

Vol. I—No. 7.
2nd March, 1955 (Wednesday)

LOK SABHA DEBATES

(Part I—Questions and Answers)



(Vol. I contains Nos. 1—20)

LOK SABHA SECRETARIAT
NEW DELHI

FOUR ANNAS (INLAND)

ONE SHILLING (FOREIGN)

CONTENTS

COLUMNS

ORAL ANSWERS TO QUESTIONS

Starred Questions Nos. 399 to 401, 403, 404, 406, 408 to 410, 412 to 415, 418 to 420, 423, 425, 428 to 430, 432, 434, 435, 437 and 441 to 448.	375—410
Short Notice Question No. 1	410—412

WRITTEN ANSWERS TO QUESTIONS

Starred Questions Nos. 398, 402, 405, 407, 411, 416, 417, 422, 424, 426, 427, 431, 433, 436, 438 to 440 and 449 to 455.	412—424
Unstarred Questions Nos. 99 to 105	424—428

LOK SABHA

Wednesday, 2nd March, 1955

Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS
INDUSTRIAL SCHEMES FOR DISPLACED
PERSONS

*399. **Sardar Hukam Singh:** Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have taken any decision to encourage industrial schemes for employment of displaced persons;

(b) the total number of displaced persons likely to be employed under the scheme; and

(c) whether any industry has actually been started in pursuance of such a decision reported to have been taken during December, 1954?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) About a dozen industrial schemes have already been finalised and are expected to provide employment to about 1,500 displaced persons in the beginning and about 2,000 eventually. More schemes are under consideration.

(c) Three industries have already been started in Faridabad in pursuance of this scheme.

Sardar Hukam Singh: Is it proposed to advance loans only or to give assistance by way of grants also?

Shri J. K. Bhonsle: Only loans; but, I do not understand what the hon. Member means by grants. We have undertaken to provide land as well as build structures according to the specification of the industrialists.

Sardar Hukam Singh: Is it a fact that Government propose to advance three crores of rupees to various industrialists to start their factories in these areas—in five of the refugee areas?

Shri J. K. Bhonsle: Yes, Sir, for this year and the next.

Sardar Hukam Singh: May I know whether these three crores of rupees would be advanced to industrialists who want to start their factories anew or is it proposed to advance certain sums to those factories also which are already set up and are in dire need of assistance?

Shri J. K. Bhonsle: To new industrialists as well as those old industrialists who are thinking in terms of expanding. The object of advancing this money is to find employment to displaced persons in various colonies and where the industrialists want to expand their business, Government will certainly give them loans as required. But, Government cannot be bankers.

Shri V. P. Nayar: Could we have some idea of the approximate total money spent on the Faridabad scheme as a whole and could we also have an idea of the total number of persons in regular employment in the Faridabad scheme?

Shri J. K. Bhonsle: I have said already that 1500 people have been employed and as regards the amount spent, it is about Rs. 59 lakhs.

Shri Gidwani: Is it a fact that Government is advancing loans for which interest is charged and it is not free of interest as has been done by the Government in the case of the Credit and Development Corporation?

Shri J. K. Bhonsle: I do not quite understand the question.

Mr. Speaker: Is it a fact that Government is charging interest on the loans and not giving the loan without interest as granted to the Credit and Development Corporation?

Shri J. K. Bhonsle: I do not know what interest the Development Corporation is charging but our rate of interest is 4 per cent. for ground, and 5½ per cent. for structure and 50 per cent. of the industrial loans we advance at 4½ per cent.

Mr. Speaker: I go to the next question.

फिल्म संगीत

* 400. श्री भक्त दर्शन: क्या सूचना और प्रसारण मंत्री १७ दिसंबर, १९५४ को घेरे गए अताराकित प्रश्न संख्या २२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि फिल्म संगीत को प्रसारित करने के विषय में फिल्म निर्माताओं के साथ जो वार्ता हुई थी, उसका अन्तिम परिणाम क्या हुआ?

सूचना और प्रसारण मंत्री (डा० कैसर): यह निश्चय किया गया है कि उन निर्माताओं से, जो फिल्म प्रोडक्यूसर्स गिल्ड आफ इंडिया के सदस्य हैं, कंट्रैक्ट फिल्म से जारी किया जाए और उनके रैकार्ड में से जो रीडियो चून ले उनको आवश्यकतानुसार प्रसारित किया जाए। इस संबंध में २२ फरवरी, १९५४ की प्रेस विज्ञप्ति सभा की मेज पर रखती है। [इतिहास परिचय ३, अनु-बन्ध संख्या १३]

प्रेस विज्ञप्ति में कलार के सम्बन्ध में, जिन दो महत्वपूर्ण प्रश्नों का निश्चय किया गया है उन का उल्लेख किया गया गया है। वे ये हैं : (१) रीडियो पर रैकार्ड बजाते समय फिल्म और गाने वाले का नाम सुनाया जाए, (२) रैकार्ड के प्रति और के लिए १ रुपये की वर्तमान दर कुछ समय तक जारी रखती जाए।

श्री भक्त दर्शन: क्या इसका यह तात्पर्य है कि आकाशवाणी पर जिस प्रकार पहले निम्न श्रेणी के गाने प्रसारित किए जाते थे वे अब फिल्म प्रारम्भ कर दिए जाएंगे, या इसका प्रथमत जिया जाएगा कि गानों का स्तर उंचा रखा जाए?

डा० कैसर: माननीय सदस्य ने इस सम्बन्ध में जितने प्रश्नोत्तर इस सभा में हुए हैं, उनके बारे में जानकारी नहीं रखती है। कई बार यह जवाब उठाया गया और मैंने बार बार कहा कि फिल्म के गाने रीडियो पर प्रसारित करने के बारे में हमने एक निश्चित नीति रखती हैं, उस नीति में कलार्ड परिवर्तन नहीं हुआ है। बात यह हुई थी कि बद्दुत से अच्छे अच्छे प्रोडक्यूसर्स ने गलतफहमी में आकर हमारे साथ जो कंट्रैक्ट था उसे बन्द कर दिया। अब उन्होंने मान लिया है कि उन्होंने जो कंट्रैक्ट खत्म किया था वह गलतफहमी से किया था और उन्होंने अपनी बातें बापस लीं। उनके कंट्रैक्ट्स फिल्म से जारी किए जा रहे हैं। मैं माननीय सदस्यों को यह बताना चाहता हूँ कि फिल्मों के गाने चुनने के लिए एक सेंट्रल कमेटी बहां बनाई जाएगी और वह जो गाने चुनेगी वही रीडियो पर प्रसारित किए जाएंगे।

श्री भक्त दर्शन: क्या मैं जान सकता हूँ कि आज कल दिल्ली में जो भारतीय फिल्मों की सर्वप्रथम गोली हो रही हैं उसमें फिल्म संगीत के स्तर को उठाने के बारे में भी कोई विचार किया जा रहा है, या उस से इस सम्बन्ध में कोई सम्भाव मांगे गए हैं?

डा० कैसर: इस समय जो फिल्म सीमिनार हो रहा है वह कोई सरकारी चीज नहीं है और वह, आकादमी, जो कि एक स्वतंत्र बाही है, उस की ओर से हो रहा है। मुमीकिन हैं इस संबंध में उस में कुछ हो, लेकिन मैं इसका पता नहीं हूँ।

MANDI SALT MINES

* 401. Shri Jhulan Sinha: Will the Minister of Production be pleased to state:

-(a) the result up-to-date of the drilling operations for exploiting the Mandi Rock-Salt Mines; and

-(b) the extent to which these mines are estimated to make up the deficiency of rock-salt caused by the creation of Pakistan as an independent State?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) The drilling operations so far done at the Mandi Mines have proved that there are sufficient reserves of rock salt at the Mines to last for about 10 years at the rate of production of 66,000 tons *per annum*. Further drilling is, however, in progress to obtain more geological data and information about additional reserves.

(b) About 75 per cent.

Shri Jhulan Sinha: May I know if these drilling operations have been in any way handicapped by lack of finance or of equipment there?

Shri R. G. Dubey: So far as finance is concerned, there is no difficulty. But it is a fact that last June it was decided to have further drilling results. Meanwhile, we had indented from a Calcutta company special machinery. It took some time more for machinery to reach this site.

Shri Jhulan Sinha: May I have an idea about the quantity of rock salt that might be produced here and the comparative figure of the loss we have had due to the salt mines going out of India?

Shri R. G. Dubey: As it has been stated in the reply, we shall be able to fulfil 75 per cent. of the requirements. About the comparative figures I am not in a position to say.

संठ अवसर रिपोर्ट : क्या मंडी महांदय चताने की कृपा करेंगे कि जो मंडी में साल्ट है, और जो पाकिस्तान में है उनकी कोई एनालीजिस की गई है? यदि की गई है, तो दोनों में क्या कोई फर्क है?

श्री आर० जी० दुबे: बहां तक हमारी मालूमात है, उन में कोई फर्क नहीं है।

Shri Bansal: May I know whether Government are taking any steps to encourage the manufacture of rock salt in the country pending the exploitation of Mandi rock salt?

Shri R. G. Dubey: The question does not arise because, so far, Mandi is the only place where there are probable reserves of rock salt.

The Minister of Production (Shri K. C. Reddy): May I add, it is not possible to manufacture rock salt unless a spurious variety thereof.

EXPORT OF FRUITS

*403. **Shri Bishwa Nath Roy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any scheme under consideration for increasing the export of Indian fruits, especially of the seasonal fruits like mangoes; and

(b) whether the export of fruits has improved in 1954-55 as compared to the previous year?

The Minister of Commerce (Shri Karmarkar): (a) A scheme for marketing of Indian mangoes is under consideration. The details are being worked out.

(b) Yes, Sir.

Shri Bishwa Nath Roy: May I know whether any steps have been taken for the preservation of seasonal fruits for export?

Shri Karmarkar: The preservation industry is taking care of that and I am happy to inform my hon. friend that it is growing.

Shri Bishwa Nath Roy: May I know whether the attention of Government has been drawn to the wastage of seasonal fruits which could be used for food purpose if preserved?

Shri Karmarkar: All the complaint that we have heard is that all the fruit cannot be preserved and that it sometimes goes to waste.

Shri V. P. Nayar: May I know whether Government are aware that the Spices Committee has said that tens of thousands of tons of cashew apples are wasted because there are no preservation arrangements and could I also know whether Government have any

scheme to utilise this rich fruit material which has no market?

Shri Karmarkar: I am not aware of that observation; but, if the hon. Member wants an answer he may address the Food Ministry.

OFFICIAL MAP OF CHINA

*404. **Shrimati Ila Palchoudhury:** Will the Prime Minister be pleased to state:

(a) whether Government have lodged a protest with China against the inclusion of a portion of the Indian territory in the official map of China; and

(b) if so, the reply received?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Attention of the Chinese Government has been previously drawn to this matter. In reply we were told that the Chinese Government had had no time to revise their maps and were using old maps. In view of this, no fresh protest has been considered necessary. There is no doubt about the Indian frontier, and this has been made perfectly clear to everyone.

Shrimati Ila Palchoudhury: May I know on what understanding two years ago this question was dropped?

Shri Anil K. Chanda: These are old maps.

Shri N. M. Lingam: In view of the fact that they have not given an undertaking in respect of subsequent editions, will Government be pleased to draw their attention to the fact that this is an infringement of the Panch Shila, to which both countries are signatories?

Mr. Speaker: Order, order. Let us go to the next question.

BAIRAGHAR DISPLACED PERSONS' TOWNSHIP IN BHOPAL

*406. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) the total area and value of land on which Bairagarh Displaced

Persons' township in Bhopal State has been constructed;

(b) from whom the land was purchased and on what terms; and

(c) the cost of construction and the value of land of each tenement?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Area of land—100 acres.

Value of land—Rs. 40,000.

(b) The land was acquired from Shri Datar Singh under the Land Acquisition Act.

(c) Average cost of construction of each tenement is Rs. 1,557, excluding the cost of development which comes to Rs. 493. The value of land under each tenement is Rs. 25.

Shri Gidwani: Are Government aware that the land which had been got from Sir Datar Singh, Adviser to the Ministry of Agriculture and at present Agricultural Adviser to the Ministry of Planning, for Rs. 40,000, was given to him by the Nawab of Bhopal either as a gift or for a song? If not, will Government make enquiries as to why he got the land from the Nawab of Bhopal and at what price?

Shri J. K. Bhonsle: I do not really know whether he got the land from the Nawab of Bhopal or from any other person, but we shall certainly make enquiries.

Shri Gidwani: Is it a fact that Sir Datar Singh has filed a civil suit against the Government and he was not satisfied with the Government amount of Rs. 40,000 as the price of the land? If so, what is the result of the civil suit?

Shri J. K. Bhonsle: It is true that he has filed a suit and the suit has not been decided as yet.

Shri Gidwani: Is it a fact that Sir Datar Singh was allotted evecuee agricultural land in Delhi State as a special case because in Delhi State the land was to be allotted to displaced persons from non-Punjab area, and if so, whe-

ther the land is still in his possession? What were the special reasons for allotting him the land which was not allotted to Punjabi displaced persons in Delhi State?

Shri J. K. Bhonsle: I am not in the know of this question, but I shall certainly make enquiries.

INDIAN COAL MINES

***408. Shri Sarangadhar Das:** Will the Minister of Production be pleased to state:

(a) whether the attention of Government has been drawn to the address given by the President of Mining, Geological and Metallurgical Institute of India at its annual function, in which he stressed the need to modernize Indian Coal Mining methods;

(b) whether it is a fact that he also mentioned about the poor underground lighting arrangements in the Mines; and

(c) If so, what action Government have taken or propose to take in the matter?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) to (c). The Government have not yet seen a copy of the address but have called for a copy. The action to be taken on the points raised in the address will be considered after Government have perused the address.

Shri Sarangadhar Das: May I know if all recent accidents in the mines are due to these conditions?

Mr. Speaker: Conditions referred to in the address?

Shri Sarangadhar Das: Yes, Sir.

Shri R. G. Dubey: I may point out that in the year 1951 the working party for coal industries was appointed and they made recommendations on similar lines. Already instructions have been given to the Coal Commissioner to implement the recommendations, but the difficulty is that the mechanisation as suggested by the President in his address will lead to retrenchment and so

the Government is proceeding cautiously in the matter.

Shri T. B. Vittal Rao: May I know if the scheme relates to replacement of hand-picked miners with drilling machines and others?

Shri R. G. Dubey: Here is an extract from a Bulletin of October 1954 in which the present position regarding mechanisation is given. Coal cutting machines are provided as well as conveyor belts. 445 cutting machines are provided according to the information Bulletin of October 1954.

Dr. Ram Subhag Singh: The hon. Parliamentary Secretary said that if the recommendations are given effect to, it will lead to retrenchment in the coal mines. May I know whether the Government did care to check up the safety arrangements in the mines and whether the Production Ministry also considered the proposal which had been advanced by the labour union to provide alternative jobs to those persons who were likely to be affected by retrenchment, in the other enterprises of the Production Ministry?

Shri R. G. Dubey: So far as the security arrangements are concerned, I find from the report of the Chief Inspector of Mines that lighting is an important point. On that point, electric lights are being increasingly introduced in the mines from the safeguard point of view. Regarding the other things, the Coal Commissioner will examine the whole matter so that as we increase the output of coal, we could also introduce mechanisation and if we had to reduce the number of employees by the introduction of mechanisation, that number might be utilised in the increased output.

Shrimati Tarkeshwari Sinha: May I know if it is a fact that due to the unsatisfactory working of the coal mines in the country, Government propose to take over all the coal mines and nationalise them?

Shri R. G. Dubey: That question ought to be addressed to the Minister of Labour.

LAND REFORM

***409. Shri Heda:** Will the Minister of Planning be pleased to state:

(a) whether the Planning Commission have assessed the effect of the Bhoodan Movement on their policy of land reforms; and

(b) if so, what is the expected effect thereof?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) and (b). The Planning Commission endeavours to keep in touch with the progress of the 'Bhoodan' movement, but has not had occasion to make a first hand and detailed assessment of its working or its effects.

Shri Heda: May I know whether there is any frequent exchange of views between the Government and the Planning Commission on the one hand the leaders of the Bhoodan Movement on the other?

The Minister of Planning and Irrigation and Power (Shri Nanda): Yes, there is frequent exchange of views between Members of the Planning Commission and the workers referred to by the hon. Member.

Shri Heda: In view of the fact that many State Governments have fixed ceilings and what they call economic or family holding, was the question discussed with the leaders of the Bhoodan Movement and what was their reaction? What are their views on these points?

Shri Nanda: So far as ceilings are concerned, the policy has been settled and it is being worked out. There is no objection to that from any quarter.

Shrimati Ila Palchoudhury: May I know how the fragmentation of land under this movement is expected to be counteracted?

Shri Nanda: Those who are conducting this Movement have made it very clear that they prefer the co-operative

pattern of development for the land they are securing as donations.

Pandit D. N. Tiwary: Are Government aware that in Bihar a target of 40 lakhs acres was fixed for solving the land problem of Bihar, and out of it, 30 lakhs acres has already been achieved? Does Government think that the land problem of Bihar is solved?

Shri Nanda: It has nothing to do with this question.

RATIONALISATION OF CLOTH MILLS

***410. Pandit D. N. Tiwary:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of cloth mills where rationalisation was introduced in 1954; and

(b) the number of labour thrown out of employment due to introduction of rationalisation in 1954?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) Rationalisation is a continuing process covering all aspects of production and management. It is not possible to specify particulars relating to individual mills in any given year.

(b) Does not arise.

Pandit D. N. Tiwary: May I know whether any estimate or any figures are maintained by Government of the rationalisation in the mills?

Shri Kanungo: Rationalisation of what aspect? Is it spinning or weaving?

Pandit D. N. Tiwary: Weaving.

Shri Kanungo: Government have not calculated it because there is not very extensive demand for such rationalisation in the weaving department.

Pandit D. N. Tiwary: Is it a fact that in view of the rationalisation of weaving, the rates per yard become cheaper and also the rate of distribution or sale as a consequence, become cheaper?

Shri Kanungo: It all depends—if it is balanced with other rationalisation elsewhere

Shri Bhagwat Jha Azad: Does the hon. Minister remember the resolution passed in this House that adequate facilities will be given if the labour is retrenched, and if so, may I know—in view of the ignorance of the hon. Minister in not knowing that rationalisation is going on—how these adequate facilities will be provided to labour which will be retrenched as a result of rationalisation in the different mills?

Shri Kanungo: The resolution has said that in case labour is provided for, rationalisation in the shape of labour-saving machinery will be permitted to be done and machinery installed.

Shrimati Tarkeshwari Sinha: In how many mills automatic looms have been started since the resolution was passed in Parliament?

Shri Kanungo: None.

Pandit D. N. Tiwary: May I know whether any unemployment of labour has been reported to Government due to rationalisation?

Shri Kanungo: It has not happened. There is no automatic loom in the weaving sector which has been put up after the resolution.

RURAL ELECTRIFICATION

*412. **Shri Bibhuti Mishra:** Will the Minister of Irrigation and Power be pleased to state:

(a) the total expenditure incurred so far out of the grants given to the various States for rural and small town electrification schemes, from the very outset of the First Five Year Plan upto the 31st December, 1954;

(b) whether the rural and small town electrification schemes have resulted in providing employment to the unemployed; and

(c) if so, their number?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c). The information is being collected from the State Governments and will be placed on the Table of the House in due course.

Shri Hathi: जो विजली का चार्ड है आने है क्या उसको सरकार घटाकर छोटे छोटे व्यवसायियों को, जैसे लूहार, बद्दु या साइकिल रिपेयर करने वालों को अपना व्यवसाय चलाने के लिए विजली प्राप्त करने में सहायता करेगी?

