

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

1567

LOK SABHA

Monday, 5th March, 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-30 A.M.

PAPERS LAID ON THE TABLE

AMENDMENTS TO TEA RULES

The Minister of Commerce (Shri Karmarkar): I beg to lay on the Table, under sub-section (3) of section 49 of the Tea Act, 1953, a copy of each of the following notifications, making certain amendments to the Tea Rules, 1954:—

- (1) Notification No. 36 (4)-Plant/54, dated the 17th April, 1954.
- (2) Notification No. 32(9)-Plant/54, dated the 22nd January, 1955.

[Placed in Library. See No. S-75/56]

AMENDMENTS TO COFFEE RULES

Shri Karmarkar: I beg to lay on the Table, under sub-section (3) of section 48 of the Coffee Act, 1942, a copy of the notification No. 15(17)-Plant/55, dated the 20th February, 1956, making certain amendments to the Coffee Rules, 1955.

[Placed in Library See No. S-75/56]

PRESIDENT'S ASSENT TO BILL

Secretary: Sir, I have to inform the House that the University Grants Commission Bill, 1954, which was passed by the Houses of Parliament during the current Session was assented to by the President on the 3rd March, 1956.

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DEMANDS FOR SUPPLEMENTARY GRANTS—RAILWAYS, 1955-56

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1955-56.

DEMANDS FOR EXCESS GRANTS—RAILWAYS, 1950-51

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a statement showing Demands for Excess Grants in respect of the Budget (Railways) for 1950-51.

DEMANDS FOR EXCESS GRANTS—RAILWAYS, 1951-52

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a statement showing Demands for Excess Grants in respect of the Budget (Railways) for 1951-52.

DEMANDS FOR EXCESS GRANTS—RAILWAYS, 1952-53

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a statement showing Demands for Excess Grants in respect of the Budget (Railways) for 1952-53.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Deputy-Speaker: The House will now proceed with the general discussion of the Railway Budget for which 15 hours have been allotted. 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 thirty minutes for leaders of parties. That is the time-limit within which the discussion may be carried on. I will strictly follow this time-limit. There is no escape from it. I would request hon.

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Members to restrict their speeches within the time allotted, without putting me to the necessity of ringing the bell. If, however, it is necessary, I shall have to ring the bell.

Shri Nambir (Mayuram): May I make a submission? With regard to the intervention of certain Ministers, allowances in the time-limit should be given. It has always been the practice to count that time also in this time-limit. I request you to change that practice.

Mr. Deputy-Speaker: So far as the intervention by the Ministers is concerned, when another hon. Member is speaking, that time will be allotted to the share of the party concerned, whoever be the hon. Member speaking at that time. That is what has done all along, and there is no difficulty in that matter.

Shri V. V. Giri (Pathapatnam): I rise to congratulate the hon. Railway Minister whom I have always tried to treat as God's big man, the Deputy Minister who, I hope, will get promotion as a Minister of State and the energetic and the industrious Parliamentary Secretary who, I hope, will join the ranks of Deputy Ministers and the Railway Ministry for the presentation of an illuminating budget.

Dr. Lanka Sundaram (Visakhapatnam): What will you do with the Minister? Where does he go?

Shri V. V. Giri: I claim your indulgence, Sir, for making certain constructive suggestions and observations and I do hope my hon. friend the Railway Minister will take my criticism in the good spirit it is made and if he finds any points interesting and worth noting, he will give such consideration to them as they deserve. We are proud and we are very glad at the machine touch on the railways, and the progress made in this direction by the Railway Administration is indeed phenomenal and spectacular. I however want the Railway Administration to continue to do that good work in that direction, so that we may be an example to others. It belied the expectations of doubtful friends and opponents in this country and elsewhere that after Independence we might make a mess in running and administering this great undertaking, one of the greatest public undertakings that the world has witnessed. The great Chittaranjan Locomotive Works would produce those big and gigantic engines

which are responsible in giving facilities to the millions of our countrymen and women to travel day in and day out. The Integral Coach Factory at Perambur promises to make India self-contained and self-sufficient in the matter of coaches. The wagon works at Tatanagar and other places where they would be established, manufacture wagons which will be able to carry our goods, and the gigantic railway workshops throughout the country which keep our rolling-stocks in order and in good repair—all these and more, are proof, if positive proof is necessary, that we are trying to run the railways in the right direction. The budgetary position seems to be on the credit side and if, therefore, the railway workers expect better wages, living wages, better conditions of service, social amenities, etc., we should protect the worker and his family from the womb to the grave, and there should be no criticism. On the other hand, we should admit that their demand is entirely justified. Therefore, I consider that the Railway Administration should consider the question of appointing a Wage Commission so that a new wage structure can be provided for and unless and until there is a contented staff, you cannot expect better work.

The second Five-Year Plan lays great emphasis on industrialisation and unless the partners in the industry cooperate fully, the Five-Year Plan and the targets contained therein will not be able to succeed. Last time, when I opened the budget debate, I appealed to my hon. friend the Railway Minister that the railways being the biggest public sector, we should set an example in trying to see that the workers are conceded a voice in the conduct and management of the industry, and I was glad that the hon. Minister responded to my suggestion and he seems to have repeated that idea even now. But the proof of the pudding is in the eating. I do hope he will try and see that he puts his ideas into practice. I call upon the 11 lakhs of railwaymen to whatever categories they may belong, whatever their demands and grievances may be, to cooperate fully with the Government in the implementation and the successful implementation of the Five-Year Plan. I have known the Railwaymen for many, many years, before Independence and Independence and our railwaymen throughout the country have always been nationalistic and patriotic and we can rely on them to do their duty. I

want the railwaymen to understand that today they should always place duties and responsibilities first before rights and privileges which are bound to follow. I want them to do a good day's work for a good day's wage and utilise the joint standing machinery in the proper way so that the strikes may be avoided. Strike, in my view, is the very last resort in the armoury of the workers and it should be utilised as a last resort, when all other attempts at settlement of disputes and differences fail. If these ideas are before the railway workers, I am absolutely certain that they will ultimately succeed in getting their demands fulfilled. I want them to have a high sense of integrity, character, discipline inside and outside their work, which will enable them to discharge their duties towards themselves and their families and to the country at large.

Last year I spoke with equal enthusiasm and optimism with regard to the human touch and with regard to the promotion of industrial relations by the administration. I may be forgiven by the hon. Minister if I am not able to be as vehement and as enthusiastic as I was on the last occasion. I have travelled during the last year to most of the railway centres in India, met the workmen's leaders and addressed meetings, and unfortunately I have come to the painful conclusion that the joint standing machinery or the permanent negotiating machinery is cracking. It seems to be not very satisfactory. Workers of all sections feel, and I have felt after going through matters that the machinery is not working properly. It is a great machinery for which some of us have fought for quarter of a century. And it was to the credit of Shri Gopaldaswami Ayyangar and the present Railway Minister to have introduced that machinery. If that machinery becomes unsatisfactory in the very beginning, my fear is that the railwaymen may refuse to have anything to do with it and it will fail as miserably as the Works Committee has failed. I want the Railway Minister to make workers understand the great utility in taking part in it. I have been told everywhere that these committees do meet, but generally there is so much of evasion and so much of diversion and officers are not able to take initiative. Either they have not the initiative or they are not given enough power—whether agents or officers. If that is so, they ought to be given that initiative to see that at those meetings they are able to

give the decisions. There is so much of evasion, so much of drift, so much of delay that the workers say that they are dissatisfied. None will be happier or gladder than myself to be told by the Railway Minister that I am entirely wrong and I am exaggerating ideas. And if he can prove that to me, I shall be the first person to apologise to him and the Railway Administration unconditionally and I shall admit my mistake.

Shri Nambiar : But he cannot prove.

Shri V. V. Giri : Therefore, I am certain that with the democratic instincts, with the great popularity and the great wisdom and sincerity which our Railway Minister possesses, he would take this criticism as coming from a friend who has devoted all his life for railway industrial relations, and I shall be happy assist him in every possible manner to see that the railway industrial relations are maintained at the highest spirit.

I have to refer to another unfortunate controversy that is going on with regard to the railwaymen's organisation. When I returned from Ceylon after my ambassadorial duties were over there, I found in this country two sets of federations—the old All-India Railwaymen's Federation for which I and some others were responsible in organising and founding it, and the Indian National Railwaymen's Federation—and the rival unions in all the zones of the Railways. I felt that the division among the railwaymen was dangerous and harmful to the railwaymen and to the country itself. And at that time I approached our esteemed friend, Shri Jaya Prakash Narain, who was then the President of the All-India Railwaymen's Federation, and Shri Harihar Nath Shastri of revered memory who was the President of the other Federation. They readily responded to the idea and the result was that a sort of unity was brought about. Unfortunately the mistake that was committed was—and in that mistake I share also responsibility and humiliation—that we tried and attempted unity at the top, which resulted in the formation of the National Federation of Indian Railwaymen, but the rival unions continued at the bottom. That was really responsible for the failure of that undertaking, so much so that in 1½ years' time there was drift, disension, disintegration, and the work of the Federation almost came to a dead stop. I am not here to assess responsibility for this and apportion it against one or the other body. Nor does it serve my

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purpose in any way for the solution of the most difficult problem. It occurred that after a time the drift became so great that one section—I mean the All India Railwaymen's Federation section led by the General Secretary—and the other section, that is, the Indian National Railwaymen's Federation section led by the President, had gone so far as to have two separate conventions. The General Secretary claimed and the old wing of the Federation claimed that theirs was the most legal, theirs was the most constitutional, theirs was the most valid convention ever to be held—that was held in Madras. Latterly the President called for another convention and he claimed that his was the most rational, legal and constitutional convention. We do not know who is right and who is wrong. It does not serve my purpose again to go into that matter or to give a verdict as to who is right and who is wrong. I must admit frankly that the Railway Minister did his best and tried to see how best a solution could be arrived at satisfactory to all parties. However, I may be forgiven if I were to say that if my hon. friend had taken greater initiative and been more bold, I am absolutely certain even now he could find, and I am sure he will find, a solution for this problem. I am sorry I was incompetent, unable and unintelligent to convince him of the soundness of my suggestions. And I always felt as a colleague of his sometimes that his judgment was correct and not mine, but in this matter I fear my judgment ultimately will, I hope, be considered by him as equally good as his.

Now I have made certain proposals and I must say in fairness to the Railway Minister, who is courtesy itself, that he has given me every opportunity and granted me interviews many times, and I corresponded with him and he corresponded with me, but the fact remains that we are not able to come to a common agreement on these matters. I do not pretend that I am the official leader of the railwaymen. The only pretention I may have is that the railwaymen in India have some affection for me for the last 35 years and my word has found value with them. I am not here to fight the Railway Board or the Railway Minister or the leaders of the railwaymen. What I want to say is that I receive some respect in their hands and I want to make certain proposals for the good of the country as well as for the good of the railwaymen. My proposals were these. I have already stated

that the unity should have been tried from the bottom and not from the top. Therefore, my proposal was that an impartial committee, with an impartial Chairman and with the representatives of both sides should prepare the common roll of membership of both the rival unions throughout all the zones. When the roll is agreed upon, it means that my ideal of one unit in one industry would have been achieved and there will be one federation for all the railwaymen. Secondly my proposal was—though it was more or less a counsel of despair, if no solution was possible or if my first proposal was not accepted—to give *status quo* to the old unions, to give *status quo* to the old federations still existing and negotiating with the administration their position and then try later on a more opportune occasion to secure the unity. This is not only just and proper, but moral. Shri Jaya Prakash Narain, myself and Shri Harihar Nath Shastri, whose memory exists today, the three of us including the Railway Minister would have been responsible to see that my first proposal or second proposal is accepted. But, if reports are true, I am not certain. I have been informed that the railway administration has recognised the Bezwada Convention. I respect the Railway Board and I respect the Railway Minister for having done so, but my fear is that by doing so, you are making the other side, which also claims 2½ lakhs of members and which is certainly a strong body, to feel that the railway administration is, by an indirect method, attempting to have company unions and company federations. In a great national undertaking, this would create constant dissatisfaction and disaffection; I do not know what will happen. I therefore beg of the Railway Minister to recall the recognition, if he has already recognised it. If he considers that this is the only issue that he must settle in his mind, namely, which federation is legal and constitutional, then it is the duty of the Railway Minister and the Railway Board to refer the question, which is a judicial question of law and constitution, to a Supreme Court Judge, whose decision will be taken as final, even if it is against one body or the other. That should be the last resort. I would ask the Railway Minister to consider my first proposal in all seriousness, because I am told that the two wings have generally understood that they should have one union on the 1954-55 basis of membership. Wedge in with very unfortunate and unreal conditions,

perhaps the Bezwada Convention agreed that the President should be held to be supreme and that the President will appoint the members to a committee which would get this common roll prepared, but all that is false dignity. If on the fundamental fact the two wings have agreed to have a common roll on the basis of the 1954-55 membership, it is the duty of the Railway Minister to say that since the fundamental fact has been agreed, unless the elections are conducted in an impartial manner under the supervision of an impartial authority, he would not give recognition till that is done to any union or federation, whichever it may be. That should be the position that must be taken. My hon. friend, the Railway Minister, has done much; no other Railway Minister has done so much. He should rise far higher and help to see that unity is secured amongst the ranks of the railway workers. That is the only way of making your Five-Year Plans successful, of making the railway administration successful, of making your desire to have workers' voice in the control of the industry successful; otherwise, none of these things will succeed.

I would like in all humility to appeal to my hon. friend to consider these aspects dispassionately, not from the point of view of this party or that party, this section or that section, but in the highest interests of this country, in the highest interests of trade and commerce and in the highest interests of the Five-Year Plans. I am sorry that the Tribunal that was appointed has been shelved and there is a great dissatisfaction on the part of the railway workers throughout the country that it has been shelved. Why was the Tribunal established? After all attempts were made to settle the matters and after they have failed to settle all the matters, an impartial Tribunal was brought into existence. I am sorry that one wing thought that they were superior enough to have an understanding or to discuss the matters with this Tribunal. I am certain that has not produced the necessary results. I would request the Railway Minister to see, not that the Tribunal is set up again, but it is asked to finish up the unfinished work.

Dr. Lanka Sundaram : Which is that wing ?

Shri V. V. Giri : I do not want to mention the name; I am a negotiator more than a fighter. I have no personal axe to grind. I am not connected with

any federation, but certainly I am interested in my country and in the railwaymen. I have made the speech in all seriousness. I know that it might displease my esteemed friend, Shri Lal Bahadur Shastri; but, I feel that my country, the railwaymen and the movement of labour for which I have fought all my life are more important than personal friendships. I hope my friend will forgive me if I have gone out of my way in putting matters in a strong way. I tried to do so, because I hope such an occasion will not arise again for me to put it in such a way. But, I have the greatest confidence in the sagacity, in the wisdom and in the impartiality of the hon. Railway Minister and I am sure he will do what is needful, what is just and what is reasonable.

Shri Asoka Mehta (Bhandara) : Mr. Deputy-Speaker, I am deeply grateful to our distinguished friend Shri V. V. Giri, for the eloquent manner, with the range of authority that he alone can command, in which he has given expression to the views and the feelings of a million railway employees in this country. After such an able, such a persuasive and such an impassioned speech on behalf of the rights of labour in the most important nationalised industry in our country, I do not think that I can add anything useful on that subject. All that I can say is that I underscore every single word that he has said and I would beg of the Railway Minister to recognise that the words of Shri Giri are not the words of Shri Giri alone, but behind them is the massive strength of a million railway employees with whom are standing today shoulder to shoulder millions of other workers of this country.

I would like, therefore, to cover certain other aspects of railway administration and railways finance. It is difficult to discuss these questions, because our Railway Minister disarms us with his simplicity and courtesy. But the trouble is that though he is so simple, so courteous and so unassuming, yet he is the supreme master of window-dressing. He is perhaps the world's finest salesman. Look at the way he has presented his budget. The wares that he sells are short in measure, and they are shoddy in quality. But they are wrapped in attractive rainbow-coloured cartons. He has placed the Railway Budget before us so persuasively, with

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so many little gadgets here and there, with little amenities thrown in on all sides that it becomes very difficult for us to look into the working of the railway system as a whole.

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Fortunately for us, and unfortunately for the Railway Minister this time, we have before us authoritative reports that have studied the working of the railway system; the Railway Corruption Enquiry Committee's report, and the five valuable reports that have been brought out by the Estimates Committee give us an inside view of the working of the railways. I must say that this House is deeply grateful to both the committees, and particularly to the Estimates Committee for informing our understanding of the problems of railways with the measure of knowledge that the committees have supplied to us.

The Railway Minister has been able to place before us a budget which is generally acceptable to us all, because the burden of development has been thrown upon the General Budget. As the *Economic Weekly* has pointed out, Shri L. B. Shastri's effort benefits at the expense of Shri C. D. Deshmukh. That Shri C. D. Deshmukh also benefits at somebody else's expense is a different matter. The deficit financing to the extent of about Rs. 400 crores provides a convenient cushion which enables both our friend the Railway Minister and our friend the Finance Minister to come to us with large schemes of development and with limited schemes of additional taxation. But these are problems which we shall take up when we come to the discussion of the General Budget. But it is necessary to remember that the Railway Minister has been able to cut a coat that is larger than the cloth that he has produced so far, and the absence of the cloth has been made good by sources which are outside his control.

I would normally have tried to discuss the operation of the railways, but the subject has been exhaustively reviewed by the Estimates Committee and I am also happy to find that there has been a marked improvement in recent months in the working of the railways; and I welcome the fixation of targets for increased efficiency by the Railway Board, and I hope every effort will be made to see that these targets synchronise with the targets that have been fixed by the Estimates Committee.

I would like to take this opportunity to express my disagreement on some of the suggestions that have been made by the Estimates Committee. The Committee in their Nineteenth Report have recommended that a separate Ministry of Transport should be set up. I consider that suggestion to be a retrograde and an unwise step. Let us by all means, as Shri V. V. Giri had suggested, have a Minister of State for Transport working under the Railway Minister.

But experience of other countries suggests that there is supreme need not only for co-ordination but for further integration of transport. In Britain, as you are aware, the Transport Act of 1947 set up a Transport Commission, with railway executive, road transport executive, docks and inland waterways executives, London transport executive and hotels executives working under it. It is that kind of an integrated approach which we need. In England unfortunately, later experience has been vitiated to a considerable extent by political prejudices and political predilections. But the fact remains that if we look at the working of the transport system the world over, we find that the movement is towards greater and greater—not just co-ordination but—integration.

The Nineteenth Report of the Estimates Committee also recommends that there should be a review, and a fresh regrouping of zones; and it has suggested that in place of the seven zones which we have now, we may perhaps have ten or twelve zones. The Estimates Committee have stated that 'the general consensus of opinion is that the size of a railway unit should not exceed 3,000 to 3,500 miles'. It is a problem on which only experts can express a definite opinion. But all that I would venture to suggest is that the size ultimately depends upon the internal organisation.

As far as the internal organisation is concerned, we were influenced to a considerable extent in the past by the district or the departmental system of organisation which is peculiar to the British railway system; and I am happy to find that we are moving on to the divisional system; or as the Minister of Railways has said in his speech, we are moving towards divisionalisation.

In the USA, where the conditions are comparable to ours—it is a big country with wide-spread transport facilities—not only the system followed is that of

divisionalisation, but for about 247,000 miles of railways that are there, there are 574 separate companies. But 36·1 per cent of the entire transport load is carried by just nine companies, operating on 8,000 miles or more each. 27·4 per cent of the load is carried by 12 large carriers operating over 4,000 miles or more each. Therefore, experience in America shows that not only railway units over 4,000 miles but even those over 8,000 miles are wholly efficient.

I would also like to invite your attention to the fact that while the number of workers per mile of railroad in India is 29, in the United Kingdom it is 33. Surely, we do not want to learn things and copy things from a country which has not even shown the efficiency that we possess. As against that, in the USA it is 5·35. And I am glad that the Railway Ministry are trying to get some kind of informed advice in this matter from the USA.

Then again, we find that the Railway Minister has set up a National Railway Users' Council. Perhaps, it is doing good work; I do not know very much about its working.

An Hon. Member : Not much.

Shri Asoka Mehta : I am not satisfied with such a Council only. I would really like the Railway Minister to set up a Central Transport Consultative Committee which would be able to have an overall view of the transport situation in the country. And I would like this committee to be under an obligation to make an annual report to the Ministry, which should be placed before Parliament, so that as we had the Estimates Committee's reports this time, we may have an independent report on the working of the Railway Ministry before us, to enable us to come to valid conclusions on the working of the railways.

In the USA, there is what is known as the Shippers' Advisory Board which co-ordinates, and which acts as the co-ordinating link between the shippers of goods and the railroads. This kind of a region-wise and commodity-wise co-ordination between the shippers of goods on the one hand and the Railway Ministry or the Railway Administration on the other would also be of considerable value.

I am glad that the Railway Board is going to be strengthened, and attempts are to be made to relieve the members

of the Board of their routine responsibilities. But I find that in the structure of the Railway Administration at the top, there is an obvious gap that needs to be filled. We have at present only an Economic Adviser. We must have a full-fledged Bureau of Economics of Transport. We find that increasing attention is being given to the collection of statistics; and the economics of transport is going to be an expanding branch of knowledge in this country. In the United States of America under the Inter-States Commerce Commission, there is a full-fledged bureau of transport economics and statistics. So also in Canada, the Board of Transport Commissioners has under it the bureau of transport economics. In the USSR—as has been pointed out by the team of experts from the Ministry after a visit there—there is an economic planning bureau as an integral part of the structure of railway administration. We in our country cannot be satisfied merely with an Economic Adviser. We need a full-fledged directorate or bureau or whatever it is called.

I am also not happy that the research centre is not being worked, or is not working, as well as it should work. I regret that there has been a fall in the revised estimate compared to the budget estimate of last year and I would suggest that our research centre should be expanded, should be developed and should be fully and adequately linked and coordinated with the large national laboratories that are working in our country.

I would invite your attention to one little achievement in other countries. For instance, it is reported that the amount of coal necessary to produce 1,000 ton-miles declined from 170 pounds in 1920 to 116 pounds in 1946, and the amount for producing a kilowatt hour of electricity declined from three pounds to 1·3 pounds during the same period. Things of this kind would relieve tremendously the burden that our transport system has to carry today. There are all kinds of things that the research centre can carry out. I would invite the Railway Minister to make a special study of the working of such research centres in the advanced countries of the world.

I would also like to make a few observations on the economics of railway transport. Economic development conforms not only to the resources pattern

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of a country but to the transport pattern itself. In the United States of America, half the manufacturing output is in the territory adjacent to just three main railway lines. It is very important and significant to note that bulk of the manufacturing output is just around three main railway lines. So important is the value of railways to the development of economy. Professor Landon points out in his very exhaustive study of this subject thus :

“The transport factor is dominant in locational theory as it has been developed by all students of the subject.”

We are interested in dispersing our industries. We want to see that every region in India gets developed. There will not be that kind of balanced regional development in the country unless we recognise that the transport factor is the dominant factor. I am happy that as against 12 per cent of the total plan investment in the first Five-Year Plan, we are going to invest 19 per cent in railways in the second Plan and as against 20 per cent invested in transport as a whole, this figure has gone up to 27 per cent. I find that there is a considerable amount of opposition particularly in the learned quarters ; economists both the foreign and Indian, have constantly been saying that it is an oversize allocation. I am happy to find that the lay opinion here is much better informed than the so-called expert opinion on the subject. If we look at the development in the Soviet Union, we find that the percentage distribution of investment in the USSR in transport varied between 17.3 to 15.6 during the first three five year plans and many of these experts want us to be guided by investment pattern of the USSR, but I may point out that backlog of unshipped freight varied between 20 and 15 million tons in the second Plan period in the USSR. I would also like to draw the attention of such experts to the incidence of accidents in that country. Not only is it necessary that we should have the present allocation, but I would strongly urge that the allocation should be increased. In the United States of America, 18 per cent of the national income has been invested in the railway system. In Canada, the contribution of the railway system to the national income comes to about 7 per cent. This transport, this freight, is going to grow from year to year. If we look at the

USSR and the USA, what do we find? What is going to happen in the next 15 years in our country? The *per capita* freight carried in USSR is 20 times that of our country, and in the United States of America it is 50 times that of this country. After all, if we want to plan for the future, we have got first to create adequacy of transport. Otherwise, everything else will go wrong.

I would like specially to invite the attention of the House and also the attention of the Railway Minister to what he has said in his budget speech at page 4. He has said that in the second Plan period there will be enough transport available for steel, for iron, for coal and for cement. But all other goods—everything else—will have to stand in the queue. As the Estimates Committee has shown, about 13 million tons of other coal and 18 million tons of other goods will have to compete for transport. What will be the result? The result will be that in India, only this highly capitalised structure of our economy—the steel industry, the cement industry—they alone will have the necessary transportation facilities. We talk about decentralising our production and of helping the small man; we talk about articulating our economy in democratic terms; that there will be possibilities open for all kinds of people in all kinds of places. But those possibilities are going to be throttled by the transport bottle-neck. Transport will be made available only to the giant workshops that are being set up—the steel workshops and the cement workshops. But those large numbers, those innumerable, millions of peasants and petty *entrepreneurs* in our country will have to queue up. Is that the kind of economic democracy that we want to create? Is that the picture? Is that the new dimension of development that we are discovering? I would like the official benches and the Planning Commission to answer this question.

Then again, if you look at the employment target fixed by the second Five-Year Plan, we find that with regard to the 52 per cent of the additional employment that has to be provided—that is over 4 million people will have to get employment in trade, commerce and ancillary activities. Here is an outstanding study of the subject—*Approaches to Economic Development*—a book that has reviewed economic development in major countries of the

world. It has drawn certain conclusions to provide guidance to countries that seek to develop their economy. This is what the learned author has to say :

"If the last half of the nineteenth century may be called, with pardonable exaggeration, a gigantic boom chiefly built around the steam engine and the steamship, perhaps the most far-reaching consequence of this boom was the astounding growth of internal trade and commerce in many countries."

We want to provide employment to our people. That astounding growth of commerce and trade in our country will have to be preceded by the development of adequate transport. If requisite transport facilities are not opened up, all talk about providing 52 per cent of new employment in the tertiary sector is, to my mind, merely a moonshine. I would, therefore, like not only the Railway Minister but his colleagues to tell us how they hope to bring their employment prospects to fruition.

The Estimates Committee, on behalf of this Lok Sabha, has in a very precise and unequivocal manner posed this question, and I am sorry to find that the Deputy Chairman of the Planning Commission has not taken the problem that has been posed by the Estimates Committee with the seriousness that it deserved. This House should have been treated in a more responsive, in a more well-informed manner than the Deputy Chairman of the Planning Commission has thought it worth his while to do.

Then again, I find from the figures regarding the pressure of coal in respect of transport—I do not know what the figures for this year are and I am speaking with the last year's figures—that 38 per cent of railway transport is needed for carrying coal. Further I find in the more developed countries in the world like United States of America, 30 to 40 per cent of the freight traffic is needed for coal. No matter how fast or how much we develop our economy, it seems that the percentage of traffic needed to carry coal will remain constant, varying between 30 and 40 per cent. In the circumstances, is it wise and should we be happy that the shipment of coal loaded at the Calcutta Port has fallen from 249 in 1949 to 162 in 1955?

On the one hand, we are finding every day that there is a terrific pressure on our inadequate railway transport facilities. On the other hand, simultaneously, we are witnessing a fall from 249 shipments to 162 within a period of 6 years. Why is this happening? What kind of co-ordination is being achieved? You appoint a committee to go into these things. These things are not done by committees. There has got to be a high level meeting between the persons concerned and you have got to reach a conclusion and find out why this is happening.

The shipping companies argue and I do not know how far their contention is true, that they are undercut by Railways. The Railway Minister is silent on that. Is it a fact that the railways are subsidising indirectly industry by carrying coal below cost price? If there is a subsidy being paid, I can understand that. It might be worthwhile paying some subsidy to keep our industries working and to remove disadvantage of distance. Our industries should not be concentrated and should not be attracted to one place around the coal mines. If subsidy is to be paid, why should it be indirect? Government can work out direct forms of subsidy. Perhaps that would enable us to exercise greater control over those industries which we are indirectly subsidising. I do not know if there is any subsidy. But, if coal is carried at present at very much below cost of its carriage and the result of that is that we are unable to utilise our shipping capacity to the full, this is a question which deserves fuller and more detailed consideration.

I would also like to invite the attention of the Railway Minister and of my hon. friend Shri Tulsidas, who is not here, to the very penetrating suggestions made by the Director General of the French National Railways in his address to the Institute of Transport in January 1953. I have no time and I shall not be able to read the speech. But, I invite the attention of the Minister to the book, *The Economics of Transport* by Prof. Bonavia, who is acknowledged as an authority on the subject, wherein the speech is quoted. The Director General of the nationalised railway system in France said that we are moving towards decentralisation of production and technique of production is getting decentralised. Where we used to have the power drawn from one source, today, power is drawn from a variety of sources.

