessary. The scrutiny takes place when the Board or its officers bring forward proposals for expenditure over, say, Rs. 5 lakhs. The Railway Standing Finance Committee would then consider whether that expenditure is necessary and whether it should be allowed to the extent asked for. Therefore, there is a check at both ends: one before the estimate is prepared and placed before the House and another after it is passed by the House and before the money is spent. I think it would be salutary to revive the Railway Standing Finance Committee, and I would appeal to this House to do so.

The next subject that I would like to deal with is regrouping. It is true that the Railway Minister has said that we cannot postulate whether it has been a success or a failure, but I am quite sure that administratively the Railway Administration should have felt the strain of having only six zones. In my view, more than six zones would be necessary. At least, there should be eight or nine zones. In transport, the greater the decentralisation, the better the efficiency. It is not like any other industrial underfaking. In transport where one has to attend to the needs of the passengers, to the needs of the traffic and the movement of goods, I would appeal to the hon. Minister to consider this decentralisation before things become final, because once they crystallise themselves and become fossilized into six zones, any change is crystallized, I would like the change itself would become difficult. Therefore, even before the change is crystallized, I would like this House and the hon. Minister to consider this suggestion.

With regard to stores purchase, my hon. friend Shri Vittal Rao said the other day that the amount has increased from Rs. 7 crores in 1948 to Rs. 28 crores in 1953. I thought that was a matter for appreciation because we cannot improve the traffic or the turn-over of goods without sufficient engines and wagons. We are not producing them. Mr. Vittal Rao himself admitted that we are not producing enough in this country. The only way left is to import. Out of the Rs. 28 crores for imports, Rs. 20 crores worth of rolling-stock are to be imported entirely for the purpose of improving the traffic and carriage of goods. Therefore, I do not think that there is any point in that criticism.

The next question is on behalf of labour which my hon. friend Mr. Nambiar did not care to look into. In the year 1951-52 there were six deaths due to accident in our workshops and in 1952-53 there were eight deaths. The number injured in 1951-52 was 17,980 and 20,477 in 1952-53. There has been an increase of 2,500 among the injured in the course of one year. This is a matter which calls for certain scrutiny. The Factories Act provides various safety measures to be taken to prevent a worker from sustaining any injury. I do not think that the Factories Act is being enforced properly in our railway workshops. Because it is a State enterprise, I suppose the administration is a little too lenient towards the management of the railway workshops. Sir, it is much better to stop at the end of an idea than in the middle of a thing.

श्रीमती मणिबेन पटेल (काँरा-दक्षिण) :

चेअरमैन साहब, मुझे बहुत थोड़ी बातें कहनी हैं। एक तो रेलवे मंत्री ने अपने भाषण में कहा है कि रेलवे में जिन शब्दों का उपयोग हो रहा है, वह उन का अनुवाद हिन्दी में करा रहे हैं। मैं आशा करती हूँ कि उस की सूची हमें भी भिज जायेगी तैयार होने के बाद, ताकि हम भी उन शब्दों का आसानी से उपयोग कर सकें।

749 P.S.D.

एक बात उन्होंने यह भी बताई है कि अप्रैल से अक्टूबर तक कुछ खास पहाड़ी स्थानों पर जाने के लिये १५० मील से आगे के प्रवास करने वाले लोगों को कन्सेशन टिकट दिये जायेंगे। मैं यह पूछना चाहती हूँ कि जिन के पास पैसे हैं और वह १५० मील से दूर भी जा सकते हैं, वह तो इस का लाभ ले सकेंगे, परन्तु जो लोग उत पहाड़ के पास रहते हैं और जिन के पास १५० मील से ज्यादा दूर जाने के साधन नहीं हैं, वह लोग अगर अपनी तयियत ठीक न होने के कारण जाना चाहेंगे तो उन को इस का लाभ नहीं मिलेगा, इस कन्सेशन टिकट का। मैं इस के बारे में आप को रास्ता नहीं दिखा सकती, लेकिन आप ही सोच कर इस का कोई रास्ता निकालिये कि जो गरीब हैं और जिन को इस तरह से कुछ आराम की जरूरत है, उन के लिये आप क्या कर सकते हैं।

एक मेरा सुझाव यह भी है कि आप के रेलवे के मैनेजर, और बड़े बड़े अफसर हैं तथा रेलवे बोर्ड के सदस्य हैं, वे साल में एक बार अगर यर्ड क्लास में प्रवास करें तो, जो सुझाव हम लिख कर देते हैं, या जो तकलीफें हम आप को प्रेसेन्टर्स एसोसिएशन या रेलवे यूनर्स के द्वारा देते हैं, जिन को कि हम पूरी तरह से नहीं बता सकते, उन का पूरी सम्झाई से पता चल जायेगा और उन को हज़ करने का जल्दी रास्ता मिलेगा। आज वह प्रवास नहीं करते ऐसा नहीं है। लेकिन वह रेलवे सैलून में जाते हैं। वह इन्स्पेक्शन पर निकलते हैं यह ठीक है। मैं अपना एक अनुभव बताती हूँ। एक बार मैं अहमदाबाद से इधर आ रही थी। मैं माखड़ा स्टेशन पर उतरी और वहाँ वेटिंग रूम में जा रही थी तो वहाँ पर जो रेलवे की कर्मचारिणी खड़ी थी वह मुझे भना करने लगी। मैं ने पूछा कि क्या बात है तो बोली कि इधर इन्स्पेक्शन के लिए मैनेजर साहब आने वाले हैं, हम नहीं जाने देंगे। मैं हर स्टेशन पर देखती थी कि

[श्रीमती मणिबेन पटेल]

वह बहुत साफ सुथरे और धुले हुए थे और रेलवे कर्मचारी भी काफी साफ थे। तो इन्सपेक्शन पर निकलें और खबर दे कर निकलें तब तो यह सब चीज मिल सकती है, परन्तु मेरा सुझाव तो यह है कि आप उन को समझायें कि वे साल में कम से कम एक बार थर्डक्लास में किसी पैसिजर ट्रेन में बिना खबर दिये हुए प्रवास करें तो उन को पता लगेगा कि थर्डक्लास के पैसिजर को कितनी तकलीफ होती है। आज थर्ड क्लास के अन्दर लोगों को फसाने वाले आते हैं और कहते हैं कि हम आप को एक रुपये का माल आठ आने में या चार आने में देते हैं। वहाँ बैठने की तो जगह नहीं रहती और फिर भी एक एक डिब्बे में तीन-तीन और चार-चार हाकर (Hawkers) हर स्टेशन पर चढ़ते हैं। कोई चना ले कर आता है, कोई फल ले कर आता है, कोई पिपरमैट ले कर आता है और आप उन के कपड़े देखिये, उन के हाथ देखिये और उन के नाखून देखिये कितने गन्दे होते हैं और उन के हाथ की चीज खाने से स्वास्थ्य को कितना नुकसान हो सकता है। मैं तीन साल से बराबर हर एक रेलवे मिनिस्टर से शिकायत करती रही हूँ कि आज कल चलती ट्रेन में जो लड़के चढ़ जाते हैं, आज तो वह दो चार रुपया कमा लेते हैं मूंगफली और पिपरमैट बेच कर और आज इस तरह से उन की भूख भिट जाती है। लेकिन जब वह बड़े होंगे और इसी रास्ते पर रहेंगे तो उन को इन दो चार रुपयों से सन्तोष नहीं होगा और उन की भूख बढ़ेगी और यह हमारे लिये एक बड़ा ला एंड आर्डर का प्राबलम हो जायेगा। मैं जानती हूँ कि यह एक ऐसी चीज है कि आप अकेले उस को नहीं हल कर सकते लेकिन सोच कर कुछ न कुछ हल करने का रास्ता निकालना चाहिये। यह भी होता है कि स्टेशनों पर भिखारी