Shri Hathi: यह रट अभी तक हमारे सामने नहीं आए हैं।

Shri Heda: Have Government made it a matter of principle or made it a rule that a certain percentage of the electricity produced will be distributed in the rural side near that project?

Shri Hathi: In fact, this is meant for rural electrification schemes. The scheme about which the question is tabled relates to giving more employment by expansion of power in places where there is no power or places where there are prospects of development of cottage industries in the rural areas.

Shri Bhagwat Jha Azad: May I know whether, in view of the fact that large sums are being spent on the rural electrification schemes, the Government has got any assessment of the percentage that has been covered by the electrification schemes by the different States?

Shri Hathi: Actually, the State Governments were required to make this, and have the schemes planned accordingly.

STEEL RE-ROLLING INDUSTRY

*413. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government propose to re-organise the present mode of production in the Steel Re-rolling Industry of India;

(b) whether the various units of the industry are running economically and efficiently; and

(c) whether there is any internal competition amongst the units?

The Minister of Commerce (Shri Karmarkar): (a) The question of how best the steel re-rolling industry can serve the general interests, in relation to the proposed increase in steel production, is under consideration.

(b) The cost of production for the categories of steel produced by the re-rolling industry is higher than that of the main producers.

(c) The scope for competition is very limited, as the industry is controlled.

Shri S. C. Samanta: Is it a fact that the supply of raw materials to this industry is very inadequate and stands in the way of progress, and if so, what remedy is going to be done by Government?

Shri Karmarkar: It is a fact sometimes. Some of the smaller units use scrap instead of billets as the raw material. Scrap is in short supply and at the moment, I think something material could be done.

Shri S. C. Samanta: May I know what is the opinion of the Tariff Board in this respect?

Shri Karmarkar: I should like to have notice.

Shri S. C. Samanta: May I know whether this industry is well distributed in the country—spread all over the country?

Shri Karmarkar: No, Sir, so far as I know.

ATOMIC ENERGY

***414. Dr. Ram Subhag Singh:** Will the Prime Minister be pleased to state:

(a) whether some members of the Joint Atomic Energy Committee of the Congress of U.S.A. had recently visited Delhi;

(b) if so, whether they held any discussions with the Indian Atomic Scientists; and

(c) the nature of the discussions held?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) Yes.

(c) Mutual cooperation in the field of atomic energy.

Dr. Ram Subhag Singh: May I know whether the question of inviting Indian scientists and engineers to the Reactor Training Institute in the U.S.A. was also discussed by that Committee?

Shri Jawaharlal Nehru: I have no idea as to what they talked about. I was not present.

Dr. Ram Subhag Singh: May I know the main purpose of the Committee which visited Delhi—whether they had come here to enquire into the prospect of the use of atomic energy for peaceful purposes, or what was the specific purpose?

Shri Jawaharlal Nehru: That particular team was going round the world. It visited numerous countries and in the course of it, they spent two days in Delhi. In fact, so far as I remember, they came here—well, we knew about their visit only two days before they came here. They came in the midst of our people and went away a few days before, I think.

SEWING MACHINES

***415. Shri Amjad Ali:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received any representation from the Sewing Machine Manufacturers' Association for the grant of licences for the import of certain parts of sewing machines; and

(b) if so, the action taken or proposed to be taken on this representation?

The Minister of Commerce (Shri Karmarkar): (a) and (b). No, Sir. However, a representation from Sewing Machine Industries Association, Ludhiana, has been received. Information on some of the points urged in the representation is awaited from the Government of Punjab.

Shrimati Ila Palchoudhury: May I know whether any attempt is being made to manufacture these parts in India at all?

Shri Karmarkar: Yes, Sir. There are two very efficient units manufacturing very good machines.

Sardar Hukam Singh: May I know whether in the complaint that has been received from the Ludhiana Association of the Singer Sewing machines, there is any allegation that so far, licences have been given to various individuals but have been denied to associations and actual consumers, and whether there is any truth in that allegation?

Shri Karmarkar: I am not aware of the exact statement made by the hon. Member.

INDUSTRIAL MANAGEMENT SERVICE

***418. Shri K. C. Sodhia:** Will the Minister of Production be pleased to refer to the reply given to starred question No. 901 on the 8th December, 1954 and state:

(a) whether Government have since come to any decision regarding the constitution of the Industrial Management Service:

(b) if so, the proposed strength of the service and the method of its recruitment; and

(c) if not, by what time Government propose to finalise the matter?

The Minister of Production (Shri K. C. Reddy): (a) No

(b) Does not arise.

(c) The matter is under consideration of the Government and an early decision on the constitution of the Industrial Management Service is expected to be taken.

Shri K. C. Sodhia: Is this question not given top priority?

Shri K. C. Reddy: Due priority has been given to this matter.

Dr. Ram Subhag Singh: May I know the basis on which the Managing Directors or the Directors of the different enterprises which are being run by the Production Ministry are chosen?

Shri K. C. Reddy: On the basis of suitability, competence, etc.

Shri Bhagwat Jha Azad: May I know whether there is any industrial management cadre or pool out of which officers are drawn for the special undertakings that are being run in the country?

Shri K. C. Reddy: The whole question relates to that. Government are considering the desirability of establishing the cadre and they are giving very close attention to this very important problem. The question has been discussed at various levels and I may add, for the information of the hon. Member that a very early decision is very likely.

TITANIUM DIOXIDE INDUSTRY

***419. Kumari Annie Mascarene:** Will the Minister of Commerce and Industry be pleased to state whether Government have any scheme for nationalising or expanding the Titanium Dioxide Industry?

The Deputy Minister of Commerce and Industry (Shri Kanungo): No, Sir.

Kumari Annie Mascarene: Is the Government aware that this industry has much scope for expansion and being the only one of the four industries in the world the country demands its expansion?

Shri Kanungo: In fact, internal consumption of this is rather limited and the particular unit can survive only if there is a good export demand.

Kumari Annie Mascarene: Is the hon. Minister aware that the Titanium Dioxide produced in our factory satisfies all the internal demands and we are sending abroad also?

Shri Kanungo: That is exactly what I said. It is progressing because it has been able to secure some export demands.

Kumari Annie Mascarene: May I know whether Government has any idea of including this industry in the industrialisation of the country in the Second Five Year Plan?

Shri Kanungo: It is there. But this one unit ought to work up to its capacity. That is our object for the few years to come.

ATOMIC ENERGY COMMISSION

***420. Shri D. C. Sharma:** Will the Prime Minister be pleased to state the number of foreign Scientists and experts working under the Department of Atomic Energy?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Two.

Shri D. C. Sharma: May I know if adequate facilities exist in India for the training of scientists in this atomic research?

Shri Jawaharlal Nehru: I do not know what the hon. Member means by "adequate". There are facilities for training in certain aspects of the work. Those facilities are being availed of. Some facilities are lacking and we send our men to Norway, to France, to England and some other countries for training also.

Shri D. C. Sharma: May I know how many persons have been sent abroad for receiving training in this field recently or during the last year?

Shri Jawaharlal Nehru: I am afraid I cannot give the exact number, but I know that some were sent to Norway and France definitely and some went to the United States too last year. I suppose the number altogether would be, well, about anything between 10 and 20.

Shri V. G. Deshpande: May I know to what countries these foreign scientists belong?

Shri Jawaharlal Nehru: The 2 I referred to?

Shri V. G. Deshpande: The number

is 2. I want to know the countries to which they belong?

Shri Jawaharlal Nehru: I know about those two, one is a British national and the other, a lady, an American national.

EXPORT LICENCES

***423. Shri Veeraswamy:** Will the Minister of Commerce and Industry be pleased to state the number of licences granted during the year 1954-55 for the export of

- (i) paddy bran; and
- (ii) ground-nut oil cake?

The Minister of Commerce (Shri Karmarkar): No advance licences are being issued for export of rice bran and groundnut oilcake. Shipments are permitted on presentation of shipping bills subject to certain conditions. Information regarding the total number of traders who participated in the exports of these commodities is being collected and will be laid on the Table of the House as soon as possible.

Shri Veeraswamy: May I know the quantities of paddy bran and groundnut oilcake for which licences were granted and the quantities exported?

Shri Karmarkar: The total quantity available for export was fixed at 5,000 tons.

Shri Veeraswamy: May I know the harbours from which the quantities were exported?

Shri Karmarkar: According to our port-wise distribution the quota fixed was as follows: Bombay—1,250 tons; Calcutta—1,250 tons; Madras—1,250 tons; Cochin—750 tons; Rajkot—500 tons, and that makes a total of 5,000 tons.

Shri Ramachandra Reddi: May I know for what purpose these articles are imported by other countries, whether for cattle feed, human feed or for any manufacturing process?

Shri Karmarkar: I think my hon. friend may kindly write to the other countries concerned.

Shri Ramachandra Reddi: May I know whether this Government does not know exactly for what purpose they are exporting their commodities to other countries?

Shri Karmarkar: Not in all cases. They may be importing for making rough biscuits, for cattle feed and for something else.

EMOLUMENTS TO ECONOMISTS

*425. **Shri Randaman Singh:** Will the Minister of Planning be pleased to state whether any emoluments are to be paid to the Economists appointed by the Planning Commission to advise them on problems connected with the preparation of the Second Five Year Plan?

The Deputy Minister of Planning (Shri S. N. Mishra): The Members of Panel of Economists are not paid any emoluments, except the usual travelling and daily allowances for attending the meetings.

Mr. Speaker: He may be replied to in Hindi.

श्री एस० एन० मिश्रः सवाल तो हिन्दी में नहीं पूछा गया था लेकिन मैं उसका तर्जुमा किये देता हूँ।

अध्यक्ष भाषणः वे माननीय सदस्य जो हिन्दी में अपने प्रश्नों का उत्तर दाता हैं उनको अपने प्रश्न भी हिन्दी में पूछने चाहिए, नहीं तो एसा माना जाता है कि उनको अंगूजी आती है।

श्री एस० एन० मिश्रः अर्थ शास्त्रियों की इस विशेष समिति के सदस्यों को कोई खास किस्म का भत्ता नहीं दिया जाता है सिवाय डस्के कि उनको याका का सर्वे और दैनिक भर्ते दिए जाएं।

श्री रमेशन रित्तिहासः यह अर्थ शास्त्री कला तक योजना विभाग के अन्दर काम करेंगे?

श्री एस० एन० मिश्रः ये योजना कमीशन को अपना परामर्श देंगे और योजना के निर्माण में सहायता पहुँचाएंगे।

CEASE FIRE LINE

*428. **Shri Chaudhri Muhammed Shaffee:** Will the Prime Minister be pleased to state:

(a) the number of persons arrested for violating the cease-fire line in Jammu and Kashmir State during the year 1954;

(b) the action taken against them; and

(c) the number of persons who were sent across the cease-fire line by the Indian authorities during that period?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). According to information available with the Government of India, 1,205 persons were apprehended in 1954 for crossing the cease-fire line. The general policy in such cases is to send these persons back across the cease-fire line. Exact information in regard to persons actually sent across in this manner is not available.

डॉ रम सुभग रित्तिहासः १२०० से ज्यादा कुछ आदिमवाँ को वहां भेजा गया? उनमें से कितने लोग सैनिक थे या सब के सब सिविलियन थे?

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (वे अध्याहरसाम लैहर): जहां तक मालूम है कोई भी सैनिक नहीं थे। यह तो मामली लोग आते जाते हैं, सैनिक नहीं आया करते हैं, अगर वे आएं तब तो वह कौंडी हमला हो जाए और उसके माने दूसरे होंगे और जवाब भी दूसरा होगा।

HAND-MADE PAPER

*429. **Shri Anirudha Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) the number of centres under the auspices of the All-India Khadi and Village Industry Board which are engaged in making hand-made paper; and

(b) what has been the production of hand-made paper (in tons) during the last three years ending the 31st December, 1954?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (b). A statement is laid on the Table of the House. [See Appendix III, annexure No. 14.]

श्री अनिलदत्त पिंसह : स्टॉटमेंट को दृसने से ज्ञात होता है कि कागज बनाने का व्यवसाय रोब-ब-रोब तरकी कर रहा है, क्या मैं जान सकता हूँ कि सरकार इसके खंब को और व्यापक बनाने का विचार कर रही है? अगर हाँ, तो किस तरह?

श्री कानूनगां : इसे खादी और विलेज इंडस्ट्री बोर्ड के सुपुर्व किया गया है और बोर्ड जैसे सिफारिश करता है, उसके अनुसार सरकार उसमें मदद करती है।

श्री विभूति मिश्र : क्या सरकार हाथ से बने कागज को अपने काम में ला रही है?

M. Speaker: Order, order. Shri Anirudha Sinha.

श्री अनिलदत्त पिंसह : क्या मैं जान सकता हूँ कि अखिल भारतीय खादी और ग्रामोद्योग बोर्ड को अभी तक कितनी सहायता मिली हैं और उससे कितने लोगों की रोजी चल रही हैं?

श्री कानूनगां : खादी बोर्ड ने ४५ सेंटर्स चालू रखते हैं और आयन्दा साल में १४ सेंटर्स और ज्यादा चालू करेंगे।

श्री अनिलदत्त पिंसह : मैंने पूछा था कि सहायता कितनी दी?

श्री कानूनगां : बतलाता हूँ।

१९५२-५४ में ग्रांट २ लाख, ११ हजार, ५ सौ रुपए, और लोन्स १ लाख, ६२ हजार ५ सौ रुपए।

१९५४-५५ में ग्रांट ४ लाख, ५ हजार रुपए और लोन्स २ लाख ३२ हजार रुपए।

Shri Dabhi: May I know what percentage of the total paper requirements of Government is met from this source?

Shri Kanungo: The total requirements of Government are rather huge and only a small part of it is met from this source.

श्रीमती कमलेश्वरीत शह : क्या यह सच है कि सरकार के पास कोई रिप्रेवेंटेशन आया है कि कलिकेश में एक पेपर फॉक्टरी बन सकती है क्योंकि वहाँ जंगल से बहुत लकड़ी आती है?

श्री कानूनगां : हैंड मेड पेपर का सबाल है। माननीय सदस्या ने जो पूछा है उसका इससे क्षम्भन्ध नहीं है।

MEDICAL DEGREES

*430. Shri Tushar Chatterjea: Will the Prime Minister be pleased to state:

(a) whether it is a fact that the French Medical Degrees obtained from Pondicherry and Paris by students of Pondicherry and Chandernagore are not recognised in India according to the Indian Medical Council Act, 1933;

(b) if so, the steps proposed to be taken in the matter; and

(c) the number of such cases that have come to the notice of Government and the action taken thereon?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes.

(b) While this specific issue is receiving Government's urgent consideration, the whole question of integration of the educational system in Pondicherry State with that prevailing in India is being examined by the Joint Educational Committee set up under the Indo-French Agreement.

(c) Two. With a view to accord temporary recognition, particulars of examinations etc. they have passed, have been called for from these Doctors.

Shri Tushar Chatterjea: May I know when this matter will be finalised?

Shri Anil K. Chanda: I understand the Chief Minister of the Government of West Bengal has asked for certain particulars about the curriculum, syllabus etc. of the examinations that they have passed. They have not yet replied and the information is awaited.

Shrimati Ila Palchoudhury: Are Indian degrees recognised in Finance?

Shri Anil K. Chanda: Not the Medical Degree.

प्रैंस आवाग

*४३२. श्री भागवत भा आचार्य : क्या सच्चाया और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने प्रैंस आवाग द्वारा की

गाई सारी सिफारिशों पर विचार किया है, और

(स) यदि हाँ, तो इस सम्बन्ध में क्या कार्य-वाही की जा रही है?

सचना और प्रसारण मंत्री (डा० कुलकर्णी) :

(क) तथा (स). प्रेस आयोग की कुछ सिफारिशों पर विचार हो चुका है और कुछ पर विचार के बारे में एक वक्तव्य सभा में प्रस्तुत किया जा चुका है। श्रमजीवी पत्रकार (आंचलिक विचार) विधेयक पेश किया जा चुका है। वाकी सिफारिशों पर सरकार इस वक्त विचार कर रही है। सरकार कौशिश कर्त्तव्य कि लोक सभा में इस पश्च एवं विचार विनिमय के लिए कुछ समय दिया जाए।

Shri Bhagwat Jha Azad: May I know if it is a fact that the major part of the recommendation has not yet been considered and that this is causing suspicion in the minds of journalists and other classes; if so, may I know what action is being taken to expedite the matter?

Dr. Keskar: First of all it is not true that the major part of the recommendations have not been considered. The recommendations are numerous and they should be taken in accordance with their importance and not in accordance with the serial numbers consecutively as one, two, three and four etc. Secondly, I am not able to agree with the hon gentleman that the journalists have a suspicion. In fact I am in constant touch with both sides of journalists and I think on the whole they are not dissatisfied with the way we are working.

Shri Bhagwat Jha Azad: May I know whether it has been brought to the notice of the hon. Minister that after the submission of this Report some of the managements of the big paper concerns are exercising tyranny on the working journalists?

Dr. Keskar: I didn't catch the last portion of the question.

Mr. Speaker: Whether, since its publication, the managements are ex-

ercising some kind of tyranny over the journalists?

Dr. Keskar: I am not aware of any terrorism. But certain cases of retrenchment or dismissals have been brought to my notice, and we are considering what is to be done about the matter.

Shri Bhagwat Jha Azad: May I know whether it is in the knowledge of the hon. Minister that the management of the P.T.I. has not only turned down the grievances of the journalists there but have also threatened that they will wind up the concern? May I know if it is so?

Dr. Keskar: There is no terrorism. There is a conflict going on between the employees and the management of the P.T.I. regarding their service conditions. I do not know how it is terrorism.

Mr. Speaker: We will go to the next question.

DISCOVERY OF RADIO-ACTIVE ORE

***434. Shri S. V. Ramaswamy:** Will the Prime Minister be pleased to state:

(a) the facilities available to the general public by way of technical equipment to discover radio-active ore for which awards have been offered; and

(b) the provision made to see that Geiger Counters are available to them?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) A small number of Geiger Muller Counters (Radiation Survey Meters) are supplied to interested parties who are considered fit and competent to use these delicate instruments, free of charge, and the public are encouraged to send samples suspected by them to be radioactive for free analysis and report.

(b) Radiation Survey Meters are available for sale to the public from the Department of Atomic Energy.

Shri S. V. Ramaswamy: Are any steps being taken for the large-scale manufacture of these Geiger Muller Counters and for their distribution, and also for imparting training in the use of these instruments?

Shri Jawaharlal Nehru: I am unable to say whether they are being manufactured or not here. But people are being trained in their use, certainly. Of course all the people working in our Departments are trained; and in the case of the public the training is given if wanted.

Shri S. V. Ramaswamy: Are any steps being taken to have an intensified drive, as was done in France, for the discovery of these radio-active ores?

Shri Jawaharlal Nehru: There has been a drive. Whether it can be comparable in intensity to other drives, I cannot say. Rewards for uranium ore and beryl ore have been announced, publicity has been given, and some results have already been obtained.

GOVERNMENT BUILDINGS AT SIMLA

*435. **Shri Hem Raj:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the expenditure incurred annually on the maintenance of Government buildings at Simla and that incurred in 1954; and

(b) the annual income which accrues from them and that which accrued in 1954?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) and (b). A statement showing the required information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 15].

Shri Hem Raj: May I know whether all the buildings are occupied there or whether there are any still vacant?

Sardar Swaran Singh: It is very difficult to give a categorical reply,

because there are a large number of units there. Some of the buildings may be lying vacant on account of the move of the Punjab Government to Chandigarh.

Shri Hem Raj: In view of the situation at present, may I know whether Government consider that certain offices of the Central Government may be moved to that place?

Sardar Swaran Singh: The headquarters of the Western Command, as the hon. Member must be aware, was shifted to Simla during this financial year. When more accommodation is available, this question could be considered further. But it is very difficult to give any assurance on that score.