[Shri Asoka Mehta]

Likewise, there has got to be decentralisation of transport. He has said, and this is very important—

“For fifty years we only knew how to use motive power by concentrating it in a locomotive, while today we build motor vehicles becoming increasingly lighter, and motors of size and weight so reduced that they can be adapted to bicycles. Furthermore, whatever type of machine is used, diesel, locomotive, lorry or bicycle—the cost per horse power hardly varies at all.”

Therefore, he comes to the conclusion,

“This development in technique has multiplied the means of locomotion; any one who possesses a little money is in a position to acquire modes of transport well adapted to his needs and of as good an efficiency as those used by professional carriers. A factory, for example, can profitably acquire, for the transport of its workpeople, a bus or, for the transport of its products, a lorry both identical to those used by road transport companies.”

We are asking private enterprise to provide housing facilities for their employees. I believe, for getting over difficulties of transport that are likely to be created, we should advise and advocate that private enterprise should also provide a part of the transport that is needed. I do not know what my hon. friend Shri Tulsidas will have to say about it. I am sure that he, who has been so insistent on this question of the transport bottle-neck in the country, would at least pay some consideration to the suggestion that I have made.

Freight structure in India is being studied just now. The demand for railway development in this country is very great. The Estimates Committee has reminded us that we should remember the target that was laid down in 1908 by the McKay Committee. It was said that we should have in this country 100,000 miles of railways. If we are to have this kind of highly ambitious targets, we have got to find the requisite resources. How are the resources to be raised? To my mind, there are only two ways. Either the railways must provide a considerable part of the finances needed for development or the General

Budget must provide that. That is a question which Parliament must decide. For the time being, for a year or two or 3 years, deficit financing may enable us to escape this dilemma. But, one can't play with deficit financing too long. If we are seriously interested in planning, it is necessary that we apply our mind and see what part of the finances needed for the development of railways should come from altered freight structure and what is to come as contribution from the General Budget. I find that the average rate charged for carrying a ton of goods one mile has been steadily increasing. I am not very sure about my figures. I believe it has increased by 40 or 50 per cent, since the achievement of independence. This is a problem on which I would very much like this House to focus its attention. Cheap transport facilities may mean that the entire burden will have to fall on the general community and it will have to pay higher taxes. What is to be distributed between the fare and freight structure on the one hand and the tax structure has to be determined. I think nothing is gained by helping Shri L. B. Shastri at the cost of Shri C. D. Deshmukh all the time and the whole way.

Lastly, I would like to say just one word about the problems of labour. The Railway Minister has suggested about workers' participation. It is a very vague, pious suggestion that he has made. I would like him to spell it out a little more. Let us know precisely what are the ideas of the participation of workers. Any how, I happen to be the President of probably the only union that exists on the Central Railway. I have been authorised by my union to assure the Railway Minister that if he is willing to work out the details in consultation with us, we shall be happy to undertake the responsibility of carrying out the first experiment of its kind in this country.

Secondly, about housing. I drew the attention of the Minister to this even last year. The houses built are not good. I had invited attention to his own experience where he had kicked a wall, a small weak man that he is, and even his kick was sufficient to bring down the structure to dust. I was in Jubbalpore a few months ago. Where there is acute shortage of water, five-storeyed and six-storeyed buildings are being built. The wives of the poor railway employees have to worry about the

water supply every minute of their life. Why the vertical dimension in housing has been emphasised in Jubbalpore, I do not know. On the problem of housing also, it is necessary that the railway employees should be taken into consultation.

As far as the problems created by the Federation are concerned, as far as the danger of a company of unions in this country is concerned, my task has been lightened very much by the able and eloquent contribution that has been made by Shri V. V. Giri. I would only say in this connection that we could ignore the advice given by Shri V. V. Giri only at our peril. I hope and trust that the Railway Minister and his colleagues will rise above partisan feelings in this country, and will think of the efficiency of the railways and the development of our country and above all, of endowing our trade union movement with genuine responsibility and autonomy. My charge is that as far as the railway unions are concerned they have been drained of all responsibility and autonomy. If the trade unions are to be made merely an appendage of the administration, not only will it undermine the labour movement in this country, but it will erode the very foundations of democracy in our country.

Shri A. K. Gopalan (Cannanore): First of all, I do recognise that there have been some improvements in the railways during the First Five-Year Plan, however meagre they may be according to the needs of the people. And, as the Railway Minister has in his Budget speech said the thanks are due to the railwaymen all over the country and the others who had something to do with the Railway Administration.

I do not want to go into the details of the Railway Budget, the expenditure, receipts and their effects on the economy of our country. We have spent Rs. 432 crores in the First Five-Year Plan and the results are : 2.5 per cent more passenger capacity, 11.4 per cent more goods capacity, and an increase in earning after periodical revision of freights and fares. Certain amenities to passengers have also been provided, like sleeping accommodation for third class passengers catering to third class passengers, improvement of railway stations, platforms etc. But one doubts whether we could not have achieved more by spending Rs. 432 crores.

In the last Budget speech, the Railway Minister said that there would be an increase of 50 per cent in the next Plan which would fully meet the demands, but now we hear that as a result of the cut of Rs. 355 crores, that promise would not be fulfilled, and he has stated that the target can be fulfilled if the resources can be found. I do not go into the argument whether priority must be given to the railways or to heavy industries or the machine building industry. In the next Plan production is bound to increase and when it increases certainly the goods have to be carried. I want to ask whether with the amount allotted, we will be able to do this. If Government had tapped all the resources available, we could have got a little more, and the Railway Ministry would be able to fulfil the promise made in the next Plan. So, the question is how the money allotted under the Second Plan can be improved and the railways can be made cheaper to the people and also easily approachable to the businessmen, how the suffering of the passengers can be reduced and the living standards of the workers bettered.

In the Second Five-Year Plan we are spending Rs. 1,125 crores. The Railway Minister, while presenting the Budget, expressed wish to get more allotment and also to raise more money out of the railways' own resources to make up the gap if possible. He also stated that the railways would not be in a position for the next year to carry all the passengers and also meet all the demands of goods. He promised to provide only for a 3 per cent yearly increase in the passenger capacity, when the demand will be to the tune of 6 per cent. In the goods traffic, there is going to be a serious bottle-neck. This means that the lot of the third class passengers as well as the industries will continue in the same way in the next Plan, and I do not know whether it will become worse.

As far as the increase in freights are concerned, the present proposal of an increase of one anna per rupee with the exception of grains, fooder, etc., is making it reach its zenith. This increase in freights and fares began from the days of Shri Gopalswami Ayyangar. Last year an increase was made in the fare. This year an increase is made in the freight. I do not know how it will affect trade and business. I highly deprecate the move for further increase in freights in the form of the surcharge

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now proposed. Nothing would be lost if the Minister had waited for the report of the Freight Structure Enquiry Committee which is already examining the issue. This is a kind of indirect taxation and the burden will fall on the consumer.

What are the immediate things that the people expect from the Railway Ministry?—Over-crowding to be eliminated, more amenities to the passengers, and enough wagons for the movement of goods.

As far as over-crowding is concerned, the Railway Minister also has admitted that there is over-crowding, especially in the third class compartments. In some of the lines, particularly the Grand-Trunk Express, the Madras-Bangalore Express, Bombay-Madras Express, Delhi-Calcutta Express, etc., the over-crowding is deplorable. While travelling I have seen in most of these lines that in the third class compartment the door is not open, and the way to get inside and outside is through the windows, because somebody will be waiting at the door to see nobody else comes in. Not only that. Those who are sitting are not able to stand up and those who stand are not able to sit. There have also been frequent exchanges of blows when one tries to enter, and after entering he joins the people inside and prevents others from getting in. So, at least as far as the main lines are concerned, I request the hon. Minister to see that over-crowding is eliminated. Otherwise, it will be horrible.

Shortage of wagons is seriously affecting the movement of essential goods—the Railway Minister has recognised this—particularly in perishable things like betel leaves, fish, etc., in the West Coast. I have received complaints about betel leaves and fish that they have not been able to get wagons for them. In the Second Plan production will increase, but they are unable to promise that there will be an improvement in the condition as far as the movement of wagons is concerned.

I do not know if over-crowding can be eliminated immediately, but with the amount of money at our disposal, I wish to put forward certain suggestions which if implemented, might give some relief to over-crowding. I only want to say that as far as the allotment for railways is concerned, with that amount of money, we will be able to give some relief in over-crowding as well

as movement of goods. There are two ways in which it can be done: by making more coaches and by making movement quicker. Delivery of repaired coaches must be quicker, and the quality of the repair also must be good. There must be efficient working of the workshops and full utilisation of their capacity. I understand—I do not know whether it is correct—that full capacity is not being utilised even now in some of the workshops. What is the guarantee that the coaches are quickly sent back and the repair is done well? The only guarantee is the responsibility of the worker. Even if all the coaches come into the line, if there is no method of quick movement, then it will be useless. Only the operators can help in the quick movement of trains. Even if new locomotives are brought in, it would be useless if the operators are indifferent. That is also true as far as the movement of goods is concerned. There are the marshalling yards. I understand in Trichy for want of space in the marshalling yards, so many goods trains have to be stopped. The bottle-neck will be there you do not allow certain trains to move and then priority is given. The best method is to get the co-operation of the workers.

The Railway Minister has acknowledged the role of the railwaymen as a whole in helping to achieve increased efficiency on the railways in spite of handicaps. He has paid a tribute to them. But he has not said anything about their condition and what he will do to improve it. So, the most important problem, as far as I can understand, is the problem of labour and improvement in their standard of living. Take labour into confidence, make them understand that the railways belong to them, that it is their responsibility to see that quick movement of trains and amenities to passengers are guaranteed, and ask the workers to make the maximum contribution, and let the Government at least do the minimum to improve their living standards.

Regarding the co-operation of the workers, Shri V. V. Giri has placed a plan before the Railway Ministry. My hon. friend Shri Asoka Mehta also spoke about it. That is the main point I would like to emphasise. What is the condition of the workers today? Take the case of railwaymen. What the Railway Ministry has promised is to make an allotment of one rupee per day only to the Staff

Benefit Fund and to provide some schooling to their children and 75 beds for TB patients so as to bring the number to 395. The Railway Minister has also promised the distribution of grain to the lower levels of staff, that is, the clerks and train clerks. It means no real increase in their wages. Out of 9,50,000 employees, I understand three-fourths of them are getting less than Rs. 100—the Station Masters, Assistant Station Masters, Ticket Examiners, Clerks, and Commercial Clerks. Eighty per cent of the Station Masters get Rs. 64 to Rs. 170, 76.6 per cent of the Ticket Examiners get Rs. 60—150, 76 per cent of the Clerks Rs. 55—130, 76 per cent of the Commercial Clerks get Rs. 55-130 (*Interruption*).

Shri K. C. Sodhia (Sagar): What is the average income of a person in this country and how does it compare with that of the railwaymen?

Shri A. K. Gopalan: I do not want to answer this question and if we go into the question of the average income of a person in this country and the question of unemployment, the whole Railway Budget will go. I will answer that question when the General Budget comes.

Shri Nambiar: We cannot claim Rs. 400 per month.

Shri A. K. Gopalan: The other day the railway staff organised a pay satyagraha and there was also a demonstration of Station Masters for putting before Government some of their grievances and asking for redress. Today all sections of the workers are discontented and their conditions of service are deteriorating.

I want to point out the case of a section of the workers, the TTEs. They are those who are not cared by the Railway and they are those that are hated by the public also—especially those who travel without tickets. It is they who are responsible for increasing the revenue of the railways; it is they who find out the persons travelling without tickets. If their standard of living is not increased, instead of getting increased revenue to the railways they will see that that revenue is diverted in some other way. When they go to other places they have no sleeping accommodation; they cannot have accommodation in the second class waiting rooms and there are no houses for them. They are not also considered as running staff and the amenities that are

allowed to the running staff are not allowed to them. They are the people who come across all sections of the travelling public and so they should not be discontented. Their standard of living must be improved and they must be satisfied and made to understand that they are responsible for the revenues of the railways and that their behaviour towards those who travel are good. I would say that these people should be included in the running staff and their conditions of living should be improved and they should be given some quarters where they can rest when they go from one place to another.

There is another point also as far as the Commercial Clerks are concerned. Those who have put in more than 5 years are not promoted and there is direct recruitment as far as Station Masters are concerned. These people are not given any chance. What will happen to hundreds and thousands of these Commercial Clerks? When they understand that they will have no promotion there will be no enthusiasm for them to work.

The next point I have to urge is about the appointment of a second Pay Commission. It had also been repeated by other speakers. A second Pay Commission is necessary because it has been brought before this House several times that there is a complaint among our workers and other sections of the people also that the cost of living is increasing and the standards of living at the time of the first Pay Commission were entirely different from what they are today. It will certainly satisfy them if an announcement is made by the Railway Minister that there will be another Pay Commission and that in the interim period some relief will be given.

The next point is that the Railway Minister has said that there is a scheme for associating the workers with the management of railway workshops and that the Railways will be asked to select 2 or 3 workshops for that purpose. I am very glad that the Railway Minister has taken the initiative. But, as my friend, Shri Asoka Mehta, has said, I want to know how this will be done. How are we going to associate the workers with the management? As far as the workers are concerned, if you want to associate the workers, there must be a united organisation of the workers. As far as the organisations of the workers are concerned, it is only one Federation

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that has been recognised. I also understand that others have no approach to the management and their grievances are not considered and they cannot represent their grievances. When there is a split among the workers and when they are not organised, certainly, there is no use and the mere association of the workers with the management will not have such results as we want there should be. The suggestion put forward by Shri Giri and Shri Asoka Mehta is in the interests of the country and in the interest of the railways, for the improvement of the railways. The Railway must take up the question and see that all Unions are recognised, that all are brought into one Union and that whenever any representative is taken for being associated with the management it means that the whole of the railway workers are associated. If that is not done, there will be no improvement. When discussing this in the Labour Panel we had put forward this suggestion. I, on behalf of some unions and on behalf of my party promised the Railway Minister that as far as the unity of the workers is concerned, as far as the organisation of the workers and their unions is concerned, we will try as far as is possible to see that they are brought into one organisation. We will get any benefit from whatever money we get only if the workers are united. They must be united; they must be inspired; they must be told that the whole development of the railways depends upon them; that everyone must understand that it is his responsibility. He must feel that if anything happens, he is to blame and that he is doing something wrong towards the people, towards the country. If such a feeling is to be there, two things have to be done. Whatever complaints of the workers there are, they must be heard and heard sympathetically and they must understand that the Railway Administration is going to improve their conditions. As far as the lower staff is concerned, something should be done immediately and we must see that there is unity of organisation for the whole railwaymen. Their representation should be such that when there is an association of a certain section of the railwaymen with the management it must mean that the whole of the railwaymen are there. It is only in that way that we will be able to improve things.

As far as the amenities to passengers are concerned, when there is a contented

railway staff it will also help the passengers and the movement of goods and it will also help the Railway Administration, because those persons who are really working will give some advice to the management and that advice in many places will be such that the movement of traffic and other things will be made easy. I think that as far as this point is concerned, all those who have spoken so far—Shri Giri, Shri Asoka Mehta and myself—are agreed and I am sure that the Railway Minister will take this point into consideration. We are ready to give whatever help we can in this matter because we want that in the Second Five-Year Plan, when there is going to be more production and increase in everything, the Railways also must work efficiently and, as far as possible, it must be able to satisfy the necessities of the people and the country.

सरदार ए० एस० सहगल (बिलासपुर) :
उपाध्यक्ष महोदय, माननीय रेलवे विभाग के मंत्री महोदय ने जो अनुमान १११४ करोड़ का बजट रखा है उसका समर्थन करने के लिए मैं खड़ा हुआ हूँ। सन् १९५६-५७ में अनुमान है कि ३४५ करोड़ की प्रगती होगी। वर्तमान जो लाइनें हैं उन पर सवा तीन करोड़ अधिक खर्च करने का विचार मंत्रालय का है। साथ ही साथ जो लाइनें ६० पौंड की ह उन्हें आप १०० या ११० पौंड की बदल कर विजगापट्टम से रायपुर, बिलासपुर, बीना, भोपाल से उज्जैन हो कर एक एक्सप्रेस ट्रेन अहमदाबाद तक ले जावें। इसको अगर आप भोपाल हो कर ले जाते हैं तो भोपाल के लोगों को, जो कि मध्य प्रदेश की राजधानी बनने वाली है, और जो लोग दक्षिण जायेंगे, उनको बहुत ज्यादा सुभीता होगा। यह सुझाव स्वर्गीय डा० गौड़ ने भी रखा था।

इसके साथ साथ मैं यह अर्ज करूँ कि इंजिन, डब्बे आदि के निर्माण के लिए सन् १९५६-५७ में मंत्रालय ने १९६८ करोड़ खर्च करने की तजवीज रखी है।

आगे रेलवे की कोयले की खानों के उत्पादन का काम उत्पादन मंत्रालय को सौंपा गया है। जो कोरबा का नया स्टेशन बन गया है उसके नीचे कई सो फीट कोयला है जिसके निकालने की तैयारी होगी। इस सम्बन्ध में मैं यह अर्ज करना चाहता हूँ कि अभी आठ दस वर्ष तक इस कोयले को न निकाला जावे और जो स्टेशन इतना रुपया लगाकर बनाया गया है उसको अभी

रहने दिया जावे। और दूसरी जगह से कोयला निकाला जावे। उत्पादन मंत्री आठ दस साल बाद यहां कोयला निकालने की कार्यवाही शुरू करें जिससे कि नई लाइन का काम शीघ्र शुरू हो जो कि इसके कारण रुका हुआ है। इसी के साथ मैं मंत्री महोदय का ध्यान चांपा कोरबा लाइन की तरफ दिलाना चाहूंगा। मैं चाहता हूँ कि वे इसकी तरफ गौर करें।

मैं चाहूंगा कि द्वितीय पंचवर्षीय योजना में जो नई लाइनें बनने वाली हैं उनमें बिलासपुर मंडला लाइन को भी स्थान दिया जाता। मैं नहीं कह सकता कि इसको शामिल न करने का क्या कारण है। हो सकता है उनके पास किसी और लाइन का सुझाव इससे पहले आ गया हो। लेकिन यह जो लाइन है इसका सर्वे पहले हो चुका है। इसके कागजात तैयार हो चुके हैं। इसलिए मैं प्रार्थना करूंगा कि मंत्री महोदय देखें कि इसको भी शामिल कर सकते हैं या नहीं। आगे मैं सुझाव दूंगा कि अनुपूर चिरपिरी लाइन को आगे डालटनगज तक बढ़ावें और उसी में चांपा कोरबा लाइन को ले जाकर मिला दें ताकि सिरगुजा बिसरामपुर के जो कोयले की खाने हैं उनकी तरक्की हो सके।

सर्वे की जो नई लाइनें आप ले रहे हैं तथा २,००० मील की जो लाइनें सन् १९५५-५६ में ली हैं उनमें तरक्की हुई है। मगर बस्तर जो पिछड़ा हुआ है, जहां पर खनिज पदार्थ ज्यादा से ज्यादा पाया जावेगा उस तरफ भी आप को निगाह दौड़ाना चाहिए ताकि खनिज पदार्थ को जो कि पृथ्वी के गर्भ में है बाहर ला कर देश के निर्माण में लगाया जा सके।

आगे मंत्रालय ने जो १५ नई लाइनों का सर्वे करने का विचार किया है उनमें बस्तर में लाइन का कहीं भी जिक्र नहीं आया है। न बिलासपुर मंडला लाइन जो मंगेरी होकर जाने वाली है उसकी तजवीज है। मैं मंत्रालय से चाहूंगा कि द्वितीय पंचवर्षीय योजना में काम शुरू होने के बाद भी इसको शामिल कर ले चाहे आप योजना के आखिरी हिस्से में ही इसको करें।

आपने रेलवे सुरक्षा दल कायम किया है। उसमें आप हथियार बन्द टुकड़ी तैयार करने जा रहे हैं। मगर इनका सम्बन्ध यदि आप सिविल पुलिस से रखेंगे तो ज्यादा सहूलियत होगी। यह एक ऐसा प्रश्न है जिस पर विचार किया जावे। जो नुकसान रेलवे के डब्बों के भीतर

होता है, जैसे बल्बों की चोरी, आयनों की चोरी, कुशंस की चोरी, खूटियों की चोरी, इस सब को भी बन्द करना है। ये चीजें बरदास्त करने की नहीं हैं। आखिरकार ये जो चीजें हैं ये हमारी हैं और मैं समझता हूँ कि हमको इस पर गौर करना चाहिये कि इनकी चोरी को कैसे रोका जाये। मैं तो कहता हूँ कि इसको रोकने के लिए आप पूरे अधिकार लीजियें और आप अपने काम करने वालों को यह अधिकार दीजिये कि यदि वे किसी को रेलवे के सामान की चोरी करते देख पायें उसको गोली से मार दें। जब तक आप इतना कड़ा कदम नहीं उठायेंगे तब तक यह काम बन्द नहीं हो सकता। यह जरूर सोचने की चीज है कि प्रजातंत्र में हम यह कैसे कर सकते हैं। लेकिन शासन को चलाने के लिए हाथ में ताकत देनी पड़ती है। आपको मजबूती से काम लेना होगा और अपने देश के घन की रक्षा करनी होगी। ठंडे हाथों से शासन नहीं चलाया जाता है।

इसके बाद मैं आपको यह कहना चाहता हूँ कि जो आपने रेलवे में भोजन देने की विभागीय व्यवस्था की है इसमें यह देखना चाहिए कि आप अच्छा भोजन देने की व्यवस्था करें। इस दिशा में जो आपने कदम उठाया है उसकी मैं प्रशंसा करता हूँ। लेकिन जो भोजन दिया जाये वह स्वच्छ हो। इसके अलावा मैं यह कहना चाहता हूँ कि चाहे बड़े स्टेशनों पर आप अपनी विभागीय व्यवस्था करें लेकिन छोटे स्टेशनों पर ऐसे ठेकेदारों को काम करने का अवसर दें जिनका काम सन्तोषजनक रहा है और जिनके खिलाफ कोई शिकायत नहीं रही है।

आगे भ्रष्टाचार को मिटाने के लिए हमें दो तरफ से काम करना जरूरी है। यानि शासन की ओर से भी और जनता की ओर से भी। जब तक हमारे शासन में ईमानदारी और कार्य-कुशलता नहीं होगा तब तक हमारा लोकतंत्र सफल नहीं हो सकता। चाहे हमको थोड़ा कष्ट भले ही उठाना पड़े पर हमको भ्रष्टाचार को अपने व्यवहार में कोई स्थान नहीं देना चाहिए। चाहे हमारा कुछ रुपये का नुकसान हो और चाहे हमको कुछ असुविधा हो पर हमारे भाइयों को चाहिए कि अपना काम पहले करवाने के लिए रिश्तत न दें। यह प्रश्न ऐसा है जिस पर हमको गम्भीरता से विचार करना चाहिए और हमको दोनों तरफ से इसको हल करने का प्रयास करना चाहिए।

[सरदार ए. एस. सहगल]

डिवीजन प्रणाली को आप शीघ्र से शीघ्र शुरू करें, यह मेरी आप से प्रार्थना है। आप ने जो रीजनल प्रणाली की स्थापना बतौर एक्स-पेरिमेंट के की थी वह कामयाबी हासिल न कर सकी, इस कारण मैं चाहूंगा कि साउथ ईस्टर्न रेलवे में आप जब डिवीजन बनायें तो इस चीज का स्थान रक्खें कि बिलासपुर का स्थान एक महत्व का स्थान है जहाँ पर सब सुविधायें प्राप्त हैं और नागपुर में डिवीजन बनाकर आप को वे सुविधायें प्राप्त न होंगी। वहाँ पर केंद्रीय रेलवे का बड़ा कारोबार है। इस कारण साउथ ईस्टर्न रेलवे बिलासपुर में हो तथा जो वर्तमान वर्कशाप है, उसे बड़ा कर और नई नई मशीनरीज देकर एक बड़ा कारखाना बनाने की बात, मैं कोई अपने स्वार्थ के हेतु नहीं कहता हूँ बल्कि ऐसा कहने का यह भी कारण है कि बिलासपुर का स्थान दो लोहे के कारखानों के बीच में मध्य में पड़ता है और जाहिर है कि इसके मध्य में स्थित होने के कारण कोयला अधिक मात्रा में और आपेक्षाकृत सस्ते दामों पर मिलेगा और कम खर्च होगा और बिलासपुर में जो मकानात नये बने हुए हैं, वे सारे काम में आ सकेंगे। मैं चाहूंगा कि आप किसी दूसरी बात पर गौर न करें तथा किसी खास व्यक्ति के कारण आप नागपुर में डिवीजन न रक्खें, यह मेरी आपसे प्रार्थना है। यदि आप किसी खास व्यक्ति को सन्तुष्ट करने के कारण रखना चाहते हैं तो मैं कहूंगा कि वह चीज अच्छी नहीं होगी। आपको डिवीजन उस स्थान पर बनाना चाहिये जहाँ आपको सुविधा सुलभ हो और जहाँ पर ठीक प्रकार से काम चल सकता हो और इस कारण मेरा निवेदन है कि जब आप डिवीजन बनायें तो बिलासपुर में ही बनावें।

1. P. M.

आगे मैं चाहूंगा कि हम जो विदेशों से इंजन और डिब्बो बगैरह मंगा रहे हैं, वे न मंगवाये जायें बल्कि कोशिश यह की जाय कि हमारे ही देश में वे तैयार होने लगें। यहाँ पर हमारे देश में जो चित्तारंजन का कारखाना है उसमें २०० इंजन हर साल बन कर तैयार हो रहे हैं और हम उसको बढ़ाने की कोशिश कर रहे हैं और २०० के बजाय ३०० इंजन उस कारखाने के प्रति वर्ष तैयार करना चाहते हैं। यह तो ठीक है लेकिन हमें साथ ही उसके यह भी देखना है कि छोटी लाइन के इंजनों के बनाने के लिए क्या हम कोई नया कारखाना यहाँ पर स्थापित कर सकते हैं और मैं समझता हूँ कि हमारे देश में छोटे इंजन

बनाने के लिए एक कारखाना खुलने की बहुत आवश्यकता है। यदि हम छोटी लाइनों को तोड़ना नहीं चाहते और उनको प्रोत्साहन देना चाहते हैं तो सरकार को इस दिशा में ध्यान देना होगा और आवश्यक क्रम उठाना होगा।

आपने पैरम्बूर में जो डिब्बे बनाने का काम शुरू किया है वह बहुत जरूरी और महत्वपूर्ण है और हमारा लक्ष्य उसकी वर्तमान उत्पादन शक्ति को बढ़ाने की ओर रहना चाहिए और जब वहाँ का काम अच्छी तरह से चलेगा तब आज जो यह डिब्बों की कमी आपको माल ढोने में पड़ती है वह नहीं पड़ेगी और साथ ही तब आपको आगे चल कर यह भी सोचना पड़ेगा कि हमें दूसरा कारखाना बनाना चाहिए या नहीं बनाना चाहिए। जाहिर है कि यदि आपकी आवश्यकता इस कारखाने से पूरी हो जाती है तो दूसरा कारखाना चलाने की जरूरत नहीं है लेकिन अगर इससे पूर्ति नहीं हो पाती है तो एक अन्य कारखाना खोलने के लिए आपको विचार करना पड़ेगा। जो भी सामान हम खरीदें वह भारत के भीतर बना हुआ ही खरीदें, इसलिए मेरा निवेदन है कि स्टोर परचेज में आप को देखना चाहिए कि कैसे कुछ कमी की जा सकती है तथा दूसरी मदों में भी कैसे कमी कर सकते हैं।

अब मैं आपकी सेवा में रेलवे कर्मचारियों के सम्बन्ध में और खास तौर से जो आपके तृतीय और चतुर्थ वर्ग के कर्मचारी हैं, उनके सम्बन्ध में कुछ निवेदन करना चाहता हूँ। अभी हमारे मित्र श्री गिरि ने जिन्हें रेलवे के कर्मचारियों के बारे में काफी जानकारी है और हमने देखा है कि उन्होंने रेलवे कर्मचारियों के बीच रह कर बहुत काम किया है और उनकी मुश्किलों और दिक्कतों को समझा है और उनको अपने तरीके पर हल करने की कोशिश की है और इस दिशा में उन्होंने अमूल्य सेवायें की हैं और उन्होंने जो आप के सामने यह मांग रक्खी है। आपके तृतीय और चतुर्थ वर्ग के रेलवे कर्मचारियों की रहने की जो जग हैं, उनमें बहुत सुधार की गुंजाइश है, उनके मकानों की दशा संतोषजनक नहीं है और उसमें परिवर्तन करना जरूरी है तथा पीने के पानी की सफाई की व्यवस्था भी निहायत जरूरी है, मैं उनके साथ अपनी आवाज मिलाना चाहता हूँ। मैं खास कर आपसे कहूंगा कि आप हमारे कुछ माननीय सदस्यों की एक कमेटी बनाकर भेजें व देखें कि जो मैं कह रहा हूँ वह ठीक है या नहीं। यदि वहाँ पर, स्वच्छता

नहीं है तो बाहिर हैं कि जो आपके रेलवे में काम करने वाले लोग हैं वे कैसे स्वस्थ रह सकते हैं। मैं चाहूँगा कि पार्लियामेंट के सदस्यों की कमेटी उनके मकानों और पानी की बाबत सरकार को सुझाव दे कि इनकी समुचित व्यवस्था करने के लिए क्या क्रदम उठाये जाने चाहिये। क्या आपके पास हर जोनल रेलवे के आंकड़े मौजूद हैं कि ऐसे वहाँ पर कितने कमचारी हैं जो कि साल में बीमार पड़ते हैं और बीमारी की छट्टियाँ लेते हैं? इसका एक तखमीना आपको अपने पास रखना चाहिए ताकि हमें मालूम हो सके कि हमारे जो काम करने वाले लोग हैं उनमें कितने लोगों का स्वास्थ्य खराब होता है और हम ऐसे पीड़ित लोगों की क्या मदद कर सकते हैं।

देहली एरिया के रेलवे गार्ड्स की यह मांग है कि वर्तमान टी० ए० रूल्स के सम्बन्ध में डिवीजनल सुपरिंटेंडेंट ने बिना रेलवे बोर्ड के प्रीवियस हुक्म के टी० ए० रूल्स को बदल दिया है और जिसका नतीजा यह हुआ है कि उन्हें टी० ए० में कम पैसा मिलता है। रेलवे बोर्ड ने १९५२ में हुक्म दिया था कि गार्ड लोगों को चार टाइम्स दस मील का दिया जावे और मैं चाहता हूँ कि जो उन्हें १९५२ में मिलता था वही उनको देना चाहिए। दस मील पर जो लोग काम करते थे और जिनका काम अच्छा था उन्हें आप फ़ोर टाइम्स देते थे और दूसरे दस मील पर पांच टाइम्स और फिर दूसरे दस मील पर आप उनको छे गुना देते थे। इस तरह से इनका हिसाब १९५२ में चलता था लेकिन अभी कुछ माह से डिवीजनल सुपरिंटेंडेंट साहब ने उसको बदल दिया है। जरूरत इस बात की है और उनकी मांग भी है कि गार्डों को टी० ए० उसी हिसाब से दिया जाय जिस तरह से इस आर्डर से पहले दिया जाता था।

इसी तरह से रेलवे के मिनिस्ट्रियल स्टाफ के क्लर्कों की मांग पर भी मंत्री महोदय को ध्यान देना चाहिए। इनकी तादाद ४६,००० है। पे कमिशन के आघार पर इन क्लर्कों ने अपनी मांग की है और मैं चाहता हूँ कि आप उनकी मांगों पर विचार करें और देखें कि बकई उनकी मांगें वाजिब है कि नहीं। पे कमिशन के सुझावों को यदि सब पार्टीज के लोग मानते हैं तो उन्हें हमें मान्यता देकर स्वीकार करना चाहिए लेकिन यदि कुछ लोगों को ऐसा विचार है कि इसके लिए कोई एक दूसरा हमें वेज कमिशन मुकर्रर करना चाहिए और जिसका सुझाव

भी किया गया है तो आपको उस पर निर्णय करके एक दूसरा वेज कमिशन बैठाने के लिए क्रदम उठाना चाहिए।

टिकट चेंकिंग स्टाफ़ के लोगों ने जिनका सम्बन्ध

Mr. Deputy-Speaker: I am sorry I cannot allow any more time for the hon. Member.