लोग बैठे रहते हैं और बिना टिकट ट्रेन में घुस जाते हैं। जब रेल के कर्मचारियों से कहा जाता है तो उन को उतार दिया जाता है। अगर मेल ट्रेन होती है तो वह उन को कहते हैं कि इस ट्रेन से मत जाओ पैसिजर ट्रेन में जाना। अगर पैसिजर ट्रेन में हम सा आदमी कुछ कहता है तो उन को उतार देते हैं। इस तरह से भिखारियों को जाने देने में पैसिजरो को भी तकलीफ होती है और आप को भी नुकसान होता है। तो इन का भी कोई रास्ता निकालना चाहिये।

थर्ड क्लास में आप ने बाथ रूम में पानी का इन्तिजाम किया है। लेकिन उस पानी का नीचे जाने का ठीक इन्तिजाम नहीं है इस से वह सारे बाथ रूम में फैल जाता है। अगर रेलवे के अफसर थर्ड क्लास में प्रवास करें तो उन को अनुभव होगा कि उस में क्या सुधार करना चाहिये। अगर आप उन को समझा सकें और उन के परिवार और स्त्रियां थर्ड क्लास में प्रवास करें तो उन को और भी अनुभव मिलेगा। आज तो मैं न देखा है कि स्त्रियों के डिब्बे में चौदह बरस के, १७ बरस के और २० बरस के लड़के भी अन्दर घुस जाते हैं। पहले तो जब ट्रेन स्टेशन से चलती थी तो गाई देखता था कि उस में औ कौन तो नहीं है। लेकिन आज कोई देखता नहीं है। आज जब हम गाई से कहते हैं तो वह कहते हैं कि हम क्या करें हमारी कोई सुनता ही नहीं। मैं यह सुनी सुनाई बात नहीं कहती, यह मेरा अपना अनुभव है। कभी कभी गाई कहते हैं कि यह हमारे लिये बहुत मुश्किल है, आज स्टाफ में कुछ लोग ऐसे हैं जो इस तरह से चलने वालों के साथ सहानुभूति रखते हैं, तो हमारी मुश्किल हो जाती है। तो रेलवे अफसर इन बातों को दूर करने के लिये इन का निजी अनुभव लें और खास कर जनरल मैनेजर साल में एक बार बिना खबर दिये

हुए प्रवास करें तो इस दिशा में काफी सुधार हो सकेगा। अगर वह इस तरह से बिना खर्च दिये हुए प्रवास करेंगे तो आज जो करप्शन हो रहा है उस का भी पता लगेगा। लोग चाहते हैं कि आप को सहायता दें। मैं आप को बतलाना चाहती हूँ कि फल एक ऐसी चीज है जोकि पैरिशोबिल वस्तु है। अगर भेजने वाला रेलवे अफसर को, पोर्टर को और गार्ड को कुछ न कुछ न दे तो उस का माल जाता नहीं। गौहाटी से कलकत्ते अनप्रास और संतरे आते हैं। उन का दो जगह ट्रांशिप-मेंट करना पड़ता है। अगर रेलवे वालों को और स्टीमर वालों को कुछ न दिया जाय तो १६ अनप्रास की टोकरी में से ६ ही अच्छे निकलते हैं। अगर उन को कुछ अनप्रास दे दिये जायें तो १४ और १२ अच्छे निकलते हैं। नहीं तो खराब हो जाते हैं। इसी तरह से आम के मौसम में अगर भेजने वाले रेलवे वालों को कुछ आम न दें तो वह उस आम को चढ़ने नहीं देते। अगर चढ़ने भी देते हैं तो कहीं न कहीं बंगन को रोक देते हैं और वो चार दिन लग जाते हैं और वह आम खराब हो जाता है। पिछले महीने की २९ तारीख को, २९ जनवरी को कलकत्ते से एक पारसल अहमदाबाद भेजा गया, वह वहां १८ फरवरी को पहुंचा। इतने दिन लगे। वह तो कोई पैरिशोबिल चीज नहीं थी इस से इतने दिन लग गये तो खराब नहीं हुई, लेकिन अगर पैरिशोबिल चीज होती तो खराब हो जाती। तो इन मामलों में हम तो आप को मदद करना चाहते हैं लेकिन हम किस तरह से मदद करें यह हमारी समझ में नहीं आता। तो इस चीज का किस तरह से रास्ता निकाला जाये यह हमारी समझ में नहीं आता। आप सोचिये और आप के अफसर सोचें। कुछ स्टेशन मास्टर और छोटे अफसर तो हमारे मुंह पर कहते हैं कि यही सोच कर तो हम को इतनी कम तनखाह देते हैं। मैं

नहीं जानती कि तनखाह क्या सोच कर दी गई है। मैं उन की यह दलील स्वीकार नहीं करती। कहा जाता है कि यह देने में भेजने वालों को कोई खास तकलीफ नहीं होनी चाहिये। इस को तो रेलवे में दस्तूरी कहा जाता है। मुझे आशा है कि कृपलानी जी की जो कमेटी बनी है वह इस की जांच करेगी। कृपलानी जी इस पर गवर्नमेंट को बहुत परेशान करते हैं। आशा है वह इस का कोई रास्ता निकालेंगे।

ताप्ती लाइन पर दो ही ट्रेनें चलती हैं। लड़ाई के पहले एक तीसरी ट्रेन भी चलती थी। लड़ाई के जमाने में वह कम कर दी गई। मेरी विनती है कि उस तीसरी ट्रेन को जारी कर देना चाहिये। वहां सिगिल लाइन है और जो यात्री जाते हैं उन को जहां वो ट्रेनों का क्रासिंग होता है अगर एक ट्रेन देरी से आती है तो दूसरी भी रुकती है इस से बहुत समय तक रुकना पड़ता है। इस वजह से लोगों को बड़ी तकलीफ होती है।