INTEGRATED PUBLICITY PROGRAMME SCHEME

*437. **Dr. Satyawadi:** Will the Minister of Information and Broadcasting be pleased to state:

(a) whether any Scheduled Castes and Scheduled Tribes candidates have been appointed so far under the Integrated Publicity Programme Scheme; and

(b) if not, the reasons therefor?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The information is being collected and will be laid on the Table of the House in due course.

HOUSES FOR DISPLACED PERSONS

*441. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that the Madhya Bharat Government and Organisations of displaced persons of Indore have submitted to the Central Government certain proposals for the construction of houses and shops; and

(b) if so, whether the Central Government have considered the same and arrived at any decision?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) All the proposals have been considered. Decisions have been taken and communicated to the State Government in some cases, whereas proposals in respect of the remaining cases are still under examination.

Shri Gidwani: May I know whether any proposal has been considered for construction of shops and houses for the displaced persons living in Indore City?

Shri J. K. Bhonsle: We have informed the State Government that since our building programmes have been integrated with the payment of compensation, if the displaced persons concerned form a co-operative society Government will advance them loan to the extent of their compensation.

Shri Gidwani: Do I understand that those who have no claims will not be provided with shelter hereafter?

Shri J. K. Bhonsle: That is not the case. We are going by priority, and at the moment we are considering what is known as "A" priority category, that is those that are in *dharma salas* or on the roads or have no place to live in.

Shri Gidwani: Will provision be made only for such people as are living in *dharma salas* or on the road? Will no provision be made for those who are occupying rented houses?

Shri J. K. Bhonsle: After this "A" category people are housed then we will consider others.

PASSPORTS FOR CEYLON

*442. **Shri M. S. Gurupadaswamy:** Will the Prime Minister be pleased to state:

(a) whether Government propose to relax the passport and visa rules for persons going to Ceylon temporarily;

(b) whether it is a fact that certain invitees from India could not attend the Philosophical Conference at Kandy due to some difficulties in getting a Ceylon visa from Delhi; and

(c) if so, the action taken to provide these facilities to the delegates of the different conferences?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) No, Sir.

(b) and (c). The Government of India are not aware of this. Visas for Ceylon are granted by the Ceylonese authorities in India.

Shri M. S. Gurupadaswamy: May I know whether it has come to the notice of Government that in certain cases visas have not been granted, as a result of which those people could not go to Ceylon?

Shri Sadath Ali Khan: We have no knowledge of any special inconvenience caused to Indian nationals in obtaining visas for Ceylon.

Shri M. S. Gurupadaswamy: May I know whether the Government propose to hold any talks with the Government of Ceylon to relax the restrictions on visas and passports?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): We are in constant correspondence with the Government of Ceylon on more important matters, if I may say so, and not on the issue of visas merely.

Shri M. S. Gurupadaswamy: How many people have gone to Ceylon during the last one year on a temporary basis and how many of them are still in Ceylon?

Shri Sadath Ali Khan: I want notice.

SULPHUR

*443. **Shri Sarangadhar Das:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total amount of Sulphur imported during the current financial year till the 31st January, 1955;

(b) the total yearly requirements of the country; and

(c) what percentage of the import will be stopped in future on account of the new deposits of Sulphur having been discovered in the Bihar State?

The Minister of Commerce (Shri Karmarkar): (a) 58,200 tons during the period April to December, 1954.

(b) The estimated requirements of the country are—

Crude Sulphur 60,000/70,000 tons.

Refined Sulphur 2,500/3,000 tons.

(c) Government have no information regarding discovery of deposits of elemental sulphur in the Bihar State. Deposits of Pyrites have, however, been discovered, but no estimate of availability or its possible effect on imports has yet been made.

Shri Sarangadhar Das: May I know if sulphur can be obtained from the newly discovered mines and refined for the purposes for which sulphur is used in India now?

Shri Karmarkar: In Bihar, for instance, I am informed that another suitable alternative raw material for the manufacture of sulphuric acid, pyrites, is known to occur in Amjor in Bihar.

Shri Sarangadhar Das: Is any attempt being made to refine this sulphur?

Shri Karmarkar: No attempts are yet being made. If any attempts will be made, they will be encouraged. At the present moment, the Kuthwar Stone and Lime Co., Calcutta, who are exploiting the Amjor deposits are getting active assistance from the Geological Survey of India.

Pandit D. N. Tiwary: May I know whether the attention of the Ministry of Commerce has been drawn to a statement issued by the Ministry of Natural Resources that a great deposit of sulphur has been discovered in Shahabad in Bihar and whether there is any co-ordination between the Ministry of Natural Resources and the Ministry of Commerce?

Shri Karmarkar: There is all co-ordination between the two Ministries and all Ministries together. I am afraid that this statement is much too wide off the mark whether any deposits of elemental sulphur have been found in Bihar.

TRADE WITH RUSSIA

*444. **Shri Heda:** Will the Minister of Commerce and Industry be pleased to state the total value of the export and import trade between India and Russia in the year 1954?

The Minister of Commerce (Shri Karmarkar): About Rs. 3 crores and 64 lakhs.

Shri Heda: I have asked for both the figures, import and export.

Shri Karmarkar: I will give the figures. In 1954, the imports were of the value of Rs. 1,12,43,000 and exports Rs. 2,52,57,000.

Shri Heda: What are the chief items that are exported to Russia?

Shri Karmarkar: The principal items of export are spices, shellac, coffee, jute manufactures, hides and skins, raw wool, hardware and cutlery.

Shrimati Tarkeshwari Sinha: May I know whether cotton is imported from Russia into this country and if so how do the price and suitability of Russian cotton compare with the prices of the other countries that export cotton to India?

Shri Karmarkar: I am not aware of cotton being imported from Russia. I should like to have notice.

KENYA GOVERNMENT IMMIGRATION LAW

*445. **Shri Ibrahim:** Will the Prime Minister be pleased to state:

(a) the number of Indians likely to be affected by the proposed amendment to the Kenya Government's Immigration Law which permitted Indian women domiciled in the Colony to bring their husbands after marriage for settlement in that country; and

(b) whether any action has been taken by Government in the matter?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) The Government of Kenya have already amended the regulations governing immigration into the Colony; the amendment affects all the unmarried women permanently resident there since it restricts the freedom, hitherto enjoyed by them, of marrying persons from outside who could thereafter enter the Colony without an Entry Permit. The main provisions of the amendment are that the woman who marries a person living out of Kenya should be not less than twenty years of age and that her husband should not have applied for and been refused an entry previously.

(b) Prior to the introduction of the amendment, the Government of India's Commissioner in Nairobi held discussions with the authorities concerned and he was assured that it was intended merely to prevent abuses of the law and would in no way prove detrimental to the interests of the Indian community.

Shri U. M. Trivedi: May I know if the amendment affected only the Indians or also Britishers emigrating to Kenya.

Shri Anil K. Chanda: The migration laws of Kenya are non-racial.

Shri U. M. Trivedi: May I know if about 3000 young men have migrated to Kenya from Gujarat on account of this restriction?

Shri Anil K. Chanda: I have no information.

Shri Dabhi: May I know whether the Government are satisfied with the explanation given?

Shri Anil K. Chanda: This amendment has been brought into effect only recently.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Government are not satisfied.

CHEAP RADIO SETS

*446. **Dr. Ram Subhag Singh:** Will the Minister of Information and Broadcasting be pleased to refer in the reply to a supplementary on Starred Question No. 298 asked on the 31st August, 1954 and state whether Government have since prepared any plan for the manufacture of cheap radio sets for community listening?

The Minister of Information and Broadcasting (Dr. Keskar): A conference of radio manufacturers and representatives of State Governments was called at Delhi on the 9th and the 10th December, 1954, where the question of producing community receiving sets of standard specifications at a reasonable price was discussed. As the result of such discussion, it was felt that a set conforming to the specifications as finalised could be produced by manufacturer at a price ranging from Rs. 125 to Rs. 170. Government's scheme of subsidised supplies to State Governments of community listening sets is for the present being implemented on the basis of manufacture according to this plan.

Dr. Ram Subhag Singh: May I know by what time the cheap radio sets of the specifications which the hon. Minister referred to, will be manufactured in this country?

Dr. Keskar: Such a set is not going to be sold in the market. These sets are going to be manufactured by the various manufacturers who have been approved for purchase by the Government. The manufacturers who have been given orders have promised to give soon. I think the first sets will be coming within 2 or 3 months.

Dr. Ram Subhag Singh: May I know the number of cheap radio sets for the manufacture of which the orders have been given to the different manufacturers?

Dr. Keskar: No complete order has been given. Small installation orders have been given. We propose, with the concurrence of the Planning Commission to get manufactured more

than 40,000 community receiving sets which will be distributed to the various States.

संठ अचल रिप्प : क्या मंत्री महादेव बताने की कृपा करेंगे कि चीप रीडियो तो बनाये जा है हैं, क्या लाइसेंस की भी घटाई जायेगी ?

डॉ कैलकर : यह सवाल कम्युनिटी रिसीर्च के बारे में है, मामूली रीडियो सेट जो सब जगह लगाये जाते हैं उसके बारे में नहीं।

DISPOSAL OF SURPLUS DEFENCE STORES

*447. Shri K. C. Sodhia: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total value of surplus defence stores declared for disposal during 1953-54;

(b) how much of this was actually in use before declaring it surplus;

(c) the procedure followed for their disposal; and

(d) the difference between their book value and the price realised eventually?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):

(a) Rs. 23.51 crores.

(b) It is difficult to say how much of these were in use. The stocks were largely acquired during the war, and it is likely that many of these were in use. Some had become obsolete or obsolescent.

(c) The surplus stores are first offered to various Government Departments, State Governments and other priority indentors, and such of them as are not required of by priority indentors are disposed of by public tender or by public auction.

(d) As against the book value of sales of surplus Defence Stores disposed of amounting to Rs. 7.47 crores, the sale value recovered amounted to Rs. 2.22 crores, the difference being Rs. 5.25 crores.

Shri K. C. Sodhia: Do any arms form part of these surplus stores?

Sardar Swaran Singh: No, Sir.

Shri K. C. Sodhia: Do any new materials form part of these stores?

Sardar Swaran Singh: I would refer the hon. Member to the reply that I have already given to part (b).

CLOTH

*448. Shri Bishwa Nath Roy: Will the Minister of Commerce and Industry be pleased to state:

(a) whether any scheme is under consideration for the manufacture of such varieties of cloth as were imported last year; and

(b) the value of the cloth imported last year?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) Government have not sponsored any such scheme.

(b) About Rs. 79 lakhs in 1954.

Shri Bishwa Nath Roy: May I know whether there is any proposal before the Government for special arrangements to be made in the Second Five Year Plan for the manufacture of these varieties here?

Shri Kanungo: There are very small imports. Indian manufacturers are trying to do them.

Shri Dabhi: May I know the varieties of cloth imported?

Shri Kanungo: They are largely voiles, organdee, umbrella cloth and satin.

Mr. Speaker: The Question-hour is over.

Short Notice Question and Answer

STRIKE IN GIRIDIH COLLIERIES

S. N. Q. No. 1. Shri Nageshwar Prasad Sinha: Will the Minister of Production be pleased to state:

(a) whether it is a fact that about 250 workers of the Coke Oven Plant in Giridih Collieries have gone on strike for an indefinite period;

- (b) if so, from when;
- (c) what are their demands;
- (d) the steps taken to examine and meet their demands; and
- (e) whether any alternative arrangement has been made for the operation of the Coke Oven so as to prevent it from being cooled down?

The Minister of Production (Shri K. C. Reddy): (a) and (b). The workers of the Giridih Coke Oven Plant were on strike from the 14th February to 24th February, 1955, when the strike was called off.

(c) A statement is laid on the Table of the House. [See Appendix III, annexure No. 16.]

(d) The demands are under consideration.

(e) Yes. For the first two days of the strike the Labour Union undertook to discharge and charge 9 ovens a day to generate sufficient heat to maintain the battery. From the 17th February when the workers declined to do the work, the Superintendent of Collieries, Giridih, took over charge and continued the operation with the help of staff and workers drawn from other departments.

Shri Nageshwar Prasad Sinha: With reference to part (c) of the question, may I know whether the demands are under the consideration of Government, or whether they have been referred to a Tribunal?

Shri K. C. Reddy: They have been under the consideration of the Government. Now, the question is of referring them to the Tribunal. So far as the Government is concerned, they are not averse to such a procedure, but if there is any difficulty on the part of the Tribunal to accept it, a special order will be issued to that effect.

Shri Nageshwar Prasad Sinha: Some 18 demands have been shown here. I want to know whether it is true that at certain levels works are still done through contractors despite

the fact that the Production Ministry has already done away with this system last year, and whether there was a demand for complete discontinuance of this system and also for the stopping of the proposed retrenchment?

Shri K. C. Reddy: I am afraid the hon. Member is raising a different question not covered by the present one.

Shri T. B. Vittal Rao: May I know whether the workers in this Coke Oven Plant are governed by the Mines Act of 1952 or the Factories Act of 1948?

Shri K. C. Reddy: I would like to have notice of that question to give a definite answer. It has been, however, feared that the Mines Act does not apply to the workers in the Giridih Coke Oven Plant or other private coke oven plants. That is a matter under the consideration of the Government. The Labour Ministry is also being consulted. As I said before, if there is any difficulty, Government are prepared to issue a separate order.

Shri Nageshwar Prasad Sinha: I want to know one thing which I could not follow distinctly. When was the strike called off?

Shri K. C. Reddy: On the 24th February.

Shri T. B. Vittal Rao: Am I to understand that the workers in this factory are not governed by any Act at all?

Mr. Speaker: It does not arise.

Shri K. C. Reddy: Presumably it must be governed by some Act, but I am not in a position to give a definite answer now and here.

WRITTEN ANSWERS TO QUESTIONS

PORTUGUESE SETTLEMENTS IN INDIA

*398. **Shri S. N. Das:** Will the Prime Minister be pleased to state:

(a) whether Government have observed the emphasis being given by

Pakistan to a divergent trend in policy on the issue of Portuguese settlements in India; and

(b) if so, whether the attention of the Government of Pakistan has been drawn to this matter?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) The Government of India have noted that generally the Pakistan Press, despite the anti-colonial policy of the Pakistan Government, has supported Portuguese colonialism in Goa and has given publicity to the attempt on the part of the Portuguese Government to develop closer commercial and cultural relations with Pakistan.

(b) No.

TECHNOLOGICAL INSTITUTES

*402 { Shri Keshavengar:
Shri Morarka:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to starred question No. 938 on the 9th December, 1954 and state:

(a) whether Government have any proposal to establish Technological Institutes in other parts of the country also; and

(b) if so, whether such an institute is likely to be located in the city of Bangalore?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) Yes, Sir. It has since been decided to establish four Branch Units—one in each of the States of Travancore-Cochin, Hyderabad, Uttar Pradesh and Bihar.

(b) There is no such proposal at present.

DALAI LAMA

*405. Shri G. P. Sinha: Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Dalai Lama has expressed a desire to visit India; and

(b) whether any invitation has been extended to him?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). We have no such information, nor has any invitation been extended to our knowledge. He is welcome to visit India if he so wishes.

IRON AND STEEL

*407. Shri M. S. Gurupadaswamy: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have received any representation for placing a larger number of iron and steel items on Open General Licence; and

(b) if so, the action taken or proposed to be taken by Government on the above representation?

The Minister of Commerce (Shri Karmarkar): (a) No, Sir.

(b) Does not arise.

BOUNDARY LINE BETWEEN INDIA AND BURMA

*411. Shri Ibrahim: Will the Prime Minister be pleased to state:

(a) whether Government have concluded a departmental meeting of representatives of the various Ministries to consider proposals regarding the boundary line between India and Burma; and

(b) the findings of the meeting?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) No, Sir. But the matter is receiving active consideration of the Government.

(b) Does not arise.

INDO-U.S. TREATY OF COMMERCE AND NAVIGATION

*416. Shri Madhao Reddi: Will the Prime Minister be pleased to refer to the reply given to starred question No. 1161 on the 9th September, 1953 and state:

(a) whether negotiations for a treaty of friendship, commerce and navigation are still being continued with the Government of U.S.A.; and

(b) if so, when such a treaty is likely to materialise?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). We are considering the question of resuming negotiations with the Government of the U.S.A. for a Treaty of Friendship and Establishment. This is the title of the revised version of the original draft Treaty of Friendship, Commerce and Navigation to which reference was made by the Prime Minister in his reply to question No. 1161, on the 9th of September, 1953.

RADIO STATION AT PATIALA

*417. **Shri B. D. Shastri:** Will the Minister of Information and Broadcasting be pleased to state:

(a) when Government propose to open a Radio Station at Patiala;

(b) whether the building for the purpose has been acquired;

(c) what is the estimated expenditure thereon; and

(d) whether it will be an independent station or just a relaying one?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (d). It is proposed to provide an auxiliary studio at Patiala which will be linked with the Jullundur Station of All India Radio.

(b) The question of securing a suitable building for this purpose is being pursued with the PEPSU Government.

(c) Rs. 60,000/-.

MALVIYANAGAR COLONY

*422. **Shri Punnoose:** Will the Minister of Rehabilitation be pleased to state whether Government have decided to take action against the 'Unauthorised' occupants of quarters in Malviyanagar Colony, Delhi?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): The matter is one which concerns the Delhi State Government. They have intimated that action is being taken by them according to the rules laid down for the purpose, after examining each individual case.

SUDAN

424. **Shri K. P. Tripathi:** Will the Prime Minister be pleased to state:

(a) whether the Government of Sudan have asked for the services of Indians to serve as Judicial Officers in the Sudan;

(b) if so, the method of selection of candidates therefore; and

(c) the number to be recruited?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes;

(b) and (c). The requests of the Government of Sudan was referred to the State Governments, who were asked to recommend suitable candidates from among practising lawyers and judicial officers in service, in consultation with the Chief Justices. These recommendations were scrutinised by a Committee consisting of some senior officers of the Government of India and a panel of names was sent to the Government of the Sudan for making the final selection. According to the latest information, a representative of the Sudanese Government has come to India to interview the candidates and make selection. The exact number of judges to be recruited is not known.

CEMENT FACTORY AT SINDRI

*426. **Shri P. C. Bose:** Will the Minister of Production be pleased to state:

(a) the progress made in the construction of the Cement factory at Sindri; and

(b) when this factory is likely to go into production?

The Minister of Production (Shri K. C. Reddy): (a) and (b). A cement fac-

tory at Sindri is being established by Messrs. Associated Cement Cos. Ltd., who have entered into an agreement with Sindri Fertilizers and Chemicals, Ltd., for the purchase of the by-product calcium carbonate sludge. The Government understand that work on the factory is progressing satisfactorily and that the factory is expected to go into production before September, 1955.

SUBSIDISED INDUSTRIAL HOUSING SCHEME (BIHAR)

*427. **Th. Jugal Kishore Sinha:** Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to unstarred question No. 736 on the 14th December, 1954 and state:

(a) the extent to which the Bihar State has been able to utilize so far the amount allotted to that State under the subsidised Industrial Housing Scheme; and

(b) whether the Bihar Government have made any suggestion for the modification of the terms and conditions for the grant of subsidy or loan under this Scheme?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) and (b). Two statements giving the required information are placed on the Table of the House. [See Appendix III, Annexure No. 17]

लाइ

*429. संठ गारीबन्ध वास: क्या बाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि १९५२ और १९५४ में कितनी लादी तंचार की गई?