Sardar A. S. Saigal: I will conclude in 2 minutes.

Mr. Deputy-Speaker: The hon. Member should remember that I have rung the bell two times already. When the time-limit is 15 minutes, I ring the bell two minutes in advance. At whatever stage they are, hon. Members should stop two minutes after I ring the bell, without putting me to inconvenience.

सरदार ए० एस० सहगल: उपाध्यक्ष महोदय आपके जरिए मैं रेलवे मंत्री महोदय से यह निवेदन करना चाहता हूँ कि जो सुझाव मैं यहाँ पर दे रहा हूँ, वे उन पर विचार करें। मंत्री महोदय और उनके विभाग ने जो कुछ काम किया है वह सराहना के योग्य है। इसके साथ ही साथ मैं रेलवे विभाग के कर्मचारियों ने जिस जिम्मेदारी, लगन और निष्ठा के साथ अपने कर्तव्य को निभाया है और मंत्रालय का सिर ऊंचा किया है, उसके लिए मैं उनको धन्यवाद देना चाहता हूँ और इतना कहने के बाद मैं महोदय ने जो ७,५७,४२५ लाख रुपये का बजट एक्सपेंडिचर रक्खा है, उसका मैं समर्थन करता हूँ।

Shri Viswanatha Reddy (Chittoor): The budget speech of the hon. Railway Minister indicates a projection of the very strong characteristics of efficiency and confidence. Therefore, the keynote of the Budget itself is efficiency and confidence. Looking back at the record of the administration during the past five years, the administration has got every reason to be very proud of itself. During the first Five-Year Plan, the achievements of the railway administration have been very considerable and they have been very ably mentioned in the speech of the hon. Railway Minister. Not only have the targets of the Plan for the railways been achieved, but they have been exceeded also. This is a matter over which the whole House must be very happy.

[Shri Viswanatha Reddy]

With regard to the second Five-Year Plan of the railways, although it has been necessary to cut down the Plan to a considerable extent, the hon. Minister has taken courage in both hands and has assured the House that the construction of the new lines that have been proposed, or at least the investigation and survey of these lines, will be carried on in the expectation that the administration will be able to find enough money to fulfil these aspirations. This is a matter on which we certainly must congratulate the Railway Administration, and particularly the Minister of Railways, who contrary to what Shri Asoka Mehta had to say, is not a person who is an expert in window-dressing, but a person who has the ingredients and the characteristics of a very good administrator, and a very noble human being. I therefore take this opportunity to condemn the attitude taken by Shri Asoka Mehta in this regard.

Shri Nambiar: If there is window-dressing, that means there is something.

Shri Viswanatha Reddy: I am sorry my hon. friend Shri Asoka Mehta has not been able to justify his words. I hope my hon. friend Shri Nambiar will have something to say in this regard later on.

Ever since I came to this House as a Member, I have been following the debates on the Railway Budget rather very closely. And on every occasion, the Minister of Railways announced the setting up of one committee or the other so that the public and the Members of this House may ventilate their grievances in the course of the functioning of such committees. In the first year, the constitution of the Consultative Committees were announced; in the second year, the Railway Corruption Enquiry Committee was announced; then we had the Railway Convention Committee, which was of course a statutory body, then, there was the Accidents Enquiry Committee, and now we are having the Freight Structure Enquiry Committee. Although this year, no such committee has been announced, yet the announcement that the facilities as originally planned in the second Five-Year Plan will certainly be fulfilled is quite enough for our purpose.

Having said this, I would like to say a few words on the policy that the Railway Administration should, in my opinion, adopt with regard to the capacity of the railway *vis-a-vis* the demands

that are made on it by industry and commerce. In my view, in a backward and developing economy like ours, it should be the endeavour of the railways particularly in our country to see that the capacity of the railways to meet the demands of the various sections of the community on it shall be a little ahead of the demands rather than fall short of it. What I mean is that, having regard to the great demands that are likely to be made on the Railway Administration during the second Five-Year Plan, it should be our endeavour to see that the capacity of the railways is at least 15 per cent ahead of the demands rather than fall short of them.

In the light of the confession made by the Minister in his speech, the demands cannot be fully met by the Railway Administration. That means that should there unfortunately be any circumstance like the calamity of floods or damage to property and so on due to disturbances, the strain that the railways will have to bear would be enormous; and that strain cannot easily be met by the administration; and therefore the industry and trade will have to suffer a great deal, and the problem will become a perpetual one, because the endeavour of the Railway Administration all along would be to catch up with the demand, and the whole thing would be very elusive. Therefore, if the amenities provided by the Railway Administration are at least 15 to 20 per cent ahead of the demands, then that will leave a comfortable margin with which to cope with any unforeseen circumstance. I hope this objective, though at present it seems to be a long-term objective, will be constantly kept in view by the Railway Administration.

Coming to freight structure, I should say that I was one of the few Members of this House who had often stressed that the railway freight structure must be more rational. I am very happy that a committee headed by a very able gentleman is going into the whole question. I hope it is not out of place now if I suggest one more term of reference to that committee. No term of reference has been framed so far according to what I am going to suggest presently. But I hope it is not too late even now to frame such a term of reference. I have in mind a system by which the freight is charged not only on the basis of distance and the classification of goods, but also on the basis of the value of the goods that are being transported.

A cheap commodity cannot certainly bear a high freight rate whereas a costly commodity like mica, for instance, could bear a little more freight charge. It has been a usual practice of the Railway Administrations not to consider this aspect at all. I could perhaps give a small analogy to illustrate my point. While charging import duties, we do so on the *ad valorem* basis. Similarly, if in the freight structure also, there is an element—though it may not be a very substantial one, yet it may be a small one—of this *ad valorem* charge then it would certainly help in protecting the cheaper commodities which will not be able to bear a high freight charge. I hope even now it is not too late to send up such a suggestion to the Freight Structure Enquiry Committee.

I now come to the announcements made by the Minister. He said that the third class has been abolished. I could not exactly follow the meaning of this announcement. Does he mean that the third class is abolished, and the second class is retained, or in other words that the rates of the third class would be increased to the rates of the second class? Or does he mean actually the abolition of the second class and not that of the third class? That is a point on which I hope this House will have some clarification from the Minister.

With regard to the construction of new lines, under the second Five-Year Plan, the total mileage proposed is about 3,000 miles, and the Minister has promised that at least a survey will be made of all these new lines. Some of the State Governments have suggested certain lines, and I hope the Railway Ministry will have in view the suggestions made by the State Governments.

As far as Andhra is concerned, I find that this year a line connecting Nellore and Maidukur is proposed to be surveyed by the Railway Ministry. As far as Maidukur is concerned, it is a dead end, both with regard to railway stations and railway lines, because so far there are no railway lines ending with Maidukur. I would suggest that instead of surveying only up to Maidukur, which survey, I am sure will not be realistic, the Railway Ministry may have the survey extended either to Cuddapah or Nandyal, which would be of tremendous advantage to this section of the railway, if it ever comes into fruition.

I have a small suggestion to make with regard to the functioning of the Consultative Committees. I have tried to study the papers that have been supplied to us, but I do not find any substantial statement anywhere as to the working of these committees, except that the zonal committees have met so many times, and that the national committee has met so many times and so on. We do not know what exactly were the subjects discussed in these committees, and what were the decisions arrived at by them. No administration report on the functioning of these committees has been given to us. Therefore, we are unable to judge how far these committees are really useful. I think the main purpose of these committees is to avoid small, little, tiny problems being brought to the very highest authority here, and find redress for those problems locally, in the regions or the zones as the case may be. Now, it is our general experience—the experience of all the M.Ps., I am sure—that even small problems connected with the railways are sent up to them, naturally because they are the representatives of the regions. They have no other means except to address a letter to the Minister or to the Railway Board here, and try to ventilate the grievances. It will be a good idea. I think, if all the M.Ps. are sent the notices of the meetings of the zonal or regional committees along with the list of non-official members of those committees from time to time, so that the Members may write directly to the Chairman of those committees or through the non-official members with regard to small grievances. Thus, all petty matters may not be brought to the very highest level. I have had occasion several times to write to the hon. Deputy Minister as well as the Minister with regard to very small problems which could really be adequately dealt with at a lower level. But, in spite of it, I was forced to write to the highest authorities for lack of any other facilities. Therefore, I suggest that whenever these committees meet, the date of those meetings and the places where they meet may be intimated to the Members who come from the particular zone or region concerned, so that they may write to the Chairman of those committees with regard to small grievances.

Lastly, I would confine myself to certain local problems and I particularly desire the attention of the hon. Deputy Minister to this point, because he knows

[Shri Viswanatha Reddy]

my region very well and he would try to understand the problems involved. I have had occasion to refer to the famous, or rather notorious Pakala—Dharmavaram metre-gauge line on the Southern Railway. The hon. Deputy Minister had had several opportunities, I am sure, to witness the great performance of this particular section of the Southern Railway. The fastest train on this line travels at a giddy speed of 40 furlongs an hour! I wanted to put the figure like that—in a respectable way. There is a proposal to relay this track with heavy (earth) Rails in order to put heavier engines on the track and to speed up the service. But I have been told that this programme has been delayed or staggered because of the lack of materials. Other sections of the railways throughout the length and breadth of the country get their supplies somehow quickly enough, but this section is absolutely neglected, and I am sure the administration has entirely forgotten the existence of this section. They do not seem to get any material and the programme which was to have been completed by the end of 1955 will, I am told, go on till 1958 or 1959. I do not know how long it will take. I would like the Deputy Minister particularly to note this and see what he could do to speed up business on this line.

In this particular section, there is a station called Chintaparti station. As long as I can remember—and I can remember easily for the past at least 30 years—this station remains where it was. Even today while throughout India all the stations are being improved, this station has got only a small wooden cabin which is probably an old and rejected railway carriage. It still serves as a station. It does not have any crossing facilities. It does not have any goods yard. It has practically nothing. The traffic in the station is as good as any other station on this railway. I hope the Minister will note this and see that something is done.

In Madanapalle Road station, about which the Chair knows very well, several T.B. patients have to entrain and get down, because of the sanatorium. The station has got only one waiting room, common for the patients as well as the travelling public. That is a very dangerous thing, because it will easily spread infection of T.B. Therefore, I very humbly suggest that a separate waiting room

may be constructed there for the use of the T.B. patients, so that disease may not be a source of infection to other travelling public.

There was another line suggested to link Madanapalle town with Madanapalle Road station, and this, I hear, was also investigated and some proposals were under way. I do not know at what stage the proposal is. If investigations have been made, I would urge that this loop-line connecting the town and the station may be expedited. I have got certain very important grievances, and I would finish in two more minutes.

Mr. Deputy-Speaker: You may send them in writing. There are many Members yet to speak.

Shri Viswanatha Reddy: I shall finish in two minutes. I want to suggest a connecting train between Macherla and Nagarjunasagar dam which is very important from the point of view of the construction of the Nagarjunasagar dam. I see from this year's budget papers that no allotment has been made for the construction of this line although a bridge is proposed to be constructed across the Krishna at Nandikonda dam site—a road *cum* rail bridge. But no allotment has been made. I hope it is just a mistake, and even now the Ministry could include this line in the proposals.

In conclusion, I may reiterate my initial statement that the administration deserves congratulations of this House and I think even Shri Asoka Mehta in his desperation for not being able to find any pinholes to prick at the budget or at the speech of the Minister, indulged in a speech which pertained more to France or England or USA rather than to this country. I really congratulate the administration for the performance they have shown in this year.

श्रीमती शिवराजबती नेहरू (जिला लखनऊ मध्य) : माननीय उपाध्यक्ष महोदय, इस सम्बन्ध में कोई दो मत नहीं है कि यह जो रेलवे बजट पेश किया गया है, यह एक जनहितकारी बजट है। इस में माननीय मंत्री जी ने यह बताया है कि राजस्व लेखों में ३२ करोड़ रुपये की शुद्ध बचत होने का अनुमान है। यह एक ऐसी अनुपम बात है कि जिस से माननीय मंत्री जी की कार्यकुशलता का परिचय मिलता है और जिस की सारा सदन प्रशंसा कर रहा है।

दूसरी बात मुझे यह कहनी है कि अगले साल यह विभाग अपने कर्मचारियों की वर्दी बनाने के लिए २७ लाख रुपये की खादी खरीदेगा और साथ ही यह भी कहा गया है कि इससे ज्यादा पैसों की खादी भी खरीदी जा सकती है यदि वह मिल जाये। यह चीज चर्खा संघ के लिए और खादी-प्रेमियों के लिए एक बड़े उत्साह और प्रोत्साहन की है। मैं माननीय मंत्री जी को ऐसा बजेट बनाने के लिये बधाई देती हूँ और इस बजट का हृदय से स्वागत करते हुवे केवल दो चार बातें माननीय मंत्री जी के विचारार्थ रखना चाहती हूँ। पहली बात तो मैं जो रेलवे का रक्षा दल है उसके बारे में कहना चाहती हूँ। यह दल बना अवश्य है लेकिन अभी तक यह अपना कार्य संतोषजनक ढंग से नहीं कर रहा है। आजकल रेलवे डिब्बों में जो चोरियाँ और हत्यायें हो रही हैं उनकी संख्या दिनोदिन बढ़ती ही जा रही है और इससे जनता बहुत भयभीत है। जनता की आज यह मांग है कि उसकी जान और माल की रक्षा हो और मैं माननीय मंत्री जी से अनुरोध करती हूँ कि वह इस ओर अवश्य ध्यान दें।

दूसरी बात जो मैं कहना चाहती हूँ वह रेलवे में जो अष्टाचार है उसके बारे में है सीट Reserve कराने में रेलवे कर्मचारी यात्रियों के साथ बहुत धांधली करते हैं जब कोई सीट रिजर्व कराने के लिए जाता है तो उसको यही कहा जाता है कि कोई सीट खाली नहीं है। हाँ यदि कोई १० या १५ दिन पहले जा कर अपनी सीट रिजर्व करवाता है उसको अवश्य जगह मिल जाती है। परन्तु जो दो चार दिन पहले जाता है तो उसको यही जवाब दिया जाता है कि कोई सीट नहीं है जबकि बहुत सी सीटें खाली होती हैं। बहुत सी सीटें ऐसी बोगस रिजर्व कर ली जाती हैं जो कि वह अंत समय जब रेल चलने को होती है तब अपने जानने पहचानने वालों को दे देते हैं। मैं चाहती हूँ कि रेलवे मंत्री जी इसका कोई उपाय रोकने का करें।

तीसरी बात मुझे कौरिडोर ट्रेन के बारे में कहनी है। यह जो नई कौरिडोर ट्रेन चलाई जा रही है यह जनता की सुरक्षा के ख्याल से तो बहुत अच्छी है परन्तु यदि इन में दो एक सुधार कर दिए जायें तो यात्रियों को बहुत आराम हो सकता है। एक बात तो यह है कि इन ट्रेन में कोई लेडीज कम्पार्टमेंट नहीं है जो कि अवश्य होना चाहिए। चूंकि इसमें छोटे छोटे कम्पार्टमेंट होते हैं, इनमें से एक दो कम्पार्टमेंट

लेडीज के लिए अलग रिजर्व यदि किये जायें तो कोई दिक्कत नहीं होगी। दूसरी बात जो है वह यह है कि इनमें सीट्स बहुत नीची हैं जिसके कारण उनके नीचे कोई असबाब इत्यादि नहीं रखा जा सकता है। इस वजह से जो यह स्पेस होती है वह ज़ाया ही जाती है। सामान इत्यादि जो कि दो सीटों के बीच रखा जाता है और जो वह स्पेस होती है वह भी कम ही रहती है। इस की वजह से आने जाने के लिए भी कोई रास्ता नहीं बचता है। जो तस्त्ता असबाब इत्यादि रखने के लिए लगा हुआ है वह भी बहुत छोटा है और उस पर लोटा, गिलास, हैंडबैग इत्यादि ही रखे जा सकते हैं। मैं मानती हूँ कि अब जब कि डिब्बे बन गए हैं इनमें कोई चीज होना मुश्किल है। लेकिन मैं सुझाव देना चाहती हूँ कि जैसे कि आपने कौरिडोर ट्रेन्स के अन्दर बाथ रूम अलग से बनाये हुये हैं उसी तरह से यदि केवल असबाब इत्यादि रखने के लिए एक दो डिब्बे लगा दिये जायें तो इससे यात्रियों को बहुत सुविधा हो जायेगी।

चौथी बात जो मैं कहना चाहती हूँ वह यह है कि तीसरे दर्जे को हटा कर दो ही दर्जे रखने का जो लक्ष्य आपने रखा है वह बहुत ही सराहनीय है। मैं चाहती हूँ कि जो तीसरे दर्जे की सीटें हैं यदि वह भी गद्दीदार बना दी जायें और दूसरे प्रकार की सुविधायें यदि यात्रियों को दी जायें तो यात्रियों को बहुत सुविधा हो जायेगी और यह समयानुकूल बात भी होगी। परन्तु यदि इस सुविधा को देने की खातिर आपने कोई किराये में वृद्धि की तो मेरे ख्याल में यह लोगों के लिये कोई संतोष की बात नहीं होगी।

आपने जो यह रखा है कि आप तीसरे दर्जे के यात्रियों के लिए जो वेंटिंग हाल्ट हैं उनको वहां पर सिनेमा दिखाया जाये, इसमें मुझे कोई आपत्ति नहीं है। परन्तु जो आपने यह किया है कि चलती गाड़ियों के अन्दर भी सिनेमा दिखाया जाए, इससे मैं समझती हूँ कि यात्रियों को असुविधा होगी और इससे चोरी इत्यादि होने की सम्भावनायें भी बढ़ जायेंगी। इसका कारण यह है कि जब चलती गाड़ी में सिनेमा दिखाया जाएगा तो यात्रियों को अपने डिब्बों में से जाकर दूसरे डिब्बों में सिनेमा देखा होगा और जब वे अपनी सीटों को छोड़ कर जायेंगे तो हो सकता है कि कोई बाद में उनका सामान लेकर चलता बने। इस तरह से उनके सामान की रक्षा होना बहुत मुश्किल है और चोरी की सम्भावनायें अधिक हो जायेंगी।

[श्रीमती शिवराजवती नेहरू]

अब मैं जो छूत के मरीज या दिक्क के मरीज होते हैं और जो गाड़ियों में सफर करते हैं उनके बारे में कुछ कहना चाहती हूँ। जब यह लोग सफर करते हैं तब यह लोग दूसरे या पहले दर्जे का टिकट ले लेते हैं और लैट कर जाना चाहते हैं। मैंने देखा है कि जब डिब्बे में और यात्री इस पर आपत्ति करते हैं और कहते हैं की यह छूत का मरीज है, यह गाड़ी में क्यों बैठे तो उस बेचारे के लिए बहुत मुश्किल हो जाती है। एक समय मैंने यह भी देखा है कि एक ऐसा ही मरीज जो कि दूसरे दर्जे में लेटा हुआ था, जब और मुसाफिरों ने इस पर आपत्ति की तो रेल के कर्मचारियों ने उस बेचारे को वहाँ से उठा कर तीसरे दर्जे में लाकर बिठा दिया। मैं पूछती हूँ कि यदि दूसरे दर्जे के एक यात्री को या पहले दर्जे के एक यात्री को इस बीमारी से डर हो सकता है तो क्या तीसरे दर्जे के यात्री को डर नहीं हो सकता? तो मैं आपको यह सुझाव देना चाहती हूँ कि ऐसे छूत के मरीजों के लिए एक दो डिब्बे अलग लगा दिये जायें करें तो अच्छा है जिन में कि यह लोग आराम से और सुख के साथ जा सकें और दूसरे यात्रियों को भी इससे कोई आपत्ति नहीं होगी।

अन्त में, उपाध्यक्ष महोदय, मुझे एक सुझाव और देना है। माननीय रेल मंत्री जी ने यह बताया है कि आगे से सब्जी और फलों के पार्सलों के ऊपर आधा पाई प्रति सेर भाड़ा बढ़ाया जायगा। मेरी राय में यह दर बहुत ही कम है और यह नहीं के बराबर है। मैं माननीय मंत्री जी से प्रार्थना करती हूँ कि भाड़ा तो वे चाहें दुगुना या तिगुना कर दें परन्तु कोई ऐसा प्रबन्ध अवश्य होना चाहिए जिससे कि यह फलों के पार्सल जिन लोगों को भेजे जायें उनको यह सही सलामत मिल जाय। आजकल तो ऐसा होता है कि उनको खाली छाबे ही मिलते हैं। जब कभी भी लखनऊ से आगों के पार्सल भेजे जाते हैं और जो एक छाबे में दो बेरी होते हैं तो जो रिश्तेदारों इत्यादि से प्राप्त होने की सूचना मिलती है उसमें यही लिखा होता है कि सारे आम निकल गए हैं और केवल १५ या २० ही छाबे में मिले हैं। इस चीज को भी जितनी जल्दी दूर किया जायेगा उतना ही अच्छा होगा।

इतना कहने के बाद और अपना सुझाव देने के बाद जो बजट रेलवे मंत्री जी ने पेश किया है, मैं उसका हृदय से स्वागत और समर्थन करती हूँ।

श्री बीरबल सिंह (जिला जौनपुर-पूर्व) : उपाध्यक्ष महोदय, मैं रेलवे मंत्री महोदय को इस सुन्दर बजट को पेश करने के लिए बधाई देता हूँ। रेलवे हमारे राष्ट्र की सम्पत्ति है और इसमें देश को ६३५ करोड़ के करीब पूंजी लगी हुई है और इसके हमारे देश के ३६ करोड़ नर नारी मालिक हैं और करीब दस लाख परिवारों की जीविका इस पर निर्भर करती है। इस लिए रेलों की उन्नति और उसके विकास में हर एक हिन्दुस्तानी की दिलचस्पी है। यदि रेल उन्नति करती है तो इससे सब लोगों को प्रसन्नता होना स्वभाविक ही है। यही कारण है कि जब लोग देखते हैं कि रेलें उन्नति कर रही हैं तो उनको प्रसन्नता होती है। मैंने तो किसानों को भी यह बात करते हुए सुना है कि गवर्नमेंट के और विभागों में चाहे जो ऋतियाँ हों लेकिन रेलवे विभाग में तो काफ़ी उन्नति हो रही है। कई नए नए काम हुए हैं, यात्रियों की सुविधा के लिए भी बहुत कुछ काम हुआ है, रेलों के स्टेशन अच्छे बना दिये गए हैं, प्लेटफार्मों पर छाया कर दिया गया है, रोशनी का अच्छा इंतजाम हो गया है, कौरिडोर ट्रेन चली हैं, जनता ट्रेन अधिक चलाई जा रही है, तीसरे दर्जे के यात्रियों के लिए सोने का प्रबन्ध किया गया है, यह सब इस तरह की सुविधायें हैं जिन का यात्रियों के ऊपर बहुत अच्छा प्रभाव पड़ रहा है। इस लिए यह जो बजट माननीय रेल मंत्री जी ने प्रस्तुत किया है, इसके लिए वह बधाई के पात्र हैं।

हम यह भी देखते हैं कि रेलों की जो आर्थिक स्थिति है उसमें भी निरंतर सुधार होता जा रहा है। जो हमने पंचवर्षीय योजना बनाई थी, उस में भी हमें सफलता प्राप्त हुई है। इससे देश की आर्थिक स्थिति में सुधार हुआ है और इसका असर हमारी रेलों की आमदनी पर भी पड़ा है। हम यह देखते हैं कि १९५२-५३ में करीब २७२ करोड़ की आमदनी हुई थी जोकि बढ़ती ही जा रही है। १९५४-५५ में यह २८६.७८ करोड़ हो गई और १९५५-५६ में इसके ३१४ करोड़ के करीब होने की आशा की जा रही है। और १९५६-५७ का जो बजट पेश किया गया है उस में करीब ३४५ करोड़ ६० की आमदनी का अनुमान है। इसी तरह से बचत का भी जो अनुमान किया गया है उस में भी बराबर वृद्धि हो रही है। हमारी पहली पंच वर्षीय योजना करीब करीब समाप्त हो चुकी है। इस में रेलवे