आप ने जो प्रोग्राम बताया है उस के अन्दर कुछ काम हो रहा है। कुछ काम के बारे में मर्ब हो रहा है कुछ का सर्वे होने वाला है। आप ने बताया कि भावनगर तारापुर लाइन पर इस साल सर्वे होगा। गुजराती पेपर्स में इस बारे में काफी चर्चा हो रही है। आप के पास रखा जाता कि नहीं मालूम नहीं। इस पर काफी मतभेद है इसलिये कोलड स्टोरेज में नहीं रखना चाहिये यह मेरा आग्रह है। दूसरी सोजितरा धोलका लाइन है। इन दोनों का आप सर्वे कराये और जिम से जनता का ज्यादा लाभ हो उस को शुरू करें। दोनों लाइनों को एक्सपर्ट्स, टेक्नीकल बातें जानने वाले सर्वे करें और जो यह देखें आप के सामने रखें और जब निर्णय करें तो हम को बताया जाय कि किस कारण से यह निर्णय किया गया जिस से लोगों का साधान हो।

[श्रीमती मणिबेन पटेल]

इन विषयों पर मतभेद हो सकता है। हो सकता है कि इस मामले में आप पर भी दोनों तरफ से दबाव पड़ता हो, लेकिन मेरा तो यही कहना है कि जिस में देश का लाभ हो उस को करें। इस में मतभेद के लिये जगह नहीं है। ऐसा नहीं होना चाहिये कि किसी काम में काफी खर्चा हो और उस से लाभ न हो। तो आप इस सब बातों को देख कर निर्णय करें।

एक बात मुझे यह कहनी है कि जब हम से गलती से रेलवे फ्रंट कम लिया जाता है तो उस को फौगन वसूल कर लिया जाता है और लोग देते हैं परन्तु अगर गलती से ज्यादा फ्रंट ले लिया जाता है और उम का १२ महीने के बाद पता लगता है तो उम को देने से इन्कार करते हैं।

6 P.M.

तब रेलवे अधिकारी हम को यह कहते हैं कि वह उन की सत्ता की बात नहीं है आप की सत्ता की बात नहीं है और गलती आप की है। बार बार हम पूछते हैं तो कहते हैं कि फ्रंट ठीक है और फिर ज्यादा लिया हो तो उस का भी रास्ता होना चाहिये। ऐसा नहीं कहना चाहिये कि हम को अधिकार नहीं है। रेलवे अधिकारी को अधिकार न हो, लेकिन जरूर रेलवे मंत्री का तो अधिकार है। रेलवे बोर्ड को तो अधिकार होगा। अगर आप का ध्यान खींचा जाय तो लोगों को पैसा वापस मिलना चाहिये। आप पैसा लेने में तो काफी जल्दी करते हैं लेकिन वापस देने में नहीं। मैं आप को बताऊं कि एक आदमी का ३५० रुपये का क्लेम मंजूर किया गया लेकिन उस को बार बार लिखने पर भी इस के मिलने में तीन मास लगे। तो इस तरह से काम नहीं होना चाहिये। जैसे लेने में शीघ्रता होती है, इसी तरह मंजूर करने के बाद देने में भी शीघ्रता दिखानी चाहिये।

आप ने थर्ड क्लास में पंखे लगाये, बड़ी अच्छी बात है। लेकिन पंखे के साथ दिन में भी बत्ती जलती रहती है। एक बार मैं ने गार्ड से कहा कि पंखा चालू करो तो चालू करने पर बत्ती भी जलती रही। मैं ने इस के लिये कहा तो बताया गया कि हम तो लिख लिख कर थक गये, अब आप लिखिये कि दिन में पंखे के साथ बत्ती क्यों जलती है। आप ने जो पंखे रखे तो वह कई चलते नहीं हैं। जब हम उन की तरफ ध्यान खींचते हैं तो कहा जाता है कि हम को जंक्शन स्टेशन पर बताना चाहिये, हमारे पास हर स्टेशन पर मैकेनिक नहीं हैं। ठीक है, हर स्टेशन पर आप के पास मैकेनिक नहीं हो सकते। लेकिन हर जंक्शन स्टेशन पर आप को हर थर्ड क्लास की बोगी के हर पंखे को देखना चाहिये कि वह चलता है या नहीं और साथ ही यह भी देखना चाहिये कि पंखे के साथ बत्ती तो दिन में नहीं जलती है। यह भी देखना चाहिये कि रात के वक्त बत्ती जलती है या नहीं।

एक बात आप को और कहना चाहती हूँ कि स्टेशन के ऊपर बहुत बार पोर्टर प्रवासियों को परेशान करते हैं और दादर स्टेशन, अहमदाबाद और नदियाद स्टेशनों का तो मुझे अनुभव है कि पोर्टर लोगों को काफी सताते हैं। आप का दर तो है तीन आना बोझ का, लेकिन वह एक रुपया मांगते हैं। स्त्रियों की गोद में बच्चे रहते हैं और सामान भी होता है। फिर वह स्टेशन पर किस समय पहुंचती हैं, सुबह के वक्त चार बजे तीन बजे पांच बजे के समय स्टेशन पर पहुंचती हैं और प्लेटफार्म के बाहर भी कई बार बोगी होती हैं। तो ऐसी जगहों पर आप को कुछ न कुछ बन्दोबस्त करना चाहिये जिस से पोर्टर लोग इस तरह से लोगों को न सतायें।

आखिर में मुझे एक बात यह कहनी है कि कई रेलों में स्त्रियों के डिब्बे होते हैं लेकिन कई जगह अलग से ऐसे डिब्बे नहीं होते। मेरा यह भी अनुभव है कि कई जगह जहाँ अलग से स्त्रियों के लिये डिब्बे होते हैं वहाँ पुरुष लोग भी उन डिब्बों में चढ़ जाते हैं और कोई रेलवे के कर्मचारी इस की तरफ कुछ भी ध्यान नहीं देते। हम कहते हैं तो वह कहते हैं कि हम को तो एक दो स्टेशन ही जाना है, हम आप को कोई तकलीफ नहीं देंगे। तो इन सब चीजों के लिये आप कोई न कोई ठीक तरह से व्यवस्था करें, ऐसी मेरी आप से विनती है।

Shri Nijalingappa (Chitaldrug): I congratulate the hon. Minister of Railways on his very practical, considerably realistic and very responsive Budget. I would like to read two of his statements, one made last year, and the other made this year, and see how far they have been satisfied. Last year, he was pleased to state:

"The Plan gives the highest priority to agricultural development with a view to making India self sufficient in food as quickly as possible. The railways being the most important means of transport, have to respond to the needs of development in both agriculture and industry."

This year, he has said:

"Although we are doing our best to improve and extend rail transport facilities in the country, I am aware that much more needs to be done. Considering the vast areas in our country which are awaiting economic exploitation through the introduction of satisfactory transport facilities, I feel it is necessary to adopt a bold policy of development and expansion of the railways."