बाणिज्य तथा उद्योग उपमंत्री (श्री कालन्तर):
१९५२ ... १.०६ करोड़ वर्ग गज।
१९५४ ... १.५ करोड़ वर्ग गज।

RELIGIOUS ENDOWMENTS AND TRUST PROPERTIES

*433. **Shri Nand Lal Sharma:** Will the Minister of Rehabilitation be pleased to state:

(a) the total approximate value of

the Religious Endowments and Trust properties left by the displaced persons in West Pakistan;

(b) whether any claims with regard to the said property have been admitted;

(c) if so, the total value of such claims and the time by which payment is expected;

(d) whether such properties also form a subject of negotiations with the representatives of Pakistan Government; and

(e) if so, the decision arrived at, so far, in this regard?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) The information is not available.

(b) Yes, some claims, specially those relating to properties used for medical or educational purposes were verified.

(c) Their assessed value is Rs. 6.39 crores. No questions of payment under the Displaced Persons (Compensation and Rehabilitation) Act, 1951, arises as under para (i) of clause (e) Section 2 of the said Act, such claims are excluded from the definition of verified claims.

(d) Yes.

(e) No decision regarding disposal of Religious Endowments and Trust Properties left in the two countries has been taken.

ATOMIC RESEARCH REACTOR

*436. **Shri Raghunath Singh:** Will the Prime Minister be pleased to state whether it is a fact that U.S.A. has agreed to sell to India ten tons of heavy water for the Atomic Research Reactor at Trombay?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Yes.

कोसी परिवारना

*437. श्री मदन प्रभारी: क्या फिल्हाल और विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) कोसी परियोजना पर कुल कितना रुपये होने की सम्भावना है, और

(ख) चालू वर्ष के लिए कितनी राशि जलग रखी गई है?

सिंचाई और विद्युत उपलब्धि (श्री शाही):

(क) ४३.५ करोड़ रुपए के लगभग।

(ख) ६६ लाख रुपए के लगभग।

INDUSTRIAL CO-OPERATIVES

*439. Shri S. N. Das: Will the Minister of Commerce and Industry be pleased to state:

(a) the extent to which Government have so far been able to give encouragement to the formation of Industrial Co-operatives in which the workers participate in the management and share the profits of the undertakings;

(b) the steps so far taken in the direction; and

(c) the number of workers participating and the amount invested in such undertakings?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) and (b). The Central Government advised all the State Governments to encourage the formation of Industrial Co-operatives and to furnish schemes for financial assistance. Schemes have so far been received from Travancore-Cochin, Hyderabad, Madras, Uttar Pradesh, Madhya Bharat, Bombay, Orissa and Delhi, and financial assistance has been given as shown in the statement, laid on the Table of the House. [See Appendix III, Annexure No. 18].

(c) Information is not available.

DEVELOPMENT WORKS IN THE FRENCH SETTLEMENTS

*440. Shri Krishnacharya Joshi: Will the Prime Minister be pleased to state:

(a) the nature of the development works proposed to be undertaken during 1955 in the former French

Settlements in India; and

(b) the total amount provided for this purpose?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Development works in Pondicherry State during 1955 include organisation of a National Extension Block; construction of wells, tanks and Irrigation canals; and the starting of new schools.

Apart from these schemes like supply of electricity, construction of roads and bridges, improvement of hospitals and the setting up of Handloom Weavers' Co-operative Societies have already been put into execution during the current year.

(b) The total estimated expenditure on the above schemes will be approximately Rs. 75.89 lakhs.

RESERVOIRS

*449. Shrimati Renu Chakravarty: Will the Minister of Irrigation and Power be pleased to state:

(a) whether Government have any plans to construct reservoirs in places where there are no large river valley projects for the impounding of flood-water during the Monsoons; and

(b) if so, the names of the places where they will be constructed?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). Construction of reservoirs is one of the methods under consideration in connection with flood control measures. The matter is still in the investigation stage.

TRAINING-CUM-PRODUCTION UNITS

*450. Shri Punnoose: Will the Minister of Planning be pleased to state:

(a) whether the Government of Andhra have forwarded any scheme for starting training-cum-production units of earthenware and ceramics in the community project areas in that State;

(b) whether Union Government have promised any help for the same; and

(c) if so, the details thereof?

The Deputy Minister of Planning (Shri S. N. Mishra): (a) Yes.

(b) and (c). The matter is under consideration.

नेपाल को सहायता

* ४५१. श्री भागवत भा आजादः क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नेपाल सरकार ने यह प्रार्थना की है कि सहकारों के निर्माण के लिए इंजीनियरों तथा अन्य विशेषज्ञों का एक दल नेपाल भेजा जाए ;

(ख) क्या चुनाव विशेषज्ञ के लिए भी कोई प्रार्थना की गई है ;

(ग) किन किन अन्य विषयों में भारत से विशेषज्ञों की सहायता मांगी गई है, और

(घ) इस मामले में भारत सरकार क्या कार्य-वाही करने का विचार करती है ?

बैंडीशियां-कार्ड मंत्री के सभासचिव (श्री सावत अली खान): (क) से (घ). सन् १९५४ की भयंकर चाल, जिसने कि नेपाल की सहकारों और सम्पत्ति को अत्यधिक हानि पहुंचाई है, के उपरान्त नेपाल सरकार की प्रार्थना पर भासीय इंजीनियरों का एक दल नेपाल की सहकारों की मरम्मत करने के लिए नेपाल भेजा गया।

नेपाल में भाषी चुनाव, शिक्षा और विधि विभाग के पुनर्गठन के लिए विशेषज्ञों के लिए भी भारत सरकार से नेपाल सरकार ने प्रार्थना की है। इस सम्बन्ध में नेपाल सरकार की यथा-सम्बन्ध सहायता की जा रही है।

सरपुर की विस्थापित व्यक्तियों की बस्ती

* ४५२. डा० सत्यवालीः क्या पुनर्बास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजपुरा की विस्थापित व्यक्तियों की बस्ती के निवासियों और सरकार के बीच वहां के मकानों के मूल्यों के

बारं में कोई समझौता हुआ था,

(ख) क्या यह भी सच है कि उस समझौते की शर्तों के विस्तृत इन मकानों के मूल्य वहां दिए गए हैं;

(ग) यदि हां, तो उसका क्या कारण है,

(घ) क्या इस बस्ती के विस्थापित निवासियों ने सरकार के पास कोई ज्ञापन भेजा है, और

(ङ) यदि हां, इस मामले में क्या निर्णय किया गया है ?

पुनर्बास उपमंत्री (श्री ज० ख० भांसल): (क) राजपुरा में विस्थापित व्यक्तियों को मकान दिए जाने के लिए कई प्रार्थना पत्रों की उपधारा में इस बात का उल्लेख था कि मकानों का अनु-मानित मूल्य बोर्ड के अनुमोदन करने पर २,००० रुपया होगा। कुछ अन्य प्रार्थना पत्रों में यह उपधारा थी कि प्रत्येक मकान का मूल्यांकन हिसाब के आधार पर होगा।

(ख) से (ङ). प्रार्थना पत्र में दी हुई उपधाराओं तथा अन्य सम्बन्धित तथ्यों को ध्यान में रख कर सरकार इन मकानों का पुनः मूल्यांकन कर रही है और इस विषय में शीघ्र ही एक घोषणा की जाएगी।

VILLAGE INDUSTRIES

* ४५३. Shri S. C. Samanta: Will the Minister of Commerce and Industry be pleased to state:

(a) the names of the new village industries taken up for development by the All-India Khadi and Village Industries Board during 1954-55;

(b) the amount spent for each of them up-to-date;

(c) what further arrangements have been made for the marketing of the products of the village industries; and

(d) whether any research section has been established for any of the village industries?

The Deputy Minister of Commerce and Industry (Shri Kanungo): (a) Palm Gur; Gur and Khandsari, and jute and other fibres industry.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 19].

(c) Government have sanctioned a sum of Rs. 6.5 lakhs for purposes of marketing the products of village industries through the emporia established by the All-India Khadi and Village Industries Board. In the case of Cottage Match Industry particularly, a grant and a loan amounting to Rs. 20,000 and Rs. 1,50,000 respectively, have been sanctioned.

(d) A proposal to set up a Research Institute for village industries is under consideration.

BORDER INCIDENT

Shri Gidwani:

Shri Raghunath Singh:

*454. Shri Krishnacharya Joshi:

Shri M. S. Gurupadaswamy:

Shri Bhagwat Jha Azad:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that a number of Pakistani raiders entered into Indian territory at Baggu village near Bikaner in Rajasthan State on the 4th January, 1955;

(b) whether it is a fact that they shot dead some Indian Police constables;

(c) if so, the number of constables killed;

(d) whether the Government of Pakistan have been asked to take action against the raiders; and

(e) if so, whether any action has been taken by them?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) to (c). Yes, Sir. Three Indian constables were killed.

(d) and (e). A protest has been lodged with the Government of Pakistan, who have been requested to take immediate and effective steps to apprehend the offenders and punish them in an exemplary manner. The reply of the Government of Pakistan is awaited.

BURMAH SHELL OIL REFINERY

*455. Shri S. N. Das: Will the Minister of Production be pleased to state:

(a) whether the Burmah Shell Oil Refinery has decided to raise Indian participation in the refinery company's share; and

(b) if so, the nature and extent of Indian participation envisaged?

The Minister of Production (Shri G. C. Reddy): (a) and (b). No decision has been taken to raise Indian participation in the share capital of Burmah Shell. Out of the total investment of about Rs. 33 crores, the company will issue cumulative preference shares to the value of Rs. 2 crores to Indian investors, which can be raised to Rs. 3 crores if so desired by Government. Besides preference shares Burmah Shell have issued debentures worth Rs. 8 crores in India.

JOURNAL OF INDUSTRY AND TRADE

99. Shri Anirudha Sinha: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of copies of the Journal of Industry and Trade printed each month during 1954;

(b) the number of regular subscribers and the amount realised as subscription during the above period; and

(c) the amount realised from advertisements inserted by private parties.

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) 4,000 copies each month.

(b) (i) 1,650 Subscribers.

(ii) Amount received on account of subscription is Rs. 20,000.

(c) Rs. 22,000.

REPORT ON THE RIVER VALLEY PROJECTS IN CHINA

100. Shri N. B. Chowdhury: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Final Report on the visit to River Valley Projects in China

by the Chairman, Central Water and Power Commission, has since been received by Government; and

(b) if so, whether a copy of the Report will be laid on the Table of the House?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a) and (b). Not yet. The report is being finalized and will be submitted to Government within a short time. It will be laid on the Table of the House as soon as it is ready.

SMALL-SCALE INDUSTRIES IN RAJASTHAN

101. Shri Karni Singhji: Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have given any aid or subsidy for establishing and developing small scale industries in the areas to be served by hydro-electric power in Rajasthan;

(b) if so, whether any report regarding the progress made has been called for; and

(c) whether a copy thereof will be laid on the Table of the House? .

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) The State Government has not approached the Centre for financial assistance to Small-scale Industries to be specifically established in the areas referred. The Government has, however, sanctioned a total of Rs. 3,61,600 to the State Government so far for the development of Small-scale Industries.

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

ROCK-SALT

102. Shri D. C. Sharma: Will the Minister of Production be pleased to

state the annual output of rock-salt in India from 1952 onwards?

The Minister of Production (Shri K. C. Reddy): The annual output of rock-salt is given below:—

1952	...	1,60,300 mds.
1953	...	1,54,700 mds.
1954	...	1,07,200 mds.

NATIONAL LEADERS ANNIVERSARIES

103. Shri D. C. Sharma: Will the Minister of Information and Broadcasting be pleased to state the total time allotted for noticing the anniversaries of national leaders in the All India Radio during 1954?

The Minister of Information and Broadcasting (Dr. Keskar): There is no rigid time-limit for such anniversaries at all stations. Time allotted might range from 15 to 60 minutes depending upon the importance of the anniversary in the area to which the station belongs. No restrictions are observed regarding the anniversary of Mahatma Gandhi.

HESSIAN

104. Shri Sarangadhar Das: Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of hessian exported during the year 1954;

(b) the names of the countries to which it was exported; and

(c) whether the export was on the increase as compared with the figures of 1952 and 1953?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) and (b). A statement giving the information required is attached. [See Appendix III, annexure No. 20.]

(c) Exports of hessian during 1954 were 370,000 tons against 290,000 tons in 1952 and 388,000 tons in 1953.

105. Shri S. N. Das: Will the Prime Minister be pleased to state:

reported during the above period; and
(c) whether any steps have been taken to prevent recurrence of such raids?

(a) whether it is a fact that during the last six months there has been considerable rise in the number of Border raids from across the Western Indo-Pakistan border causing considerable damage to the local population;

(b) if so, the number of border raids

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (c). Yes, Sir. 127 raids took place on the western border during the second half of 1954, for which information is available.

2nd March, 1955

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOLUME I, 1955

(21st February to 12th March, 1955)



NINTH SESSION, 1955

(Vol. I contains Nos. 1—15)

LOK SABHA SECRETARIAT
NEW DELHI

CONTENTS

(Vol. 1, Nos. 1—15—21st February to 12th March, 1955)

No. 1—Monday, 21st February, 1955—

	<i>Colu mns.</i>
Member sworn.	I
President's Address.	I—15
Deaths of Sarvashri Borkar, Jamnadas Mehta, Salve and Sarda.	15—16
Motion for adjournment—	
Elections in Andhra	16—17
Papers laid on the Table—	
Statement showing Bills passed during the Eighth Session and assented to by the President.	17
Notifications under Indian Aircraft Act.	17—18
Reports of Tariff Commission on Cotton Textile Machinery, Caustic Soda and Bleaching Powder, Automobile Sparking plug, Stearic Acid and Oleic Acid, Oil Pressure Lamps and Dyestuff Industries and Government Resolutions and Notifications thereon.	18—20
Notifications under Requisitioning and Acquisition of Immovable Property Act.	20
Notifications under Central Excises and Salt Act.	20
Essential Commodities Ordinance, 1955.	21
Report of Tariff Commission on Automobile Hand Tyre Inflator Industry and Government Resolution and Notification thereon.	21
Notifications under Indian Tariff Act.	21—22
Resignation of Shri Harekrushna Mahtab.	22

No. 2—Tuesday, 22nd February, 1955.—

Motion for Adjournment—	
Elections in Andhra.	23—31
Papers laid on the Table—	
Madras essential Articles Control and Requisitioning (Temporary Powers) Andhra Amendment Act	32
Indian Standards Institution (Certification Marks) Rules.	32
Coal Mines (Conservation and Safety) Rules.	32
Report of the Press Commission, Parts II and III.	32
Railway Budget for 1955—56—Presented.	33—65
University Grants Commission Bill—	
Motion to refer to Joint Committee—Not concluded.	65—144
Dr. M. M. Das	65—72
Shri M. S. Gurupadaswamy	73—79
Shrimati Jayashri	80—83
Shri V. G. Deshpande	83—90
Shrimati Renu Chakravarty	90—102
Shri N. M. Lingam	102—105
Shrimati Ila Palchoudhury	105—108
Shri Nand Lal Sharma	108—16
Kumari Annie Mascarene	116—20
Shri S. N. Das	120—33
Shri S. S. More	133—44

No. 3—Wednesday, 23rd February, 1955—

	Columns.
Papers Laid on the Table—	
Statements showing action taken by Government on assurances, promises and undertakings.	145—147
Supplementary Demands for Grants, 1954-55—Presented	147
Committee on Private Member's Bills and Resolutions—Twentieth Report—Presented	147
Panel of Chairmen.	147
Motion on Address by the President—Not concluded.	147—274

No. 4—Thursday, 24th February, 1955—

Papers Laid on the Table—	
Delimitation Commission Final Orders Nos. 20, 21 and 22.	275
Annual Report and Audited Accounts of Employees' State Insurance Corporation, 1952-53.	276
Estimates Committee—	
Twelfth Report—Presented.	276
Statement re: Industrial Credit and Investment Corporation of India Ltd.	276—78
Business of the House—	
Allocation of Time Order.	278—82
Motion on Address by the President—	
Not concluded.	282—296

No. 5—Friday, 25th February, 1955—

Deaths of Sarvashri R. V. Thomas and E. John Philipose.	297-98
Papers laid on the Table—	
Budget Estimates of the Damodar Valley Corporation, 1955-56.	398
Annual Report and Accounts of the Hindustan Housing Factory Ltd. for the period 1-4-53 to 31-7-54.	398
Text of Agreement with U.S.S.R. for the establishment of an iron and steel works in India	398
Correction of answers to supplementary question on Starred Question No. 677.	399
Business of the House.	399-400
Motion on Address by the President—Adopted.	400—37, 506—34
Committee on Private Members' Bills and Resolutions—Twentieth Report—Adopted	437-38
Resolution re: Department of Welfare for Scheduled Castes and Scheduled Tribes—Negated.	438—68
Resolution re: Corporation for Broadcasting—Not concluded.	468—506

No. 6—Monday, 28th February, 1955—

Messages from the Rajya Sabha	535-36
Indian Railways (Amendment) Bill—Laid on the Table as passed by Rajya Sabha.	536
Insurance (Amendment) Bill—Laid on the Table as passed by Rajya Sabha	536

	<i>Columns.</i>
Imports and Exports (Control) Amendment Bill—Laid on the Table as passed by Rajya Sabha.	536
University Grants Commission Bill—Referred to Joint Committee.	536—601
Shri S. S. More	537—47
Shri M. D. Joshi	547—54
Shrimati Sucheta Kripalani	554—64
Shri Barrow	565—69
Dr. Krishnaswami	569—76
Babu Ramnarayan Singh	576—80
Shri N. B. Chowdhury	580—85
Dr. M. M. Das.	585—600
Drugs (Amendment) Bill—Passed as amended—	
Motion to consider	601—25
Rajkumari Amrit Kaur	601—05, 621—25
Shri Gidwani	606—08
Shri V. B. Gandhi	608—12
Shrimati Kamlendu Mati Shah	612—13
Shrimati Ila Palchoudhury	613—17
Dr. Rama Rao	617—20
Shri Dhulekar	620—21
Clauses 1 to 17	625—34
Motion to pass	634—37
Shri Kasliwal	634—36
Sardar A. S. Saigal	636—37
Dentists (Amendment) Bill—Passed as amended—	
Motion to consider	637—39
Rajkumari Amrit Kaur	637—38
Clauses 1 to 17	639
Resolution re : enhancement of export duty on tea—Adopted	639—42
Resolutions re : export duty on groundnuts, groundnut oil cake, de-oiled groundnut meal and decorticated cotton seed oil cake etc.—Not concluded.	642—47
General Budget for 1955-56—Presented	647—86
Finance Bill—Introduced.	686
 No. 7—Tuesday, 1st March, 1955—	
Election to Committee—	
Central Advisory Committee of the National Cadet Corps.	687—88
Resolutions re: Export Duty on groundnuts, groundnut oil cake, de-oiled groundnu. meal and decorticated cotton seed oil cake etc.—Adopted.	688—723
Demands for Supplementary Grants, 1954-55.	723—98
Appropriation Bill—Introduced and passed.	798—99
Imports and Exports (Control) Amendment—	
Bill—Motion to consider—Not concluded.	800—14
Shri Karmarkar.	800—12
Shri U.M. Trivedi.	812—14
 No. 8—Wednesday, 2nd March, 1955—	
Papers laid on the Table—	
Statements showing action taken by Government on assurances etc.	815—16
Message from the President.	816