विभाग क लिये पहले तो करीब ३५० करोड़ ६० रक्खा गया था, लेकिन बाद में उसे बढ़ाकर लगभग ४०० करोड़ किया गया। हम को इस बात की प्रसन्नता है कि अन्त में जा कर लगभग ४३२ करोड़ ६० खर्च हो रहा है जहां तक रेल के इंजनों सवारी के डिब्बों और माल के डिब्बों का सम्बन्ध है, इसमें पहले २०७ करोड़ ६० खर्च होने वाला था, लेकिन वह बढ़ कर २५३ करोड़ हो गया है। इसी तरह से इंजीनियरिंग वर्क्स के ऊपर भी पहले ४५ करोड़ ६० के व्यय का अनुमान था, वह अब करीब ४६ करोड़ ६० हो गया है। बाकी और विभागों में भी किसी में कुछ कमी हुई है और किसी में कुछ अधिक खर्च हुआ है। सब मिलाकर गवर्नमेंट का ३२ करोड़ ६० अधिक खर्च हुआ है। लेकिन फिर भी इस पंच वर्षीय योजना के समाप्त होते होते हमारी रेलों की स्थिति में मेरी समझ से कोई बहुत अधिक सुधार नहीं हो सका है। क्योंकि हम देखते हैं कि लगभग २०, २५ वर्षों से रेलों की स्थिति बहुत ही खराब हो गई थी। सन् १९३० के बाद जब कि देश में सस्ती हुई उस समय से रेलवे की आमदनी में काफी कमी हो गई थी जिस से रेलों की पटरियों को नई करने, नये इंजन बनाने, सवारी और माल के डिब्बे नये बनाने आदि में बिल्कुल कमी कर दी गई थी। सन् १९३६ में जब कि युद्ध प्रारम्भ हुआ उस के बाद तो सुधार का काम बिल्कुल ही बन्द हो गया और स्थिति यहां तक पहुंच गई कि युद्ध की आवश्यकताओं के लिये करीब ४,००० मील लाइन उखाड़ दी गई, करीब ८ प्रतिशत इंजन भी बाहर भेज दिये गये, करीब ४० लाख स्लीपर बाहर भेज दिये गये और सारे देश में यातायात में काफी दिक्कत बढ़ गई। जहां तक नये डिब्बों और इंजनों का सम्बन्ध है, उस का काम तो बिल्कुल बन्द हो गया। इस तरह से इन सब में बराबर कमी थी। इस लिये अब जो हमारी पंच वर्षीय योजना बनी उस में यद्यपि पर्याप्त रुपया इन सब कामों में खर्च हुआ, लेकिन तब भी स्थिति यह है कि अभी तक जहां तक रेल की पटरियों का सम्बन्ध है, करीब ७,३०० मील पटरी नई करनी है जो कि पुरानी हो गई है, घिस चुकी है और जो कि ठीक तरह से चलने के भी योग्य नहीं है। इसी तरह से स्लीपर भी ७,००० मील के अधिक के बिल्कुल खराब हो गये हैं और उन को सुधारने की आवश्यकता है। हमारी पंच वर्षीय योजना का समय पूरा होने तक भी इतना काम बाकी रह जायेगा। इसी तरह से जहां तक इंजनों और सवारी के डिब्बों का सम्बन्ध है, उन में भी जो पुराने हो गये हैं, जिन को बदलने

की आवश्यकता है, उस में कुछ अधिक सुधार नहीं हो पाया है। सन् १९५१ में जो इंजन थे उन में से ३० प्रतिशत अपनी उम्र पूरी कर चुके थे, उन को बदलने की आवश्यकता थी। १९५२ में उन की संख्या ३७.६ प्रतिशत १९५३ में ३२.३ और १९५४ में ३१.३ प्रतिशत थी। इसी तरह से जहां तक सवारी डिब्बों का ताल्लुक है जिन की उम्र समाप्त हो चुकी थी, उन की संख्या १९५१ में ३.५६ प्रतिशत, १९५२ में ३६.७ प्रतिशत, १९५३ में ४१ प्रतिशत और १९५४ में ३३.४ प्रतिशत थी। माल के डिब्बों के स्थिति भी करीब करीब ऐसी ही थी। सन् १९५१ में २७ प्रतिशत, १९५२ में २८ प्रतिशत, १९५३ में २३ प्रतिशत और १९५४ में २६.६ प्रतिशत डिब्बों की उम्र खत्म हो चुकी थी। रेल की पटरियां, स्लीपर, इंजन, सवारी और माल के डिब्बे, यह सब इतने पुराने हो गये हैं कि उन के बदलने की आवश्यकता है जिस से रेलें अच्छी तरह से चल सकें, लेकिन पैसे की कमी की वजह से और सामान की कमी की वजह से दूसरी पंच वर्षीय योजना समाप्त होने पर भी हम इसको पूरा नहीं कर पायेंगे।

जहां तक रेलों का सम्बन्ध है, सन् १९०८ में जो मैके कमेटी बनी थी, उस की सिफारिश थी कि हिन्दुस्तान में एक लाख मील लम्बी रेल होनी चाहिये और कोई भी स्थान, कोई भी गांव जिस की आबादी एक हजार हो वह ज्यादा से ज्यादा २५ मील से अधिक रेल की दूरी पर नहीं होना चाहिये। यह लक्ष्य उस समय हमारे सामने रक्खा गया था। करीब ५० वर्ष पूरे होने वाले हैं, लेकिन अभी तक हमारे देश में करीब करीब ३४ हजार मील लम्बी रेल ही बन पाई है। अगर हम इस का और देशों से मुकाबला करें तो देखेंगे कि इंग्लैंड में जहां की आबादी ४ करोड़ ८६ लाख है रेल की लम्बाई १६ हजार २ सौ और २२ मील है और जो कि १ हजार की आबादी, पर ३.६ मील पड़ती है, यूनाइटेड स्टेट्स में जहां की आबादी १५ करोड़ है वहां पर रेल की लम्बाई २ लाख २५ हजार और २३२ मील और १.५ मील प्रति हजार आबादी है, कॅनाडा में १ करोड़ ५७ लाख की आबादी पर रेल की लम्बाई ४१ हजार और १७१ मील और २.७८ मील प्रति हजार है। लेकिन हमारे यहां जहां कि आबादी करीब ३६ करोड़ है रेल की लम्बाई ३४ हजार मील यानी ०.९६ मील प्रति हजार आबादी पर है। इस तरह से इतनी कम रेलें हैं कि उन को बढ़ाने की बहुत अधिक आवश्यकता

[श्री बीरबल सिंह]

है। लेकिन फिर भी पहली पंच वर्षीय योजना के अन्त तक तो हम केवल रेलों का पुनर्वास ही कर सके हैं। नई लाइनों करीब ३८० मील बनी हैं, करीब ४८० मील जो पुरानी लाइनों तोड़ दी गई थीं, उन की वृद्धि हुई है, लेकिन फिर भी अभी उसको बढ़ाने की काफी आवश्यकता है।

यह जो हमारा बजट है वह दूसरी पंच वर्षीय योजना के पहले वर्ष का है, इस लिये इसका महत्व और अधिक बढ़ जाता है। जहां तक हमारे रेलवे बोर्ड का सम्बन्ध है, उस ने रेलवे मंत्रालय के लिये दूसरी पंच वर्षीय योजना के लिये १४८० करोड़ रु० का अनुमान योजना आयोग के सामने पेश किया था। लेकिन योजना आयोग ने केवल ११२५ करोड़ रु० ही मंजूर किया है। इस ११२५ करोड़ रु० में से पहले साल के लिये उन्होंने २०० करोड़ के करीब, दूसरे साल के लिये ३०० करोड़ रु० के करीब और तीसरे साल के लिये ३५० करोड़ रु० के करीब और बाकी पांचवें तथा छठवें साल के लिये रक्खा है। लेकिन उन्होंने रेलवे मंत्रालय को यह आश्वासन दिया है कि आगे चल कर जैसे साधन अच्छे होंगे और आर्थिक स्थिति अच्छी होगी उस के हिसाब से और भी अधिक इस राशि को बढ़ाया जायेगा। इस ११२५ करोड़ रु० में से रेल के इंजन और डिब्बे जो कि पुराने हो गये हैं उनको नया करने के लिये आप ने रकम रक्खी है। नई रेल की लाइनों को बनाने के लिये आप ने जो योजना बनाई है उस में से २,००० मील का सर्वे हो चुका है और इसके अतिरिक्त रेलवे मंत्रालय की कृपा से लगभग ३,००० मील लम्बी लाइन की पैमाइश का अनुमान है। मैं समझता हूं कि रेलवे मंत्रालय यह पैमाइश जारी रखेगा और उस पर काम भी शुरू करेगा। अपने उत्तर प्रदेश के सम्बन्ध में जहां पर कि कुछ रेलवे लाइनों की पैमाइश हुई है, मेरा निवेदन है रेलवे मंत्रालय से कि एक रेलवे लाइन शाहगंज से मछली शहर या बादशाह-पुर तक होनी चाहिये जिस की पैमाइश की जाय और दूसरी पंच वर्षीय योजना में उसे शामिल कर लेना चाहिये।

जहां तक रेलवे सामान का सम्बन्ध है, उस में आत्मनिर्भरता आवश्यक है और जैसा कि कहा गया है कि चित्तंजन लोकोमोटिव कारखाने में इंजन तैयार हो रहे हैं और उनका काम बढ़ता जा रहा है। इस योजना में ३०० इंजन बनाने का लक्ष्य रक्खा गया है, मैं आशा करता हूं यह

लक्ष्य ४०० इंजन तक पहुंच जायेगा। पेरम्बर में जो कोच फैक्टरी है उसमें भी सन् १९५८-६० तक करीब ३५० सवारी गाड़ियों के डिब्बे तैयार होने लगेंगे। इसके अलावा और भी कारखाने हैं, लेकिन मेरा अनुमान है कि छोटी लाइन की सवारी गाड़ियों के डिब्बे बनाने के लिये कोई उपयुक्त कारखाना नहीं है।

गवर्नमेंट की ऐसी तजवीज है कि एक नया कारखाना छोटी लाइन के डिब्बे बनाने के लिए बनाया जायेगा। मैं रेलवे मंत्री महोदय से यह निवेदन करूंगा कि अगर छोटी लाइन के डिब्बे तैयार करने का कारखाना बनाना है तो वह उत्तर प्रदेश में बनाना चाहिए क्योंकि उत्तर प्रदेश में कोई बड़ी इंडस्ट्री नहीं है।

एक माननिय सबस्य : उत्तर प्रदेश और बिहार की सीमा पर स्थित गोरखपुर में बनाया जाये।

श्री बीरबल सिंह : ठीक है, गोरखपुर में बन सकता है और यह स्थान बिहार और उत्तर-प्रदेश की सीमा पर स्थित है और यहां पर हमें लकड़ी भी काफी मिल सकती है। इसलिये यह कारखाना उत्तरप्रदेश में गोरखपुर में खुलना चाहिये।

रेलों के डिब्बों के सुधारों के सम्बन्ध में मेरा निवेदन यह है कि तीसरे दर्जे के डिब्बों में पाखानों का अच्छा प्रबन्ध नहीं है। यात्रियों के लिये पानी की भी समुचित व्यवस्था नहीं है। मैं चाहूंगा कि जिस तरह का प्रबन्ध पाखाना और पानी का सेकेंड और फर्स्ट क्लास के डिब्बों में है, वैसा ही प्रबन्ध थर्ड क्लास के डिब्बों में भी होना चाहिये। पानी की उचित व्यवस्था होनी चाहिये और पाखाने साफ सुधरे होने चाहिये, यह मेरी आपसे प्रार्थना है और मैं इस रेलवे बजट को पेश करने के लिये मंत्री महोदय को हृदय से धन्यवाद देता हूं।

Shri G. D. Somani (Nagaur-Pali) : Mr. Deputy-Speaker, at the outset I would like to congratulate the hon. Railway Minister for the excellent financial results that he has been able to present to the House in regard to the working of our greatest national undertaking, the Railways. These excellent results fully reflect the rising tempo of progress of achievements in our first Five-Year Plan and indicate future further prosperity for the Railways under the Second Five-Year Plan.

We find from the figures that the gross traffic receipts have gone up from Rs. 287 crores in 1954-55 to Rs. 314 crores in 1955-56 and the gross receipts have been estimated at Rs. 345 crores for the budget year 1956-57. Thus, a surplus of Rs. 9.58 crores in 1955-56 is estimated to jump up to Rs. 22.99 crores during the budget year. This surplus has enabled the Railway Minister to increase the appropriation to the Depreciation Reserve Fund from Rs. 30 crores in 1954-55 to Rs. 45 crores in the revised estimates for 1955-56 and it is proposed that the same level of Rs. 45 crores will also be maintained in 1956-57. The dividend to General Revenues has also been raised from Rs. 34.96 crores in 1954-55 to Rs. 39.67 crores in the budget year. It is thus clear that after making all these increases, the Railway Minister still anticipates a substantial surplus of Rs. 23 crores which is a really creditable performance.

It should also be said to the credit of the Railway Ministry that they have not only been able to utilise the full allocation of Ps. 400 crores in the first Five-Year Plan but, as a matter of fact, they have been able to do something more. It is about 8 per cent more expenditure that has been utilised in the first Five-Year Plan.

One would wish that the same cheerful and excellent picture could have been shown about the capacity of the Railways to cope with the rising requirements of our developing economy. But, here, I am sorry to say that so far as the capacity of the Railways to cope with the increased production both in the agricultural and industrial sectors is concerned, much still remains to be done. In this context of the present difficulties of the Railways, one has to look to the targets in the second Five-Year Plan. It is true that the Railways did present a very full and comprehensive plan to the Planning Commission in which they had asked for a provision of about Rs. 1,480 crores for the second Five-Year Plan and they had, on that basis, anticipated 30 per cent increase in the passenger traffic and 60.8 million tons increase in the goods traffic. As it is, we find that the Planning Commission have reduced their demand from Rs. 1,480 crores to Rs. 1,125 crores, of which Rs. 375 crores will also have to be found by the Railways themselves. As the hon. Railway Minister himself has pointed out,

this allocation only provides for additional goods traffic of about 48 million tons which they will be able to cater under the second Five-Year Plan and thus will leave very little for the increase in the various miscellaneous sectors, because it is clear that the increased requirements of coal, steel and cement themselves will absorb the additional capacity of what is being provided under the second Five-Year Plan. Here, therefore, is a situation which, naturally, should cause a lot of concern and anxiety. One should have waited all along to see our national undertaking, the Railways, struggling after the war and during the post-war period to cope with the rising demand of trade and industry but this picture of our Railways having to continue the struggle even up to the end of the second Five-Year Plan—if anything the situation might deteriorate further—is something of which the Planning Commission and the Government must take serious notice. It is gratifying, on the one hand, to note that the Railways are in a position to cope with the increased demand that they have put because our experience in other sectors of our development programme discloses that there has been a shortfall in so many directions. Therefore, when the Railway Ministry places before the Planning Commission a demand which they think they will be able to fulfil, then, I think, some more serious attention should be given by the Planning Commission to ensure that the entire plan of the Railways is sanctioned. The question of the resources, of course, is there and in view of the limited resources, naturally, the priorities have to be worked out.

In this connection, I would like to make a suggestion to the hon. Railway Minister and that is that the Railways should make a direct approach to the international market for raising additional funds which are required to fulfil the unallotted target of their Ministry. It should be possible to issue debentures against the assets of our Railways of anything from, say, Rs. 200 to Rs. 300 crores during a period of five years. If the Railway Ministry takes up this question in consultation with the Ministry of Finance and tries to tap the international markets. I think, it should be possible because our Railways are very sound and prosperous concerns. There is no reason why the Railways should not be able to raise the balance amount which they require under the

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second Five-Year Plan by tapping the international market.

Therefore, I suggest that whether it is by additional borrowings in the internal market or even if it be deficit financing or if necessary by tapping the international market,—we should look to the fulfilment of our plan in its entirety.

There can be no difference of opinion that the increase in production in our agricultural and industrial sectors must follow and not precede the development in our railway resources. So far as the investment in our railway resources is concerned, it pays a double dividend because it brings increased revenue to the Railways and at the same time, it also helps the development of industrial and agricultural production and thereby the increase in wealth is also created. Therefore, it is highly essential that some more thought should be given by the Planning Commission to ensure that the Railways do get whatever they can usefully spend under the Second Five-Year Plan.

2 P.M.

Coming now to the present position, I have to draw the attention of the hon. Railway Minister to certain difficulties and especially about coal, which certain industries are experiencing. I have before me a representation that has been made by one of the Calcutta suppliers of coal in which they say—

“Since November 1955 movement of coal from the coalfields to Western India industrial consumers in general and textile mills in particular has shrunk to such a dangerous level that a first-class crisis has presently developed for most of these buyers who are, notwithstanding their frantic appeals and endeavours direct as well as through their Chamber of Commerce and Association for the last three months, apprehending a closure at any moment of their units. Latest reports show that some of them have already closed down and others may soon have to follow suit.”

Going further, they say—

“In and from November 1955, the daily target in CIC field was raised from 332 to 400 wagons for coal loading by the Railways

who up to now have failed to implement the same, as the actual daily average reached in November and December 1955 and January 1956 was about 324, 346 and 325 wagons respectively. Representations made by various consumers and/or their suppliers have been parried with a suggestion from the authorities to ask the collieries to increase their indents. This suggestion is impracticable as the fact remains that the Railways have so far failed to achieve and maintain the daily target of 400 wagons with the result that even the present daily aggregate indents of collieries in CIC field are not met in full.”

This is a picture of the supply of one of the basic commodities which is necessary for the running of the various industrial units and it requires the urgent attention of the Railway Minister to see that certainly no industrial unit in the country is allowed to stop or curtail its activities due to the scarcity of wagon supplies of coal.

There are then some other complaints about the shortage of wagons in various other industries and I would not like to give a very detailed note of these difficulties because I find that all these difficulties are placed before the Ministry. But I would like to point out that so far as the functioning of the various industrial units in the country is concerned, it should be possible for the Railways to plan the necessary increase and the necessary improvement for the functioning of the various units so that no bottleneck is created.

Then there is a complaint also from Rajasthan where even the transport of iron ore for export purposes is handicapped and certain mines are threatened with closure simply because the supply of wagons is not available. So far as our export trade is concerned, I need not over-emphasise the implications and I hope the hon. Minister will be able to ensure that the export of our various commodities is not in any way handicapped by the lack of transport facilities.

Another thing about which I should like to say something is the proposal of the Railway Minister to raise the freight by 6½ per cent. The hon. Minister in his imagination of calculations has drawn the attention of the House that the incidence is only eight pies per maund or less than a pie per seer. He could

have stretched his imagination a little further by saying that it is a fraction of a pie if the incidence is calculated on the basis of per tola. But the fact is that the incidence of freight increase on the various industries has to be seen in its proper perspective. As one connected with the cement industry I can say that the incidence will mean at least a straightaway increase of Re. 1 per ton for the transport of cement. As the hon. Minister knows, the transport of cement takes place even to longer zones and an average freight of Rs. 16 is incurred in the transport of cement by every cement unit. Leaving aside the question of raw materials and coal, the freight increase in the transport of cement straightaway goes up by Re. 1 per ton. The present production of cement is about 50,00,000 tons and the freight is increased on this amount. This, as I said, does not take into account the increase that will fall on the transport of limestone and other materials. If a proper assessment is taken of the incidence of this increase, it will be appreciated that the incidence is not so light as the hon. Minister tried to make out.

Especially in view of the fact that a high power committee—the Freight Structure Committee—is examining the whole issue in all its implications, I think it was hardly fair on the part of the Railway Administration to have imposed an interim increase and thereby to some extent, frustrated the attempt that might be made or the findings that might come out of the deliberations of the committee to rationalise the freight structure. After all, it should not be the aim of the Railway Administration to simply make profits and not to look to the developmental side of our economy, because at a time when our industrial production is going up and when we are on the threshold of an ambitious programme of industrialisation, our railway freight structure policy should be to stimulate and encourage the development by giving concessions in the various freights and not try to impose these increases year by year. As Shri Asoka Mehta pointed out, the increases come to something like 50 per cent after Independence, and if one compares these figures with those of the pre-war period, he will find that the increase in the freight structure comes to 100 per cent. This continued increase of freight structure year by year is really the cause of serious impediment to the development

of the industries. And while I am prepared to concede that in view of the Plan and the inflationary trend that might be generated, some portion of the incidence may be passed on to the consumer, from the long term point of view it will be in the interest of the country as a whole and in the interest of our national economy that our Railways should follow a developmental policy of keeping the freight structure as conducive and as encouraging to the development of the various industries. As things stand now, I would appeal to the hon. Minister to at least extend the exempted list a little further—to raw materials like limestone, etc., which I referred to and which are very vital for the functioning of any industrial unit. Similarly, our commodities which are going for export might also be exempted. The list can be a little more scientific so that this increase in incidence may not affect our export trade and our industrial development.

Lastly, I would like to say something about Rajasthan. Rajasthan, as you know, is a backward area and the greatest difficulty about industrial development in Rajasthan arises from the lack of transport facilities. I find from the hon. Railway Minister's speech that so far as new surveys are concerned, Rajasthan does not figure at all. I do not want to go into the various detailed proposals that have come to the Railway Ministry from various quarters about the development of railway facilities in Rajasthan, but I think if our goal of removing regional disparities is to be achieved and if our backward areas are to receive some preferential treatment, then it is only fair that the Railway Ministry must have in its programme for new lines' construction or making new surveys every year these backward areas. I would, therefore, like to appeal to the hon. Minister to get the pending claims of Rajasthan from various areas sympathetically examined, and if it is not possible to take all or any of them for construction in the near future, at least so far as surveys are concerned, there is no reason why the Railway Ministry should not be able to undertake some more surveys so that as and when funds are available, the new lines' construction may be taken in hand.

In the end, I have only to say that at a time when we are on the threshold of the second Five-Year Plan, if the development of our railways does not proceed in a manner which will enable

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them to cope up with the requirements of our developing economy, there will be difficulties. From that point of view, I would like to repeat again that the target of railway development as outlined by the Railway Ministry must receive more serious consideration than what has been done and everything possible should be done to ensure that the railways get their full quota, so that the transport requirements of the country may be met in full.

[SHRI BARMAN *in the Chair*]

Dr. Lanka Sundaram : I am certain that my hon. friend, the Railway Minister, who has watched the progress of the debate today will be convinced, if he has not been convinced so far, that in this number one public utility of the country, the most urgent and pressing problem is the problem of the employment policy of the Railway Board. Normally I would have attempted to deal with the railway budget with reference to all its component parts, but today I have a special responsibility about this. Having served the notice of pay satyagraha on the Railway Board as President of the All India Railway Ministerial Staff Association, I crave the indulgence of the House to permit me to devote my speech exclusively to the problem of the employment policy of the railway administration.

Shri Lal Bahadur Shastri must have noticed the complete unanimity of opinion ranging from my esteemed and hon. friend Shri Giri who opened the debate to my friends Shri Asoka Mehta and Shri Gopalan on the question that the time has come when a final settlement is made to the satisfaction of the one million—ten lakhs—of employees which the railway system employs today in this land. In para 48 of his budget speech, the Railway Minister has the following to say :

“The relations between the National Federation of Indian Railwaymen and the Railway Board throughout the year have been cordial. . . . It is my firm conviction that differences of opinion can best be solved by discussion across the table and I trust that a meeting for this purpose will be soon arranged between the Federation and the Railway Board.”

I am the President of the All India Railway Ministerial Staff Association and I do not know whom the Railway Minister is going to consult today, if

only for the reason that by the policy pursued by the Railway Board in settling one section against the other all are now ridden with political faction. I am here to say that the two wings of the National Federation of Railwaymen are now fighting out in terms of competition as to who should control it. I have long experience and I can talk with a sense of responsibility and authority, which I am sure, my hon. friend the Railway Minister would not attempt to contradict. My experience is this : the partiality shown by the railway administration to one wing has been responsible for all the troubles, as far as the working personnel of the railway system in relation to the employer is concerned. I do not know whom the Railway Minister is going to call into conference tomorrow or the day after.

My hon. friend, Shri Giri, was absolutely right in what he said about the Bezwada Convention being recognised and the non-Bezwada section's views being put in cold storage. I would ask my hon. friend, the Railway Minister, for whom I have the greatest personal regard, to see that this sort of factious political consideration is not allowed to continue on the railway system and that he will not abet any particular section to continue in a particular manner.

I can go into greater details, but I do not propose to weary this House with what you may call internal squabbles of various sections of railway men. In para 48, the Minister has said the following :

“The load of work and responsibility of railwaymen is increasing simultaneously with the complexity of the problems they have to deal with. There will be a further increase in this direction during the coming years.”

Later on he has said :

“The fact that a larger number of employees at the lower levels of the Class III services now shoulder heavier responsibility can be recognised by a redistribution of posts in the lower grades so as to effect an appreciable reduction in the posts in the lowest grade with a corresponding increase in the numbers in the higher grades for categories like office clerks, train clerks and others and by appropriate adjustment in the case of station masters.”

I want the hon. Railway Minister to explain what exactly are the implications of this formula, which is for the first time figuring in the budget statement on the railways. I am here to say, with the experience and authority which I claim to speak on behalf of the railway clerks for whose benefit this formula is intended, that the railway clerks have studied this particular formula and are not satisfied with it. If only the Railway Minister were in town on Saturday evening, he would have seen the remarkable manifestation of the feelings of the railway clerks. In my experience of 30 years, I could not have possibly dreamt of the sort of demonstration which took place before the Parliament House, and later at his own house. If only the Railway Minister was in his own residence, he would have seen it.

Shri B. D. Pande (Almora Distt.—North East) : I went there.

Dr. Lanka Sundaram : You came at the last moment. If the Railway Minister was in his residence, he would have seen the railway clerks demonstrating—the very same *Babus*, who have permitted themselves to be exploited by political parties. I am very sorry to make the statement, but I say it with all the responsibility that I can command after my experience with the various railway unions. I would say, for the benefit of the House, that today is the last day of the five-day pay satyagraha of the railwaymen on a national basis. I would request my hon. friend the Railway Minister to contradict my figures, if they are incorrect. I have received the figures from almost all the important stations.

In the Delhi area, out of 6463 Class III employees, 6003 have offered pay satyagraha and have not taken their pay. Out of 2727 Class III employees at Khargpur, Moradabad, Udaipur, Khurda Road and Waltair, 2597 have refused to take their pay. Out of 6249 Class III employees at Ajmer, Asansol, Jhansi, Ahmedabad, Kanpur etc. 6180 have refused to take their pay. At Jamalpur out of 756 Class III employees 756 refused to take their pay.

Shri B. D. Pande : What was the total number ?

Dr. Lanka Sundaram : The total number is about 50,000 at Waltair, there was only one black leg, perhaps to gladden the heart of the Railway Minister. I can go on multiplying instances

like this. But let me make this point. As one connected with the railway clerks for four years, it was one of my privileges to restrain them from taking recourse to direct action. None of us want to inconvenience the railway administration or to paralyse it. Let me explain the demands of the railway clerks. I will divide them into two categories.

The first item is with reference to the implementation of the Central Pay Commission's recommendations regarding the scale Rs. 80—Rs. 220 to 96 per cent of the Disposal Clerks. The Central Pay Commission has laid down this grade for this responsible type of work on the plea that mostly they are recruited for these posts. The advisory committee also accepted this fact. The Railway Minister will certainly have to answer this point. Why is it that the scale of Rs. 80—Rs. 220 recommended by the Central Pay Commission has been divided into two different scales, namely, Rs. 80—Rs. 160 and Rs. 160—Rs. 200 ? The vast majority of the railway employees, the clerical staff by and large, are feeling strongly about this matter. I have the most cordial relations with the Members of the Railway Board sitting in the Official Gallery ; I have nothing to say against the individuals, but I have certainly a lot to say against the railway system. The Railway Board has become too wooden, too iron and too antediluvian, to quote Montagu. It has become a closed corporation which has no vision or imagination. I personally give this assurance once again that I have nothing to say against the individual officers of the Railway Board. But it is the whole approach that is bad. I ask my hon. friend the Railway Minister to make sure that this sort of thing does not continue for long. The first step, namely the five-day pay satyagraha is over this evening and tomorrow I am sure there will be the most personal and happy relations, after the demonstration portion is over. Now that the demonstration portion is over, I want my friend to tell me whether up to the moment, in these five days, there was any slow-down or pen-down strike by these people. There was nothing of that sort. In fact, I am here with the greatest amount of pleasure to declare that every railway *Babu* has worked harder in these five days than ever before, because those were the instructions given to them on a national basis, namely that they should make sure that they indulge only in the carrying out of a symbolic protest ; and for

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the first time we find that they have come together. I earnestly request my friend Shri L. B. Shastri not to provoke them further, but to make the earliest possible effort to see that their just and legitimate grievances are redressed.

I have got here case after case. My hon. friend talks of cordial relations with the railway employees. And in para 49 of his speech, he said something about the partnership of the railwaymen in the management of railways. Very fine ideas! All of us are behind him in his effort to push forward co-partnership, so to speak, between the employers and the employees. But what are these cases? I have got with me so many case files on a national basis, and I shall try to pass them on to my hon. friend separately but with a memorandum accompanying the demands made. I could perhaps list here four or five cases, which I am sure will indicate to the House that everything is not all right with the problem of the railway employees.

Then come the demands of the stores and the Assistant Station Masters. What is their position? They want the scale of Rs. 150—250, adequate channels of promotion, the application of uniform rules, the relaxation of the so-called vision tests, and the making available to them of the gazetted holidays which are available for the others. Are these unreasonable demands? It is for the House and the country to judge.

Then, take the question of pay clerks. These poor fellows have to pay a security deposit of Rs. 2,000. But what is their scale of pay? They are perhaps in the most unenviable position. As one who has been on the railway system, in the north, east and west, I would say that their case deserves special attention.

Shri Nambiar : Their designation also has to be changed.

Dr. Lanka Sundaram : I am not going into all those matters because the time at my disposal is short. But I have got here the whole case file with me; and I am not merely briefed for the speech today, and I happen to be the principal executive of this union, and therefore I hope the House would give its support to my claim that I know what I have got to say today in this debate.

Then, there are the shroffs and cashiers. They do not even get railway passes, though they have been taken over from the contract system to the other system. There is also the question of the instructors of the Railway Training School at Ajmer and those in other parts of India. There also, the same position continues. Then, there is the problem of the ex-combatant clerks. I wonder whether my hon. friend Shri L. B. Shastri has ever looked into this question and seen what their position is.