Considered from these two statements, I feel that much is not being done for the backward areas. I was very happy to read in the papers the Railway Minister's statement that

backward areas would certainly receive due consideration. But I wish they receive more consideration. Before coming to the particular areas, I would like to draw the attention of the Railway Minister and the House to this. If one looks at the railway map of India, it appears as though the west coast is practically empty of any railways.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): Karnatak.

Shri Nijalingappa: For you too—Kerala.

Regarding the metre gauge from Delhi to Trivandrum, of course, last year the Railway Minister was pleased to say that there must be a connection. There are two missing links. One of course is being taken up, between Khandwa and Hingoli. I do not know why he is silent about the other link, I mean to say, from Chamarajanagar, to Satyamangalam and, I think, on to Coimbatore or somewhere there. If that could be done, I think from Delhi to the southern most tip of India there would be a metre gauge line connecting the two metre gauge sections. When Mr. Gopalswami Ayyangar made his budget speech three years ago, I very well remember that this line—Chamarajanagar-Satyamangalam line was mentioned as one of those that would be taken up. I do not know why that is not being taken up. If that is completed, there would be a metre gauge line connecting both northern and southern India by a metre gauge link.

Now, Sir, regarding the rest of the cost, I would like to make a suggestion. The west coast road is now being constructed as a national highway, from Cape Commorin to Bombay, and some bridges are also being put up. The Railway Minister said yesterday that he would consider the desirability of having a line between Bombay and Cape Commorin. I think it must be a broad gauge line in view of the fact that from Cochin to Man-

[Shri Nijalingappa]

galore there is already a broad gauge line. So if this could be a broad gauge line, that area will be lesser served. I would also suggest, now that bridges are being built, whether it would not be desirable for the roads and railways to co-ordinate their efforts and build these bridges both for the railways and for roads. I think this would obviate the necessity of building up fresh bridges or spending more on that account. Therefore, I very much urge that this suggestion of mine may receive their consideration. This would serve a very backward area.

I am glad that the Railway Minister yesterday mentioned about Malanad. It is an area in which I am particularly interested. I have made several references to it in this House, and I am glad that the Railway Minister has agreed to attend a conference convened by the Malanad people. That is an area which is really very important from many points of view. It supplies us quite a large part of our betel-nut, it supplies us our rubber, it supplies quite a good quantity of timber, it supplies cardamom, it supplies tea and, more than all, it supplies the delicious coffee. That is the only area that supplies coffee. If you look at the map, it is an area which is most poorly served. I spoke about coffee. I may also say that some geologists have surveyed this area. There are two centres where there are the biggest concentrations of mineral deposits. The first is somewhere in Bihar, Orissa and Madhya Pradesh, and the second biggest—though smaller—concentration of mineral ore is the Malanad and area adjacent to a depth of 100 miles. The whole of this area is full of minerals and if there is a mineral survey made, I am sure, my hon. friend, the Railway Minister must agree that this area must be taken up. I am speaking of an area, which I particularly know between Goa and Cochin, and which is called Malanad. There are really ports which are of the best. There is Karwar, which is supposed to be one of

the three world's best ports, according to Sir A. Scott. I am sure it would be desirable, in national interests, to improve that port,—I say, 'improve' because it is already a natural port—as a naval base. And, the next is Mangalore. Of course, it is already a small commercial port and it must be improved. There is another port, Malpe. I am sorry that tons of fish are caught every year and thrown back into the sea for want of transport facilities. It is said that the west coast fish is possibly the most delicious fish—I have no idea but my friends may agree—and it is thrown back into the sea for want of transport.

An Hon. Member: West coast fish is dangerous.

Shri Nijalingappa: I wish these suggestions of mine will receive due consideration. If there is a judicious construction of railways in this area, it will help much to improve the area which is still neglected. There are lakhs and lakhs of acres of agricultural land which can be brought under cultivation and paddy produced. Not even 15 per cent. of this area, which is immediately cultivable is used and, to that end, I would suggest the taking up of certain routes. I am sorry I have not much time. I am simply going to catalogue the lines. I am glad that the Hassan-Mangalore line is now to be surveyed, though belated. In this connection, I would mention that Chickmagalur, the most important Malanad centre in a coffee growing area has been neglected. We have made a strong representation that Kadur and Chickmagalur should be joined to the Hassan-Mangalore railway. I am sure, it will receive the very sympathetic consideration of the Ministry, in view of the fact that Mysore Government have collected about Rs. 25 lakhs by way of railway cess during the last 30 years. It was sanctioned by the Mysore Government, but nothing has been done so far. I should think that the Railway Minister must make those people feel

that there is some advantage in the change that is now effected. I am very particular because this line will open up some of the Malanad areas. With the same purpose, I am going to mention another important line connecting Karwar to Hubli. This line has been very strongly recommended—I am told—by the Bombay Government. There is another line between one dead end Dandhell and the other Talaguppa; it is a very important line which will give an alternate metre gauge route for South India and also serve this area. These are some of the important lines that should be taken up immediately. I come from a backward area, backward in the sense not of resources and richness but because of their neglect. Adjacent to this area, there is a vast hinterland which should also support the ports and the railways. Having that in view, I would like to mention the taking up of the Chittaldrug-Rayadrug line. It belongs to my own district and now that the Tungabhadra scheme is finished and serves a very dry area and deficit area this line should be taken up. Similarly, I would like to mention the line between Kottur and Bhadravali. That is an important line which will serve the ports and the backward areas. I am giving all this because, as I said, I must give some constructive suggestions. Having said this much I wish that these lines should be surveyed as early as possible.

I would like to mention one or two points. I am also told that there are a number of small links which should be re-considered for taking up in this connection. I would like to mention two or three links. One is the Nipani-Bagalkot line and the Gadag-Gajendragad-Wadi line. Another point, which I would like to mention. There is a complaint from the Mysore Iron and Steel Works that they have got about 15,000 sets of sleepers manufactured and which have accumulated. They are not being taken up by the railways and they are feeling that so much of capital is locked

up. I wish this matter will receive the consideration of the railway authorities and they will see that these sleepers which are necessary for the South Indian railways are taken up from them.

Lastly, I would like to mention that there is a lot of complaint after the integration of the Mysore Railway with the rest of the Railways. Some of the staff, especially in the higher grades have not been kindly treated. One of the conditions of the integration was that their status and pay would not be adversely affected, but a large number of staff, though they have not suffered materially in their pay, have suffered in their status. That is rather not desirable and I am sure this matter will receive immediate consideration of the authorities. I have a lot more to say, but there is no time. Once again I stress that the lines I have suggested will receive the very serious consideration of the Minister of Railways.