Committee on Private Members' Bills and Resolutions—	Columns
Twenty-first Report—Presented.	816
Essential Commodities Bill—Introduced.	816-17
Railway Budget for 1955-56—	
General Discussion—Not concluded.	817-930
<i>No. 9—Thursday, 3rd March, 1955—</i>	
Railway Budget for 1955-56—	
General Discussion—Not concluded.	931-1046; 1047-50
Message from the Rajya Sabha.	1047-50
Working Journalists (Industrial Disputes) Bill—Laid on the Table, as passed by the Rajya Sabha.	1046
<i>No. 10—Friday, 4th March, 1955—</i>	
Papers Laid on the Table—	
Delimitation Commission Final Order No. 23.	1051
Notification under Requisitioning and Acquisition of Immovable Property Act.	1051
Release of Member from detention.	1052
Railway Budget for 1955-56—	
General Discussion—Concluded.	1052-1106
Demands for Grants for 1955-56—Railways	1106-1113, 1172-76
Demand No. 1—Railway Board.	1107-1113, 1172-76
Committee on Private Members' Bills and Resolutions—	
Nineteenth Report—Adopted	1113-16
Twenty-first Report—Adopted.	1116-17
Mines (Amendment) Bill (<i>Amendment of sections 33 and 51</i>)—Introduced.	1117
Industrial Disputes (Amendment) Bill (<i>Insertion of new Chapter VAA</i>)—Introduced	1117
Prevention of Free, Forced or Compulsory Labour Bill—Withdrawn.	1117-38
Shri R. K. Chaudhuri	1118-20
Shri Biren Dutt	1120-25
Shri Hem Raj	1125-28
Dr. Satyawadi.	1128-30
Shri Khandubhai Desai	1130-33
Shri D. C. Sharma	1133-37
Women's and Children's Institutions Licensing Bill—	
Motion to consider—Adjourned	1138-49
Shrimati Jayashri	1138-43
Shri Pataskar	1143-49
Indian Trade Unions (Amendment) Bill (<i>Insertion of new section 15A</i>)—	
Motion to consider—Not concluded.	1149-71
Shri Nambiar	1149-63
Shri Venkataraman	1163-70
Shri T. B. Vittal Rao	1170-71

No. 11—Saturday, 5th March, 1955—

Calling attention to matter of urgent Public importance—

Canal Waters Dispute between India and Pakistan	1177—79
Imports and Exports (Control) Amendment Bill—Passed—	
Motion to consider	1179
Shri N. C. Chatterjee	1179—87
Shri Pataskar	1187—91
Shri S. S. More	1191—1202
Shri V. B. Gandhi	1202—05
Shri A. M. Thomas	1205—10
Shri M. S. Gurupadaswamy	1210—6
Shri N. M. Lingam	1216—19
Shri V. P. Nayar	1219—30
Shri Tulsidas	1230—34
Shri Jhunjhunwala	1234—39
Shri Bansal	1239—44
Shri Heda	1244—49
Shri R. K. Chaudhuri	1249—52
Shri Achuthan	1252—57
Shri Bogawat	1257—59
Shri Karmarkar	1259
Clauses 1 to 5	1—81
Motion to pass	1:82—17
Shri Karmarkar	1282, 1285—87
Shri V. P. Nayar	1282—84
Shri Sarangadhar Dass	1284—85

Essential Commodities Bill—

Referred to Select Committee—

Motions to consider and to refer to Select Committee . . 1:87—1303, 1305—07, 1307—09

Shri Karmarkar	1:87, 1289—23
Shri Venkataraman	1288
Shri D. N. Tiwary	1293—98
Shri S. C. Samanta	1298—1300
Shri Raghavachari	1301—03
Shri Kazmi	1305—07
Shri Ramachandra Reddi	1307—08
Shri Alagesan	1308
Business of the House.	1303—04, 1307

Railway Stores (Unlawful Possession) Bill—

Motion to consider—Not concluded. 1309—20

Shri Alagesan	1309 10
Shri Nambiar.	1310—0

No. 12—Monday, 7th March, 1955—

President's assent to Bill 1321

Committee on Private Members' Bills and Resolutions—

Twenty-Second Report—Presented. 1322

	Columns.
Supplementary Demands for Grants for 1954-55—Railways—Presented	1322
Supplementary Demands for Grants for 1954-55—Andhra—Presented.	1322
Andhra Budget for 1955-56—Presented.	1322-23
 Demands for Grants for 1955-56—Railways—	
Demand No. 1—Railway Board	1323-1454
 No. 13—Thursday, 17th March, 1955—	
Paper laid on the Table—	
Letters exchanged between Governments of India and U.K. on transfer of liability in regard to payment of sterling pensions.	1455
 Election to Committee—	
Central Advisory Committee of the National Cadet Corps	1455
Demands for Grants for 1955-56—Railways	1456-1603
Demand No. 3—Miscellaneous Expenditure	1555-99
Demand No. 4—Ordinary Working Expenses—Administration	1464-1600
Demand No. 5—Ordinary Working Expenses—Repairs and Maintenance	1464-1600
Demand No. 6—Ordinary Working Expenses—Operating Staff	1465-1600
Demand No. 7—Ordinary Working Expenses—Operation (Fuel)	1602
Demand No. 8—Ordinary Working Expenses—Operation other than Staff and fuel.	1602
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses	1465-1600
Demand No. 9 A—Ordinary Working Expenses—Labour Welfare.	1465-1600
Demand No. 10—Payments to Worked Lines and Others	1555-1600
Demand No. 11—Working Expenses—Appropriation to Depreciation Reserve Fund	1602
Demand No. 12A—Open Line Works—(Revenue)—Labour Welfare	1465-1601
Demand No. 12B—Open Line Works—(Revenue)—Other than Labour Welfare	1555-1601
Demand No. 14—Appropriation to Revenue Reserve Fund	1603
Demand No. 15—Construction of New Lines—Capital and Depreciation Reserve Fund	1465-1601
Demand No. 16—Open Line Works—Additions	1555-1601
Demand No. 17—Open Line Works—Replacements.	1603
Demand No. 18—Open Line Works—Development Fund.	1465-1601
Demand No. 19—Capital Outlay on Vizagapatam Port	1603
Demand No. 20—Dividend payable to General Revenues.	1603
Appropriation (Railways) Bill—Introduced and passed.	1603-04
Demands for Grants on account for 1955-56	1605-32
Appropriation (Vote on Account) Bill—Introduced and passed.	1632-33
 Working Journalists(Industrial Disputes) Bill—Passed—	
Motion to consider	1633-62
Dr. Keskar	1633-34, 1657-62
Shri H. N. Mukerjee	1636-40
Shri N. C. Chatterjee	1640-43
Shri Venkataraman	1643-48
Shri M. C. Gurupadaswamy	1648-52
Shrimati Khongmen	1652-53
Shri D. C. Sharma	1653-57
Clauses 1 to 3	1662-66
Motion to pass	1666
Dr. Keskar	1666

No. 14—Friday, 11th March, 1955—

Columns.

Correction of Answer to Starred Question	1667
Business of the House—	
Andhra Budget.	1667—70
Demands for Supplementary Grants, 1954-55 and Demands for Grants on Account, 1955-56—Andhra.	1671—1744
Andhra Appropriation Bill—Introduced and Passed.	1744—45
Andhra Appropriation (Vote on Account) Bill—Introduced and Passed	1745—46
Demands for Supplementary Grants, 1954-55—Railways.	1746—49
Appropriation (Railways) No. 2 Bill—Introduced and Passed	1748—49
Railway Stores (Unlawful Possession) Bill—	
Motions to consider and to refer to Select Committee—Not concluded.	1749—56
Pandit Thakur Das Bhargava	1750—56
Committee on Private Members' Bills and Resolutions—	
Twenty-second Report—Adopted	1756
Resolution re: Corporation for Broadcasting—Nagativated.	1757—66
Resolution re: separation of Posts and Telegraphs Finance—Withdrawn.	1766—1805
Resolution re: Collective Bargaining by Workers—Not concluded.	1805—18
No. 15—Saturday, 12th March, 1955—	
Papers laid on the Table—	
Statement of cases in which lowest tenders were not accepted by I. S. D., London, during the half year ended the 31st December, 1954.	1819
Statements showing action taken by Government on various assurances, promises and undertakings.	1819—20
Railway Stores (Unlawful Possession) Bill—	
Referred to Select Committee.	
Motions to consider and to refer to Select Committee	182—57
Pandit Thakur Das Bhargava	182—34
Shri Raghavachari	1834—37
Shri Sinhasan Singh	1837—39
Shri R. K. Chaudhuri	1839—41
Shri Barman	1841—42
Shri Mulchand Dube	1842—43
Shri S. C. Samanta	1843—44
Sardar Hukam Singh	1844—46
Shri B. N. Misra	1846—47
Shri M. D. Joshi	1847—48
Shri Alagesan	1848—57
Medicinal and Toilet Preparations (Excise Duties) Bill—Passed, as amended—	
Motions to consider and to refer to Select Committee.	1857—1914
Shri A. C. Guha	1857—61, 1908—14
Shri Bansal	1862—68
Shri Dabhi	1869—73
Shri S. C. Samanta	1873—74
Shri Dhulekar	1874—77
Pandit Thakur Das Bhargava	1877—88
Dr. Rama Rao	1889—91
Shri N. Rachiah	1891—93
Shri Sinhasan Singh	1893—1897

Column.

Shri Nand Lal Sharma	1897-1900
Shri C. R. Iyyunni	1900-03
Shri N. M. Lingam	1903-08
Clauses 1 to 21 and the Schedule	1915-22
Motion to pass	1922-23
Shri A. C. Guha	1922-23
Sea Customs (Amendment) Bill—Not concluded—	
Motion to consider	1923-28, 1929-40
Shri A. C. Guha	1923-28
Shri C. C. Shah	1929-35
Shri H. N. Mukerjee	1935-39
Statement <i>re</i> : Incident during Prime Minister's visit to Nagpur	1928-29

Acc. 25384

Dated 9/12/2014

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

815

LOK SABHA
Wednesday, 2nd March, 1955.

The Lok Sabha met at Eleven of
the Clock

[MR. SPEAKER in the Chair]
QUESTIONS AND ANSWERS
(See Part I)

12-03 P.M.

PAPERS LAID ON THE TABLE
STATEMENTS SHOWING ACTION TAKEN BY
GOVERNMENT ON ASSURANCES ETC.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table the following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various Sessions shown against each:

(1) Supplementary Statement
No. II—Eighth Session, 1954
of Lok Sabha.
[See Appendix III, annexure
No. 28]

(2) Supplementary Statement
No. VI—Seventh Session, 1954
of Lok Sabha.
[See Appendix III, annexure
No. 27]

(3) Supplementary Statement
No. XII—Sixth Session, 1954
of Lok Sabha.
[See Appendix III, annexure
No. 26]

(4) Supplementary Statement
No. XVII—Fifth Session, 1953
of Lok Sabha.
[See Appendix III, annexure
No. 25]

(5) Supplementary Statement
No. XXII—Fourth Session,
1953, of Lok Sabha.
[See Appendix III, annexure
No. 24]

816

(6) Supplementary Statement
No. XXVII—Third Session,
1953 of Lok Sabha.
[See Appendix III, annexure
No. 23]

(7) Supplementary Statement
No. XXVI—Second Session,
1952 of Lok Sabha.
[See Appendix III, annexure
No. 22]

(8) Supplementary Statement
No. XXVII—First Session,
1952 of Lok Sabha.
[See Appendix III, annexure
No. 21]

MESSAGE FROM THE PRESIDENT

Mr. Speaker: I have received the following message from the President:

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 21st February, 1955."

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

TWENTYFIRST REPORT

Shri Altekar (North Satara): I beg to present the Twentyfirst Report of the Committee on Private Members' Bills and Resolutions.

ESSENTIAL COMMODITIES BILL

The Minister of Commerce (Shri Karmarkar): I beg to move for leave to introduce a Bill to provide, in the interests of the general public, for the control of the production, supply and distribution of, and trade and commerce in, certain commodities.

[Shri Karmarkar].

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

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

The question is:

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

The motion was adopted.

Shri Karmarkar: I introduce the Bill.

RAILWAY BUDGET FOR 1955-56

GENERAL DISCUSSION

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

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

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

[SHRI BARMAN in the Chair]

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

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

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

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

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

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

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

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

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

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

[Shri V. V. Giri]

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shri T. B. Vittal Rao]

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shri T. B. Vittal Rao]

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

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

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

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

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

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

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

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

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

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

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

Shri Alagesan: It is mentioned in the Explanatory Memorandum.

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

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

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

Shri Nambiar (Mayuram): Prosecution is required.

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

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

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

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

[Shri T. B. Vittal Rao]

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

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

डा० गम सुभग रिंसह (शाहाबाद—दीड़िण) : हम लोगों के नेता श्री गिरि जी ने रेलवे मंत्रालय और रेलवे मंत्रियों को धन्यवाद दिया। मैं भी उनसे सहमत हूँ और मैं मानता हूँ कि वर्तमान मंत्री जी के काल में रेलवे में काफी सुधार हुआ है। चाहे चित्तरं दन हो, या परम्पर हो या और विकास के कार्य हों, उन सब के लिए दूर को गौरव है और मूँझे भी गौरव है और इसके लिए मैं मंत्रालय को धन्यवाद देता हूँ। यात्रियों की सुविधा के लिए प्लॉटफार्म टिकट का दाम घटाकर जो मंत्री जी ने लोकप्रिय कार्य किया है उसके लिए मैं भी वे धन्यवाद के पात्र हैं। यात्रियों की सुविधा के लिए जो दूर भर में प्लॉटफार्म बनाये जाते हैं उनसे भी लोगों को काफी सहायता होती है।

लैंकिन इस धन्यवाद देने के साथ साथ मैं कृष्ण विठ्ठांयों की ओर भी माननीय मंत्री महोदय का ध्यान आकृष्ट करना चाहूँगा। जो प्लॉटफार्म बनाये जाते हैं उन पर विशेष रूप से ध्यान दिया जाना चाहिए। मैं बहुदौ और महसाना स्टॉशनों का उदाहरण देना चाहता हूँ जो कि अभी हाल ही में बनाये गये हैं। इसमें यह दूरस्ना चाहिए कि इंजीनियरिंग विभाग ने कैस तरह से काम किया है। ये स्टॉशन अभी हाल में बने हैं लैंकिन चलते हैं। इस तरह से जो

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

इसके साथ ही जो रुपया रेलवे एडीमीनिस्ट्रेशन पर खर्च होता है उसकी ओर भी मैं ध्यान आकृष्ट करना चाहूँगा। रेलवे की जितनी नेट रेवेन्यू होती है और जितना कॉर्पोरेशन एंट चार्ज है उसका जो रीशियो १९५१-५२ में था वह १९५५-५६ में बहुत कम हो गया है। उस वक्त यह रेशो ७ और २ का था और आज वही रेशों ४ और ५ का हो गया है। बजट में यह दिसलाया गया है कि रेलवे अच्छी तरह से चल रही हैं और उनकी माली हालत अच्छी है लैंकिन इस रीशियो के अनुसार तो रेलवे की आर्थिक स्थिति बहुत सराब हो गयी है। यदि यहां रेलवे का एडीमीनिस्ट्रेशन अच्छा होता, इसके वर्किंग एक्सपैंसेंज को कम किया जाता और एफिशियंसी बढ़ायी जाती तो वह ७, ८ करोड़ का बजट सात गुने और आठ गुने के करीब बढ़ाया जा सकता था लैंकिन इस दिशा में कोई प्रयास नहीं किया गया है।

दूसरी ओर मैं एक बात की ओर मंत्री महोदय का ध्यान आकर्षित करूँगा जिसकी चर्चा श्री गिरि ने की थी। उन्होंने सोशलिस्टिक पैटर्न आफ सोसाइटी की चर्चा की, सोशलिस्ट स्टॉट की बात भी यहां की। मूँझे इस बात की वहशत है कि यहां मंत्री महोदय ने सन् १९५३ में इस बात का आशासन दिया कि धीरे धीरे रेलों में जो यह अलग अलग दलासेंज हैं, जैसे फ्लॉट, सेकेंड, इंटर और थर्ड वर्गोंहर इन सब को मिटा कर हम एक कर्गे, एसा हम प्रयत्न करेंगे कि हमारे यहां कम से कम वलास हों। आज जब कि चारों और वर्गीजीन समाज की कल्पना की जाती है, दूसरे समय में किर उसी फ्लॉट, सेकेंड और थर्ड को कायम करना, मैं उस आदर्श और ध्येय के प्रतिकूल समक्षता हूँ, क्योंकि हिन्दूस्तान में एफिशियंसी के लिहाजे से बहुत कम आदमी सेकेंड, इंटर या फ्लॉट में चलते हैं। हम सारों में इस सूपीरियॉरटी और

इनफीर्वैरटी कम्पलेक्स के कारण होता यह है कि चाहे पैसा रहे या न रहे, लैंकिन कूल लोगों की आदत है कि चलेंगे हमेशा फर्स्ट क्लास में, सेकंड व्हालस में या इंटर में। इस भावना को तभी स्वत्म किया जा सकता था जब इन क्लासें जो एचॉलिश किया जाता, जैसा कि शटल ट्रेस में है कि जहां मिनीस्टर और साधारण आदमी साथ साथ चॅंटता है, वहां एकता की भावना आती है। लैंकिन अगर इस तरह दूर्जे कायम रखते जाते हैं तो हम में वही पूरानी भावना जागृत होगी जिसको कि हम मिटाना चाहते हैं और हम लोग अपने ध्येय से नीचे गिर रहे। अभी जां श्री विट्ठल राव ने कहा कि टॉलिस्कोपिक रेट जो लगाया गया है ग्रुप्स ट्रॉफिक के मुताबिक, मैं उससे पूर्णतः सहमत नहीं हूँ। यह कहा गया है कि दूर की यात्रा करने वालों की सहृलियत के लिए यह कार्यवाही की गयी है, किसानों की सहृलियत इनके लिए कर्फिलाइजर वर्गरूप के इस तरह से भावूँ निश्चित् किये गये हैं लैंकिन वहां पर इस बात का ध्यान नहीं किया गया कि मरेशी की ट्रॉफिक तथा और चीजों को, कोत वर्गरूप को भी सहृलियत दी जायें।

साथ ही मैं अपने कॉस्टीट्युरेंसी की बात करता हूँ। यह ठीक है कि स्टॉट्स को कंसेशन दिया गया है और उससे उनका जिनका कि मंथली टिकट है उनका चार्ज नहीं बढ़ागा लैंकिन मैं आपको बतलाऊँ कि मंथली टिकट के बजाय ऐसे बहुतर् विद्यार्थी हैं जो पढ़ने के लिये अपने नजदीक के शहर में जाते हैं और हर सेंटरहॉट को घर आते हैं तो जो उनके गार्जिंयंस लोग चालते हैं वे दूसरे छात्रों का स्वर्च जरूर बढ़ जायगा और खास करके गरीब किसानों पर इसका असर अधिक पड़ेगा। गरीब किसान बड़ी यात्रा अधिकतर नहीं करते, दूर की यात्रा करने लायक उनके पास पैसा नहीं जुट पाता। यह ठीक है कि अगर कोई किसान हिंबूगढ़ जाता है या बम्बई दूर बैचेन के लिये जाय तो उसको राहत मिलेगी और इसी कारण मैंने कहा है कि मैं उनके इस टॉलिस्कोपिक रेट से

आँ श्री विट्ठल राव के कथन से पूर्णतः सहमत नहीं हूँ। बहुत थोड़े किसान हमारे ऐसे ही सकते हैं जो दूर की यात्रा करने वाले होंगे, ज्यादातर तो किसानों को मजदूरन मुकद्दमों के सिलसिले में अपने पास के शहरों की कच्छिरियों तक ही जाना पड़ता है, जैसे इलाहाबाद से लखनऊ गये, या आरा से पटना गये। अब जहां तक दूर की यात्रा का सम्बन्ध है तो उसके पास कन्याकुमारी और दूरवारका तक जाने के लिए पर्याप्त पैसा जुटा पाना मुश्किल होता है। इसीलए मेरी समझ में वर्तमान स्थिरीत में तो किसानों को कच्छिरियों के मामले में, बच्चों को पढ़ाने में या आँ जां उसको काम होते हैं, उनमें उनको चाटा ही होगा, इसके साथ ही साथ इस बक्त जो किसानों और मजदूरों की हालत गिर रही है और चीजों के भाव के हिसाब से उनको मजदूरी भी नहीं मिल रही हैं, तो वैसी हालत में तो यह कष्टप्रद मालूम होगा कि किराया बढ़ाया जाय।