Then come the demands of the stores accounts clerks. As regards what we might call the post-1945 service recruitment position, there are about 200 such persons on the Western Railway and several hundreds on the other railways. What about their position? I have got with me any number of cases where nepotism is stated to be running rampant. I have got any number of case files here. A man selected for a post was superseded, because a mistake was supposed to have been committed about his selection. I can pass on any number of these cases to my hon. friend the Railway Minister.

The case of the graduates perhaps is the most miserable on the railway system. They are clubbed together with matriculates. And what is their scale of pay? It is Rs. 50-130.

Shri B. S. Murthy (Eluru) : They do not want graduates.

Dr. Lanka Sundaram : I know that. I am talking of the graduates who are available in the railway system today. I am not talking of fresh recruitment of graduates.

There is also the case of the dispensers. There are about 4,000 dispensers in the railway hospital dispensaries. They demand only a pay-scale of Rs. 80-220 and a selection grade of Rs. 160-450. You will be surprised to know that this category of employees is one which does eighteen different types of duties. Yet, nothing is said about them at all. Like this, I can go on building up my case, section by section, in regard to the grievances of various categories of railway employees.

I am here only to plead for a proper, adequate and rational approach to their problems, to make sure that these ten lakhs of railway employees give efficient and loyal service to the country. My hon. friend Shri V. V. Giri said that he had 35 years of experience on

the railways. I have not got so much experience, but I have got very nearly something like 27 to 28 years of experience, and I could say this with confidence that our railwaymen are patriotic; and they are certainly willing to do things properly, provided their demands are attended to. We have been bringing forward these demands to the notice of the House times without number, and it has become something like a hardy annual. I would say that the time has now come when the Railway Ministry should take note of the direct action step by them.

I repeat, without putting my hon. friend under a sort of duress, that the strike ballot has been withheld repeatedly on the advice of people like us and because of people like us, for we did not want to imperil the railway system in India at present, at a time when the Second Five-Year Plan is going to be launched.

After all, the railways have made an enormous surplus this year. Can there be any doubt about the efficiency and loyalty of these railway employees in the face of this? Surely, you cannot expect them to be satisfied with this curious formula in the framing of which I am sure my hon. friend Shri L. B. Shastri has obtained the most ingenious advice imaginable from the Railway Board. Let him explain to the House what he proposes to do with his formula, and how soon he is going to implement it. I am not personally convinced that the suggestion made by Shri V. V. Giri for the setting up of another pay commission is a proposition to be taken up today. What has happened to the implementation of the Central Pay Commissions's recommendations? Even though so many years have passed yet their recommendations have not been fulfilled adequately. If another pay commission is to be appointed, it will take, God knows, how many years....

Shri B. S. Murthy : Then years.

Shri Nambiar : They can have interim relief.

Dr. Lanka Sundaram : I am glad my hon. friend Shri Nambiar talks of some interim relief. But I want my friend the Minister to tell me how the formula is to be worked out in terms of interim relief.

Finally, I hope my hon. friend the Railway Minister will not misunderstand me, if I recall one incident in regard to the railway *babus* whom I sought to take to him, for even to receive these railway *babus* was for him a problem formerly. I have got any number of precedents, and I have brought them to his notice times out of number. And what are these precedents?

There is the Stenographers' Association here, then there is the class II Officers' Association of the railway system itself, besides the North-Eastern Mazdoor Union, the North-Eastern Railway Employees' Union and so many other sectional associations. My association has made repeated requests to my hon. friend, but my hon. friend finds that he cannot talk to the railway *babus*. The result is that they are driven from pillar to post. And I repeat what I said at the outset that both wings of the railway union, a national organisation, are fighting it out with a writ petition in the High Court; then, where is the relief for these people?

The Minister of Railways and Transport (Shri L. B. Shastri) : Perhaps my hon. friend does not know that I met a thousand clerks and other employees of the same category; I met them, discussed with them and spoke to them for about an hour and a half.

Dr. Lanka Sundaram : I personally am happy that my hon. friend has come out with this statement, and I hope he will continue that reasonable attitude.

Shri L. B. Shastri : That will continue. I am very sorry the hon. Member is absolutely wrong in saying that, for recognition is one thing, and meeting the workers and talking to them is quite another.

Dr. Lanka Sundaram : I am prepared to concede on that point, but I think my hon. friend has not understood the point I was exactly trying to demonstrate. There is a railway union, and there are some sectional associations,—I have given the names of four of them, and I could give other instances also,—but these sectional associations have not been recognised by Government, such as for instance, the All-India Railway Ministerial Staff Association, who do not want to be swamped mostly by the class IV employees. I could give any number of instances to show that the

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Railway Administration is partial towards one wing—the national organisation of the railwaymen's movement in India. That is my main point.

I quite concede the point made by my hon. friend Shri L. B. Shastri. He was in Ajmer the other day, and I have also been there recently; in fact, I was there only last Sunday; and my hon. friend received thousands of people in deputation, at Ajmer; I am not disputing that point at all. In fact, he received a charter of demands a little while ago at his own residence from the railway *babus*.

Shri L. B. Shastri: No sectional union is recognised.

Dr. Lanka Sundaram: What about the Class II Officers' Association on the railway system itself?

Shri L. B. Shastri: We are talking of Class III employees. There is no union of Class III employees which is recognised by the Railway Board.

Dr. Lanka Sundaram: That is exactly my complaint. The Class II Officers' Association on the railways has been recognised by you. Why not recognise the Class III employees'....

Shri L. B. Shastri: It is not a union; it is only an association. The hon. Member has to make a distinction between an association and an union. (*Interruptions*).

Dr. Lanka Sundaram: The House will have patience with me. In fact, we are going between circles now on this point. The All-India Railway Ministerial Staff Association is an association by itself; its name itself is an association. But I am not trying to belabour that point here. The point I am trying to make is this. Why can you not receive them formally? What is the difficulty? Why should you feel *infra dig* when a registered body like this comes to you and says 'Mr. Minister, these are our problems'? When it comes to a question of submission of memoranda to the Railway Board, they do not even get acknowledgment. I can list any number of cases. They do not even get any acknowledgment from the Railway Board. Why should my hon. friend stand on prestige at all? That is the question that I would like to pose before him.

Shri L. B. Shastri: May I say that the difference of opinion arises this way? Only a few months back, the office-bearers of the Federation were wholly opposed to the idea of the Minister or the Railway Board giving recognition to any sectional union. It is not my opinion or the opinion of the Railway Board. It is the opinion of the only Federation which was working and is just at present working on the railways.

Dr. Lanka Sundaram: I am coming to the point. But I may here say that it was at the unanimous request of all the competing parties—that was two years ago—that I came to head the union. Now, I would request my hon. friend to see what Shri Giri said just now. Why did you recognise the Bezwada Union?

Shri L. B. Shastri: He did not say anything about the sectional unions. That is a separate matter.

Dr. Lanka Sundaram: I am not making a debating point, but what is your difficulty in meeting the people?

Shri L. B. Shastri: You are making a debating point unnecessarily.

Dr. Lanka Sundaram: If it is unnecessary, it is for the Minister to do what he likes. I am not here to infuriate him. I am not here to create a problem for him. I am here to let him know that that body has been constantly knocking at his door, at the Railway Board's door, only to submit representations. He does not give them a chance. I repeat that the railway *babus*—the white-collar men—are those whose propensity for what you call running wayward—as I said earlier—is well known all over the world. They have for trade union purposes, for the first time, come in on what you call one single line. I have got telegraphic evidence from other people. Let me drive home this particular point of view. I am not putting the Minister under duress. I am only appealing to him so that it might provoke him into further action. Let the Railway Board and the Ministry sit together and say: "This is my intention, and this what I am prepared to do for you, but I am going to do it immediately."

For three years I have been waiting. If it were not so, they would have taken a strike ballot. My hon. friend Shri L. B. Shastri knows about it. A satyagraha is not a strike.

Shri U. M. Trivedi (Chittor) : How long can a talk like this go on ?

Mr. Chairman : His time is up.

Dr. Lanka Sundaram : The right of repartees is admitted according to the parliamentary conventions. Perhaps I am at a disadvantage, but I do not want more than a minute. The point is, things have come to such a pass now, to a crisis now, that the matter has to be settled. If tomorrow, the Minister is going to pay, well and good. It is after all a pay *satyagraha*. I hope the hon. Minister is making arrangements to pay them tomorrow. It is only a symbolic gesture, a token, by 50,000 railway *babus* in the name of the Father of the Nation and according to the *siddhanta* or creed of the Father of the Nation. I make a personal appeal to Shri L. B. Shastri. Let him not misunderstand what I have said. I am not here to raise a debating point. I am only prodding him into further action on the matter. I have had enough days of going from pillar to post and meeting the men on the Railway Board. I do hope that in terms of the formula set out in section 48 of the railway budget, he will come down to brass tacks, so that those people who are the most intelligent, educated and volatile section of the ten lakhs of railway men, will not, at the beginning of the Second Five-Year Plan get out of hand. That is all my plea.

Shri C. R. Narasimhan (Krishnagiri) : From my own point of view, the main features of the present budget are, firstly, concession to passengers, and secondly, increase in freight rates. In my opinion, the railways cannot allow themselves to be an exception to the general law of economics, namely, the law of supply and demand. They have also to adjust themselves to that law and if at particular period, of years, the demands of the railway, from the general public, are very great, then the cost structure of the services rendered by the railways will have to adjust itself to the type of situation that develops and it is only in accordance with that principle I think, that the railway has been forced to increase the freight structure to a small extent. I think that the public will, after a careful deliberation, accept the new levy.

. Further, the railways, in addition to the responsibility of running the whole system as a commercial concern, have to look after the development of the country, and play their own part by

way of contribution to the general fund. In the circumstances, I do not think the country will grudge, in the final analysis, to contribute what the Railway Minister has asked the public to do by way of this temporary increase in the freight structure. It is also assured by the Minister that it is only a temporary thing and that the whole scheme will be revised when the sub-committee appointed by the Government gives its report, and then there will be time enough to reconsider the whole thing.

I come to a very favourite subject of mine which is known as the subject dealing with the restoration of the dismantled lines. I am very sorry that in the Second Five-Year Plan, the question of dismantled lines has not been properly appreciated. Up to the close of the First Five-Year Plan, some attempt was made to restore some lines. But there is no mention of that in the Second Five-Year Plan and there is no mention of it in the budget either. This is rather queer. The whole question seems to have been viewed as one of charity. I think it is very unfair. It is not a question of charity. It is a question of obligation on the part of the railway to undo the wrongs that were done during the British regime and during the course of their policy which was one of waging the war successfully. Even after 10 or 15 years now, those places from where lines were dismantled, remain as they were. As one who comes from an area which has been deeply affected by that policy, namely, closing 100 miles in a particular district alone out of the entire loss arising out of the dismantling of 800 miles or so,—I am deeply distressed at this. The total number of miles dismantled was about 800 miles and the share of my district in this matter was as large as 100 miles. If, even after about 15 years we have to remain in the same old condition, and when there is no mention of it in the second Plan either, it is very regrettable. In spite of the possibilities of the production of steel, that area is forgotten. It is a serious matter, and I would like the Railway Minister and others—the entire Government—to see whether a particular district can be punished in this manner and allowed to remain in that condition for so long a period. After all, in the matter of the Second Five-Year Plan, in regard to the attention paid to the railway development, what do we see? We are told that priority has to be given for the production of iron and steel. All right. I have no dis-

[Shri C. R. Narasimhan] pute about it. But then, that policy has to be tempered with the necessities of the situation. In this matter of restoring the dismantled line in the district of Salem, one thing has to be remembered. That area is also in the near future going to become a place—if all goes well—where iron and steel will be produced. The production work is waiting for the lignite to come up. And the moment lignite is made available, nothing prevents anybody—either private industry or the State Government or, for the matter of that, the Central Government, or all of them pooling their resources—from starting iron and steel projects there.

Therefore, why cannot the Government go a step further in the Second Five-Year Plan period itself and restore the dismantled lines, which will be of great help during the Third Five-Year Plan period for going ahead with the iron and steel projects there? We are aware of the fact that the plan is not only for the first five years or the second five years; we have to have a plan perspective, that is, we have to see far ahead. Why not we do so? It is neither too far nor too near. We have to take into account the period of the Third Five-Year Plan period when the South will get the most important fuel, namely lignite. According to the plan announced here and in Madras State, lignite production will start in 1960. If that were so, then the production of iron and steel will follow quickly. Why not adjust our railway policy to suit that? What I mean is, if steel projects have to get priority and therefore Durgapur, Rourkela, etc., should get priority, why not remember that in the Third Plan period, Salem district in Madras State is going to have its plant and why not prepare the Second Five-Year Plan itself taking that fact into account? Otherwise everything will get delayed.

There is no inconsistency between the present policy of showing priority to steel plants and the policy of restoring in a modified form the dismantled lines of Salem district. The Railways themselves will be deeply interested about the question of lignite. The difficulties of the Railways in hauling coal from the North to the South are well known. From 1960 lignite is going to be produced in the South, in South Arcot. Therefore, the Railways themselves will be deeply interested in hauling all this lignite for the rest of the southern area.

I may point out to the House that Salem extends its two arms in two directions. One is towards Bangalore, that is the proposed line which is under survey but which has not yet been taken up. It is one arm. And the other arm is towards the lignite producing area. There can be one link connecting Secunderabad, Bellary and Guntakkal with Bangalore and Salem.

Shri B. S. Murthy : Where do both the arms meet ?

Shri C. R. Narasimhan : At Salem. As I pointed out, one arm is from Salem to Bangalore, which is yet to be built. We are functioning only with one arm ! I want the other arm to be built. In the interests of the Railways themselves the sooner they start this Bangalore-Salem line the better it will be for them. Lignite provides cheap fuel and I am sure the Railways will be the first beneficiary in that respect. Long before even other things start in South Arcot the Railways will get the first benefit and the other will cast their evil eyes, or rather will feel attracted—as they say in Hindi

मुंह में पानी भर आता है

or their mouths will water, as they say—I do not know whether that is the correct expression.

Therefore, from every point of view, firstly from the point of view of discharging their obligations to the people of Salem and forgetting that it is just charity, secondly from the point of view of the necessities of the Railways themselves for lignite, and thirdly from the point of view that iron and steel projects should receive priority in the matter of railway lines, even from the third point of view I say that the claims for the restoration of the Salem branch line are very high indeed. But I am sorry to say that the people of Salem have been kept waiting all along and justice has been delayed and practically denied to them.

I have mentioned this previously, but the facts are similar and I have to repeat the same remarks now.

Shri B. S. Murthy : The hon. Member has forgotten one important point, and that is that Shri Rajagopalachari comes from that place.

Shri C. R. Narasimhan : That is very nice. But he does not want to travel now.

An. Hon. Member : He can travel by air if he wants.

Shri C. R. Narasimhan : There is a fourth point. The general policy in planning is utilisation of existing resources. These dismantled lines minus the lines removed are the existing resources. Why not make use of them? It is a very unsound policy. I mentioned it on the last occasion and I repeat it now : when the engineering knowledge is available and the survey has been done and the railway lines have been laid and have been removed—and to the best of my knowledge even those were not taken out of India; they were meant to be taken out, but they are lying somewhere in the Defence Ministry—when that is the case and when the track is there, why not use the resources? Otherwise it is unsound planning, it is unsound accounting and unsound auditing.

Shri S. V. Ramaswamy (Salem) : Your remarks have had no effect.

Shri C. R. Narasimhan : Instead of helping and encouraging me, my friend is interrupting in this manner. I think he would do well to keep quiet for a while.

I think I have said enough on this matter. But I would request you to give me five more minutes to make a few observations, because I was interrupted by my friends. In regard to this matter I have addressed the Railway Ministry, I have addressed the Planning Commission and I know they are all very sympathetic. But only the policy that they have arrived at, namely that only iron and steel projects should be given priority, seems to stand in the way. But, as I have already pointed out, this will be in pursuance of that policy, that is of developing at a future date the iron and steel projects of the country; and therefore my claim is not inconsistent with the general policy of the Second Five-Year Plan in this respect.

I will, in passing, mention just one or two points. I gave notice of a resolution on railway warehouses. But some how or other it could not get into the agenda. I wish to put it to the Railways that they would do well to afford these facilities, that is, railway warehouse facilities—just as the Customs people give warehouse facilities and the documents become letters of credit. The same kind of facilities the Railways can give in their godowns, particularly in areas where foodgrains are produced, and the same will go a long way in getting them the necessary credit facilities.

It may be said that a Warehouse Credit Corporation is going to come. But a statutory corporation will take a long time to come into effective operation. The Railways are in a better position and they may start it, if not in a full measure, at least as an experimental measure because it will be of some use.

Then I come to another point. Delhi is not infected by jaundice alone; the conditions of railway men seem to be quite dominant in the minds of hon. Members; Shri Giri started it, Dr. Lanka Sundaram continued it, and I also seem to be infected by the same kind of thing! I have only to speak for the class of people known as directly recruited station-masters. According to certain rules of the Railways, the directly recruited station-masters have been given the back row and certain preferences were shown to clerks and others who were serving there and who later acquired the necessary qualifications. While the clerks got the priority, the directly recruited station-masters, though they were recruited earlier, were made to lose their precedence. I did address one or two letters in this respect to the Railways, but I got very unsympathetic replies. I understand that certain petitions have been submitted to Government, and I would like the hon. Minister to re-examine the matter with a judicial approach. There is great justice in their demand. If some judicial authority within his competence is invited to give his opinion on this, he will certainly say that there has been a wrong and there has been discrimination. The policy pursued with respect to them has not been, to the best of my knowledge, in conformity with the policy pursued either in the Railways or in other places. Therefore I wish to repeat about their case here.

Mr. Chairman : Particular cases might be mentioned in the course of the Demands.

Shri C. R. Narasimhan : As regards the railway concessions, generous concessions have been given to students. I wonder whether they are applicable to teachers also. I do not know whether they will be confined to the students only. I hope they will be extended to the teachers also.

Shri P. C. Bose (Manbhum North) : Why not to the guardians of students also?

Shri C. R. Narasimhan: I congratulate the Railways for the successful way in which they have performed their work and for giving us great hope of a greater success to be achieved during the next Plan. It is a pity that they have not been given money which they deserved. I like that they should be given more money, not because of the reasons advanced in general but because of the fact that they have been able to absorb the money allotted to them while many other departments could not. I would have greater belief and faith in the department which was able to absorb the funds than in other departments which have only paper plans.

There are two ways of expansion—double lines and alternative lines. Take for instance the Madras-Trichy or the Madras-Bangalore line. Instead of doubling the same route which is quite costly if alternative routes could be found out, it could be very economical and more areas could be covered resulting in bringing more money to them. Therefore, I plead for that also. I thank you for the opportunity given to me to put forth my point of view.

Shri Dabhi (Kaira North): Let me, at the outset, congratulate the Railway Minister for presenting a third class passengers' Budget. I call it so not because it makes a provision for all the facilities and amenities needed by third class passengers—in fact it does provide for even the minimum facilities and amenities needed by the 3rd class passengers—but because it makes a real gesture towards third class passengers. While presenting the Railway Budget for the year 1951-52 in the provisional Parliament, the then Railway Minister, Shri Gopaldaswamy Ayyanger, stated as follows:

“The quality of the performance of the railway undertakings in passenger transport should be judged by the amenities and facilities it provides for the travelling public. The largest proportion of passengers are travelling by the lower class and therefore the provision of amenities and travelling facilities for this category has to receive the highest priority.”

It cannot be said that it is receiving the highest priority or that it is very high. At the same time, I submit that for the first time in the history of the Railways, the Budget shows a real solicitude for the comforts and facilities of

third class passengers and sincerely attempts to put that solicitude into practice. Take for instance the proposal of the Railway Minister to abolish third class and name it second class. Not only that. He promises to provide sleeping accommodation and cushion benches also. Nobody would have thought before that such things would happen. No third class passenger would have thought that he would get an opportunity to travel in a fully air-conditioned fast train. No third class passenger would have dreamt of cinema shows not only in the waiting halls but also in running trains. It is for these reasons that I call this a third class passengers' Budget.

An. Hon. Member: Not a third class Budget.

Shri Dabhi: Having said this, I want to make a few observations. With regard to the proposed surcharge of one anna in the rupee on the freight traffic, I would suggest to the hon. Minister that he could exempt fresh vegetables and milk which were carried from the villages to the towns. It involves the livelihood of so many people in the villages.

I am sorry to read in the speech of the hon. Minister that even during the Second Plan, overcrowding would substantially continue—in his own words. To me, all the other facilities that are being provided to the third class passengers would not have meant much if overcrowding is allowed to continue. It is not merely physical discomfort and inconvenience. What is worse is that the third class passengers are in constant fear of not getting any accommodation in the train and of being treated like a herd of cattle in overcrowded trains. That is worse than the physical comfort or discomfort. The Railway Minister had given a promise that he would reduce overcrowding by extending certain railway lines or by more trains.

He has referred to overcrowding in the North-Eastern Railway and the Northern Railway. I do not understand why he has not referred to the overcrowding in the Western Railway, especially in the northern parts of Gujerat, in the metre gauge and narrow gauge sections. Some of the people have to travel in open wagons.

The Minister has rightly stated that the sleeping accommodation provided in certain trains for the convenience of third class passengers had given relief to some extent. But I am sorry to say

that the present three-tier sleeping accommodation is still continued not only in the old carriages but also in the new ones. I have brought this to the notice of the hon. Minister several times in this House and outside also. We know that in such an arrangement, the passengers cannot sleep well or sit erect. Nobody can think that the passengers will be lying on the berth for all the twelve hours or will be sitting in a leaning position. Therefore, I appeal to the hon. Minister to do away with this very inconvenient and uncomfortable three-tier berths and replace them by ordinary two-tier accommodation.

One reason given by the hon. Minister for introducing the three-tier system was that the two-tier system would not be a paying proposition. I do not admit that. In the first place, we know that this accommodation is very inconvenient and many people do not make use of this and therefore, some berths remain empty. Even if that is not possible, I would suggest that a little extra charge may be made. Instead of Rs. 3/- it may be Rs. 3-8-0 or Rs. 4/-. The passengers, by paying a rupee more, would like to travel in a comfortable position. When the railways are getting more and more earnings from third class passengers, even if the introduction of the two-tier berths results in a little loss, the railways should not grudge it. Every year, there is an increase in the earnings from third class passengers. There is no change in the earnings from the upper classes. In 1954-55, the total earnings from the upper classes were Rs. 11 crores and 33 lakhs. In 1956-57 it is estimated that the earnings from the upper classes would be Rs. 12 crores. The earnings from the upper classes remain stationary. As regards third class passengers in 1954-55 the earnings were Rs. 91 crores and 27 lakhs whereas in 1956-57, the earnings are estimated to be Rs. 99 crores and 40 lakhs. Within a period of 3 years, the railways have got about Rs. 8 crores more from third class passengers. I think the railways should not grudge even a small loss in giving a little more comfort to third class passengers.

3 P.M.

The hon. Minister said in his budget speech that the Government have accepted all the recommendations of the Alagesan Committee. I do not know how far they have been implemented. My experience is that the food that is

supplied at least in the Western Railway in the restaurant cars and dining cars is not worth the price that is charged for. They charge as much as Rs. 2-4-0. The quality of the food that is given is very low. They use an inferior type of vegetables and the preparation is not good. I have brought this to the hon. Minister's notice several times in writing. I would like to draw particular attention to one complaint about catering. I had complained about this previously also and the hon. Deputy Minister said that arrangements had been made to cook and serve separately the vegetarian and non-vegetarian meals. I do not know whether this system has been introduced or not. It is absolutely necessary that to respect the feelings of the passengers, the vegetarian and non-vegetarian food should be cooked and served separately.

There is another matter to which I would like to invite the attention of the hon. Minister. I referred to this last time also, that is, about the western style of latrines. I do not think that any Indian now uses paper. If he does not, why then maintain all these western style of latrines? Again, no taps are attached in these latrines, and possibly passengers use the water tap which is meant for rinsing the mouth. It is very nauseating to think of taking that water for the commode and also for rinsing the mouth. I hope the hon. Minister would immediately abolish these western style latrines and attach taps in them. I would like to quote one instance of red-tapism. I had written a letter to the General Manager of Western Railway on 2-6-1955 with regard to the quality of food supplied. He has not yet replied to that letter.

I am glad that surveys of Sojitra-Dhoika, Bhadrans-Bhaite and Udaipur, Himatnagar lines are being made. I wanted to make one suggestion with regard to the survey of the Udaipur-Himatnagar line. I have also referred to this matter before. The Government had appointed in 1949, Shri P. C. Gupta to survey this line. He had surveyed 4 routes out of which the first three lay between Udaipur and Himatnagar. He said that these three were not justifiable propositions and so, he recommended a fourth route that is Udaipur-Talod line via Modasa and Dhansura. He had also suggested that the Nadiad-Kapadvanj line should be converted into metre gauge and connected with the proposed line. I do not understand why the Railway Ministry has not taken up this

[Shri Dabhi]

recommendation into consideration. My suggestion is that either the Nadiad-Kapadvanj line, which has become practically very inefficient, should be converted into metre gauge and connected with the proposed line or it should be converted into broad gauge and connected with the broad gauge line at Nadiad. I hope my reasonable suggestions would be accepted by the Government and implemented because it is not likely to cost the Government much, but would give very great relief to the passengers.

Shri S. V. Ramaswamy : The Railway Minister has presented three budgets and this is his best. It is not merely his best, but it is better than many other budgets which have been presented over several years. The Railway Ministry does certainly deserve our hearty congratulations for the way in which they have conducted the affairs of the railways. The officers above also deserve our congratulations, though I would like to mention one thing at a later stage, which somewhat distresses me.

The report which the Railways have submitted makes very agreeable reading. It shows healthy improvement in many directions. Considering the difficult circumstances in which the railways are functioning, it must be stated that they have done very well indeed. The general conditions of operation are fair. Wagon usage is certainly better. It seems to be that it is better only in the broad gauge section. The metre gauge section seems to stay put. I hope the Railway administration will look into the matter and improve the wagon position in the metre gauge also. The net ton miles per wagon has also improved and the engine miles per day per engine on line has also improved. As regards claims and disposals, they have been fairly quick. The amount paid is less though the number of claims lodged with the railways has increased. If more steps are taken to see that claims do not accumulate against the railways and the railways do not give occasion for laying claims, it will be very good. In this connection, I would suggest that the Railway Security Force should be invested with powers of investigation and prosecution. I understand the Home Ministry may not agree to it because it will mean losing the powers of the police. There may be a conflict that way. I hope the conflict will be resolved in favour of the railways because, a large number of the claims against the railways are due to thefts and pil-

ferings within the railway premises. For instance, even the Ellis patent locks are broken down and thefts are committed of very costly and valuable goods. Though the Watch and Ward which later became the Railway Security Force know it, they are unable to bring the culprit to book immediately. If, as I submit, the powers of investigation and prosecution are conferred on this Railway Security Force, I believe the claims against the railways may go down because there will be better enforcement of security measures.

On the liabilities side, I would draw the attention of the House to the fact that the goods trains speed has not improved at all, while in the matter of the punctuality of trains I am sorry to note there is deterioration. At pages 25 and 26 of the report you will see that punctuality on broad gauge trains has fallen from 74 per cent to 72 per cent, on the metre gauge section from 70 to 63 per cent, and the over-all position is there is a fall in the broad gauge from 80 to 79 per cent and in the metre gauge from 81 to 77 per cent. I am not at all happy about this.

We, the members of the Public Accounts Committee were travelling over a distance of 4,000 miles in the new Indian Railways and we were sorry to note that not one single train arrived on time. When the train does not arrive and you ask the Guard or anybody, he says "I do not know". There is a sense of general lassitude, there is not a sense of urgency. To my mind, the value that we set upon punctuality is the measure of the vivacity of a nation. There must be a sense of urgency to see that we run on time, keep up the time, that punctuality is maintained. There is a general lassitude in that respect.

The Members of the Public Accounts Committee—I am not the only one, my statement can be borne out by others also—were coming from Calcutta to Delhi. Twice the train had to be stopped by applying the vacuum brake because either the driver could not catch the key, or the signal man could not give the key. And what do we see? Having stopped the train somewhere away from the station, the man walks, jay-walks, as if he is going to a *Barat*. There is no urgency to run and give the key quickly, when hundreds of passengers are waiting in the hot sun. That feeling is not there. I do not blame the Railway Administration. Not merely the officers, but the hon. Members must also see that the sense of responsibility,

the sense of urgency and duty is infused in every railwayman, and that he realises that he is a great public servant, not merely a person who draws money by way of salary from the railways, but one who owes a great duty to the nation to keep its lines running. I submit that a concerted attempt to improve this sense of duty by infusing into them a sense of urgency and a desire to maintain time, keep up punctuality and run the trains on time, will be very helpful. If we cannot do it, let us revise the time-tables, or throw away the time-tables. Let the trains come when they like and go when they like.

When I was in Japan, I saw how punctually their trains were running. If the trains are to cross at a particular point, the trains do cross, and if there is any disparity in time, the fault is with your watch.

Sardar A. S. Saigal : But there is a lot of difference between Japan and India.