Shri Sarangadhar Das (Dhenkanal-West Cuttack): Before I come to the points in the Budget that I wish to speak on, I wish to say a few things about the remarks made by certain speakers preceding me in regard to the Railway Corruption Enquiry Committee. Some unfavourable remarks have been made which I think, stultify the dignity of the House. I can speak for myself, and others as well, that we, members of that Committee, were not soliciting to be on it. We came to know about it one fine morning when our names were published in the papers. The Minister never consulted us. Consequently, the question that one Party is included and another Party is not included is beside the point. The Committee has not yet functioned and has not produced any result so far. When the result is produced, it will be before the House. In that connection, I support the suggestion of my hon. friend, Shri Khandubhai Desai. We had felt—in saying this I believe I am not transgressing the etiquette of a committee—that the

[Shri Sarangadhar Das]

scope of enquiry into corruption was very much limited. I trust the Minister will consider it and widen the scope of the enquiry so that in future there will be no section of the Railways that can be said to have escaped the scrutiny of this Committee.

Now, I come to the main point on the Railway Budget. I have in previous years said many things about amenities and so forth, but those points were dwelt on by hon. Members already. As I am in a mood of construction today, I want to go to the constructive side of it. Regarding the development of new lines and the rehabilitation of the old lines that were dismantled during the war, I find there is no plan, because certain lines that were completely surveyed seven or eight years ago are entirely forgotten now, and it is only political pressure from certain quarters that once in a while brings in a new line that is built or brings in electrification of the environs of the cities of Bombay, Calcutta and Madras—I do not know how far I am right about Madras.

Dr. Krishnaswami (Kancheepuram).
Quite right.

Shri Sarangadhar Das: Cities and their environs are to be electrified. For whom? It is for the urban population. Does it bring any more revenue than the lines are doing at present? No. It is, therefore, an unproductive venture.

Sir, I wish to remind the Minister about his last year's plan of constructing the Gua-Monoharpur line in Bihar on the border of Orissa to facilitate the quick transport of iron ore and other raw materials for the steel plant, particularly. But the work has not been started yet. Then again, this whole area where the new steel plant is proposed to be located, that is to say the districts of Sundargarh includ-

ing Banai State, Mayurbhanj and Kendjhar are full of mineral resources, also timber. And if the Ministry of Railways are still thinking in terms of the Five Year Plan to do something to increase the wealth of the country, then the first priority should be given to developing these areas where we have vast mineral resources which should be exploited in the first instance.

I do not plead for any backward area. That is a wrong term to be used. A backward area may be a place where there is no railway and if a railway is put in there may not be much traffic. Here are areas which will bring in revenue right away because ores and other materials like limestone are in demand by the steel mills now working, and in about three or four years, by the new plant which is likely to go into production. I am not speaking from the point of view of my own State—I come from Orissa. I think it is a national concern, it is a national interest that should be looked into. From that point of view I would suggest the taking up of a new line of about thirty miles from a place called Taldihl to Rourkela. This line will bring the Banai ores which will save nineteen million ton miles transport for the half a million ton steel plant. Rourkela to Talchar is a line that was surveyed eight years ago but nothing has been done. That also becomes necessary with the steel plant because that will bring all the coal for steam raising, gas, etc. Then there is another line, Sambalpur to Titlagarh which was also surveyed, it seems, seven or eight years ago. This line is important for supplying steel to the shipyard in Vishakapatnam and also reaching the port Vishakapatnam from your Rourkela plant. Other steel from other plants may go, when there is surplus in the country, to South-East Asia and the Far East. Along with the building of railway lines, I wish to press for the quick progress in the preliminary investigations into the

port Paradwip. That is also a very necessary place for exporting and for coastal traffic for all these materials. When this is accomplished, there would be a railway line from Cuttack to Paradwip also.

I should also speak of another place which has been neglected by the Railway Ministry in their development work and that is Vindhya Pradesh. This is an area of extensive coal fields and vast mineral deposits such as bauxite, corundum, fireclay, mica, iron, diamonds, limestone, yellow and red earth and also vast virgin forests which will give timber and bamboo for paper pulp. This area consisting of former small States, Rewa, Ratlam, etc. was neglected up to 1947 because the then rulers of these States were afraid that their feudal regime would go with the introduction of railway and the people coming from outside and freely moving with the people in those States, but I do not see the reason why it should be so after that feudal regime is gone. Everyone of my friends on the other side, whenever the merger of States is talked about, is full of praise and very proud that this Government has got rid of the rulers. What have you done? The rulers are gone but their privy purses are there. But that is a different matter. But what they had neglected this Government also has neglected for the last eight years. They have not done anything for this area and as I have said, there are so many mineral resources and many more may be found; with a proper survey even coking coal may be found in Rewa which has not been surveyed. It is so vast. Under these circumstances, it is absolutely lopsided planning that the Railway Minister has gone after electrification of railways and also the little money that is available has been spent in building covered platforms in each and every station. I am not against covered platforms; I want them; I want also development of lines that will produce wealth; that will bring more revenue

to the Railways and prosperity to the nation. Consequently, between these two or three or half a dozen items that I have mentioned for development, the Ministry, if it does its work properly and if it does believe in its Government's Five Year Plan for increasing the standard of living of the people will have to give first priority to the lines that will tap the hidden resources of the country in those areas. I believe a railway line from Mirzapur in U.P. through Rewa, Satna, Panna, Chattarpur, Nowgong, Ratte and a branch to Lalitpur would open up all these mineral resources for development. Several lakhs of acres of arable waste land could be brought under the plough, and foodgrains therefrom would add considerably to the larder of the nation. Then there are the rich virgin forests which would yield timber, and the bamboos would yield paper pulp.

I have dwelt on the immediate necessity of building a few hundred miles of railway lines in these two States only. But I would mention the third also, namely Madhya Pradesh. It must be remembered that Orissa and Madhya Pradesh are Part A States. There had been development to some extent previously. But since seven years ago the Princely States have been merged, and in them there had been no development, no mining operations, no extraction of timber to any larger extent. All those resources have come to the nation from those areas which used to be independent, having no connection with India. Consequently it is very necessary now to tap all those resources. I am glad—I give credit to the Minister, although I do not know whether he will do it—he said in the other House that he is thinking of these things. I am glad that sense has dawned on him. Instead of tapping these resources and bringing in more wealth, I would say it is absolutely foolish to go after supplying the needs of urban populations.

Sir... (Laughter). My friends are laughing when I say urban population.

[Shri Sarangadhar Das]

I belong to the urban population myself. I have heard about air-conditioned coaches and all that. Whom are they for? Are they for the villager? Are they for producing wealth out of the mines? Not that I do not like air-conditioned coaches or better facilities. But at the same time if I had the time to go into that, I would say that everything is done for the upper classes but not for the lower classes.

There are two or three more points and I will finish.

Mr. Chairman: I am very sorry. I have rung the bell thrice. There are some Members, who are anxious to speak. I would therefore request the hon. Member to finish within one or two minutes.

Shri Sarangadhar Das: I always finish in time. On this occasion I have taken a little more time.

Shri K. K. Basu (Diamond Harbour): As even the railways do.

Dr. Ram Subhag Singh: Now the railways are running in time.