सामान का भी किसाया बढ़ाया गया है, पूर्व बैगन का भाड़ा कम किया गया है, लैंकिन छोटे पैक्ट्स पर बढ़ा दिया गया है। जैसे अगर आपको कोई दस सेर का पैकेट यहां से लखनऊ भेजना है अथवा नजदीक में कहीं भेजना है तो उस पर किराया बढ़ जायगा लैंकिन वर्दि किसी बड़े व्यापारी को, जैसे स्टैन्डर्ड वैक्युअम, कालटक्स, बर्मा शैल, उनको तो बड़े बड़े वैगन लेने होंगे, यह चौंब बहुत फायदेमंद सारित होगा। लैंकिन छोटे आदियों को जो छोटा सामान भेजते हैं उनको भाड़ा बढ़ा हुआ दिना पड़ेगा। इसी तरह से यात्रा में भी स्टैन्डर्ड वैक्युअम और बर्मा शैल वालों को उनके डिस्ट्रिक्ट मैनेजर्स को अपने एजेंटों को बम्बई में लेकर डिव्यूगढ़ और अमतसर तक भेजने में फायदा होगा लैंकिन छोटे सफर करने वालों को जैसे कोई आरा से पटना जाय या वैद्यनाथ धाम जाय, तो नजदीक के स्थानों के लिये उसे अधिक भाड़ा दिना पड़ेगा, गरीबों के लिये कष्टदायक होगा लैंकिन साथ ही मैं यह भी मानता हूँ कि वे लोग जो दूर का सफर करेंगे

[द्वारा राम सुभग सिंह]

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

इसके साथ साथ आप मान लीजिये जैसा कि मैंने पहले कहा कि वर्किंग एक्सपैर्सेज और रेलवे की एफिशियंसी उस स्तर तक नहीं पहुंची है जिस स्तर तक पहुंचना चाहिये और सब लोग इस को मानते हैं । आज आप कहीं भी छोटे स्टेशन पर या बहुत स्टेशन पर बगैर इंटीलाक के पहुंच जाइये तो आपको शायद ही कोई एंसा स्टेशन दिखेंगा कि जहां की सभी वीटियां जलती हों । जहां के रिटायरिंग रूम्स अच्छे हों या जहां के प्लेटफार्म्स द्रुतस्त रखने वाये हों या गार्डियों में इलेक्ट्रिक लिफ्टिंग्स ठीक और द्रुतस्त हों । आका एंडीमीनस्ट्रॉशन इन सारी चीजों को द्रुतस्त और ठीक हालत में नहीं रख पाता । जब आप उसके स्वर्च को बढ़ाते हैं तो उसको बढ़ाने के पहले यह सोच लेना चाहिये कि कहां तक उसको बढ़ाना अच्छा है । उसे बढ़ाने पर मैं चाहता हूं कि जिस तरह से बहुत बहुत व्यापारियों को फायदा हो रहा है, किराये के चलते और ग्रुहस ट्रॉफिक में सहायत देने के कारण, उसी तरह से इसमें भी रेलवे एंडीमीनस्ट्रॉशन का रेलवे कर्मचारियों का जो स्वर्च बढ़ रहा है बहुत हद तक पूर्णतः शतप्रतिशत उनका दोष न हो, लेकिन वे इसके लिये जबाबदी ह जरूर है । रेलवे की आमदनी के मुख्य जीर्ये ग्रुहस ट्रॉफिक और पैसेन्जर ट्रॉफिक हैं, लेकिन ज्यादा आमदनी आप को दूर दूर के टिकटों से, जैसे कलकत्ता से अमृतसर, नहीं होती है । आप की आमदनी उन आदिमियों से होती है जो नजदीक नजदीक के जाने वाले होते हैं, जो कम दूरी की यात्रा करने वाले होते हैं । उन लोगों का कम लिहाज रखना चाहिये कि कहां कहां की रेलवे किस

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

किस अवस्था में हैं । मान लीजिये आसाम का स्वाल है, सॉरेन्ट्र का स्वाल है, जिस के लिये श्री पिट्ठौल राव ने कहा, या और दूसरे स्थानों को लीजिये । वहां की रेलवे किस स्थिति में हैं? क्या वहां पर गार्डियां समय पर चलती हैं या नहीं? नार्थ इस्टर्न रेलवे हम लोगों के बिल्डिंग करीब की है, हालांकि हमारे यहां वह नहीं हैं, फिर भी जो थोड़ा बहुत अनुभव हमें हैं, उस के अनुसार मैं कह सकता हूं कि शायद १०० में से १६ ट्रैनें वहां पर लंट आती हैं । साथ ही ओवरक्रॉफ्टिंग का तो कहना ही क्या । इस लिये मैं मंत्री महोदय से निवेदन करूँगा कि जब आप पहला क्लास, द्वितीय क्लास और तीसरा क्लास रखते हैं और साथ ही स्लॉपिंग एकोमोहेशन भी देते हैं तो मैं चाहता हूं कि आप इन बातों की तरफ भी ध्यान दें । आप फर्स्ट क्लास और सेकंड क्लास तब तक एंडीलेशन कर लीजिये जब तक आप छोटे छोटे लोगों को रेलों में बैठने की जगह नहीं दे पाते । आप याहे कठिनाएं जाइये, खागों में जाइये, अलीपूर द्वारा, सिलिगुड़ी कहीं जाइये, गार्डियों में भी दूर दूर घबराहट होती है । उन में हर तरफ आदमी बैठ रहते हैं, जमीन पर भी बैठ जाते हैं, और एक आदमी की भी जगह उन में नहीं रहती है । जब हम पालियामेन्ट के मेंबर गोरखपुर, बिलिया बगैरह जाना चाहें तो कैसे जायें? आप ने मले ही हम को फर्स्ट क्लास दिया है लेकिन इन रेलों से न तो हमारा ही कोई फायदा होता है और न जनता को ही । जिन लोगों का हम प्रतीनीधित्व करते हैं, उन के हित मैं मैं यह निवेदन करूँगा कि जब तक आप बैठने की जगह न दे सकें, और आप नहीं दे रहे हैं, उस वक्त तक टिकट इश्यू नहीं करना चाहिये । आप आदर्श दें कि स्टेशनों पर उतने ही टिकट बैचे जायें जितनी रेल में जगह हो । जब आप टिकट इश्यू करते हैं तो आप को उन को जगह जरूर देनी चाहिये । जब तक आप यह न कर सकें तब तक सारे क्लासेज एंडीलेशन कर दिये जावें और स्लॉपिंग एकोमोहेशन को भी, छोड़ दिया जाये ।

इस के बाद मैं आता हूं कॉर्टिरिंग के ऊपर। यह सवाल बड़ा महत्वपूर्ण है। होता यह है कि जब कोई मंत्री जाता है, परिवर्त्यामेन्ट का मंत्रिमंडल जाता है तो उन की स्थानितरदारी बहुत ज्यादा होती है, लेकिन जब साधारण आदमी वहां जाते हैं तो उन की कोई वक्त नहीं होती है। यह कंटरर्स तो आज रेलवे अधिकारियों के ऊपर भी परं बास बन गये हैं। इन को थोड़ा दूरस्त बरने की आवश्यकता है।

अब मैं हैवेलमेन्ट के जो काम हैं उन की अंत मंत्री महोदय का ध्यान दिलाना चाहता हूं। मैं मंत्री महोदय की बड़ी कद्र करता हूं और धन्यवाद देता हूं कि उन्होंने रेलवे और दूसरे फार्म्स आफ ट्रान्स्पोर्ट जैसे कोस्टल शिर्पिंग वर्गोंरह को कोआर्डिनेट करने की ओर कदम उठाया है। लेकिन मैं यह कहना चाहता हूं कि जब हम एक सोशलिस्ट पैटर्न के सज्ज की कल्पना कर रहे हैं तो जो प्राइवेट कम्पनियां हैं उनको रेलवे में रखना कहां तक उचित है? वह तो जनता को लृती है। जिस प्रकार कंटरर्स को गरीबों के लृटने का लाइसेंस दे दिया गया है, उसी प्रकार से छोटी छोटी कम्पनियां, जैसे मार्टिन कम्पनी हैं, वह बिहार को तबाह किये हूं दृष्टि, खास कर मेरी कार्म्प्टदृएन्सी में। अभी हाल मैं ने देखा कि वह लोग क्या करते हैं कि जहां फर्स्ट क्लास का टिकट इश्यू कर रहे हैं। बाज बाज गारीड़ीयों में अपर और लोअर क्लास के डब्लू एक ही रंग में रंगे होते हैं। जो लोग पढ़ किसे नहीं होते हैं वह नहीं समझते हैं कि हम्बा अपर क्लास का है या लोअर क्लास का है। ऐसी हालत में मैं निवेदन करूंगा कि हमारे मंत्री महोदय को इस पर ध्यान देना चाहिये। मैं उन को इस के लिये धन्यवाद देता हूं कि उन्होंने रेलवे बोर्ड के चेअरमैन को भेजा था कि पटना जा कर छोटी लाइनों को ले लेने के बारे में परामर्श करें। लेकिन वह काम आगे नहीं बढ़ा। जब हम सोशलिस्ट पैटर्न आफ सोसाइटी की बात करते हैं उस वक्त हम को कॉपीटिलिस्टों के हित को नहों देखना चाहिये। जो कॉपीटिलिस्ट

गरीब जनता को लृटते हैं उनकी छोटी लाइनों को तो ले ली लेना चाहिये। आप वहां बड़ी लाइन बनाइये और वहां की जनता को परशानी से बचाइये।

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

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

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

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

[Shri Asoka Mehta]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shri Asoka Mehta]

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

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

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

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

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

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

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

Shri Asoka Mehta: Next, I would like to refer to the co-ordination of transport. I am surprised to find our Railway Minister depending all the time upon cells, bureaus, committees and commissions. My God, what a cobweb he wants to create around himself? Why can't he and his colleagues sit down and take certain basic policy decisions? Let us look at the question of rail-cum-sea transport. He has appointed a Committee. Surely, the Committee will not be able to take any decision on the major issues involved. What is the major issue? The shipping interests have been contending that the railways carry coal and salt at below cost. I do not know whether that is so. If that is so, I do not know whether that is going to be continued. If it is in the interests of the economy of railway transport that that should be continued, what is the use of setting up this Committee? If that is to be changed and how are questions which no Committee will be able to decide. I find that something like 38 per cent. of the goods traffic with the railways and over 50 per cent. of the traffic with coastal shipping is provided by coal. What kind of adjustment do you want? Coal is an important item for railways as well as for ships. Some kind of adjustment has to be made. I do not know what the Committee is going to do in this matter. These are issues which the Planning Cell, Efficiency Bureau and the rest of them, that the Minister has with him in his Secretariat should be able to decide provided the discussions are preceded by necessary consultation with the shipping interests.

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

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

terms of employment potential is high. We are told that something like 12 lakhs of people are today engaged in road transport and ancillary occupations. In the Bombay State, Road Transport we find that 6.14 persons are employed for every vehicle. With such high employment potential on the one hand and with a high operating ratio—I find that the operating ratio is something like 95 per cent—it is necessary to decide in what way this co-ordination is to take place.

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

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

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

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

[Shri Asoka Mehta]

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

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

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

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

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

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

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

Coming to the development scheme of the Railways, 1954-55 has been put as a record year so far as rolling stock and other things are concerned. We congratulate the hon. Minister for that. We are getting something like 15 locos, 26 passenger coaches and 400 goods wagons per week this year, and we hope that the amount of Rs. 128 crores that has been set out for development work in the next year will be properly utilised. But we find that most of these stocks that are expected under this development scheme will only come in the first year of the next Five Year Plan. Therefore, the bottleneck in transport will continue.

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

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

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

"कल यार्ट संभाल परगना के सम्बन्ध में कही गयी हैं। मैं यह तो नहीं कहूँगा कि मानवीय सदस्य ने मत्र ध्वनि इस और आकर्षित नहीं किया। मैं रुकड़े लार्ड को यह आदेश देंगा कि यह इसकी जांच करके इसकी एक रिपोर्ट मर्द सामने पेश करें। यह उन्होंने कहा था। यह उनके शब्द हैं।"

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

[Shri Bhagwat Jha Azad]

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

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

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

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

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

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

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

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

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

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

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

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

[Shri Bhagwat Jha Azad]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shrimati A. Käle]

who give you more revenue than passengers of the upper classes. Third class passengers give you Rs. 97-73 crores while passengers travelling by the higher classes, getting more spaces because of the comforts offered, give you only Rs. 11-74 crores. When third class passengers give you so much money, you should look to their comforts and convenience first and not to the others, taken up in right earnest? You are, who are travelling. Therefore, I would request the Railway Minister to be more sympathetic to the needs of the third class passenger and revise the scale of rates in the manner I have suggested or in any better manner, if he can do so. After all, we are heading towards a democratic socialist pattern of society to which every one is committed and, therefore, it is our bounden duty to carry out the promise that we have given to the people.

श्री श्री० श्री० दृष्टिपांड० (गुरु) : रेलवे मंत्री ने अर्थ-सकलंप सदन के समने प्रस्तुत करते समय जो अभिभावण किया है, उस से एक गुलाबी चिव अवश्य आपके समने रखा है। परन्तु तीन, चार साल से मैं रेलवे मंत्री के अर्थ-सकलंप पर भाषण सुनता आ रहा हूं, लैंकिन मेरे हृदय में यह भावना उत्पन्न नहीं हो रही है कि स्वतंत्र भारत में उन्नति के लिए योजना बनाकर प्रगति की तरफ जाने वाला रेलवे का कोई कार्य हो रहा है। एक बात ठीक है कि घरगुहीन और जातिहीन समाज का एक प्रयोग कर्ट्ट लाल से निर्मालन करके शुरू किया गया है। रेलवे के पुनर्वर्गीकरण की योजना, रिग्युलिंग की योजना जरूर शुरू की गई है। इसके साथ ही साथ यह भी हम दूसरे रेलवे के अन्दर नये नये प्रयोग करने की कल्पनाएँ भी चल रही हैं। चित्तरंजन में और बाकी हिन्दुस्तान में शोधी और लोकोमोटिव तंत्राय करने के कारणाने भी चल रहे हैं। यह सब प्रयोग उत्साह उत्पन्न करने वाले अवश्य हैं। परन्तु इन सब प्रयोगों का स्वागत करते हुए भी मैं यह बल्लं कहूंगा कि भारतवर्ष में रेलवे के प्रयोग के बारे में यह

समझा जाता था कि यह अंगूरों की हिन्दुस्तान को एक दंन है। अंगूरों का सज्ज बब आया तो लोगों ने उसका हिन्दुस्तान में स्वागत किया। मूँझे पुराने जलबारों की याद है कि बब रेलवे पहले आयी तो कोई भगवान या दूसरी-दूसरा आ रहा है ऐसा समझ कर लोगों ने उसके सामने नारियल भी तोड़ थे। अंगूरों ने एक प्रकार की स्वर्गीय दंन दी है ऐसी भावनाएँ उस समय जनता में हो रही थीं।

रेलवे केवल एक व्यापारिक बस्तु नहीं है, जिसके बारे में सोचा जाव कि इससे इतना नफा हुआ और इतना घाटा हुआ। पैसेंजर्स से डटनी आय हो रही है और ग्रुद्दस से इतनी आय हो रही है और कटू २२ लाख बचता है। यह सब बताने की चीज रेलवे नहीं है। रेलवे तो दूश के चीवन के लिए एक बहुत आवश्यक चीज है। इससे दूश की संस्कृति और सभ्यता में वृद्धि होती है। अंगूरों के जाने के बाद और सरदार वल्लभ भाई पटेल के एकीकरण करने के बाद दूश में रेलवे के विषय में एक नयी कल्पना होनी चाहीदी थी। लैंकिन यह कह कर कि पांच लाइनों का सर्वे हो रहा है अधिकतः :

१. फलेहपुर-दूर
२. पठानकोट-माधोपूर
३. इन्दौर-दूवास उज्जैन
४. बाराविल जोहा, और
५. रीनवास भीलदी

का सर्वे हो रहा है यह कह कर मामला खस्त हो जाता है। इन पांच साल जगह सर्वे हो गया, दो चार जगह दस-चार सील लाइन बन गयी और साँचासी सील लाइन और बनने की बातचीत हो रही है यही काम रेलवे में होने वाला है।

अंगूरों ने जो रेलवे लाइनें बनायीं वह इस उद्दर्श्य से कि जो दूशी रियासतें हैं उनमें जो सके और इसके लिए उन्होंने बहुत सा हिस्सा एनोग्र भी किया, और स्टॉटों ने उन पर इन्वेस्टमेंट किया। अब रेलवे की योजना इस

ट्रीट से बनायी जानी चाहिए थी कि कहां कहां नवये नर्थ कारखाने सुल रहे हैं, कौन कौन सा व्यापारिक केन्द्र अस्तित्व में आ रहा है। इस तरह का प्रा नक्षा बनाकर दूसरे में सब बगह रेलवे लाइन चलनी चाहिए और इस ट्रीट से कार्य होना चाहिए था। लैकिन मैं मध्यभारत में जाता हूं तो दूसरा हूं कि गवालियर से इन्हौंर जाने में बीच में दाईं साँ मील रेल नहीं है। लोग इस दूरी को सुधार बजे से बस में बैठ कर शाम के ८ बजे तक तैं करते हैं। गवालियर से उज्जैन तक जाने में बीच में साँ मील की लाइन नहीं है। अब कहा जाता है कि उज्जैन-द्वावास-इन्हौंर लाइन के बारे में बातचीत चल रही है। इसी प्रकार मध्ये अनेक प्रदेश भाल्म हैं कि जहां साँ-साँ मील तक रेलवे लाइन नहीं हैं। मैं एसे दृष्टिकोण में रहता हूं कि जहां से मुझे ३० मील तक बस में आना पड़ता है। उसके कारण मध्ये भत्ता तो ज्यादा मिलता है, लैकिन वहां रेलवे लाइन नहीं हैं। इस दूसरे में रेलवे लाइनों के लिए किसी प्रकार की योजना की गयी हैं, एसा नहीं दिखायी देता।

जिस समय रिग्युलेशन, पुनर्वर्गीकरण, किया गया था उस समय योजना बनाते बताते कहा गया था कि यह नहीं कहा जा सकता कि इससे फायदा होगा या नहीं। परन्तु, योजना के अन्तमें के बाद मैं कहना चाहता हूं कि यह जो रिग्युलेशन किया गया है वह अन्साइटिफिक हुआ है। फिर मित्रव्यवहार की ट्रीट से, इकानमी की ट्रीट से, भी यह सफल नहीं हुआ है। कार्यक्रमता भी इससे नहीं बढ़ी है। आब भीड़ ज्यादा बढ़ रही है और शासन की ट्रीट से भी हम दूसरे हैं कि इसमें सुधार नहीं हुआ है। यह योजना बनाते समय यह बताया गया था कि इस पर ही तीन साल के पश्चात् विचार होगा और उसके बाद इसमें परिवर्तन भी किया जायगा। परन्तु आज मैं दूसरे रहा हूं कि पुनर्वर्गीकरण में इस प्रकार का परिवर्तन नहीं रहा है।