Shri C. R. Narasimhan : But watches are the same.

Shri S. V. Ramaswamy : But let us emulate them. We must see that there is a better sense of duty in our people. I am not blaming the present administration, but I am giving expression to the general feeling that our people must be made to realise that we must as far as possible be punctual, barring emergencies. Even during the war period when the companies were running the railways I can say that when the Guard gave the signal, the engine driver almost within a few seconds started. But now, the driver is not there. He is chatting over a cup of tea with somebody else. This sort of laxity has come about. I want not merely the officials, but leaders of public opinion also to tell them that as far as possible we must see that punctuality is maintained 100 per cent.

I can see from the report of Shri Vashist, leader of the Indian delegation which went to Russia, that the percentage of punctuality is very nearly 100 there. That is what he has reported. Let us emulate them and let us improve the punctuality on our railways.

I then come to the question of this classification. Much has been said about the overcrowding in third class coaches. I wish to draw the attention of the House to certain figures given in this report, and to ask whether the Railway Administration cannot do something to shift the pressure on the third

class and more evenly distribute passengers. For instance, the income from the several classes are given at page 12 :

	Rs.	crores
Air-conditioned including	1.31	"
I Class	4.73	"
II Class	5.48	"
III Class	91.10	"

The total is about Rs. 102 crores, and the third class certainly accounts for 90 per cent of the income of the railways.

I also see the same thing in the number of passengers :

	millions
Air-conditioned	0.06
I Class	113.1
II Class	4.4
Inter Class	18.0
III Class	1,198.8

The same disparity is reflected in the passenger miles :

	millions
Air-conditioned	36.7
I Class	151.0
II Class	604.5
Inter Class	1,176.9
III Class	36,344.9

This disparity between the top-most class and the lowest class is so great and glaring. Cannot the traffic be distributed over the several classes—that is what I wish to ask—either by readjusting the fares or by increasing the amenities in one class or by decreasing the amenities elsewhere? Can you not see that this pressure upon the third class is shifted on to the class immediately above, and the pressure on that class is similarly shifted on to the class above it. This way some arrangement must be made, and I submit the Railway Administration must bestow its thought on this problem of changing the pattern of traffic.

In this connection, I would draw your attention to what is stated in page 22 :

“The process of progressive elimination of First Class accommodation from Indian Railways, which began from 1 October 1952, was completed on the midnight of 31 March 1955.

“With effect from 1 April 1955, the former First Class has been abolished on all trains on Indian Railways, and the remaining classes, i.e., the Second, Inter and Third have been redesigned First, Second and Third, respectively.”

[Shri S. V. Ramaswamy]

I am sorry I cannot say this is a great achievement. You may re-number to any extent. You may give the psychological satisfaction to the second class passenger that he is travelling by first class, and to the third class passenger that he is travelling by the second class by merely changing the numbers. Are we going to be content with this psychological satisfaction, or is it physical satisfaction that we are aiming at? If it is the physical satisfaction that we are aiming at, I submit that we should not concentrate on changing the third class into second class etc. At a later stage we might think, let all passengers go by first class, now the object seems to be first and second class. At present the idea is to abolish the third class to give the third class passengers the psychological satisfaction that they are travelling by second class. At a later stage you may say the existing first class might be called super first class and the second class may be called first class. Does it improve matters in any way? The improvement must come from other sources. I submit this whole question of abolition of the existing classes needs some re-thinking. What is the idea in saying: we believe in a socialist pattern, therefore let us abolish the classes. I think there is some confusion of thinking. Even in a socialist pattern of society I do not think there will be a dead level of equality among all. There will be difference of income; there will be difference in the means to pay for the class of travel. It is not going to be that everybody is going to sit on a cushioned seat or travel by air-conditioned coaches. We must accept that.

Shrimati Tarkeshwari Sinha (Patna East): What is the harm?

Shri S. V. Ramaswamy: Even in Russia, as I see from the Report of the Indian Delegation, there are no less than 4 different classes of trains and 5 different classes of accommodation at page 43, they say:

"The Soviet Railways have the following categories of passenger trains:

- (i) Express trains,
- (ii) Extra fast passengers,
- (iii) Fast passengers and,
- (iv) Slow passengers.

It was said that there are no different classes of travel in the USSR but really there are different kinds of accommodation which are charged for differently.

They are, 'Upholstered coupe' having 16 berths in a coach; Upholstered 4-berth compartment having 32 berths, non-upholstered compartment type, non-upholstered general with sleeping accommodation, and non-upholstered general with sitting accommodation. From the figures given, I find that even the fares vary. The figures are given. For about 800 kms. for the first class, it is 250, for the second class, 165 and for the third class 125, for the 4th class, 90 and for the 5th class, 80. There, it is said:

"Fares vary not only with the kind of accommodation required by the passenger but also with the category of the train by which the journey has to be made. For the same kind of accommodation, the fare is the least for a slow train and heaviest for an Express train. There are, therefore, in effect five (kinds of accommodation) X four categories of trains—20 different fares between two points served by Express as well as other trains."

May I submit that instead of trying to simplify, if we have these different categories and have different fare structures for the different categories and try to give as much comfort as possible in the various categories we shall go a long way to relieve the condition of the third class passengers.

Mr. Chairman: Here also we have express train fares and ordinary train fares, different kinds and classes of accommodation and different charges.

Shri S. V. Ramaswamy: With regard to fares, there are only two classes, express and ordinary.

Mr. Chairman: It would be better if the hon. Member incorporates his complete suggestion in writing. I think that would be helpful for the Administration.

Shri S. V. Ramaswamy: I have thrown out the suggestion. I would beg of you to give me some more time to show that there is not this abolition of categories everywhere.

Mr. Chairman: Five minutes more.

Shri S. V. Ramaswamy: For instance, in Switzerland, which is a predominantly socialist country, where the disparity between incomes is not so pronounced and the gulf between the rich and poor is not very large, there also you have

got 3 classes with this ratio in fares. First class 24, second class 12 and third class 8. There also they have not given up the 3 classes. In the Italian Railways also you have got the first, second and third classes. In the third class there is only seating accommodation and for sleeping accommodation they have got extra fares in the first and second classes. In West Germany also they have got three classes, first, second and third with this ratio in fares, 250 for the first, 150 for the second and 100 for the third with extra charges for sleeping berths. In France also you have got classes 1, 2 and 3 and the fares work out in the ratio of 70, 50 and 40 without sleeping accommodation for the third. It is only in the British Railways that you have got first and third. The third in the British Railways are much better than our first. It is, of course, because of their opulence and because of the income that they have and the facilities they command to construct such carriages. Even there you have got second class for the trans-channel trains.

I am told—I have not been to the USA—that in the USA there are 6 classes and different classes of fares to cater to the different needs of the people according to their comforts and also according to their means. Instead of making it dear to the third class passengers, make it a little more dear for the lower middle classes and the upper middle classes and give them more comfort and try to divert the traffic from the third class to the higher classes. That way, I believe, traffic congestion and overcrowding in third class can be eliminated. I trust the Railway authorities....

Shri D. C. Sharma (Hoshiarpur) : Why not have two classes, the Lok Sabha class and the Rajya Sabha class?

Shri S. V. Ramaswamy : I will now finish with the important question of new lines. I am one with Shri C. R. Narasimhan....

An Hon. Member : In what?

Shri S. V. Ramaswamy : I am one with Shri C. R. Narasimhan—and I heartily support him—in the matter of the restoration of dismantled lines. I put the case for the restoration of the Salem-Bangalore line on a better and higher footing. It is not merely the question of a steel plant but the aluminium plant that is also coming up in Salem. The object of the Railway Ad-

ministration is to link up the northern metre-gauge section with the southern section and that is why we are in a hurry and rightly too to construct the Khandwa-Hingoli line. Merely linking up Khandwa with Hingoli is not enough; the linking up of Bangalore and Salem is an operational necessity and it has been accepted by the Railway Board itself. Because, even after coming down from Hingoli, they can come up only to Secunderabad and having come up to Secunderabad, the only line they have got is the Dharmapuram-Pakala line, which is over-worked. If the Bangalore-Salem link is pushed on further up to Dindigul, I submit that in the entire metre gauge half the congestion will be relieved and the burden on the Dharmapuram-Pakala line will be shifted on to the Bangalore-Salem line. I think it is an operational necessity. They have accepted it and I do not know why they are not doing it.

Shri C. R. Narasimhan : Better than doubling.

Shri S. V. Ramaswamy : It is better than doubling because you are opening up new territory. It may mean a little extra cost than doubling but it is better because you are getting new custom. It is true that in the case of doubling it may be easier because you have got the existing bridges etc. But with a little extra cost you can lay a new track and open up new territory. You will have more custom and you will be benefiting the country much better. With all the earnestness at my command, I support my friend Shri Narasimhan in urging the restoration of the Salem-Bangalore line at a very early date. Otherwise, the feeling would be that they have neglected that part of the country and that they have been deprived of what was rightly due to them by this Government. Therefore, I submit that steps may kindly be taken to restore this line as early as possible.

There is another small matter which I wish to touch upon.

Mr. Chairman : I think you should leave something to be taken up when the Demands do come up.

Shri S. V. Ramaswamy : It appears that people do not know that women are working as porters. It is an extraordinary sight to see in Saurashtra. Under the Factory Laws women are not

[Shri S. V. Ramaswamy]

allowed to work beyond a certain hour at night. But, I am surprised to see these women working at 9, 10 or even at 11 P.M. carrying bags and baggages.

An Hon. Member: They will be thrown out of employment.

Shrimati A. Kale (Nagpur): They must have alternative employment. Otherwise, they may be thrown out of employment.

Shri S. V. Ramaswamy: I do not think they will be immediately thrown out of employment. They are just like our mothers and sisters. They should not be allowed to carry these bags and baggages after six o'clock. It is not as if I am objecting to their working as porters.

Shri Lakshmayya (Anantapur): Are there women porters?

Shri S. V. Ramaswamy: Yes, Sir. I may tell you they are in Saurashtra. Therefore, I would earnestly submit to the hon. Railway Minister that he will look into the matter and give them alternative employment and see that our sisters and mothers are not allowed to work like this.

लाला अर्चित राम (हिसार): सभापति महोदय, मुझे इस बात की खुशी है कि आज रेलवे की जो पालिसी है वह थोड़ी सी बदली हुई है। यह बात मानी हुई है कि रेलवे को जो आमदनी होती है वह ज्यादा तर तीसरे दर्जे के जो मुसाफिर होते हैं, उनसे ही होती है। आज तक जो देहाती हैं और जो तीसरे दर्जे में सफर करता है उसकी तरफ कम ध्यान दिया जाता था। अब यह जान कर खुशी हुई कि तकरीबन २७ लाख रुपये की खादी रेलवे अपने मुलाजिमों की वरदियां बनाने के लिए खरीद करेगी। इस तबदीली पर मैं मिनिस्टर साहब को बधाई देता हूँ। मैं यह भी यहां पर कह देना चाहता हूँ कि बहुत से माननीय सदस्य जो इस मजमून पर बोलने के लिए अपने नाम देते हैं उनको वक्त न होने की वजह से बोलने का मौका नहीं मिलता है। खैर, मेरे कहने का मतलब यह है कि इस वक्त हाऊस की राय यह है कि अन-एम्प्लायमेंट को दूर करने के लिए देहात की बनी हुई जितनी ज्यादा से ज्यादा चीजें इस्तेमाल की जायें उतना ही अच्छा है। यह जो खादी खरीदने का आपने फैसला किया है, वह मैं समझता हूँ आपने एक लांग स्टैंडिंग पब्लिक डिमांड को पूरा किया है।

मैं अब यह अर्ज करना चाहता हूँ कि आज जो देहाती रेलवे स्टेशन पर आते हैं वे परी कोशिश के बावजूद भी वहां पर देहात की बनी हुई चीज नहीं खरीद पाते हैं। क्योंकि वहां पर अवेलेबल ही नहीं होती। मैंने खुद कई बार इस बात की कोशिश की कि मुझे कोई देहात की बनी हुई चीज वहां पर खाने को मिल जाय लेकिन मैं असफल रहा। हर एक चीज जो भी वहां पर मिलती है वह मशीन की ही बनी होती है। जब मेरी नजर पुरी की तरफ जाती है तो मैं देखता हूँ कि उस में जो आटा लगा होता है वह मशीन का पिसा हुआ होता है और जो धी इस्तेमाल किया जाता है वह डालडा होता है, जो की मशीन की मदद से बना होता है। जब मैं बेसन की कोई चीज बनी हुई देखता हूँ तो उसमें भी यही पाता हूँ कि यह जो बेसन है यह भी मशीन का पिसा हुआ है। एक बार जब मैं ने बहुत दूढ़ने की कोशिश की कि कोई न कोई हाथ की बनी हुई चीज जिस में कि मशीन का बिल्कुल प्रयोग न किया गया हुआ हो मुझे मिले तो मैं साबुत चने ही दूढ़ पाया और मैंने खरीद लिए। जब मैं उनको खाने लगा तो उन पर जो रंग लगा हुआ था वह मेरे हाथों पर लगने लग गया। अब यह जो रंग था वह भी शायद इम्पोर्टिड था या उसको पीसने में भी मशीन का ही इस्तेमाल किया गया था। इस तरह से कोई भी चीज वहां पर ऐसी नहीं मिलती जो कि केवल हाथ ही की बनी हुई हो। जो लोग तीसरे दर्जे में सफर करते हैं वे ज्यादा तर देहाती होते हैं और उनकी यह ख्वाहिश रहती है कि वह ऐसी चीजें ही खरीदें जिनको खरीदने से कि उनका पैसा देहातों में जाये न कि सरमायादार की जेब में। अब जब कि आप खादी का कपड़ा खरीद कर अपनी पालिसी में तबदीली ला रहे हैं वैसे ही तबदीली आप खाने पीने की चीजों के बारे में जो कि स्टेशनों पर बिकती हैं लायें। आप कोशिश करें कि जितनी भी चीजें वहां पर बिकें वे सब ऐसी हों कि जिनसे वह बनाई जाती है वह हाथ ही की बनी हों। खादी बोर्ड ने एक यहां पर दुकान खोली है जहां पर कि सब देहात की बनी हुई चीजें मिलती हैं। वहां पर जो आटा बिकता है वह हाथ का पिसा हुआ होता है, इसी तरह से बेसन भी हाथ का ही पिसा हुआ होता है और जितनी भी चीजें होती हैं, हाथ ही से बनी होती हैं। मैं चाहता हूँ कि आप जब कांटेक्ट दें तो कांटेक्टर्ज से यह कहें कि वे जो चावल इस्तेमाल करें वह हाथ का कुटा हुआ होना चाहिये, जो आटा इस्तेमाल करें वह हाथ का पिसा हुआ होता चाहिये, जो धी

इस्तेमाल करें वह शुद्ध होना चाहिये इत्यादि । मुझे यह देख कर खुशी हुई कि ओटावा रेलवे स्टेशन पर जो घी इस्तेमाल किया जाता है वह शुद्ध होता है । एक दफा मुझे वहां पूरी खाने का मौका मिला जो शुद्ध घी की बनी हुई थी और जिस को खाकर मेरी तबीयत बहुत प्रसन्न हुई क्योंकि जो घी इस्तेमाल किया गया था वह बहुत ही अच्छी क्वालिटी का था । यह जो प्रयोग रेलवे विभाग वहां पर कर रहा है वह उस में सफल होगा और मैं चाहता हूँ कि इस चीज को आगे बढ़ाया जाय और दूसरे स्टेशनों पर भी शुद्ध घी की बनी चीजें बिकें । इससे जो रपया होगा वह देहातों की तरफ जायेगा जिससे कि वहां पर एक तो वेरोजगारी कम होगी और दूसरे जो देहाती लोग शहरों में नौकरी की खातिर आते हैं उनका आना बन्द होगा । मैं मानता हूँ कि पहले पहल थोड़ी सी दिक्कत होगी लेकिन उसका मुकाबला हमें करना ही चाहिये । यह देखने के लिए कि शुद्ध घी ही इस्तेमाल किया जाता है, हम कुछ इन्स्पेक्टर रख सकते हैं । लैट अस डू इट । हम दो तीन साल में अवश्य इसमें कामयाब होंगे । यह पता लगाना कि जो खांड इस्तेमाल की जाती है वह देहात की बनी हुई है या मशीन की, कोई मुश्किल बात नहीं है । जो चावल इस्तेमाल किया गया है वह मशीन का कूटा हुआ है या ओखली का यह भी पता लगाना कोई मुश्किल बात नहीं है । तेल मशीनी है या कोहलू का यह भी पता लगाना आसान ही है । इस चीज को भी जायके से बताया जा सकता है । इसवास्ते में मंत्री महोदय से यह प्रार्थना करता हूँ कि जो आपने कपड़े के बारे में अपनी पालिसी में तबदीली की है उसको जरा और आगे ले जाइये और आप इसमें भी कामयाब होंगे ।

अब मुझे एक छोटी सी सजेशन और देनी है और वह है पुर्जों को बनाने के बारे में । आप करोड़ों और आरबों रुपया खर्च कर रहे हैं और मैं चाहता हूँ कि जो पुर्जे बनाये जाते हैं इंजनों वगैरह के लिए वह अगर हो सके तो देहातों में बनवाये जायें । इन को आप शहरों में या चित्तूरंजन में ले जाकर एसेम्बल कर सकते हैं । इससे उन लोगों को गांव में ही काम मिल जायेगा और उनको शहरों में नहीं आना पड़ेगा । अगर आप चाहें तो इस बात का पता लगाने के लिए कि कौन कौन से पुर्जे देहातों में बन सकते हैं, एक कमेटी बना दें जो इस चीज की जांच पड़ताल करे । यह मेरा सजेशन है और अगर हो सके तो आप इसको भी अमल में ला सकते हैं ।

अब मुझे करेप्शन के बारे में एक बात कहनी है । मैं बहुत ज्यादा सफर करता हूँ और आम तौर पर रेलों में ही मैं रहता हूँ । अक्सर लोग कहते हैं कि जो बाबू लोग होते हैं जो कि गुड्स की बिकिंग करते हैं वे बहुत खाते हैं और इस काम के लिए दलाल भी रहते हैं । कई विल्टियां वे दलाल लोग एक बार बनवा लेते हैं । जो बाबू लोग होते हैं और जो ईमानदार होते हैं उनके पास काम का बहुत रश रहता है और उनको अपने काम से ही फुरसत नहीं मिलती है । अगर आप स्टाफ बढ़ा दें तो मेरे विचार में करप्शन बहुत कुछ कम हो सकती है । इससे कम से कम जो ईमानदार आदमी हैं वे तो रिश्तत खोरी नहीं करेंगे । यह बात मैं स्टाफ के कुछ आदमियों की सलाह लेने के बाद कह रहा हूँ ।

अब मुझे एक बात फर्स्ट क्लास ट्रेवल के बारे में कहनी है । मैं देहाती आदमी हूँ और मुझे फर्स्ट क्लास का पास मिलता है और मैं फर्स्ट में ही ट्रेवल करता हूँ । उस कम्पार्टमेंट में जो कमोड रखा होता है उसका हमें पता भी नहीं चलता कि कैसे इस्तेमाल किया जाय । अगर अंग्रेजी कमोड के बजाय देसी कमोड वहां पर रखवा दें और पानी का इंतजाम कर दें तो यह बहुत अच्छी बात होगी । कई बार तो ऐसा होता है कि वहां पर पेपर भी नहीं रखा जाता । अगर आपने वही कमोड वहां पर रखना है तो आप वहां पर पानी का इंतजाम क्यों नहीं कर देते ताकि आदमी अपने हाथ वगैरह साफ कर सके या फिर इसको हटाकर देसी कमोड वहां पर रखें ।

मैंने पहले भी अर्ज किया था और आज फिर मैं अर्ज करता हूँ कि हमारे जिले हिसार में एक हरियाना एक्सप्रेस चलती थी । उसमें बैठकर आदमी आसानी से तीन चार घंटे में दिल्ली आ जाता था । अब मैं फिर प्रार्थना करता हूँ कि हरियाना एक्सप्रेस फिर से चलायें ताकि लोगों को आराम हो जाय । साथ ही साथ मिनिस्टर साहब ने कहा है कि मीटर गेज पर बहुत तकलीफ होती है । वहां पर तो हर एक चीज खराब होती है, पानी का टैप खराब होता है, जो लिडकी है वह खराब होती है, गाड़ियां जो हैं वह लैट चलती हैं और कोई भी चीज ऐसी नहीं होती जो ठीक हो । शंकर राव देव जी हमारे यहां आये थे उनको भी यही अनुभव हुआ और गाड़ी के लैट होने के कारण उनको हवाई जहाज में ही जाना पड़ा । गाड़ियों के लैट होने के बारे में मैंने कई बार रिपोर्ट्स की हैं लेकिन कोई सुनिवाई ही नहीं होती है ।

श्री यू० एम० त्रिबेदी : आदत पड़ गई है ।

लाला अर्चित राम : आदत नहीं पड़ी, उनकी अपनी मजबूरियाँ हैं । उनके पास स्टाफ की कमी है । हमें चाहिये कि हम उनकी डिफिकल्टीज को ऐप्रोशियेट करें ।

तो मैं चाहता हूँ कि जो लेट रनिंग आफ ट्रेज है इसको भी चैक किया जाय और कोशिश की जाय कि गाड़ियाँ समय पर चलें ।

इस के अलावा मैं यह कहना चाहता हूँ कि रोहतक से भिवानी तक की एक रेल लिंक बना दी जाय । अभी हमारे मिनिस्टर साहब भिवानी गये थे, उनके पास एक डेपूटेशन वहाँ आया था, उसने भी कहा था इस लिंक के बना देने से कलकत्ते से उनके माल के आने में आसानी हो जायगी। तो इससे ट्रेड का फायदा भी हो सकता है । इस-वास्ते जहाँ पर आप और काम करते हैं वहाँ अगर इस काम को भी कर दें तो बहुत अच्छा होगा ।

इस के अलावा अमृतसर से ले कर फीरोजपुर तक बड़ी स्ट्रैटेजिक लाइन है और अगर आप वहाँ के लिये भी एक रेलवे लिंक बना दें तो आप के लिये भी मुफीद होगा और जनता के लिये भी मुफीद होगा । इस की तरफ आप को तवज्जह देनी चाहिये ।

एक बात पर मैं रेलवे मंत्रालय को मुबारक-वाद देता हूँ कि जो हमारे इलाके का हिसार स्टेशन है उस की तरफ आप ने काफी तवज्जह दी है और इस इलाके के लोग बड़े खुश हैं । आप ने वहाँ पर काफी रुपया खर्च किया है । वहाँ पर बिजली के लिये जो शिकायत थी उस के बारे में भी मुझे चन्द रोज हुए रिपोर्ट मिली है कि बिजली लग गई है । यह बड़ी खुशी की बात है और मैं आप को बधाई देता हूँ ।

एक छोटी सी बात की तरफ मैं आप की तवज्जह दिलाना चाहता हूँ । पता नहीं आप का क्या जवाब होगा, मैं आशा करता हूँ कि ठीक ही होगा । अभी हमारे सर्वे सेवा संघ की बैठक बेजवादा में हुई । वहाँ मैं गया था । जिस दिन से मैं वहाँ पहुँचा उसी दिन से कोशिश की कि हमारे लिये फर्स्ट क्लास की सीट का रिजर्वेशन हो जाय, हमारे रिसेप्शन कमेटी के चेअरमैन ने भी कोशिश की, एक दफा, दो दफा, दस दफा कोशिश की ।

For three days I tried my best, but could not get any accommodation.

मुझे मालूम नहीं कि इस का क्या तरीका हो सकता है, परन्तु जब कभी ऐसी सीटिंगें हो तो उनके लिये स्पेशल एकोमोडेशन का इन्तजाम करना चाहिये । मेरी ही तरह से बहुत से आद-मियों ने कोशिश की, लेकिन वह मजबूर थे । तो जैसे भी हो, इसके लिये खास इन्तजाम होना चाहिये ताकि लोगों को तकलीफ न हो ।

इस से ज्यादा मैं कुछ नहीं कहना चाहता । सिर्फ आप को धन्यवाद देना चाहता हूँ कि आप ने हमारे इलाके के लोगों को इतना आराम दिया । मैं चाहता हूँ रेलें जो चलती हैं उनको वक्त पर चलायें, इसके अलावा इंजन भी बेहतर हों और खास तौर पर जो मैंने हरियाना एक्स-प्रेस का जिक्र किया उस को भी चलाया जाय ।

Shri Ramachandra Reddi (Nellore) :
I join the several members who have expressed their appreciation of the budget and the proposals before the Government for the development of the railways. We have before us a very comprehensive, progressive and impressive budget. Coming at a time when we are on the threshold of the Second Five-Year Plan, I am sure that great efforts will be made to secure uniform progress in railway development. We are now shown a mountain, in a mirror but by the time we get at the mountain, it may take a few years. We only expect the earlier realisation of reaching the mountain, though the image in the mirror is in the hand.

I notice with great satisfaction the increase in the number of zones in the railway system. Recently it has been increased from six to seven and there does seem to be a prospect of increasing it to a larger extent. In this connection, I wish to submit that there is a possibility and a desirability of carving out a zone separately for the old M.S.M. and the N.G.S.R. I am sure that it makes a sufficiently long line and because of the forthcoming developments in that particular area, a separate zone can be carved out for that particular area. In this connection, I would also like to invite the attention of the Minister to the construction of the building for the headquarters at Madras for the Southern Railway at a cost of 48 lakhs. Already we have a very big building in Madras and another at Trichinopoly to serve the needs of that part of the country. If there is a possibility of having a new zone for the area which was covered by the old M.S.M. and the N.G.S.R., I would suggest the construction of the

headquarters not at Madras as it is now proposed, but at Bezwada, which would naturally be the most central place for the new zone. In Bezwada we have building materials, water facilities and also cheaper electricity from the Machkund project which serves the whole of the east coast line. With the possibility of the doubling up of the east coast line and adding up a few more lines, I am sure Bezwada will be the most central place and any expenditure on this behalf may usefully be diverted towards a building not at Madras, but at Bezwada.

Last year, we were assured by the hon. Deputy Minister that the Kazipet-Macherla-Nellore line would be surveyed but from the speech of the hon. Railway Minister I find that no such attempt has been made and the matter will not be taken up during the next year, 1956-57. Recently I heard that the Minister made mention of the fact that the Kazipet-Nellore line would be taken up in the Second Five-Year Plan, but so far the indications are not favourable. I want to be assured by the hon. Minister that the Kazipet-Nellore line would be taken up for surveying in the year 1956-57 or at least in the year 1957-58.

In the course of the Budget Speech, we noticed that a survey of the Maidukur-Nellore line has been thought of. As has been already pointed out by my friend, Shri Viswanatha Reddy, this would be a dead line and there is no possibility of its usefulness in the near future. No doubt Maidukur is on the main trunk road between Kurnool and Cuddapah, but unless it is joined with the Bombay line, its utility will be far away. I therefore, suggest that the survey may be made up to Cuddapah, which will be the nearest place where it can be joined with the Bombay line.

As it is, I am told that sanction has been accorded for constructing a road bridge at Chennai over Pennar. If this line is going to be thought of, it is much better that the Government construct a road-cum-rail bridge there. Otherwise whatever amount is spent will not have been spent so usefully. I am more anxious that the Kazipet-Nellore line should be developed for the simple reason that a very big project is under construction—it is probably one of the biggest projects in India, namely, the Nagarjuna Sagar project. Either for the development of the project or for the conveyance or transport of the products likely

to be produced there in course of time to other parts of the country, that line should come in. I hope the Ministry have not given up the idea of having that line and I am quite confident that they will revise their idea about it and see that the matter is taken up without much delay.

I have been always entertaining a doubt about having a separate budget for the railways. I should think that a separate budget for the railways is a vestige of the old British rule. At that time, most of these railways were being run by companies; and those companies had to maintain their own budgets and their own administrations; and in between, they could get sufficient help from Government, and they had to render a good account of whatever money had been advanced to them by Government.

But now the entire railway system is under the Central Government; and there are no more private companies in the picture. Therefore, I see no reason why a separate budget should still be continued. As a matter of fact, for the Defence Ministry, we are allocating nearly half of the total receipts of Government, and yet we do not have a separate budget for it. Similarly, for the Posts and Telegraphs Department, which is also probably one of the biggest departments under Government, and which is a quasi-commercial concern, we do not have any separate budget. I am unable to comprehend the reason why a separate budget for the railways alone is being continued.

I might also mention that the framing of a separate budget for the railways, and the giving of special attention to the Railway Ministry has become a matter of comment by the other departments. It has become an eye-sore to the other departments working under the Central Government. The Railway Ministry has got under its employ more than a million employees; but there are other departments also which employ at least half that number.

If there is no uniform attention given to all the departments under Government, then there is a possibility of an unhealthy rivalry developing between one department and another. It is therefore necessary that Government should consider this matter much more carefully, and avoid having a separate budget for the railways, which promotes a sort of jealousy between one department and another. We do require that all the

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departments under the same Government should work in closer co-operation and unison, with a view to having a planned development of the entire system of administration in the country.