Shri Sarangadhar Das: There are two things about Orissa which I must mention. One is that the mine-owners who are extracting manganese and chromite are not getting enough wagons. That is a point that should be looked into. Then there is another complaint that with such a long mileage of the Eastern Railway in Orissa there is not even a Divisional Headquarters in Orissa.

Sardar A. S. Saigal (Bilaspur): Regional Head Quarter is in Bilaspur.

Shri Sarangadhar Das: Some complaint was voiced last year in this House, and I understand that instead of taking the Divisional Headquarters to Orissa it is being placed at Waltair, at the end of the Eastern Railway.

Then, Sir, after I have criticised the Ministry, I must give the devil his due.

An Hon. Member: The language used is unparliamentary.

Shri Sarangadhar Das: It is not unparliamentary. I happened to be in Allahabad for the Kumbh Mela and I could see what the railway arrangements were. I was quite satisfied with the railway arrangements and whatever has happened there, the tragedy etc., is not due to any fault on the part of the railways and the blame must be placed elsewhere. At the same time that good record was marred because on one line, at Jhusi on the narrow gauge line, people were perching on roof tops. I was told that in that locality people are in the habit of travelling on roof tops. This is a thing that should be stopped. (Interruption)

I say, this kind of laughter should be stopped because you need all the discipline that can be observed in a country. Yesterday's speech of the Prime Minister and what has happened recently between Pakistan and United States, should awaken all of us to the necessity of discipline.

I agree with that hon. friend who said that the third class passengers or passengers of any other class, should not be over-crowded into the compartments and only that number should be taken in, which could be accommodated. Outside this, I have nothing more to say.

Shrimati Maydeo (Poona, South): Sir, at the outset I must congratulate the Railway Minister for the very well balanced Budget which he has presented to the House and for the various achievements which stand to the credit of the Railway Administration during the last year.

I speak before you, Sir, as a lay person who does not claim any special knowledge of either the Railway Budget or the Railway Administration, but I know from experience, as a constant travelling passenger, what improvements the Administration has progressively been bringing about,

and what is still necessary to be done. It is a story of achievements and failures. I am not one of those who would either applaud the Government for whatever it does, or criticise it mercilessly and indiscriminately on its failure, as a matter of normal course. Both these attitudes are not helpful because in the first case a feeling of complacency will naturally arise and in the latter case a feeling of frustration will be created in the minds of the large masses of our people. While I listened to the Railway Minister's speech my mind was travelling far recalling all my personal experiences in the course of my travel on the railway. Why should I, or anyone else, deny that the trains are generally running more accurately to time than in the former days, or that the third class passengers are getting more facilities, if not amenities, these days than before, or even that the Railway officers have been more courteous to the passengers than before? I think that if we look at the working of the Railways without prejudice, we shall find many things which should satisfy us, and for which we shall not grudge giving compliment to the Government. But, then, in a constructive way, we must also bring to the notice of the Government many disparities which unfortunately exist within the amenities afforded to the different classes of passengers.

According to the figures given by the Government, about 112,07,00,000 third class passengers, 181 lakh inter class passengers, 43 lakh second class passengers, and 138 lakh first class passengers travelled on the railways during the last year. The figures of the first class passengers appear larger than the figures of the second class passengers; the number for first class includes the first class passengers on the suburban Railways in Bombay. You will kindly note that there are only two classes on these suburban Railways, third class and first class. Many middle class people also prefer to travel by the first class to avoid the terrific over-crowding which prevails on these Railways. I would re-

quest the hon. Railways Minister to give separate figures for these suburban first class passengers, so that we could form an accurate ratio between the higher class and the lower class passengers. What I find from my personal experience is that the third class passengers, who are the real patrons and supporters of the Railways, as the figure 112 crores as compared with 43 lakhs shows, are still being denied the most basic amenities. For instance, look at the accommodation. One of the hon. Members of this House said in 1951 that, whereas only one seat was available for four passengers in the third class, in the first class, for 245 seats one passenger was available. That was the disparity in 1951. Now, we are abolishing the first class. So, the proportion might be less, but I contend, not very much less because, what I find is this: We are abolishing the first class; but we are introducing air-conditioned coaches and also increasing the accommodation in the second class. What we must remember is that we are abolishing the first class in the interests of the third class passengers who must be provided with greater accommodation. Looking at the continued over-crowding in the Railways we find that the accommodation problem in the third class is as acute as ever. I shall like to have a definite assurance from the Railway Minister that more and more third class bogies will be introduced in the railways in the place of the first class bogies.

In this connection, I have to bring to your notice a doubt which is generally entertained in the minds of the public. We are told that new coaches are being built and that some coaches are being imported from foreign countries. But, while these new coaches are being introduced, there are a number of coaches which become unserviceable and have to be scrapped. What will be the number of coaches which will become unserviceable over these few years? If we get this number of unserviceable coaches and also the number of new coaches introduced, then only we can find out whether

[Shrimati Maydeo]

larger accommodation is being made available to third class passengers or not.

There is another matter to which I would like to refer. It is regarding the preparation of the time tables. What I find is that many of the time-tables on the through lines are prepared without taking into consideration the convenience of the passengers travelling on the branch lines, so that in many cases passengers have to wait at different places for hours together if the through trains are delayed only by a few minutes. I might give the instance of a branch line in my State, that between Chalisgaon and Dhulia. Here the trains move only twice a day and if a through passenger train is late by a few minutes, the passengers have to wait at Chalisgaon practically the whole day and even the whole night. In some cases there is a difference of several hours between the timings of through trains and connecting branch lines. To quote an actual instance, the Delhi Express reaches Lucknow at about 7 A.M. and one has to wait for seven long hours before one gets connecting trains for Katihal. This shows to what great inconvenience the passengers are put because there is no proper co-ordination in the Railway time-tables. The time-tables of the newly acquired Barsi Light Railway also needs suitable re-arrangement. I hope the Railway Minister will give a kind thought to these observations and try to improve the situation to the satisfaction of the passengers on the branch lines.

I must also say a few words about the tea and food stalls at the railway stations. It appears from the complaints reaching us that the vending contracts are not given directly to the vendors and the middlemen through whom the contracts are given are making large sums of profit at the cost of the vendors to whom they sublet these contracts. From the facts and figures supplied by the Jullundur Vendors' Union it is evident that better things at cheaper rates would

be available to passengers if the middlemanship of vending contracts prevalent on the Indian railways is done away with and contracts given directly to vendors or vendors' co-operatives, a start in which has already been made in the Northern Railway at Khurja and Gaziabad Stations.

These are a few observations I wished to make and I hope the hon. Railway Minister will give a kind thought to them.

Dr. Krishnaswami: I think it is fortunate that the debate on the Railway Budget was concluded in the other House and my hon. friend the Railway Minister was able to answer various questions and doubts that were raised by hon. Members in another place. We in this place start with the advantage of considering his reply and making our criticisms more constructive than they would have otherwise been had the debate commenced earlier here.