बहुत से माननीय सदस्यों ने बहुत सी बातें कही हैं। मैं उनको द्वारा नहीं चाहता।

कहा गया कि रेलवे में रेल्स में कन्सेशन दिये गये हैं। परन्तु जब मैं ने दूसरा तो भाल्म हुआ कि कन्सेशन नहीं दिया गया है वर्तम रेल्स बढ़ाये गये हैं। मैं ने दूसरा कि दूर दूर जाने वालों के लिए तो कठु कम किया है, लैकिन नजदीक जाने वालों के लिए बढ़ाया है। स्माल डिस्ट्रीस के लिए पैकेजेज का रेट भी आपने बढ़ाया। यह आप बड़े विविचन प्रकार से समाव-वादी समाज की रचना को पूरी कर रहे हैं जिसको कि आपने आवाही में किया था। उस प्रतीका का पालन बड़ी आश्वर्यजनक रीत से चल रहा है। सभापति महोदय, हमारे रेलवे मंत्री ने वक्तावलेस और कास्टलेस सोसाइटी की बात कही थी, और हम दूसरे लगे कि क्या होता है। तो बताया कि फर्ट क्लास को एवालिश कर रहे हैं। लैकिन इस तरह से आपने फर्ट क्लास को एवालिश नहीं किया, वर्तम जर्मनीटिक को एवालिश किया, क्योंकि एक नम्र तो चला गया पर २ और २ रह गया। तो यह समझ में नहीं आता था कि गिरने कैसे। अब पहला क्लास फिर से रेस दिया गया है और तीन क्लास होंगे। इस प्रकार हम दूसरे हैं कि अर्धमीटिक में तो सुधार का दिया गया है, लैकिन समावशाल्व में कोई सुधार नहीं हुआ है। समावश्वस्था में मैं कोई सुधार नहीं दूसरा, क्योंकि जाज मैं दूसरा हूं कि रेलवे में एक नया क्लास आ गया है। पहले जब फर्ट क्लास था तो उसके नजदीक जाकर हम उसमें चलने वालों से बातचीत कर सकते थे, लैकिन अब जो एजन्स-कंडीशन्ड का नया क्लास निकला है उसमें यह सम्भव नहीं है। इसका किराया फर्ट क्लास से भी ज्यादा लगता है। हमारी पर्लायामेंट के स्पीकर और डिप्टी स्पीकर तो सैकंड क्लास में चलते हैं और सक्रेटरी साहब एजन्स-कंडीशन्ड में चलते हैं। डिप्टी-सक्रेटरी हैदर, सक्रेटरी और डाइरेक्टर तथा बड़े बड़े पूर्जीपूर्त एजन्स-कंडीशन्ड में चलते हैं। वे और आर एटेंडेंट वहां सही रहते हैं और किसी को अन्दर नहीं आने देते। इस का फर्ट क्लास ने भी जावा किराया है, इस प्रकार का यह वर्ग पैदा कर दिया गया है। मैं तो समझता हूं कि

[श्री की० जी० देशपांडे]

आप थर्ड क्लास को कर्स्ट क्लास कर दें, दूसरा क्लास रहता और पहले को आप एकातिके कर देते जो कि थर्ड क्लास हो जाता। लैंकिन मैं कह सकता हूं कि आज तो और भी ज्यादा कर्क हो गया है, क्योंकि आपने कर्स्ट क्लास से भी ज्यादा किराये का एक क्लास पैदा कर दिया है। तो तो क्लास जो पहले से है वे अब भी मौजूद हैं और मैं कोई कास्टलेस और क्लासलेस सोसाइटी की बात नहीं दूखता। मुझे कोई सोसाइटी पैटर्न नहीं दिखायी देता। होना तो यह चाहिए था कि आप सबके लिए केवल थर्ड क्लास ही रखते और थर्ड क्लास मैं जो लोग दूर दूर जाने वाले हैं उनको कम्प्टर्ट दें। आजकल जिनको काम करना होता है वे थर्ड क्लास मैं नहीं जा सकते। इसकी पारियायमें के मेम्बरों को या सेक्रेटरी को सैकंड क्लास से जाना पड़ता है, क्योंकि अगर वह थर्ड क्लास से चलें तो क्योंकि उनको गाड़ी मैं सोने को नहीं मिलता इसकी वे गाड़ी से उत्तर कर काम नहीं कर सकते। अगर आप थर्ड क्लास मैं भी एसी सूचियायें दें कि उनमें काम करने वाले चल सकें तो किर उसके पश्चात कोई यह नहीं कहेगा कि थर्ड क्लास मैं चलने से असुविधा होती है। यदि आप किसी पर दबाव न डालते हुए थर्ड क्लास मैं सब सूचियायें दें तो मैं समझता कि आप रेलवे मैं कास्टलेस और क्लासलेस सोसाइटी की ओर बढ़ रहे हैं। अगर इस तरह से सारे दृश्य मैं रेल चलती तो मैं समझता हूं कि काम ठीक से होता।

अब मैं भूषाचार के बारे में कुछ बातें बतलाना चाहता हूं। वैग्नन्स के लेने का यह हाल है कि डॉसी जा कर २५ रुपये दे कर वैग्नन मिलता है। मेरे सामने ठक्करी लोग रुपया लेकर जाते हैं और वैग्नन लाते हैं। जब लौंगिंग का टाइम होने के बारे मैं नैटिस देते हैं तब यह बातें होती हैं। मुझे स्वयं इसका अनुभव हुआ है। मुझे एक वैग्नन लेना था। इसके लिए मुझे ठहराना पड़ा ५ दिन और पारसल का वैग्नन लेना पड़ा। मेरे एक मित्र ने मुझे लैखा था कि अगर

तुम दस रुपये भेज दो तो वैग्नन मिल सकता है, मैं ने बात कर ली है। लैंकिन मैं रुपया देने को तेंदुए नहीं था। मैं ने रुपया नहीं दिया, इसकीलए मुझे लैन चार दिन छहरना पड़ा और पारसल का वैग्नन लेना पड़ा और इस मैं मेरा हृदय से रुपया लच्चा हुआ। मेरी काई जान पहचान नहीं थी।

मैं कट्टेरिंग हाउसेज में जाकर सरप्राइज विजिट देता हूं। मैं ने बहुत सी शिकायतें लिख लिख कर भेजी हैं। मैं समझता हूं कि पिछले साल मैं ने सौं सवा सौं शिकायतें भेजी होंगी। जबकि मैं भूषे लिखा गया कि हमने पछा है, इन्वायरी हो रही है।

पुलिस के लोगों से भी मैं ने बात की तो एंटी-करप्तान के लोग कहते हैं कि मिनिस्टर रुकावट डालते हैं। मिनिस्टर की इजाबत के बिना हम रेलवे के करप्तान की जांच नहीं कर सकते। वह रास्ते मैं जो रुकावट है वह हट जाय तो हम बहुत से रिश्वतखोर जो लोग हैं और भूषाचार करने वाले लोग हैं उनको रास्ते पर ला सकते हैं और उन पर मुकदमा चला सकते हैं। हमारे मिनिस्टर भूषाचार का उन्मूलन करें, इसके बावजूद हम दूखते हैं कि भूषाचार को छिपाने के लिये मिनिस्टरों का उपयोग हो रहा है। इस प्रकार की बातें भूषाचार मैं चल रही हैं और मैं समझता हूं कि भूषाचार के लिये वैग्नन के जो लोंग करने की बातें हैं ये बातें नहीं चलनी चाहिए। इसके अतिरिक्त विभाग की ओर बहुत सी बातें हैं, लैंकिन मैं नहीं समझता कि बहुत बातें करने के लिये जब मेरे पास समय है। जहां तक रेलों के बजत से दूर मैं पहुंचने का सावाल है मैं कहना चाहता हूं कि गाड़ियाँ का टाइम जैसे पहली ठीक नहीं था और गाड़ियाँ लैट ही जाया करती थीं, वही हालत आज भी कायम है, आज भी सेट पहुंचती हैं। मैं स्वयं अपने जनरेल से बतला सकता हूं, मैंने गिन कर रेलवा हैं कि पिछले साल मैं स्वयं ११ मर्तबा जाते और ११ ही मर्तबा जाते हृदृहृद घंटा लेते हुआ। मैं दूख रहा हूं कि गाड़ियाँ की इर्गुलरी जो पहले बार के समय बढ़ी थी

वह बार सत्तम हो जाने पर भी सत्तम नहीं हुई है और आज भी कायम है।

आगे चल कर मैं एक, दो बारें अपनी कांस्टीट्यूशंसी के विवर में बताऊंगा। ग्वालियर रेलवे सेंट्रल रेलवे में सीमित हुई है। ग्वालियर स्टैंट जो पुरानी भी वहाँ के लोग शिकायत करते हैं कि वहाँ की रेलवे में थर्ड क्लास का किराया बाकी जो जनरल रेलवे वहाँ तक है कि माइलेज ज्यादा लिया जाता है, मिनिस्टर साहब इसकी जांच करें। शिकायत यह है कि ग्वालियर टू शिवपुरी एन्ड शिवपुरी, ज्यादा माइलेज लगाया जाता है.....

श्री राधेलल व्यास (उज्जैन) : उज्जैन से आगरे तक भी माइलेज ज्यादा लगाया जाता है।

श्री श्री जी० वृश्यांड़ : एसा करके ज्यादा पैसा लिया जाता है। पता नहीं है कि एसा पार्टी के कारण है या और किसी कारण हैं। मैंने पिछले साल भी बजट के समय कहा था कि बीना और कोटा को एक ही लाइन जाती है और आती है। गारियाँ की समुचित व्यवस्था न होने के कारण और ट्रान्सपोर्ट अच्छा न होने के कारण मार्नीसह और अमृत लाल जैसे हाकड़ों का वहाँ आतंक छाया हुआ है और वे वहाँ घमँरह हैं, वहाँ पर एक रेलगाड़ी कम से कम और चलाई जाय यह प्रार्थना मैंने की थी, लेकिन अभी तक मेरी बात मानी नहीं गयी है और रेलवे वहाँ पर चाल नहीं हुई है।

अब आखिर मैं एक प्रार्थना और मैं मिनिस्टर महोदय से करूँगा। बात यह है कि पुराने लोग प्रतिगामी हैं। मैं समझता हूँ कि लोगों को बानी पिलाना अच्छी बात है और शायद धार्मिक दृष्टि से यह अच्छा हो। इसके लिए-उनको बुरा मालूम हो। यह प्रतिगामी है। बीसवीं सदी है शायद मानेंगे नहीं, मैंने लिख कर भी इसके बारे में शिकायत की तो उत्तर आया कि भोपाल के स्टैशन पर एक ही अदमी होता है। मई के भौंने मैं पानी नहीं भिल सका, भोपाल बड़ा

स्टैशन है, कोटा स्टैशन नहीं है। यह शिकायत मैंने लिख कर भेजी है और जवाब भी जो आया वह मैंने बतला दिया। मैं तो चांदगा कि गर्मी के मौसम में आप हर जगह फिल्टर्ड फ्रिंगिंग बाटर, रैफरिंग्टर से ठंडा किया हुआ पानी रख सकते हैं, ठंडा पानी रखना कोई असंभव चीज नहीं है। हिन्दुस्तान में जलावा और सब बातों के कि बेयर खड़ा है, एयरकंडीशन बॉक्स को बोकाइड किये जा रहे हैं, और आप मुक्त में थर्ड क्लास के हर एक टिक्के में पानी पीने के दर्ते हैं तां आप एक बड़ी भारी सुधिया देशवासियों को अप्रैल, मई और जून के महीनों में यात्री लोगों के लिये सुखम कर सकेंगे। यह सुझाव द्वारा मैं अपना भाषण समाप्त करता हूँ।

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

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

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

[Shrimati Ila Palchoudhury]

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

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

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

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

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

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

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

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

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

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

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

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

[Shrimati Ila Palchoudhury]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shri Nevatia]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[SARDAR HUKAM SINGH in the Chair]

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

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

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

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

[Shrimati Tarkeshwari Sinha]

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

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

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

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

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

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

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

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

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

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

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

[Shrimati Tarkeshwari Sinha]

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

There is one other matter...

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

श्री गणपति राम (जिला जॉनपुर—पूर्व—रीक्षत—अनुसूचित जारीतायां) : समापति जी, मैं आपकी दिक्कत को समझता हूँ कि सदन के प्रार्थनें सदस्यों और सास कर मरीहता सदस्याओं की धौंस सहनी पड़ती है और उनको समय देना पड़ता है। आप उनको समय दें लेकिन साथ ही मैं समझता हूँ कि आपकी कृपा दर्शित हमार जैसे बैंक बैंचर्स की तरफ है और होनी भी चाहिये और मैं एक हरिजन होने के नाते हरिजन जनता की तरफ से और सास लौर से जिस निवाचिन क्षेत्र से मैं यहां पर आया हूँ वहां की जनता की तरफ से मैं अपने रंगवे मंत्री की सेवा में कृपा निवेदन करना चाहता हूँ और प्रार्थना करता हूँ कि मुझे इसके लिये आप धोड़ा समय दें।

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

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

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

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

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

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

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

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

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

[Shri U. M. Trivedi]

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

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

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

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

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

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

Shri B. Das: Late Minister or former Minister?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[**Shri R. K. Chaudhuri**]

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

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

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

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

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

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

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

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

Shri R. K. Chaudhuri: I am sorry.

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

Shri Lokenath Mishra: You caused the laughter, Sir.

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

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

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

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

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

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

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

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

Shri A. M. Thomas: Bullock cart.

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

Shri Nambiar: For whom?

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

Shri L. B. Shastri: You got it?

Shri R. K. Chaudhuri: I got it.

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

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

[Shri R. K. Chaudhuri]

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

Another thing which I should like...

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

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

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

Shri B. Das: He always grudges.

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

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

Shri Nambiar: Never. (*Interruptions*).

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

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

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

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

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

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

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

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

Shri Lal Bahadur Shastri: That is quite incorrect.

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

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

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

[Shri T.K. Chaudhuri]

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

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

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

श्री रघुपीर सहाय (जिला एटा-उत्तर पूर्व व जिला बदायू-पूर्व) : रेलवे बजट पर बोलते हुए दिभाग में कई तरह के स्थानात आते हैं। सब से पहले तो यह स्थान आता है कि पिछले सालों के मुकाबले में इस बड़े विभाग ने जिस में कि तकरीबन १० लाख मुलाजिम काम करते हैं और १३५ लाख रुपया मुलाजिमों को तनावात के रूप में दिया जाता है इसने दिनों में इन्होंने काम में कितनी तरकी की है, लोगों की शिक्षायतें जो भी उनको किस हद तक दूर किया है इन सब बातों को देखकर यह कहना पड़ता है कि ये सब मुश्तकिकावाद के मुस्तकिक हैं, बधाई के मुस्तकिक हैं। मैं उन तमाम बातों का व्यांग जो कि पिछले कुछ दिनों में रेलवे विभाग द्वारा की गई हैं और जो... कि तारीफ के कानिबल हैं यहां पर रखना नहीं चाहता।

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

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

दूसरी चीज जिस की तरफ मैं आपका स्थान दिलाना चाहता हूं, वह यह है कि आप ने अपनी स्पीच में यह करमाया कि हम पहली अप्रैल से फिर कर्स्ट क्लास, सॉकेट क्लास और थर्ड क्लास करने वाले हैं और इंटर क्लास को त्वरित करने वाले हैं। आप ने अपनी तकरीब में कोई भी बजब इस तब्दीली के बारे में नहीं बताई। मुख्तलिफ स्थानात हम स्थानों के दिभागों में आ रहे हैं कि इससे क्या कोई बेहतरी होगी या बद्दतरी। पिछला तजुर्बा हमारे सामने है जब एक दफा पहले भी इंटर क्लास खत्म किया गया था लैकिन थोड़ा दिनों के बाद ही फिर वारिपस बूला लिया गया था। कई सालों से आप परियामोंट और मुल्क के अन्दर यह स्थान पैदा कर रहे हैं कि हम कर्स्ट क्लास को हमेशा के लिए दूर करना चाहते हैं। लैकिन, अब आप कर्स्ट क्लास को फिर से लाना चाहते

[श्री रघुवीर सहाय]

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

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

अपनी तकरीब में सफह ६ पर किसायों की तब्दीली के बारं में आंकड़े दर्ने के बाद आप बताते हैं :

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

अब मामूली सी समझ वाले आदमी के लिए यह दोनों चीजें समझना बड़ा मुश्किल मालूम पड़ता है। इस में कोई शक नहीं कि रेलवे बोर्ड ने इस बारं में आपको सलाह दी होगी और ऐसा करते बढ़त उनके दिमाग में कोई बात होगी लैंकिन मामूली समझ के लोगों के लिए उस चीज को समझना बड़ा मुश्किल है। कलासिफिकेशन को तबदील करना, ही सकता है बहुत जरूरी हो लैंकिन में आप के सामने बहुत अद्वे से स्ट्रीवर पेश करना चाहता है कि इस मामले में जल्दी न करिये। जैसे कि कंटरिंग के बारं में बहुत सी शिकायतें पब्लिक ने आप से दी, मैम्बरों ने भी की थीं और अखबारों में भी हड्डी तो आप ने एक कीमटी, अलगशन कीमटी, इस मामले की जांच पड़ाताल करने के लिए बिठाई। उस कीमटी ने तमाम पहलुओं पर विचार कर के अपनी रिपोर्ट दी। मैं समझता हूं कि जिन हमारे मैम्बर साहिबान ने उस रिपोर्ट को पढ़ा होगा वे सन्तुष्ट हुए होंगे कि इस सवाल पर काफी गाँव किया गया है और अच्छे स्ट्रीवर पेश किये हैं। मैं आप के सामने

यह स्ट्रीवर रखना चाहता हूं कि कलासिफिकेशन के बारं में भी अगर आप समझते हैं कि यह कलासिफिकेशन तबदील किये जाएं तो एक छोटी सी कीमटी इस के बारं में आप बना दें और उसको इस मामले पर तफसील से सोचने का मौका दें। इतनी तेजी के साथ और इतनी जल्दी मार्जिदा कलासिफिकेशन को तबदील करना कुछ मुनासिब नहीं मालूम पड़ता।

कंटरिंग के बारं में जैसे मैं ने अभी अर्ज किया कि आपने कीमटी बनाई और उस कीमटी ने तज्जीबें पेश कीं। मैं चाहता हूं कि उन तज्जीबों के ऊपर जल्दी से जल्दी अमल किया जाये। पारिलायमेंट के मैम्बरों का आंतर द्वारा लोगों का यह तज्ज्वर है कि कंटरिंग का इंतजाम, खाली पीने की चीजों का इंतजाम रेलवे स्टेशनों पर बहुत सराव हो रहा है। जो पहले कंटरिंग करते थे जैसे स्पेनज और किलनर और जिस अच्छे तरीके से वे सामान दिया करते थे उनकी आज भी हमें याद आती हैं। आज जिस तरीके से इंडियन कंटरिंग चल रहा है इसको देखकर अफसांस होता है। कंटरेंस के पेरो के हम खिलाफ नहीं हैं, पर जिस तरह पर वे ज्यादा नफे का रुयाल करके घटिया किस्म का सामान देते हैं उसके हम जरूर खिलाफ हैं। हम चाहते हैं कि उनका व्यापार रहे लैंकिन उसके साथ ही साथ हम यह भी चाहते हैं कि रेलवे में जो मूसाफिर सफर करते हैं वे खराब खाना खाकर जल्दी भर भी न जायें। इसीलिए यह ज्यादा मुनासिब है जैसे कि अलगशन कीमटी ने सिफारिश की है कि जहां पर डिपार्टमेंटल कंटरिंग नहीं है वहां पर डिपार्टमेंटल कंटरिंग जारी किया जाए और अब इस तरीके से उन लोगों को इस बात का मौका दिया जाए कि डिपार्टमेंटल कंटरिंग के मुकाबले में वे भी अपने खाने की चीजों में सुधार करें।