As it is, the railways make some contribution to the general revenues, and the latter give money to the railways for developmental purposes. But on the money contributed to the general revenues, Government have to pay some interest. I see no reason why any interest at all should be paid to the Railway Board from the general revenues; for that would mean that the moneys that are collected from the other departments and put into the Consolidated Fund of India should also get some sort of interest in the same way. I have more than once pointed out that the special funds which are intended for labour welfare activities and so on should get interest in much the same way as the Railway Development Fund. Several funds are collected under various Acts, and these are all put into the Consolidated Fund of India. Though the purpose for which they are to be utilised is specific, yet no interest is paid by Government on such moneys. I do not know why special consideration is being shown only to the railways. I hope the entire matter will be reviewed by Government in due course of time.

Last year, I had suggested to the Minister that there was an urgent need for the revision of the schedules of rates made available by the Railway Ministry. If the Deputy Minister has by now investigated into this matter, he would have found that there is a great disparity between the schedule of rates existing in the railways as compared with the PWD and the local fund rates. In the same area, where the same kind of labour and the same kind of management are working, there does not seem to be any need to maintain different schedules of rates. If Government continue their policy of having a higher schedule of rates for the railways, then to that extent, it goes to prove that Government are unnecessarily wasting a good lot of money on the construction of railway works.

I have just tried to get a list of these schedules, and I find that in certain cases, there is a difference of as much as 13 to 25 per cent. I hope the matter will be gone into, and in the interests of the economic working of the railway projects, the schedule of rates will have

Incidentally, I may point out that the works undertaken by the Railways are not progressing according to schedule. For instance, I might mention the case of the construction work going on at the Nellore railway station. The old building was demolished a couple of years back; and a new building is being constructed there. In reply to a question the Minister told us that out of a total sanctioned sum of Rs. 12 lakhs, only about Rs. 5 lakhs had been spent so far. That shows that the whole matter is at a standstill and further progress does not seem to have been made.

I would suggest to the Minister to see that works that have been taken on hand are expedited, and that there is not much time-lag between the commencement and the completion of these works especially when the works are comparatively smaller than the other ones undertaken by the Railway Board.

Shri Siddananappa (Hassan-Chikmagalur): I thank you for the opportunity you have given me to participate in this debate. I would also join the previous speakers in paying compliments to the Railway Ministry for the splendid work they have done under the First Five-Year Plan; and I hope they will strive to do much better in the coming years.

Shri Asoka Mehta was pleased to describe the Minister of Railways as a supreme master in window-dressing. I doubt whether the Minister is capable of it. I believe that he is completely what he appears to be, and not otherwise. If you look at the speech of the hon. Minister, it would be very apparent that throughout, the Ministry has been imbued with a spirit of duty and service to the country and also they have been motivated by a good deal of zeal for the development of the country. I doubt whether anybody else could have done much better than what the Minister of Railways has done in the circumstances in which the country was placed. I am yet to see if any other Ministry had achieved the target under the First Five-Year Plan which this Ministry has achieved and has to its credit. Not only have they achieved much in many items but they have exceeded the targets in some of them. That is really very creditable.

4 p. m.

There are some doubts expressed by some Members whether the Ministry would be able to cope up with the more onerous and heavier tasks which it

would be called upon to perform under the next Five-Year Plan. I believe, judging from the performance so far, that the Ministry will be able to cope up with them provided no restrictions are placed on the resources to be placed at its disposal. Under the Second Five-Year Plan, we are told that originally the Railway Ministry had a more ambitious plan than what is presented now. But the Planning Commission, on an overall estimate of the resources and the requirements in other sectors, has thought it fit to put a kind of restriction on the resources asked for. That could not be helped, but the hon. Minister in his speech has hinted at the way in which the public can come forward to make good the deficiency. He has said: "In no way less important is the co-operation forthcoming from the people either in the form of voluntary labour or contribution in the form of land and money." The hon. Member, Shri G. D. Somani, who spoke a few minutes back, suggested that the Railway Ministry should not hesitate to approach the public in order to raise more money needed for its plans, and he suggested the question of raising debentures. I think that is an idea which deserves consideration. The hon. Minister, in suggesting the way in which the public could come forward to help this undertaking, has not given any concrete suggestion. I think the Ministry will take up the suggestion put forward by Shri G. D. Somani and put forward some concrete formula before the public and solicit their co-operation. I hope the public will come forward and lend their helping hand to the Ministry in pushing through its ambitious programme.

The hon. Minister has very rightly stated that the effect of this cut in the resources asked for will affect directly the new lines which they have proposed to construct under the next Five-Year Plan. The Planning Commission also have stated that it is one of the important functions of the railways to construct new lines in order to open up backward areas. I remember the hon. Minister made reference to the question of opening new lines in backward areas irrespective of the economics of the construction of such lines. There is a widespread feeling in the South that the South has been neglected particularly in the matter of railway communication; if is unfortunate that such a feeling should subsist even when the hon. Deputy Minister happens to be a Member from that area.

Shri Nambiar : That is all what he got. Not the railways.

Shri L. B. Shastri : That was so before 1947.

Shri Siddananjappa : I am inclined to believe that that feeling is to some extent justified. If you look at the railway map of India, you will find that there is a wide contrast in the distribution of the railways. Some hon. Members who spoke before me referred to the necessity of developing backward areas. They have suggested that transport is the first essential for the development of any area. Shri Asoka Mehta made out a very good case for sufficient attention being given to the development of the backward areas. I happen to come from one such backward area. Several times, hon. Members coming from that area have mentioned about that tract called Malnad area. It is peculiarly situated and it is a hilly area having very heavy rain during the rainy season, but with absolutely no water even to drink during summer. Transport facilities there are very scarce. The hon. Minister has thought that he should devote considerable attention to that region and develop it and with that view, he has got an aerial survey of the whole of that Malnad area, which lies on both sides of the Western Ghats, made. And it is stated in his speech that the result of that survey is being studied.

Further, another survey was made relating to the line between Hassan and Mangalore. That also lies across this Malnad area which is very backward, and the survey of that line is stated here to be nearing completion. It started nearly three years ago and now it is nearing completion. I am glad about it. The people there, having seen that the survey was taken up in right earnest, are hoping that the construction also would follow as soon as possible. But from the speech of the Railway Minister it appears as though it is not going to be taken up during the next Five-Year Plan unless fresh resources are forthcoming.

In this connection I would like to impress upon the hon. Minister the fact that under the proposed reorganisation of States, Mangalore and its neighbourhood will become part of Karnatak State and Bangalore is the capital of that State. If there is no rail connection between Mangalore and Bangalore, it will be very difficult for the people of

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that area to have dealings with the State Government and its headquarters. Therefore the construction of this line becomes all the more important and urgent. I would therefore request the hon. Minister to take up the construction of this line immediately funds become available.

In the same area there are other lines which are equally important and urgent. I refer to the line between Kadur and Sakalaspur. The survey of this line is being taken up, and I hope that also will be tacked on to the Hassan-Mangalore line.

Next I come to the question of divisionalisation. Some other Members who spoke before me referred to the necessity of creating more zones and divisions. Mysore State had its own railways before integration. It was a small and compact area and the railways were administered very efficiently, and the grievances of the passengers and merchants were immediately attended to and redressed. But after integration it is felt that the administration has become very loose and is not carried on as efficiently as before and that grievances and representations made to the administration by the persons affected are not attended to for a long time with the result that people are suffering hardships. This is happening on account of the fact that these divisions are very large, unmanageably large, and the officers at the top are not able to give immediate and direct attention to the grievances of the public. From that point of view I support the contention of the hon. Members who suggested that there should be more zones and further divisionalisation.

Next I come to the question of fitting in the ex-State railway officers. There are some officers who were serving in the Mysore Railways, and the question of their being fitted into the service under the Government of India is pending decision. I am glad to know that after this long period the Ministry have now come to some decision and that they have evolved some formula for their integration and for fixing up their position. I hope that this formula will be liberally applied to those officers.

In this connection I would like to refer to a particular class of officers. There are some officers who were gazetted officers there and they were recognised as permanent gazetted officers

there, but here they are not regarded as permanent gazetted officers. That makes a lot of difference in the position they are going to get under the Government of India. I hope that question will be taken up and considered sympathetically.

Then I come to the question of catering. I am glad that the Railways have made up their mind and introduced departmental catering. What we want is simple, healthy and clean food. The food which is now being served by the contractors, as has been pointed out by some of the previous speakers, has not at all been satisfactory. I therefore welcome this move on the part of the Railways and I hope they will go forward and introduce departmental catering in other places also.

Mr. Chairman : If the hon. Member has not got anything special and particular, I suggest he may give a chance to other Members also.

Shri Siddananjappa : That is all. Thank you.

Shri Mulchand Dube (Farrukhabad Distt.—North) : I wish to join the hon. Members who have congratulated the Railway Minister for the efficient management of the railways. During the time that he has been in charge of the railways, the Railways have improved in a spectacular manner. He has to be congratulated further on his selection of officers. I believe that since the present Board has come into office the progress has been much greater than it was before. The establishment of the Efficiency Bureau has also to a very great extent helped in the improvement of the railway administration.

The railway budget will be generally welcomed by people inasmuch as it seeks to abolish the third class which, apart from its having a certain amount of discomfort and inconvenience attaching to that kind of travelling, had also a bad name; the third class itself carried with it a sort of stigma. I therefore congratulate the Railway Minister on this that he has abolished the third class.

While abolishing the third class he has not raised the fares. On the contrary, he has given more concessions and provided more amenities for passengers of third class also.

The railway concessions have also been increased; I mean the seasonal tickets and other things. In that matter too, the concessions have been increased while the fares have not been raised at all. The one thing that I do not like about the Budget is the imposition of a surcharge of one anna per rupee on the freight. It seems to be a blanket increase without any discrimination, or without any thought as to whether a particular commodity would bear the surcharge or not. It should have been carefully examined before being levied. We are told that a committee is going into this matter and I do hope that this surcharge will be a temporary measure and will go as soon as the report of that committee is received, examined and considered.

We find from the speech of the hon. Minister that adequate rolling stock in the shape of engines, wagons and coaches has been acquired; some of them, we are told, are replacements while others are additions. We are not told as to how many of these would go towards replacement of the existing stock. I understand that since the thirties there has been no replacement and a large percentage of the rolling stock has become superannuated.

The Chittaranjan Locomotive Works have done very well indeed and have exceeded the target. But I do not know what has happened to the Tata Iron and Steel Company which were given an order for the manufacture of metre gauge engines. They seem to have done very little or nothing because the hon. Minister was silent about these engines.

During the First Plan, the target fixed for the Railways was Rs. 350 crores which was subsequently raised to Rs. 400 crores and it appears that they have come to about Rs. 432 crores or thereabouts. It is certainly a very creditable achievement on their part.

From the explanatory memorandum, I find that the Allahabad-Kanpur section of the Northern Railway is saturated and that it cannot bear any more than what it is carrying at the present moment. There is a proposal to double that line. It appears to me that it will cost about Rs. 4-5 crores at the lowest. A provision of Rs. 1 crore has been made for the first phase. I do not know what this first phase means, we are not told as to how many miles this first phase will cover. I hope the hon. Minister will tell us about that.

There is another proposal for doubling the Kanpur-Unnao section. That is probably 12-13 miles long and the cost is said to be about 49 lakhs of which Rs. 12 lakhs have been provided for the doubling of this line in the present year. From this, it appears that the doubling of one mile costs about four lakhs or Rs. 4.5 lakhs. Therefore, doubling of the section from Allahabad to Kanpur would mean about Rs. 4.5 crores. The question, therefore, is whether this doubling is necessary or whether further lines should be opened. Doubling is said to have become necessary because of the heavy traffic in coal and other things passing via Moghalsarai. If this traffic is diverted from that section and carried over to Lucknow from Moghalsarai, then there may not be much difficulty. There are three lines converging at Lucknow and therefore, this scheme for doubling this section from Allahabad to Kanpur would become unnecessary.

From Lucknow onwards they can go on to Shajahanpur which is already a double line. In that case Rs. 5 crores would be saved. That amount could be utilised for establishing a link between Shajahanpur and Farrukhabad so that the traffic when it reaches Shajahanpur or a station between Hardoi and Shajahanpur could be diverted to Shikohabad. Therefore, my suggestion is that instead of doubling this line from Allahabad to Kanpur at a cost of four or five crores and spending another fifty lakhs or so in doubling the line from Kanpur to Unnao, it would be better if Rs. 3 or Rs. 4 crores are spent in linking Farrukhabad and Shajahanpur or any other station that comes nearest so that the traffic could be diverted without any undue strain on the section between Allahabad and Kanpur which has already become incapable of bearing any more traffic.

The traffic in the next Plan is going to increase by about sixty million tons. That is what it is estimated. It appears that besides coal, cement, steel and other things, the Railways will not be able to carry any more; it appears so from the speech of the hon. Minister. If that is the state of affairs, my submission is that the entire Second Five-Year Plan is bound to be a failure. The success of the scheme will depend to a great extent on the transport capacity of the Railways and if that is not enhanced or kept at the present level, the prospects for the implementation of the Second Plan would seem to be gloomy. I hope the Planning Commission would

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be able to sanction more money for the Railways. As far as I can see there is just the possibility of the plan being implemented by the Railways because in the Second Plan, the deficit area in grains may not remain so and in that case the pressure of the carriage of food-grains and other articles would to a great extent be relieved because they may be locally produced.

I congratulate the hon. Minister on his promise to work still on the basis of surveying and constructing 3,000 miles of railway lines during the Second Plan. I hope that the money that he expects would be forthcoming both from the public and from the Planning Commission. I again congratulate the hon. Minister on the Budget that he has presented.

Shri U. M. Trivedi : It is always very difficult for me at least to fling some abuses against our Railway Minister. Why I am not able to do it is because he is a very good-natured man. That is the only thing.

When I read his budget speech, when I read the various small booklets, explanatory memoranda and all sorts of things that he furnishes us, I find that there is a good deal of tom-tomming on our part about the improvements that we have made. When I read this booklet which is known as *Better conditions of travel*, every time, we are told reinforced concrete benches have been provided in this place and that place, and so many other things as if the railway administration expects all of us to go and stand in a queue or remain standing till the train arrives. What are the amenities that are provided? Before coming to this, I would ask the Railway Minister that he would do well not to look at Delhi or Bombay or Calcutta or Madras. We live in the villages. It is there that we have to find out whether or not these amenities have reached the public or whether or not something good has been done to the public. Look at the fans in the metre gauge trains. There are fans. Are they working in the third class compartments? In the 156 bogies in the metre gauge in the Western Railway, not a single fan is working. Do you call it improvement? Look at the lights. In the whole of the Ajmer-Khandwa line, a distance of 393 miles, you will be surprised to find that while reading lights have been provided in the first class compartments, all of them are blocked. Not a single light is

working. The place is there, but it has been blocked. These are small amenities for which Shri Achint Ram and others are complaining and Shri Dabhi has also drawn attention to them. If you go into the lavatories provided in the first class compartments, you will find that the taps are leaking and water is falling on your head when you use the commode. You call it improvement. Go to the mirrors. The space is there; there is no mirror. Please examine the seats. I had the misfortune of going with the Public Accounts Committee from Jharasaguda to Nagpur. I wanted to pull the seat; I could not. Even the carpenter could not pull it out. He said :

“स्टूल लगाकर बंद कर दिया है ।”

As regards overcrowding, go and witness for yourself. The marriage season will now begin. We have been witnessing the solar eclipse fair, the Pushkar fair and the Urs fair in Ajmer. There is intolerable overcrowding. You do not find any facilities for the public. Why do you call it improvement? Why do you pat yourself on your back and say you have done this and that? Last time when the budget provisions were made, I was happy that those who are going to travel long distances will get some reduction in the fares. But, what does the administration do? What do the employees do? Ask for a long distance ticket and the reply is :

“यह टिकट छाना हुआ नहीं है हमारे पास, यह लेना है तो लो ।”

He will give a ticket to a junction station 120 miles away, where the charges will not be smaller on account of the concession, but will, on the other hand be at higher rate. He will not get the advantage of travelling over a long distance, beyond 300 miles. What is the facility that has been provided to the public?

May I bring to your notice not smaller things, but bigger things? Look at the report which you have been kind enough to circulate. What is the speed of the goods trains? Has it not been deteriorating? It has gone down and down and has reached the lowest level possible, from 11.8 miles to 8.94 miles. You call it improvement. I do not know what method of improvement this is. Again, will you be kind enough to examine your ratio about punctuality of trains? The only trains which run in right time are the trains which run 69 miles in 4½ hours. The punctuality is

the highest on the old Rajasthan Railway of Western Railway which is a section between Udaipur—Chittorgarh. Look at the Frontier Mail, the most important train for which you are going to build a good number of crossings. Without a single passenger having to be booked, you have provided any number of stations. What does that train show? A punctuality of 68 per cent. It has gone down. Your own statistics show that every train is showing that it is not running in time. Only the mixed trains show a punctuality of as much as 84 per cent. Is this improvement?

Last but not the least is this question of corruption to which I would like to draw your pointed attention. Have you been able to check it? It has been on the increase. As clear as day light, it is on the increase. Only yesterday in the evening I was standing at the Ajmer platform. A travelling ticket examiner was talking with me. A man came and said."

"साहब दो आदमी हैं।"

The poor fellow standing by my side could not say yes or no. He is simply standing like a statue. Another ticket collector comes and says:

"देखना, ख्याल रखना, एक है।"

A police man comes and says:

"मेरे भी दो है।"

The poor fellow in disgust said:

"साहब, हम क्या करें, किस-किस को मना करें? मैंने कहा, तू हमेशा ईमानदार रहता होगा, लेकिन आज बेईमान मालूम पड़ता है।"

This is going on. You have increased the number of these ticket examiners enormously. What do they do? How do they make money? Do they really tax these ticketless people? No. Ticketless travellers go as well as they can. Come with me to the Delhi Station. At Sarairohilla on the train to Ajmer you will be surprised to see, every first class compartment will be occupied by these ticketless travellers. Come today, come tomorrow, I will show this. I throw a challenge. Nobody checks. Please take some steps and check this. We will all be satisfied. We are not here merely to criticise. I am here to feel happy if you could check this and see that all the amenities are restored to the public.

I shall now, one by one, draw attention to the administration and show how it is going on. Take the Railway Board. Individually every member may be a very efficient man. But, is his efficiency felt at the place where it should be felt? What are they? Bureaucrats trained in bureaucracy from the bottom, coming into the picture from the various zones or various administrations, B.B. & C.I., the G.I.P., the Eastern Railway, Northern Railway, etc. All these have come up having learnt everything of corruption that were there to learn, and having known every method of hoodwinking the Minister. They are there and they tell you something and you have got to believe that. Keep them if you want. I don't grumble, paying them Rs. 300 or 400 or 1,400 or 2,000 or 3,000. When, we are wasting crores of rupees, what does it matter if Rs. 1,400 or 2,000 are paid to a particular officer? What I say is, make them public-spirited. Instil your own spirit of public service in the officers that are sitting there on the Railway Board. Don't allow them to sit on files and accumulate the papers. Just as we had the grow more food campaign in the past, here is a campaign of grow more files. That is what is going on in the Railway Board. Put a stop, to this and then you will know whether progress has been made.

Shri Bhagwat Jha Azad: What do you suggest?

Shri U. M. Trivedi: If there is more time, I shall make suggestions.

Take the General Manager. I shall refer to the question of the zones. We have got the zones that we have created. From zones we want to switch over suddenly to the divisional administration and do away with the district administration or regional administration wherever it exists. Let there be an enquiry by the experts whether the divisional administration has proved to be good. I say that the administration at the district level in the old B.B. & C.I. and at present in the Western Railway is much better than the divisional administration which obtains in the Northern Railway. Let this be fully examined. Then you may switch over to the divisional administration, and leave the poor ministerial staff at the mercy of the divisional superintendent. Before that is done, I will ask that this should be examined completely.

[Shri U. M. Trivedi]

I will now draw the attention of the hon. Minister to his practice of always stating that the following surveys are being carried on. When it is said that such and such a survey is going on, some people here become pleased. They do not even care to see how much is provided for the survey. What is this? Are we to be told as boobies that the survey is to be carried out? The Chittor-Kotah survey is going on since 1946 and still it is going on. We have yet to decide whether there will be metre-gauge or broad-gauge there. We do not know whether we would have broad-gauge or metre-gauge. If first broad-gauge is suggested, then metre-gauge is suggested and this goes on. We have got the Ajmer-Kotah, Chittor-Kotah, Dungarpur-Kotah surveys, all sorts of surveys, doubling of the line from Godhra to Ratlam. Can we draw a line? Look at the map. Can we draw a line from Godhra right up to Kotah? Banswada can come into the picture, Dungarpur can come into the picture. It passes through Neemuch. It lessens your distance by about 85 miles. Why not develop that line. That will save bottle-necks and provide a new line. But there is no imagination behind it, and nobody wants to look at the picture with imagination. Doubling of the line—for whose benefit? For the benefit of those corrupt contractors who get money out of this project.

Then, look at the working of our engines. What has happened to our engines? Why do they fail every time? All this W.P. and Y.P. class engines, the moment they are taken on to the line, they fail. Only the other day, on the 3rd night between Bhagwanpura and Naraina, because automatic vacuum brake is not yet provided in all the metre gauge trains, a derailment took place, and it could not be stopped although it was seen by the brakeman. It automatically dragged on to a whole mile before it could be stopped.

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

Shri U. M. Trivedi : I had a talk with the Deputy-Speaker today. I represent the Jan Sangh party I request you to give me five minutes more.

Shri Nambiar : The Deputy-Speaker is there. He has come to your rescue.

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

Shri U. M. Trivedi : I have been able to cover up till now only points which concern the general public. Now, I would like to draw the attention of the hon. Minister to the fate of the poor railway servants. All of them are not able to approach you. All of them have got no unions. I for one do not like this idea of outsiders imposing themselves upon these unions. I do not like it. So many times they have approached me to become President or something else.

Mr. Deputy-Speaker : The hon. Member may talk a little bit slowly. He need not be pressed by time. I am not able to follow.

Shri U. M. Trivedi : That is very kind of you.

Sardar Hukam Singh (Kapurthala Bhatinda) : Then he will require longer time.

Shri U. M. Trivedi : No, I will not take. You need not be afraid.

Sardar Hukam Singh : I am pleading for you rather.

Shri U. M. Trivedi : The question of station masters and assistant station masters is always staring us in the face. The most hard worked people are these station masters and the assistant station masters on the way side stations. The station master or assistant station master there has got to have the knowledge of a goods clerk, the knowledge of a ticket collector, the knowledge of the working of a guard, and has got to maintain administrative control over all the staff under him. Notwithstanding that, what is he being paid? He is paid much less at some stations than what a head ticket collector gets. He has to control the head ticket collector and the head ticket collector gets Rs. 225 while the poor station master gets Rs. 185. Does he not deserve any consideration at your hands when he is an all-rounder, when he is an expert in all the things you require of him, when he has to take the responsibility of the goods clerk, of the booking clerk? He is your bread-winner I should say. He is the only man who earns for the railway and takes such a big responsibility, and yet his case is not considered by you. I would plead with you, union or no union, do please allow your mind to run to the rescue of those who are not represented by unions because they are the loyal

servants. They do not want to put you under duress. It is these people to whom and to whose amenities you should give particular thought.

I had a very particular case to which I received a very curious reply. I do not know why such a curious reply I should have got from the General Manager of the Western Railway. We had a system of engaging travelling assistant luggage clerks and travelling assistant goods clerks on the Western Railway. So far as the question of travelling assistant luggage clerks is concerned, that system has been done away with and they have been absorbed as guards, but what happens to travelling assistant goods clerks? They are being retained, but although they go on travelling, do most of the work, keep awake the whole night, deliver all the goods at the various stations, take delivery of all the goods, account for all the goods, release all the goods and control the whole labour, they are not given travelling allowance and running allowance. I fail to understand, now if they can be given travelling allowance and running allowance on the North-Eastern Railway and on the Northern Railway, what prevents you from giving the same facility to them on the Western Railway? But the point at issue is not looked into. I will beseech you to look into this problem and do justice to them.

There is one other point which I wish to cover and it is this. In my maiden speech in this House I brought it to the notice of the Minister that this Watch and Ward department was nothing short of, according to my definition, watch and rob department. You have now taken away that nomenclature and you call it the Security Force. I do not wish to use very strong language about this Security Force. It is a bogus thing, humbug. Do away with this Security Force. Have the police force. Have the Central Police Force with all the powers of a police officer to catch and investigate thefts. Do not have this Security Force which consists of the same old strata. They are habituated to steal. Only the day before yesterday standing at the railway station at Chittorgarh I found a whole bundle of sugarcane being carried away by one Watch and Ward man, and I pointed it out to the police officer:

यह क्या बात है कि इसके पीछे कोई पुलिस-वाला नहीं लगता है। कोई देखो तो सही।

The police-wala smiled and went away. It is these people who do at the small stations all this pilfering business, and we have to bear the burden of all this pilfering. There must be some planning to checkmate the evil activities of this staff, and that can only be done if proper recruitment is carried out at a proper level and the whole system is improved from top to bottom.

Suri Nambiar : How to improve ?

Shri U. M. Trivedi : We will discuss it when you and I sit down together.

Sardar Hukam Singh : Will that happen soon ?

Shri U. M. Trivedi : Yes, why not ?

Mr. Deputy-Speaker : There are still cut motions.

Shri U. M. Trivedi : I have given notice of 49 cut motions.

Mr. Deputy-Speaker : I am reminding him.

Shri U. M. Trivedi : I will take one minute more. It is true that I have tabled a very great number of cut motions. I did not want to dwell too much upon it. I wish you well, I wish the Railway Minister with all his kindness and his kindhearted outlook will look into the affairs with greater firmness.

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas) : When I was hearing the story, I must say the story of the previous speaker, I was reminded of some lines of Shakespeare. Before I say these lines of Shakespeare I will say why I was reminded of these lines. It was said in this House : doubling of lines—for whom?—for Public, no, for the benefit of contractors.

Commode falling—where ?

On ground ?

No, on the masters.

Corruption in whom ?

In Officers ?

No, everywhere be it public or others.

Metre-gauge, broad-gauge and all others.

From where the remarks cometh ?

From facts

No, from confusion and wrath.

Because, I have heard these remarks, here, I am reminded of the lines of

[Shri Bhagwat Jha Azad] ·
Shakespeare :

"It is a tale told by an idiot
full of sound and fury, signifying
nothing."

Sir, had the matter been so bad in the Railways, everybody would have left travelling in the Railways.

Shri U. M. Trivedi : And become idiots ?

Shri Bhagwat Jha Azad : Probably, if it had been so, they would have been idiots.

Because it is not so and I agree with some of the remarks—probably I am the worst critic of the Railway Ministry—but I cannot go to the hyperboles and superlatives in which some of my hon. friends are experts.

What I feel is this. It is really age group in which I live, age group of optimism; others are crossing into age group of passion. That is why there are these two approaches, of seeing everything in the whole world, from the Railway Ministry down to the commode. For them everything is wrong.

What I feel is that the Railway Budget is a Budget of praise. Even the hon. Member who said : Wish you well, has said so. That is the real feeling. Therefore, everybody in this House, barring a few who must be superhuman or otherwise, everybody feels that the Railway Ministry must be congratulated for all the nice things in the Budget and the surplus of 22 and odd crores, at the end of the First Five-Year Plan. I feel that this is a Budget which gives us courage and boldness, boldness to go with confidence to another Five-Year Plan in which we wish to fulfil many things which we have not been able to fulfil in the First Five-Year Plan. It is most encouraging that we get encouraging traffic in both goods and passenger traffic which in turn will bring us more and more revenue and this more and more revenue we will be able to divert to our development projects.

I feel that in the Second Five-Year Plan, due to the implementation of many of our projects, we will have more and more necessity of traffic and, therefore, if the Railway Ministry is able to meet those increasing traffic demands in the Second Five-Year Plan, certainly what rosy picture we have. We should have a doubly rosy picture and it must be doubly shining in the Second Five-Year Plan. The most creditable achievement of the Railway Ministry is

the implementation of the First Five-Year Plan in a great way. As the hon. Railway Minister very rightly said, our main problem, the entire objective in the First Five-Year Plan was to rehabilitate the assets which were falling far short for the last two decades when somebody else was running the railways for purely other purposes—not for the purposes of the good of this country. Secondly, there was a great demand for the restoration of the dismantled lines, lines which were dismantled to switch off the resources from India to the Middle East war theatres or other places by the then rulers.

Thirdly, the objective was to increase amenities to passengers which were much curtailed during the war years; and fourthly—and not the least one—it was the welfare of our friends and staff who are working so hardly to meet the demands of traffic.

These were the four objectives with which we were charged—or rather the Railway Ministry was called upon to fulfil—in the First Five-Year Plan within a very short period. We can say with pride and to our great amazement and surprise mixed with pleasure that we have been successful to a great extent. My friend may not be ready to agree with me on this. The difference is this. He thinks that on all occasions, whether he is right or wrong, I must agree with him. That is the difficulty.