My hon. friend the Railway Minister has been noted for his patience, courtesy, and tact in dealing with hon. Members. While I agree that he has attempted to consider all the suggestions that we on this side have put forward, there is one suggestion to which he has not given sufficient attention and to which I invite his attention once more. It may be in his opinion a question, but it is one which looms large in the context of the South, and which has led to considerable agitation and turmoil. I refer to the rechristening of Dalmiapuram station. I hope it will be possible for my hon. friend to satisfy large sections of the South who are aggrieved—genuinely aggrieved over the apathy displayed by the Government.

Now Sir, I do not wish to be an alarmist, nor is it my purpose to predict a gloomy future for our railways. But I desire to point out that we are facing a very serious situation, and it behoves all of us, irrespective of the parties to which we belong, to

reconsider our policy and to devise ways and means of making the biggest national undertaking in India a commercially and socially useful undertaking.

I propose to ask five questions. What are the financial prospects of our railways? Where and how do we invest our funds? How far has re-grouping helped our railways to satisfy the demands of consumers? Has this reform promoted the efficiency of our transport system and led to further economy? Has not the time arrived to give a new direction, twist and strength to the Railway Board, by resorting to the old type or a variant of the old, and making it more flexible and adaptable to meet and solve the great and increasing needs of our country?

An Hon. Member: No. (*Interruptions*).

Dr. Krishnaswami: Before the hon. Member has heard what I have got to say, he says, no. That shows.....

An Hon. Member: He means, question.

Shri Nambiar: He is answering in anticipation.

Dr. Krishnaswami: We have invested in our Railways a little over Rs. 850 crores. It is normally assumed by accountants that 40 years is the normal life of plant and equipment in our Railways. We have therefore allotted according to accounting procedure an amount equivalent to 2½ per cent. on capital each year for purposes of depreciation, and renewal of equipment. But this allowance is grossly inadequate and is not related to the costs that we have to incur today. The hon. Minister of Railways knows, that we have inherited a large but shattered railway system—a railway system which was considerably worn out and the rehabilitation of which should have been a matter of top priority. Hon Members who have doubts on this point can take a look at the Explanatory Memorandum furnished to us by the

Financial Commissioner of Railways
On page 36 of that report, are given figures relating to the Depreciation Reserve Fund, and it will be found that right down from 1937 or thereabouts, to 1948-49, the net withdrawals from the Fund have been purely nominal, while the accretions to the Fund have been increasing year by year. What does this show? Today we have inherited along with the vast network of railways, a formidable back-log of depreciation. We have to understand in addition that we will have to provide an amount for making good current depreciation. It is fallacious on the part of hon. Members to assume that historical costs are the only costs that are to be taken into account. What is necessary is to find out the exact amount that would have to be spent today and now for renewal of equipment.

Taking a very simple view—I do not go into the details of the question—it will be realised that our investment in railways which consists of railways, tracks, locomotives and stores would be assessed in terms of current prices at about Rs. 2,200 crores. I therefore feel that if the present rate of depreciation continues we would have made good the back-log of depreciation only by the year 1980. The situation is not rosy as my hon. friend Shri Khandubhai Desai painted. It is much more serious than hon. Members are willing to admit, and in my judgment the time has arrived when we ought to think seriously of the future of this, our biggest nationalised industry. How are we going to make good not only the back-log of depreciation but also current depreciation? What has occurred in our railways is something similar to what occurs in nature. Sometimes, just as erosion of land takes place so too there has been erosion of capital in our railways.

If we assume that the value of the railways is about Rs. 2,200 crores and we make an allowance of 2½ per cent. on the value of capital it will be realised that both for the purpose

[Dr. Krishnaswami]

of making good the back-log of depreciation and also for making good current depreciation, we will have to provide about Rs. 115 crores each year. There is no use of relying on the figures of the Planning Commission; there is no use of suggesting that what the Planning Commission has provided for depreciation funds is generous and that our railways would be happily circumstanced after the funds allotted by that body are spent. I would like my friends who have the welfare of our railways at heart to consider what would happen if we do not make a more liberal provision for this purpose. If we do not, then the transport system, which is already shattered, may at any moment collapse. People speak of the inadequacy of finance, people speak of the inadequacy of resources that are available for making our railways efficient. I do not think that these factors need intimidate us. I only want my hon. friends to realise that if we are seriously minded, we can certainly provide the amount that I have suggested—the minimum amount for rehabilitating our railways. I know that there is a tendency in certain circles, certain high circles connected with the Government, to assume that our railways are the Cinderella of our development plan. I am one of those who has always opposed this approach. I feel that railways ought to be given larger amounts of funds, and larger amounts should be devoted to them from the funds of our Five Year Plan so that we may not merely rehabilitate the equipment, but also expand our railways appreciably. Let it be understood that once we expand our communications, not only would we have opened up the hinterlands of our country to greater economic activity, we would also have provided increasing amount of employment to large numbers of our people. Mr. Somani spoke of Rajasthan suffering from inadequate transport facilities. He also pointed out that Rajasthan was on the border and that from the strategic point of view there ought to be an improvement of our communica-

tions in that region. I, Sir, hold a slightly different view. I think from the point of having a greater amount of employment in that region—and unemployment has been on the increase in that region proportionately to other regions—there ought to be devised ways and means of employing people, and one of the best ways of providing increased employment is to augment our transport facilities. Of course, railway are not the only form of transport. But since they are basic to the development of all other industries, I should like the hon. Railway Minister and his other colleagues in the Government of India to devote attention to this aspect of the matter and to consider the problem of backward areas and backward regions from a more sympathetic angle.

Having examined this aspect I now proceed to examine the thorny problem of regrouping. I wish to make my attitude on this subject clear. I am attempting to examine it from a scientific angle. On the subject of regrouping, there has been a great exercise in passion and emotion. I do not for a moment underestimate the great sentiment that there is behind this question of regrouping. In fact, Mr. Chairman, to quote the phrase of the Prime Minister, 'people seem to be emotionally aware of the problem' without being intellectually conscious of the merits or demerits of this great questions. My hon. friends from West Bengal, for instance, feel almost to a man strongly on this matter.

Shri K. K. Basu: But not unscientific.

Dr Krishnaswami: I have not said that you are unscientific, nor have I charged those who feel emotional with being unscientific. But I would only add this that there is a possibility of some people being unscientific while they are emotional and there is equally a possibility of others being unscientific without being emotional. I should like to point out that those of us who

have attempted to understand the viewpoint of people hailing from West Bengal should realise that this is an attitude which we have to take into account and which we have to deal with sympathetically. West Bengal is today in the position of Australia. Just as the greatness and glory of Austria depends on Vienna, so too my friends from West Bengal feel that Calcutta's importance should not be allowed to diminish, because that is the only thing that remains with them. It is not an attitude which can be discounted. But I do not say that that is the sole consideration which we ought to take into account, in discussing the question of regrouping and finding out what its merits and demerits are.