रेलवे बोर्ड के कुछ मैम्बर रूस और चीनीप के द्वारा मुल्कों में गये थे। उन्होंने अपने तज्ज्वर की बिना पर एक रिपोर्ट रेलवे मिनिस्ट्री को दी।

हमें अफसास है कि वह रिपोर्ट पार्लियामेंट के मैम्बरों को नहीं दी गई। लैंकिन लायबूरी में वह रिपोर्ट मार्जिन है और मुझे उसके कुछ चैट्टर पढ़ने का मौका हासिल हुआ है। मूझे यह पढ़कर स्थिरी हुई कि रस्स की रेलें कई मामलों में हम से आर्ने हैं और मैं रेलवे मिनिस्टर से दरखास्त करता हूं कि कई एक उनकी बार्तां को हमें अपने यहां जल्दी से जल्दी लाना चाहिए और उन पर अमल करना चाहिए। मसलन उम रिपोर्ट को पढ़ने से यह मालग्र हुआ कि वहां पर स्टंशनों को आँख कोचिज को बड़ा साफ रखा जाता है और स्टंशन दूर्सने में बड़े स्थूलनमा मालग्र पहुंचते हैं। यहां पर तो सॉकिंड वलास के पैसैंजर जहां चाहें गंदगी ढाल देते हैं, जहां पर चाहें नारंगी के छिलके फैक देते हैं और जहां चाहें थक देते हैं। इंटर वलास में भी एंसा ही होता है। थर्ड वलास का कहना ही क्या है। उन लोगों में एंसर्थेटिक सैन्स पैंडा करना और स्टंशनों आदि को साफ रखने की भावना पैंडा करना भी बहुत जल्दी है। मैं चाहता हूं कि रेलवे मिनिस्टर साहब को इस और ध्यान देना चाहिए। मैं यह इसीलए भी कह रहा हूं कि होली आने वाली है और हमारे यहां एक रिवाज हो गया है कि स्टंशनों पर मिट्टी, कड़ा, गोबर बगरह चलता हुई रेलों पर फेंका जाता है।

श्री एल० श्री० शास्त्री : यह जो मिट्टी, कीचड़ बगरह चलती गाढ़ी पर फेंका जाता है हम 'इसे कैसे रोक सकते हैं? यह तो पर्यालक हैंविट को बदलने की बात है।

श्री रघुवीर सहाय : यह अच्छा है कि रेलवे मिनिस्टर महादय ने अपनी दिवकर बताई है कि हम कैसे रोकें। एक चीज तो यह है कि इस में हर कोच के साथ, हर ट्रेन के साथ एक कंचटर इसीलए चलता है कि वह तमाम कोचिज की सफाई मूल्यालिफ स्टंशनों पर करता रहे। अगर आप इस किस्म की स्कीम यहां पर भी जारी कर दें तो जहां एक स्टंशन पर गंदगी फेंकी जाती है वह दूसरे स्टंशन पर साफ हो सकती है। दूसरे हमारी जो पार्दीशक सरकार है उनसे भी यह कहना चाहिए कि वे इस किस्म के हुएगान्ज गुंडाइज्म हैं को रोकें।

4 P.M.

एक चीज और रस्स के बार्ट में मैं ने पढ़ी वह यह है कि वहां पर आंवरकार्डिंग बहुत नहीं दिसायी पहुंचता। इसमें कोई शक नहीं कि पिछले दिनों में आंवरकार्डिंग का मामला बहुत कुछ हल हो गया है। बड़ी लाइनों पर हम दूर्सते हैं कि आंवरकार्डिंग बहुत कम है लैंकिन छांती लाइनों पर बहुत ज्यादा है, और यहां तक कि रेल के डब्बों की छतों पर चढ़कर आदमी जाते हैं। मूझे बड़ी स्थिरी हुई यह पढ़कर कि रस्स में भी रेलों की छतों पर आदमी चढ़ते हैं, लैंकिन इसीलए नहीं कि अन्दर जगह कम होती है बल्कि इसीलए कि वहां पर वह लोग अपने को धूप देना चाहते हैं गालिबन डब्बों में सरदी ज्यादा होती है, इसीलए वह धूप में बैठने के लिए छतों पर चढ़ जाते हैं, लैंकिन ज्यों ही मूहकमे वाले उन्से नीचे आने को कहते हैं वे नीचे आ जाते हैं। आपके यहां इस किस्म का कोई इन्टेंजाम नहीं कि जो छत पर चढ़ने वाले हैं उनसे कहा जाय कि नीचे उत्तर आओ। आप टिकिट लैस ट्रैवलिंग का इन्टेंजाम करते हैं और जां टिकिट लैस ट्रैवल करते हैं उनको गाढ़ी रुकाकर पकड़ा जाता है और उन पर ज़माना किया जाता है। इस तरह से आपने टिकिट लैस ट्रैवलिंग को काढ़ में करने की कोशिश की है। लैंकिन जो लोग रेलों के डब्बों की छतों पर चढ़ कर जाते हैं उनको क्यों नहीं सोका जाता और उन पर क्यों ज़माना नहीं किया जाता और उनको सजा क्यों नहीं दी जाती। अगर यह किया जाय तो मैं समझता हूं कि छतों पर चलना और अपनी जान को स्वतंत्र में छालना रोका जा सकता है।

सभापति महोदय : फिर उनको कहां लाया जाय? वह धूप के लिए तां ऊपर नहीं जाते हैं। नीचे ज़गह नहीं होती तां ऊपर जाते हैं।

श्री रघुवीर सहाय : यह तो बिल्कुल ठीक है। रस्स में गाड़ियां काफी हैं। यहां गाड़ियां काफी नहीं हैं लैंकिन फिर भी कम से कम छतों पर चलने दिया जाये। इसका मतलब यह होगा कि हिपाटर्मेंट इजाजत दे रहा है कि अगर जगह न हो तो छतों पर चढ़ो। और मैं समझता

[श्री रघुवीर सहाय]

हूँ कि इस किस्म की इजाजत देना बहुत खतरनाक है।

एक बात की तरफ मैं और ध्यान दिलाना चाहता हूँ। कुलीयों का प्राप्तम भी कोई मामूली प्राप्तम नहीं है। यह एक क्लास ही अलहदा है। उनके मिजाज ही दसर हैं। ये आरतों को और अनपढ़ लोगों को ज्यादा पर्याप्त करते हैं। आपने रट मुकर्र कर दिया है कि की कुली एक मन के बोझ के लिए तीन आना दिया जाय। अब इन्होंने अगर सामान को लिया और फ्लेटफार्म पर रख दिया तो यह समझत है कि तीन आने हो गये। गाड़ी अगर १५ मिनट बाद आयी और उसमें फिर सामान रख दिया तो ६ आने हो गये और अगर कहीं तबड़ोती करनी हुई तो ६ आने हो गये। इस तरह वह पर्याप्त करते हैं। मैं समझता हूँ कि इसके बारे में भी आपको ध्यान देना चाहिए। बहुत सी भाइलायें अकेली सफर करती हैं। वह बड़े स्टॉशनों पर कुली उनसे भिन्न जाते हैं यह बड़ा नागवार मालम होता है। कोई ऐसा इन्तजाम होना चाहिए कि ये कुली जो बेलगाम हों जाते हैं, ये काबू में रहें।

हन अपने यहाँ देखते हैं कि बड़े से बड़े स्टॉशनों पर अगर थोड़े से आदमी कम्पार्टमेंट में धूस जाते हैं तो वे बाहर वालों को अन्दर नहीं आने देते और रोकते हैं। मालम नहीं होने पाता कि अन्दर कितनी जगह है और कितने आदमी बैठते हैं। अगर अन्दर कोई लहीम-शहीम आदमी हुए तो मेरे जैसे आदमी तो उनके बैंसे के हर से अन्दर नहीं धूस सकेंगे। रूस के बारे में मैं ने पढ़ा है कि वहाँ पर असिस्टेंट स्टॉशन मास्टर, जो कि स्टॉशन मास्टर के बाद द्वितीय स्टॉशन का जिम्मेदार अफसर होता है, इसलिए मुकर्र किया जाता है कि वह स्टॉशन से गाड़ी चलने के पहले यह दूसरे कि मुसाफिरों को जगह मिली है या नहीं। इस तरह का हमको भी कोई इन्तजाम करना चाहिए। हमारे रेलवे स्टॉशन्स पर मुसाफिरों को रेल के डब्बों से उतरने चढ़ने में सहायता हो इसको कोई नहीं देखता। मैं

मिनिस्टर साहब का ध्यान इस ओर भी दिलाना चाहता हूँ।

मूझे यही समझ ध्यान करने हैं। वाकी जो उन्होंने तारीफ के काम किये हैं उनके लिए मैं विभाग की प्रशंसा करता हूँ और उनको बधाई देता हूँ।

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

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

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

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

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

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

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

[SHRIMATI SUSHAMA SEN in the Chair]

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

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

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

[Shri Tulsidas]

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

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

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

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

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

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

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

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

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

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

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

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

I would also like to mention.....

Mr. Chairman: One more minute.

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

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

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

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

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

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

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

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

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

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

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

Babu Ramnarayan Singh (Hazaribagh West): No.

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

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

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

Some Hon. Members: Impossible.

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

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

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

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

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

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

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

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

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

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

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

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

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

[Shri N. Somana]

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

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

So, there is no alarm at all.

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

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

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

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

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

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

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

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

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

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

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

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

Shri Alagesan: What about other contractors?

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

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

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

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

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

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

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

Shri Alagesan: They have to share in the cost.

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

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

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

[Shri Ramachandra Reddi]

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

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

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

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

श्री गणपति तम : मैं यह कहना चाहता हूँ कि जनता की राय में हमारे रेलवे मंत्री एं से मीठवार्यों में गिने जाते हैं जिनको यह कहा जाता है कि जो कुछ यह कहते हैं उन में से बहुत पर अमल करने की कोशिश करते हैं लैंकन मैं इन्हने जरूर कहूँगा कि अपने बाकीयों में प्रायः रेलवे विभाग में सोशलिस्टक पैटर्न आफ सोसाइटी का बहुत कुछ नमूना बजट पेश करने के पहले पेश कर चुके हैं। हम लोगों को यह उम्मीद रही है कि अपने बजट में भी वह उस समाजबादी समाज की व्यवस्था के लिये कोशिश करेंगे लैंकन मैंने दस्ता कि साधारण जनों के लिये धर्ढ कलास का जो किराया था, एक भी से १५० भील तक का वह भी थोड़ा सा बढ़ा दिया गया और वह थोड़ी बढ़ोतारी साधारण जनता के लिए बहुत भार स्वरूप हो सकती है। इन्हा ही नहीं अपने जो इंटर कलास को सेकेंड कलास किया और सेकेंड कलास को फर्स्ट कलास किया, तो क्या मैं आपसे यह सवाल पूछ सकता हूँ कि यह सेकेंड कलास का किराया वर्तमान इंटर कलास के बराबर होगा और फर्स्ट कलास का किराया वर्तमान सेकेंड कलास के बराबर होगा या नहीं और यदि ऐसा नहीं है तो आप सोशलिस्टक पैटर्न आफ सोसाइटी का नमूना किस तरह से पेश करना चाहते हैं। मैं तो यह कहना चाहता हूँ कि आप बज कलास को खरीद करके एक बड़ा कलास बनाने जा रहे हैं आप वर्तमान समाज की जो उसके लिये जरूरी है वह व्यवस्था आप नहीं ला रहे हैं।

मैं आज और कुछ कहने के पहले अबनी कांस्टाइट्यूट्सी की कुछ जरूरतों के सम्बन्ध में

मंत्री महांदेव और रेलवे विभाग का व्यापक दिलाना चाहता हूँ। हमारे मंत्री महांदेव ने बफरावाद सुलतानपुर रेलवे लाइन के उद्योगाटन के समय बफरावाद स्टेशन को दूख कर कहा था कि हम इसको जंक्शन करार करते हैं लेकिन वहां पर अभी भी एक कंचा प्लेटफार्म नहीं है। बफरावाद में दो रेलवे लाइन मिलती हैं। इलाहाबाद से जैनपुर चंचाई जाते हुए दूसरे लाइन मिलती है और सुलतानपुर की तरफ से वहां पर एक लाइन आती है। वहां पर आपको प्लेटफार्म कंचा करने की जरूरत है। दूसरे वहां पर कोई बैटिंग रूम नहीं है। वहां पर एक बड़े बैटिंग रूम की आवश्यकता है जिसके लिये कि आपको जल्द इंचाम करना चाहिये। तीसरी चीज जो मैं कहना चाहता हूँ वह यह है कि वहां प्लेटफार्म पर शेंद्रस नहीं हैं और जैसे शेंद्रस आप और स्टेशनों पर लगावा रहे हैं, वैसे शेंद्रस वहां पर भी शीघ्र लगावायें। इसके अलावा मूँझे मालदम हैं कि जैनपुर जिले के अन्दर सेंतासाराय स्टेशन पर एक बैटिंग रूम बनाने वाला था और वहां की जनता की बराबर यह मांग रही है कि वहां पर एक बैटिंग रूम शीघ्र बनाया जाय।

चौथी चीज यह है कि जैनपुर से जो लाइन आइड्हाइर जाती है, किराकत स्टेशन के आगे लाइन पर दोनों तरफ जो सेत पड़ते हैं वहां के किसानों की यह मांग है और कई बार आपके यहां दरखास्त भी दूचुके हैं कि जिन किसानों से वह जमीन लाइन बनाते समय ली गई थी उन्हीं किसानों को वह जमीन दी जानी चाहिये बचावीक वहां पर अभी यह व्यवस्था है कि वह जमीन कंट्रैक्टर्स को दी दी जाती है जो उन्हीं किसानों से तीन गुना, चार गुना और पांच गुना लगान बहुत करते हैं। इससिलें मेरी यह प्रार्थना है कि वह जमीन उन्हीं किसानों को दी जानी चाहिये जिनसे कि वह जमीन लाइन बनाते समय ली गयी थी। मैं यह कहना चाहता हूँ कि जैनपुर रेलवे स्टेशन पर जहां पर कि बांधीकाया का भीदर हैं वहां पर रोजाना हजारों यात्री आते हैं, वहां पर कोई ओवर ब्रिज और अंडर ब्रिज नहीं हैं और वहां के टी० सी० और टी० टी० को पैसेंजर्स को चेक करने में दिक्षिण

महसूस होती हैं और वह ठीक से उनको चेक नहीं कर पाते हैं, इससिलें अगर आप सही माने में चाहते हैं कि पैसेंजर्स की ठीक से चीकग हो तो वहां पर एक ओवर ब्रिज और एक अंडर ब्रिज बनाने की जरूरत है। पांचवीं बात यह है कि जैनपुर स्टेशन पर जो पानी दिया जाता है वह गंदा पानी दिया जाता है। मेरी प्रार्थना है कि वहां पर यात्रियों को जो पानी दिया जाय वह साफ दिया जाय।

अब मैं आपसे यह कहना चाहता हूँ कि प्रायः यह कहा जाता है कि हम देश से अस्वीकृता की लम्ब करना चाहते हैं और मैं यह भी जनता हूँ कि हमारे रेलवे मंत्री महांदेव अस्वीकृता को कभी भी पसन्द नहीं करते। आज भी हमं दूसरे हैं कि जहां कहीं कोई हरीजन टी० सी० या टी० टी० है अथवा और पदों पर काम कर रहे हैं, वहां पर आज भी उनके साथ अस्वीकृता का अवहार होता है। मूँझे यह कहने में कोई संकोच नहीं होता कि मुगालसराय रेलवे स्टेशन पर जब एक हरीजन टी० सी० टी० सी० के रेफ्रेशर्मेंट रूम में चाय पीने के लिये गया तो हैंड टी० सी० ने कहा कि ये चमार टी० सी० रेलवे डिपार्टमेंट में आकर धर्म को बचाव कर रहे हैं। मैं आपसे कहना चाहता हूँ कि उस हरीजन टी० सी० की दरखास्त आपके पास भेजी गई थी, उस पर एक्जेन लिया जाना चाहिये।

दूसरी चीज मैं आपसे यह कहना चाहता हूँ और मैंने पहली बार भी यही कहा था और आज फिर उसे कह दूना चाहता हूँ कि अगर देश से लाइसेंट के कलंक को आप मिटाना चाहते हैं तो आप पहले रेलवे में से इसको हटाइये। जहां आप पानी पिलाने वाले नौकर रखते हैं उनमें ज्यादा से ज्यादा आप हरीजनों को रखते और अगर पैसेंजर्स यह जान कर भी कि हरीजन पानी पिलाने वाले हैं अगर उनसे पानी पीना शुरू कर देंगे तो इस कलंक को बहुत कुछ हम अपनी रेलवे में से लम्ब कर सकेंगे। यह मेरा सुझाव है।

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

[श्री गणपति राम]

नाँकर जो कि दीनापुर रेलवे स्टेशन पर थोड़े दिन पहले काम करते हुए अपनी छप्टी अंजाम दे रहे हुए रहा, उसकी दूरस्थान्त उसकी पल्ली की तरफ से आइ थी और मुझे ज्ञात है कि मैंने भी एक रिप्रेबेटेशन आपके यहां दिया था लेकिन फिर भी अभी तक उस सम्बन्ध में यह भी नहीं पता चल सका कि आपके रेलवे फिपार्टमेंट ने यह भी मान लिया कि नहीं कि वह छप्टी पर मरा कि नहीं। दूसरी चीज यह कि उसके पोस्ट मार्टम की कार्यवाही में हाक्टर ने लिखा है कि वह छप्टी पर मरा, यह आश्वासन भी अभी तक नहीं दिया गया कि छप्टी पर मरने वालों को जो कर्मन्सेशन अधिका मुआविजा दिया जाता है वह उस कुली की पल्ली को मिलेगा या नहीं। मैं उसका नाम बतलाये देता हूँ। उसका नाम राम सुमेर वाल्मीकी है। वह हाईरेजन है और वाल्मीकी का काम करता था। आप हूँ सम्बन्ध में आवश्यक जांच करें और उस पर एक्शन लें।

एक चीज और कहना चाहता हूँ। इलाहाबाद रेलवे सर्विस कीमिशन जो आपने बनाया था, उसमें बहुत कहने सुनने के बाद आपने यहां पर एक हाईरेजन सुपरिन्टेंडेंट रखा था, और बन्वाइ सर्विस कमीशन में आपने जो सेक्रेटरी रखा वह नान हाईरेजन था, उस का पीरियड आक सर्विस उस सुपरिन्टेंडेंट के मुकाबले में

बहुत कम था यानी जब वे सुपरिन्टेंडेंट की तरह साल की सर्विस भी उसके मुकाबले में आपने बन्वाइ में जिसको सेक्रेटरी बनाया उसकी कुल दो साल की सर्विस थी। लीकेन आपने हाईरेजन को तो सुपरिन्टेंडेंट बनाया और दूसरे आदमी को आपने सेक्रेटरी बनाया। दोनों के एक्सपीरियंस आँर लंगड़ आक सर्विस में काफी फर्क था लीकेन आपने हाईरेजन के मुकाबले एक नान हाईरेजन को सेक्रेटरी के लिये पसन्द किया। फिर भी आपने यह आश्वासन दिया है कि मौका पढ़ने पर प्रबोक्षन देंगे। क्या मैं पछ सकता हूँ कि आप इस योग्य और दूसरे एसे योग्य आदमियां को आगे तरक्की देंगे? क्या आप उसको तरक्की दे सकते हैं? मुझे यह भी मालूम हुआ कि रेलवे सर्विस कीमिशन इलाहाबाद में जो वहां के सेक्रेटरी हैं उनकी एफिशियंसी और योग्यता से आपका फिपार्टमेंट काफी बुशा है। आँर.....

5 P.M.

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

Shri Ganpati Ram: I will take more time.

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

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