Mr. Nambiar has been a scarce bird in this session—I would not say for doing mischief in this House—now that he is here he must say what progress has been made on the Railways. He is finding so much time for other things but he must see things now.

Shri Nambiar : I travel for three days in the train to come here and I therefore, know the progress in the Railways.

Shri Bhagwat Jha Azad : I say the whole allotment of Rs. 400 crores in the First Five-Year Plan has not only been spent but another Rs. 32 crores has been spent by the Railway Ministry. A major portion of the allotment for the replacement of rolling stock has been spent—which is essential to rehabilitate the assets. We feel with great pleasure that all the demands for restoring the dismantled lines have been completely met; not only that; it has gone a step

further and they are constructing 12 new lines. Unfortunately—my line is not one of them. But, I feel that there has been great achievement.

The greatest achievement is the Chittaranjan. Now, a farmer standing in his field can say with pride: "Here is the fertiliser produced in my own country brought by locomotives manufactured in my own country to my door, to redouble my efforts in making the country self-sufficient." So, the locomotive is ours; these compartments are ours; the Sindri fertiliser is ours; we were importing up till now. Thereby we can reasonably look with pride—others may not; it is their habit; it is a chronic disease; I wish we had some invention, some penicillin or some mycine to cure them of their diseases—but I certainly feel that these things can be looked upon with pride and we can reasonably feel that in the Second Five-Year Plan we can go with double speed and double everything.

Coming to the Second Five-Year Plan, I feel somewhat distressed. The Railway Ministry had planned to construct about 3,000 miles of new lines in the country and had originally estimated a budget of 1,480 crores for the Plan period. Thereby they wanted to increase by 15 per cent. passenger traffic and to alleviate overcrowding by 15 per cent. That is what the Railway Ministry expected and it has given an indication in the Railway Budget. The Railway Minister also said that it will be possible for the Railway Ministry to carry a further 60 million tons of goods traffic—barring the 120 millions in the First Five-Year Plan. I do not think it is an ambitious plan; it is a just plan. I personally feel that in the first Five-Year Plan we have not been able to meet the traffic demands—the increased demands due to the First Plan. But, because of the success we have achieved, I am sure in the second Plan they would increase. But, with the reduced allotment given to the Railway Ministry by the Planning Commission, it will be very difficult for the Railway Ministry to meet the increasing demand in the country either for passenger traffic or for goods traffic. I cannot blame the Planning Commission. I know there are a hundred and one necessities to be supplemented, complemented and adjusted. Nonetheless I feel, and I fear, that if we are not going to reasonably allot amounts to the Railway Ministry according to its original estimate of Rs. 1,480 crores, it will be difficult for the Second

Five-Year Plan to make smooth advances or be able to meet all the bottlenecks in the country in its first year, or second year or even in the third year.

5 F.M.

Leaving aside the amenities for passengers and more coaches for them, what is the position about the goods that will arrive out of the Second Five-Year Plan? Therefore, this cut to Rs. 1,125 crores and also the amount of Rs. 375 crores to be met by the Railways out of its own revenue are indeed very difficult for the Railways. In this connection I want to voice, if not my protest, my remarks that it is not the right thing to be done because I feel that when there is going to be an amount of about Rs. 4,800 crores allotted for the public sector and some thousands crores for the private sector, thereby doubling our efforts, Railway Ministry will fail to meet the increasing demands of the country. Therefore, some way must be found out to supplement its allotment of Rs. 1,125 crores and it must come to Rs. 1,480 crores, not less than that. I suppose the Planning Commission will find its way to do this, because they have given a hope to the Railway Ministry that they will review the things in due course.

I cannot forget in this connection that it is very essential that new lines must be constructed in the country. The Railway Minister has been good enough to assure us that 3,000 miles of survey will be taken up. The moment more and more funds are available, these lines will be constructed. After these four years so many hopes and aspirations have been raised in the minds of the public in the different areas for new lines. You cannot judge the necessity of the construction of new lines only from the point of view of revenue. There are backward areas in the country which have got every claim over you. They also must be given sufficient attention. I belong to a land—Santal Parganas—which is mostly populated by Santals and Paharias. I can tell you that the people there have not even seen a railway and I do not feel proud of it nor will the Railway Minister. But the question is that there are not even roads, good roads in the area to which I belong and in case of a necessity to preserve law and order there and that too, say, in a rainy season the Government help cannot reach there even after five days. It is for such areas that for the last four years I have re-

[Shri Bhagwat Jha Azad]

quested the Railway Minister for help—not because it is my constituency but because it is such a backward area where the Santals and Paharias have not yet seen the light of civilisation, have not yet known what are the facilities or amenities of the modern days. If I ask them what freedom is, they will say “I do not know it; you know it because you are a Member of Parliament.” In such areas it is essential that we must bring the people there in contact with civilisation and show them what we are doing outside. It is therefore very necessary and essential that the construction of Perpainti-Godda line should be undertaken; also other lines Godda to Deoghar via Dumka must be taken in hand. The Planning Commission should review the allotment made to the Railways for the Second Five-Year Plan. I urge that the funds must be given for the construction of the lines, not merely to survey them. The Railway Minister has given us hopes for these four years and we have been raising this question in the House all these years and it has been very sympathetically considered by the Railway Minister. But at the last hour in this Budget, when there is this announcement that so much will be cut and only such and such lines are to be constructed; it is a bolt coming from the blue, I mean this cut. Nonetheless I am sure that the Railway Minister is taking this with courage and has given us the hope.

I feel that even in goods traffic there will be a shortfall in the Second Five-Year Plan. If the original estimate is not restored by the Planning Commission, there will be a good many bottlenecks hampering the economic development of the country. My apprehensions are that the Railways will not be able to meet the demands of the Second Five-Year Plan.

I need not say much about the new freight charges, which have been welcomed. I support the surcharge of one anna and I say we should go a bit more because we have to develop the country. Of course, in the General Budget we have imposed some taxes—though this has been done most reluctantly by the Finance Minister and most grudgingly we have welcomed them. Similarly in the Railway Budget we welcome this surcharge. I go further and say that we should go a step further and make one anna into two annas. Trade and commerce are a vital part in the economy of the country. Nonetheless they have

got a role to play in the country and that role is that they must contribute out of their pockets something for the general development of the country—for the amenities of passengers and for construction of new lines.

I must say that the Railway Minister has given us a hint that he will explore the possibility of giving a share to workers in the management. That is a very important part which I wish to emphasise. Now we are committed to the set-up of a socialist pattern of society in this country and we have proceeded with the question of nationalisation—we have nationalised the Imperial Bank and we are now nationalising insurance and widening the public sector. As compared to the First Five-Year Plan, there are various industries in the Second Five-Year Plan in which we are proceeding towards the socialist pattern of society. I must say that it is a pride and privilege to the national undertaking of the country to give a share to the workers in the management of the country and I am sure that experiment will succeed. I was just reading an article by the Ambassador of Yugoslavia in which it is stated that they have very nicely given a hand to the workers in administration and management of the various industrial undertakings in that country. I hope the Railway Minister will take courage in both hands and give a fair trial to this experiment, and I am sure with the backing of public opinion in this country for giving a share to the workers in the management, the Railway Minister will succeed and succeed.

I should not forget about one point and that is the challenge offered to the Railway Ministry. There has been lawlessness in the country and there has been complete lawlessness on the railways too. As the Minister himself admitted, there is corruption, and there are so many things. After the big document which had been submitted by the Anti-corruption Committee, most of its recommendations had been implemented. We are pleased to hear that. But there is still one thing. Wherever you go, first class or second class, the ticket collectors say that they cannot demand tickets from the passengers, that they are afraid that they will be beaten and thrown out of the window. The Government must take up the challenge of these rowdy students. I am sorry I belonged to these students for I was their President for a period of 1½ years or so. But I feel that we must accept the challenge and make arrangements to see that ticketless tra-

velling stops completely. Now this type of people are found in all parts of the country, and if the country is to make progress, this lawlessness must be put an end to. Excuse me if I say that the Railway Ministry is giving a fillip to the indiscipline in the country by allowing ticketless travellers in trains. This is not only in my State of Bihar, but it is happening in other places as well. I urge that we must meet the challenge. We must strengthen the checking staff on the Railways.

With these words I support this Budget. The Railway Minister can look with pride at what has been achieved in the First Five-Year Plan and enter the Second Five-Year Plan with confidence.

श्रीमती कमलेन्दु मति शाह (जिला गढ़वाल—पश्चिम व जिला टिहरी गढ़वाल व जिला बिजनौर उत्तर) : उपाध्यक्ष महोदय, आप ने मुझे समय दिया इसके लिये मैं आप की आभारी हूँ। मंत्री महोदय से मुझे यह कहना है कि रेल यात्रियों के भाड़े में वृद्धि न कर के यात्रियों को अधिकाधिक सुविधायें प्रदान करने का आश्वासन दे कर आप ने बहुत सराहनीय कार्य किया है और इसके लिये आप को मेरी बधाई है।

रेलों में हिन्दी का प्रयोग करने और बढ़ाने तथा भविष्य में रेलों में चलचित्र और रेडियो संगीत इत्यादि के प्रबन्ध का आश्वासन भी सराहनीय है।

मेरा तीसरा सविनय सुझाव है कि छात्रों के लिये गर्मी की छुट्टियों में वापसी टिकट की सुविधा दी जाये। इस से बड़ी अच्छी बात यह होगी कि दूर-दूर पढ़ने वाले छात्र भी अपने घर आ सकेंगे।

लम्बी यात्रा करने वालों के लिये रात में सोने की सुविधा की व्यवस्था और व्यापक होनी चाहिये। अर्थात् जो यात्री ६ बजे रात से ५ बजे सुबह तक यात्रा करते हैं उन व्यक्तियों के लिये सोने की व्यवस्था अवश्य होनी चाहिये। मैंने पाया है कि जनता मेल में दिल्ली से मैसूर जाते समय तीन दिन का सफर होने पर भी सोने का प्रबन्ध नहीं है जब कि अन्य गाड़ियों में कुछ ही घंटों का सफर करने वालों के लिये यह सुविधा है।

मेरा पांचवा निवेदन यह है कि रेलवे कर्मचारियों के व्यवहार पर कुछ अंकुश अवश्य लगाना चाहिये। वे प्रायः यात्रियों को बता देते हैं कि स्थान नहीं है जब कि स्थान की कमी

नहीं रहती। मैं आप को इसका एक उदाहरण देना चाहती हूँ। अभी कुछ दिन की ही बात है कि मद्रास स्टेशन के इन्व्वायरी दफ्तर में सुबह के समय एक यात्री अपनी बर्थ रिजर्व कराने गया तो उसे बताया गया कि अभी समय नहीं है, दिन में आना। दोपर में फिर आया तो कहा गया कि अभी भी जगह नहीं है शाम को आना। शाम को जब वह फिर आया तो टिकट काउंटर पर पूछने पर बताया गया कि तुम रिजर्वेशन काउंटर पर जाओ। वहां से एक टिकट ० सी० ने उसे एक लड़की के पास भेजा कि उस के पास चार्ट है, वहां जा कर पूछो। लड़की ने कहा कि अभी चार्ट भर कर मेरे पास नहीं आया है। इस तरह जब उसको जगह जगह भटकना पड़ा तो आखिरकार यात्री ने दिक हो कर प्लेटफार्म पर जा कर देखा। वहां उसको बहुत कम्पाटमेंट खाली दिखाई पड़े। उस ने स्टेशन मास्टर को बुलाया और सब किस्सा कह कर अपने वास्ते सीट रिजर्व कराई। इसी प्रकार एक हमारी संसद सदस्या का भी अनुभव है। एक जगह जाते समय जब उन्होंने अपनी सीट रिजर्व करवाना चाही तो कहा गया कि कोई स्थान नहीं है। परन्तु जब वह एक कम्पाटमेंट में जाकर बैठ ही गई तो वहां कोई नहीं आया और बे अकेली रह गई। यहां तक कि डर के मारे रात भर सो भी नहीं सकीं। इस प्रकार से यहां होता आ रहा है।

अपना एक यह अनुभव भी जो मैं आपको पहले बता चुकी हूँ। मैं ने स्वयम् देखा कि एक रेलवे कर्मचारी ने एक स्त्री को लाठी से पीटा क्योंकि वह औरत गलत दरवाजे से बाहर जा रही थी और उस कर्मचारी का नाम तथा स्थान विवरण के साथ मैं ने मंत्री महोदय को पहले ही दे दिया था। इस लिये यदि ऐसी बातों पर भी ध्यान दिया जाये और यह बातें न हों तो बहुत ही उत्तम होगा।

रेलवे के महकमे में भ्रष्टाचार किस कारण से होता है, इसका कारण और उपाय ढूंढना चाहिये। अगर यह वेतन की कमी से है, अगर इस कारण से रेलवे कर्मचारी दुखी है, तो उसको बढ़ाना भी हमारा कर्तव्य है। उनकी सभी कमियों को देखना हमारा कर्तव्य है।

मेरा एक और निवेदन है कि थोड़े समय की यात्रा में भी स्त्रियों को अलग अलग स्थान मिलना चाहिये। जब स्त्रियां हों तो स्टेशन मास्टर को देखना चाहिये कि शराबियों के साथ उन को न बिठाया जाये।

[श्रीमती कमलेन्दु मति शाह]

ट्रेनों में पहले और दूसरे क्लास के गुसलखानों में भी हिन्दुस्तानी सीट लगानी चाहिये क्योंकि अब तो हमें अंग्रेजी ढंग को छोड़ना ही चाहिये। अंग्रेजी ढंग की सीटों को कोई भी उचित ढंग से उपयोग भी नहीं करता जिस से केवल गन्दगी ही बढ़ती है।

रेलों में प्रायः लैम्पों के बल्बों की चोरी हो जाया करती है। उस को बचाने के लिये मेरा यह सुझाव है कि ढक्कन को कुछ इस तरह का बनाया चाहिये जिस से केवल रेलवे कर्मचारी ही उस को खोल सकें, और कोई न खोल सके।

अन्त में मैं मंत्री महोदय के सामने अपनी पुरानी मांगे फिर दोहराये देती हूँ। मेरी मांग है कि जब और स्थानों में रोप वे आदि का प्रबन्ध किया जा रहा है, तो जैसा मैंने पारसाल भी निवेदन किया था, ऋषिकेश से रुद्र प्रयाग तक ८२ मील लम्बी रेलवे लाइन लगवाई जाये। मैं आशा करती हूँ कि द्वितीय पंचवर्षीय योजना में इस रेलवे लाइन को शामिल किया जायेगा। उसमें मेरा फायदा भी है क्योंकि जो सारी जनता का फायदा है वह मेरा फायदा भी है। साथ ही इस से यह होगा कि सरकार की भी आमदनी होगी और आमदनी बढ़ने के साथ साथ यात्रियों को भी बहुत सुविधा हो जायेगी। इस लिये यह आप के बहुत ही ध्यान देने योग्य सुझाव है।

पिछले जेठ में मैं यात्रियों के साथ गंगोत्री और जमनोत्री लाइन देखने गई थी। वह रास्ता बहुत बुरी हालत में था और यात्रियों को बड़ा कष्ट होता था। उन को डेढ़ डेढ़ फीट उंचे पत्थरों पर सीढ़ियों की तरह से चढ़ना पड़ता था। स्थान स्थान पर सड़क टूटी हुई थी। इस लिये गंगोत्री और जमनोत्री की सड़क का बनना भी बहुत जरूरी है। अन्त में यह कहना चाहती हूँ कि कहीं कहीं रेलवे में भोजन व्यवस्था में जो फर्क किया गया है, अर्थात् सरकार ने जो उन्नति की है वह बहुत अच्छी तरह से चल रही है और आशा है कि भविष्य में यात्रियों को और भी अच्छा भोजन मिलेगा।

सेठ अचल सिंह (जिला आगरा—पश्चिम) : उपाध्यक्ष महोदय, आपने मुझे जो समय दिया, उस के वास्ते मैं आप को धन्यवाद देता हूँ। आज कल की दुनिया में रेल की व्यवस्था बड़ा महत्व रखती है और हमारे देश की जो अर्थ व्यवस्था हो रही है उसको सुधारने के वास्ते रेलवे की सुविधा अगर न हो तो उस में काफी

प्रगति नहीं हो सकती है, इस लिये रेलवे के साधन को सुधारने का विषय बहुत महत्वपूर्ण है।

हमारे मंत्री जी ने जो रेलवे बजट हमारे सामने पेश किया है उस से मालूम होता है कि इस डिपार्टमेंट में इस विषय में काफी प्रगति हुई है। फिगर्स अर्थात् आंकड़ों से मालूम होता है कि सन् १९५४-५५ में हमारी ग्रास इनकम २८६ करोड़ के लगभग थी, सन् १९५५-५६ में वह ३१४ करोड़ हो गई और सन् १९५६-५७ में ४४५ करोड़ का अन्दाजा रक्खा गया है। इस से यह बात बिल्कुल जाहिर है कि रेलवे डिपार्टमेंट दिन व दिन तरक्की करता जाता है। यह बहुत महत्व की चीज है।

हम को जो लिटरैचर मिला है, उस में मंत्री महोदय ने पैसंजर एग्जिनेटिज के बारे में काफी बातें बताई हैं और मेरे विचार से वह ठीक भी है। हमारे कुछ पूर्व वक्ताओं ने इस डिपार्टमेंट को जो कमियाँ थीं उन के बारे में कहा, लेकिन जो सुविधायें मिली हैं उनके बारे में एक शब्द भी नहीं कहा। ठीक भी है, जो यहां के मेम्बर हैं उन का फर्ज है कि जो भी कमियाँ हों उन को बतायें। लेकिन साथ ही साथ हमें यह भी कहना चाहिये कि रेलवे ने जो प्रगति की है वह आश्चर्यजनक है। हमारे देश में खास तौर से आज से कई वर्ष पहले से रेलों में जो खाराबियाँ थीं वह अब दिन ब दिन दूर होती जाती हैं। जब हम इस डिपार्टमेंट की प्रगति की और देखते हैं तो पाते हैं कि रश में काफी कमी हुई है और दूसरी प्रकार की सुविधायें दी गई हैं। बहुत से स्टेशनों पर जहां कि कोई शोड तक नहीं था और मुसाफिरों को गर्मी व बरसात के दिनों में बहुत तकलीफ सहन करनी पड़ती थी वहां बीसों स्टेशनों पर शोड तैयार किये गये हैं और पीने के वास्ते ठंडे पानी की सुविधा दी गई है। पाखानों की, बाथ रूम की और दूसरी तरह की सुविधायें जितनी भी हो सकती हैं वह पैसेन्जर्स को दी जा रही है। गाड़ियों में जो पहले रश हुआ करता था उस के वास्ते १३२ नई पैसेन्जर ट्रेनें जारी की गई हैं, १०५ ट्रेनें एक्स्टेंड की गई हैं। इस से बहुत कुछ रश कम हो गया है, तब भी अभी कुछ गाड़ियों में रश होता है, उस की व्यवस्था होना आवश्यक है।

फर्स्ट फाइव इअर प्लेन में ४३२ करोड़ रुपया खर्च किया गया है, जिस में २६८ करोड़ रुपया से लोकोमोटिव, कोचेज और वगैर वगैरह बने हैं। करीब १,५६० इंजन आये हैं, ६,६३७

कोचेज और ६,१७३ बैगन्स आये हैं। इस से अभी हमारी कमी पूरी नहीं हुई है, अभी हमें कुछ और भी ज्यादा की जरूरत है।

चितरंजन लोकोमोटिव वर्कशॉप में जो इंजिन तैयार किये गये हैं वे हमारे टारजेट से ज्यादा हैं। मैं चाहता हूँ कि हमको ऐसी कोशिश करनी चाहिए कि हम अपने ही देश में अपनी आवश्यकता के लिए सारे इंजिन, कोचेज और बैगन्स तैयार कर लिया करें और हमको बाहर से ये न मंगाने पड़े।

दूसरे पांच वर्षों के लिये १,१२५ करोड़ रुपया रखा गया है। इस साल भी कई नई लाइनें खोलने का विचार है और काफी रोलिंग स्टाफ बढ़ाने का भी विचार है और हर प्रकार से सुविधा देने का विचार हो रहा है।

मुझे कुछ फिगर्स देखकर ताज्जुब हुआ। हैदराबाद में १५६ क्लेम हुए और उनमें ४,२५,८२४ रुपया देना पड़ा जब कि और लाइनों में बहुत कम क्लेम हुए और बहुत कम रुपया दिया गया है।

हमारे यहां रेलवेज में काफी एक्सीडेंट हुए हैं। तीन तो बड़े जोरों के हुए जिन में से एक में ११ आदमी मरे, दसरे में ३६ और तीसरे में चार। पहले एक्सीडेंट में ३४ आदमी घायल हुए, दसरे में ८७ और तीसरे में १८। इन एक्सीडेंटों को रोकने की बड़ी आवश्यकता है। यह मैं मानता हूँ कि हमारे यहां विदेशों के मुकाबले में बहुत कम एक्सीडेंट होते हैं। लेकिन फिर भी इस बात की कोशिश की जानी चाहिए कि ये जो एक्सीडेंट स्टाफ की लापरवाही से हो जाते हैं ये बन्द हों क्योंकि इनमें जान और माल का बड़ा नुकसान होता है।

इसके बाद मैं टिकटलैस ट्रेवलिंग पर आता हूँ। पिछले साल कुल ७५,८६,८०८ यात्री बिना टिकट यात्रा करते पकड़े गये और उनसे १,४५,७५,५०७ रुपये वसूल किये गये। अभी मेरे एक साथी ने कहा था कि बहुत ज्यादा लोग बिना टिकट यात्रा करते हैं लेकिन मेरा ख्याल है यह संख्या बहुत कम हो गयी है। लेकिन इसकी ओर पूरा ध्यान दिया जाना चाहिये और इसको बिल्कुल बन्द कर देना चाहिये।

एक बात में मीटर गेज और ब्राड गेज के प्रबन्ध के बारे में कहना चाहता हूँ। एक ओर जहाँ ब्राड गेज में सब प्रकार की सुविधायें दी जाती हैं वहाँ दूसरी ओर मीटर गेज में हर प्रकार की असुविधायें और दिक्कतें होती हैं। मैं तो कहूँगा कि अगर ब्राड गेज में १०० प्रतिशत

सुविधायें मिलती हैं तो मीटर गेज में ५० प्रतिशत ही मिलती हैं। इन खराबियों से यात्रियों को बड़ी परेशानी होती है। पंखे नहीं चलते, पानी नहीं मिलता, सफाई नहीं होती, छोटी लाइन में हर तरह की असुविधायें हैं। मैं नहीं समझता कि जब दोनों मीटर गेज और ब्राड गेज एक ही मिनिस्टर के आधीन हैं और एक ही स्टाफ काम करता है तब इस फर्क का क्या कारण है। मैं चाहूँगा कि इस ओर पूरा ध्यान दिया जाये और मीटर गेज के प्रबन्ध में जो कमियाँ हैं उनको दूर किया जाये।

आगरा एक ऐसा स्थान है जहाँ प्रतिवर्ष विदेशों से हजारों टूरिस्ट आते हैं और देश के विभिन्न भागों से लाखों टूरिस्ट आते हैं। यह खुशी की बात है कि आगरा में कैंट स्टेशन में काफी तरक्की हो रही है और राजामंडी का नया स्टेशन बन रहा है। लेकिन मेरा एक सुझाव यह है कि राजामंडी के स्टेशन में मीटर गेज लाइन भी रखी जाये क्योंकि ऐसा करने से यह एक सेंट्रल स्टेशन का काम दे सकेगा। अगर जमीन कम हो तो और जमीन लेकर इस कमी को पूरा कर लिया जाये तो इससे बहुत बड़ा लाभ हो सकता है।

दूसरी बात मुझे यह कहनी है कि हमारे यहां आगरा में हर साल विदेशों से बहुत बड़ी मात्रा में टूरिस्ट आते हैं पर वहाँ पर कोई अच्छा होटल नहीं है। मेरा सुझाव है कि जिस तरह से रेलवे विभाग औरंगाबाद में एक अच्छा होटल खोलने का विचार कर रहा है उसी प्रकार आगरा में भी एक डीसैंट होटल खोला जाये। इससे टूरिस्टों को भी बहुत सुविधा होगी और आमदनी भी काफी हो सकती है।

मैं स्टेशनों पर देखता हूँ कि जब टिकट बंटते हैं तो स्त्रियों को टिकट लेने में बहुत असुविधा होती है। मेरा सुझाव है कि हर स्टेशन पर टिकट बांटने के लिए दो बिडोज़ होनी चाहिये ताकि एक से मर्द टिकट लें और दूसरे से औरतें आसानी से टिकट ले सकें।

आगरा से दिल्ली तक के रास्ते में कुछ दूर तक तो डबल लाइन है पर कोसी से आगे नहीं है। इसका नतीजा यह होता है कि रेलें लैट हो जाती हैं। अगर सारे रास्ते में डबल लाइन बना दी जाये तो बहुत सुविधा हो सकती है।

मेरा एक सुझाव यह है कि जिस तरह से रेलवे में माल ग्रोनर्स रिस्क और रेलवे रिस्क पर भेजा जाता है उसी तरह की स्कीम यात्रियों के लिए भी चालू की जाये, यानी जो यात्री चाहें

[सेठ अचल सिंह]

वे अपने को यात्रा करने से पहले इन्शोर करा सकें। ऐसा करने से एक्सीडेंट होने पर उनको उचित मुआवजा मिल सकता है। इस स्कीम पर भी गौर करने की आवश्यकता है।

अकसर रेलवे में चोरियाँ होती हैं, माल की भी और कोयले की भी। यह खुशी की बात है कि इसमें कुछ कमी हो रही है। लेकिन अभी चोरियाँ बन्द नहीं हुई हैं। मैं आशा करता हूँ कि मंत्री महोदय का ध्यान इस ओर जायेगा और वे उसको रोकने का प्रबन्ध करेंगे।

मैंने पिछले बजट में मंत्री महोदय का इस ओर ध्यान दिलाया था कि आगरे के पास एक गजनैर का रेलवे क्रासिंग है जो कि २४ घंटे में करीब करीब २२ घंटे बन्द रहता है और इससे बड़ा ट्रैफिक रुका रहता है और लोगों को बड़ी असुविधा होती है। अगर यहाँ पर अंडर ग्राउंड या ओवर हैड ब्रिज बन जाये तो उससे बहुत आसानी हो सकती है। मैं इस सम्बन्ध में पिछले कई वर्षों से कोशिश कर रहा हूँ पर अभी तक कोई नतीजा नहीं निकला। आशा है कि मंत्री महोदय इस ओर अवश्य ध्यान देंगे।

इसी तरह से मैं यह कहना चाहता हूँ कि दिल्ली से आगरे जाने के रास्ते में सात रेलवे क्रासिंग पड़ते हैं जिन पर आने जाने वालों को घंटे आध आध घंटे रुके रहना पड़ता है। इससे लोगों को बड़ी परेशानी होती है और उनका बहुत समय नष्ट होता है। अगर इन स्थानों पर ओवर ब्रिज या अंडर ब्रिज बना दिये जायें तो काफी सुविधा मिल सकती है।

Mr. Deputy-Speaker : The hon. Member must reserve some. There are a number of suggestions and the Railway is long. Other hon. Members must have an opportunity.

सेठ अचल सिंह : पिछले दो तीन वर्षों में....

Mr. Deputy-Speaker : I rang the bell thrice.

१५ मिनट पूरे हो गये।

सेठ अचल सिंह : आगरे से हजारों यात्री महाबीर जी और कैला देवी को जाते हैं। ऐसी कोई ट्रेन नहीं जिससे ये लोग आगरे से सीधे जा सकते हों। मुसाफिरों को कई कई घंटे पड़ा रहना पड़ता है। मैं दो तीन साल से कोशिश कर रहा हूँ कि कोई थ्रू ट्रेन जारी हो जाये लेकिन अभी तक इसमें कई प्रगति नहीं हुई है। आशा है मंत्री महोदय इस ओर ध्यान देंगे।

जो बजट हमारे सामने है उसका मैं स्वागत करता हूँ। यथार्थ में यह बहुत प्रशंसनीय बजट है यों ऐब निकालने के लिये तो अच्छी से अच्छी चीज में भी ऐब निकाले जा सकते हैं लेकिन ग्रीन दी होल वजट बहुत सैटिसफैक्टरी है और इसलिये मैं इसका स्वागत करता हूँ।

Shri D. C. Sharma : I think there has been a chorus of voices congratulating the Railway Minister on the Budget that he has presented before the House.

An Hon. Member : Join yours.

Shri D. C. Sharma : I also join in that for the simple reason that the Railways are the common man's enterprise in India. They are being administered by a gentleman who ably represents the common man.

It has been said that the Railway Minister is the supreme artist in window display. I am glad to hear that, because the window is important.

Mr. Deputy-Speaker : You may start the window tomorrow.

5.30 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Tuesday the 6th March 1956.