7 P.M.

I must point out that in the consideration of this question, the memorandum that has been submitted by the Railway Administration, does not give us any assistance. On page 5, it has been pointed out, "regrouping of two or three railway systems into a single administrative unit leads to certain economies, both administrative and operational. The question is, how far these expected economies have actually materialised, as a result of the regrouping of railways in India. At the outset, it should be stated that the exact valuation of the advantages accruing from regrouping is difficult owing to the difficulties of arriving at comparable figures of the post and ante-integration period. Certain new factors, namely, the recession in international trade, reduction in the transport of foodgrains, revision of pay scales and the implementation of the adjudicator's award have introduced new factors in the revenue and operational cost position making a comparison unrealistic."

Now, this line of reasoning is pure casuistry. After all, when we wish to judge the merits of a scheme of regrouping, we have to find out how it works now and compare it with the working of railways, in that past. If there are variable factors, we have to make allowance for these factors

and then institute a comparison. I ask a straight question. What is the central idea behind regrouping? People have got themselves so much mixed up in this controversy that they have forgotten the original purpose of regrouping. The main purpose was to have sizable units, which, administratively, could be managed very efficiently and without being subject to excessive centralisation. Now, if regrouping is to be assessed, we must assess the figures of expenditure and revenue of the different zones and use them for a definite purpose. We must use them as criteria for fixing priorities for the development of railway lines in our country and for fixing freight charges in different parts of our country. The hon. Railway Minister has invited us to make suggestions regarding the fixing of freight charges and, it would be highly proper that these figures relating to regrouping zones should be utilised for finding out how we can fix the maxima and minima of freight charges. Here, let me point out that there is a serious flaw that has entered into the accounts that have been submitted to us by the Railway Administration. We know that the North-Eastern Railway for instance is necessarily heavily burdened with strategic lines; a perusal of the accounts gives us the painful impression of its being more ill than it is. One would have expected the Administration, which is interested in finding out the correct commercial positions, to separate the strategic lines from the commercial lines. The strategic lines are there being utilised for defence purposes. We ought to have separated the revenue and disbursement's on the strategic lines from the commercial lines, and then we would have had a clearer idea of the profitability of the North-Eastern Railway. As it is, when one reads these figures, one gets a painful impression that the position of this regrouped railway is much worse than what it is. Now, let me take up.....

Several Hon. Members: It is five minutes past seven. Sir.

Mr. Chairman: Let him finish; it is very interesting. The party meeting can be postponed for 10 or 15 minutes.

Shri K. K. Basu: It is more important than the party meeting.

Shri Nambiar: Let us sit some more time, Sir.

Dr. Krishnaswami: When we embarked on regrouping, we affirmed that it was the business of each regrouped railway to pay its way. That was the essential purpose of Sir Gopalaswami Ayyangar's scheme and I am inviting the attention of this House to it because I want hon. Members to find out how each regrouped system has worked. When we say that each zone must pay its way, what do we mean? We imply that each regrouped zone must contribute its share to the dividend, its share to the working charges and depreciation and something more for purposes of future investment.

Hon. Members know very well that the savings of any corporate enterprise is utilised for further investment, and this is the source of new investment. I doubt very much—I am not saying a harsh thing—whether the regrouped units are working efficiently at all. Statistics have been supplied to us. I will take only one or two as instances to prove my point. On page 23, the statistics, dealing with the Southern Railway, give the locomotive performance on the metre gauge for the year 1951-52 as 81 and for the year 1952-53 as 82, and the figures for engine miles per engine day in use in respect of passengers are 143 in 1951-52 and 146 in 1952-53. Turning to page 25, one finds that the Western Railway's locomotive performance for the metre gauge is only 68 in 1951-52 and 67 in 1952-53. Why is there this disparity? Here is a method of comparing the relative efficiencies of the two Railways. I am not now going into a detailed examination of these statistics, but I am indicating the ways in which we can possibly compare the working of different regrouped Railways. How are decisions regarding investment in

new lines taken? No one knows what criteria are taken into account by the Railway Administration. The hon. Minister yesterday in another place attempted to throw light on how decisions pertaining to new investment are determined. He suggested certain criteria, but I hope he will forgive me when I suggest that, while these criteria are important, they only give a brief indication of how decisions may be determined. We, who are shareholders in this railway enterprise, would like to have more light thrown on how these investment decisions are being taken. Are they taken from a purely economic point of view? No light is thrown on this subject. How are the developmental needs of the backward areas, notably of the South, decided? Here let me point out that I am thankful to the Minister of Railways for having stumbled into accepting the policy of linking Hassan with Mangalore. It is a scheme which is long overdue and was spoused by the individual Railway administrations of the past. How are these decisions determined? Are they determined on political grounds, say, on the strength of "powerful" States and more powerful politicians? I think it would be most unfortunate if this should continue and make havoc of our railways. It was Dr. Johnson who said that "A cow is a very good animal in a field, but we turn her out of a garden" and Boswell adds "Lord Elibank used to repeat that this was an illustration uncommonly apt." I do not think it is inapt to remind my hon. friend the Railway Minister of this remark. So far as these decisions are concerned, political factors ought to be kept at a minimum and we should have decisions taken on economic and welfare grounds, the latter being important in the context of the times we live in. Let us, however, realise that conditions differ from zone to zone. It is a mistake to assume as some members of the Railway Board do, that a uniform Railway policy of investment and rates and freights is a national policy and that it is productive of the greatest good to our economy.

I hold an entirely different view and in this view I am fortified by the wisdom of the United Kingdom where a decision has been taken only last year to annual regrouping. In the early stages of 1947-48, as you will remember, the English Railways were regrouped. A great agitation took place in the House of Commons. There was an acrimonious debate in the course of which Sir David Maxwell Fyfe made interesting observations pertaining to this very idea of decentralisation of transport. The remarks are very brief and I shall not tire the House by quoting them in extenso.

"I believe that local application, which can only be done by relatively small units, has four great advantages. By it, we get an understanding of the particular needs of the customer which no nationalised undertaking can have. We get a comprehension of the urgency and importance of proper timing of the arrivals of vehicles. We get the stressing of the importance

of the absence of unnecessary handling, which is essential to large classes of goods, and finally we get a quick and certain delivery which no one has ever been able to show that nationalised industry can give. That is one side of it."

Eventually as I said earlier after an acrimonious discussion the Bill to annual regrouping was passed by Parliament. Sections 16 and 17 of the British Transport Act clarifies this position and I make a present of this information to my hon. friend.

I have got some other points.

Mr. Chairman: The hon. Member has already taken twenty-two minutes. The House stands adjourned till two o'clock on Thursday, the 4th March, 1954.

The House then adjourned till Two of the Clock on Thursday, the 4th March, 1954.