

**Mr. Deputy-Speaker:** If only the hon. Minister says that, there may be possibly reconsideration, there may be a conflagration. Let it be set at rest.

#### MESSAGE FROM THE PRESIDENT

**Mr. Deputy-Speaker:** I have received the following Message from the President:

"I have received with great satisfaction the expression of thanks by the Members of the House of the People for the Address I delivered to both the Houses of Parliament assembled together on the 11th February, 1953."

#### LEAVE OF ABSENCE

**Mr. Deputy-Speaker:** I have to inform hon. Members that I have received the following letter from Shri Shantilal Girdharlal Parikh:

"I am suffering from heart trouble since 8th February, 1953, and am completely confined to bed. I have been also advised by my physician that I should take complete rest up to at least March 15th. Under the circumstances I trust you will please grant me leave up to the 15th March, 1953 and oblige."

Is it the pleasure of the House that permission be granted to Shri Shantilal Girdharlal Parikh for remaining absent from all the meetings of the House up to the 15th March, 1953.

Leave was granted.

**Mr. Deputy-Speaker:** I am bringing up even this matter of short absence to the notice of the House, so that they might be intimated with the cause of absence, but if the House is of opinion that the Speaker may exercise his discretion and grant leave in case of such short absences—of course, it is not going to disqualify him though he wants to intimate to the House—I need not trouble the House by bringing up such matters.

**Hon. Members:** Yes.

**The Minister of Food and Agriculture (Shri Kidwai):** Except in the case of marriages!

#### RAILWAYS BUDGET GENERAL DISCUSSION

**Mr. Deputy-Speaker:** The House will now proceed with the general discussion of the Railway Budget. Before the discussion commences, I have to announce to the House that I fix the maximum time-limit for speeches as 15 minutes for each hon. Member excepting the hon. Minister of Railways for whom 45 minutes or more will be allowed, if necessary. As regards spokesmen of particular groups are concerned, I am prepared to allow them 20 minutes each, but the total time allowed—whether it be for the spokesmen or any other Members—must be within the limit of time allotted to each group.

**Shri Frank Anthony (Nominated—Anglo-Indians):** In opening this debate on the Railway Budget, I wish, first of all, to pay a tribute to the late Shri Gopaldaswami Ayyangar. I knew him for many years before he became a member of the Cabinet. When he was Railway Minister, I was in constant touch with him. There is a fairly wide-spread fallacy today, particularly among neophyte Ministers and Deputy-Ministers, that to be a good administrator, one has to be stern and unfeeling. Shri Gopaldaswami Ayyangar was, in my opinion, not only a good administrator, but a great administrator. And I think he proved that a real administrator is a person who approaches his problems with a human and warm approach. He was an administrator of long standing, but he was not in any sense a bureaucrat. It was refreshing to see the way in which he cut through red tape. He never hesitated to revise the decisions of General Managers, or even of his own colleague, Shri Santhanam. No case that was brought to his notice was not dealt with by him. He found time—and I am commending this practice to the Railway Ministry—to deal with every case that was brought to his notice. The case of the humblest railwayman received his immediate and personal attention. The country will be poorer for his passing away.

I now come to the Railway Budget and to the Minister's speech. After I read the budget and analysed the speech, my reaction—and frankly I am sorry that the Railway Minister is not here—was a reaction of gloom. It was almost a sense of foreboding. The Minister's speech has been variously described as being objective, as being non-controversial, as being factual. The great defect that I found with it was that it was not factual, but that it was peculiarly objective in that it painted an unduly rosy

picture. I consider the Railway Minister's speech dangerous—dangerous to the Railway Ministry and dangerous to the country because it is likely to inspire a false sense of..... (Interruption). What is the good of my friends saying "Ha, ha". Let me develop my argument.

As I have said, it is dangerous because it has already induced a false sense of complacency among my friends. That is the great danger—a false sense of security, a false sense of complacency, allowing my friends dangerously to delude themselves.

Let me refer first to the Rs. 80 crore allocation in respect of the Five Year Plan. I am not going to elaborate this theme, but may I say here categorically that I consider this allocation as completely inadequate. The Railway Minister has already drawn attention to the tremendous leeway that we have to make up in the matter of restoration of rolling stock. This Rs. 80 crore allocation is not only not going to allow us to keep pace with the other projects under the Five Year Plan; it is not going to allow us to touch the fringe of the restoration of our rolling stock. Then, what will happen? The wheels of our Five Year Plan will not move, or they may not move fully; they may move partially. And from where are we going to find—if your Rs. nine crores surplus this year is any indication—the Rs. 300 crores that the Railways are expected to find? And unless we find Rs. 400 crores, as I said the Railways which are going to be the wheels on which the Five Year Plan is to move—the Railways are not going to move.

Let me underline this by a reference to the wagon position. Most of my friends here do not know much about Railway problems. Most of them know less than a little. It is not a reflection on them. They are not concerned with Railway problems. Let me underline what I am saying by a reference to the wagon and the goods traffic position. The Railway Minister has said that the arrears with regard to the wagon position are tremendous. He has also said that the buoyancy with regard to goods traffic has receded. My own interpretation is this—that the volume of goods traffic has not decreased, that the volume is there, but the demand for transit by railway wagons has decreased because of the acute shortage of wagons. Let me illustrate the position by a reference to the Northern Railway. I do not know whether my friends know anything about it. In the three divisions—Kanpur, Allahabad and Moradabad—the position is not too acute because there has been a certain release of

wagons in order to ensure the movement of coal. But your Delhi and Ferozepore divisions have been starved with regard to wagons. What is the position? I made enquiries a few days ago. In Delhi—I am told on good authority—that there is an accumulation of 8,000 wagon loads of stock awaiting transhipment. That is the position today. This is the position both in Delhi and Ferozepore.

Take the position of "smalls". I do not know whether my friends understand what "smalls" are. "Smalls" are traffic which do not occupy a full wagon. Your "smalls" traffic has been almost completely diverted from the Railways. Why? Because it takes 20 days to tranship smalls from Delhi to Amritsar. Who is going to wait for 20 days? All that traffic is being diverted to the roads. If we are not going to make an increased allocation, and even partially restore this tremendous leeway, we are not going to develop our railways under the Five Year Plan. I am sorry again that the Railway Minister is not here.

**An Hon. Member:** His Deputy is here.

**Shri Frank Anthony:** But I do not think he will accept the sins of his superior colleague.

I was deeply disappointed because the Minister has glossed over any real reference to the consequences of integration of the country's railways into six zones. He has glossed over it by merely saying that he is watching the position carefully. I would have felt glad if he had taken the House into his confidence and told us: "These are the defects; these are the ways in which we are effecting economy; this is where we are falling down on our job." Since he has not told us anything, let me tell the House my own experience. I have a not negligible experience and I have a very far-flung constituency in this country: I do not only travel from town to town, but I travel from Railway centre to Railway centre—Dornakal, Kazipet, Madura, Viluppuram, all these places and many more have been visited by me—and what has been my experience? So far as the Central Railway is concerned, I find there has not been undue dislocation because in the Central Railway there has been perhaps the integration of fairly homogeneous parts, notably the Nizam's State Railway. Can you say the same about the Southern Railway? I hope the Railway Minister will not repudiate this, and if he does that he will give us some basis for repudiating it. I say this categorically that while on the Central Railway there is not much

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dislocation, the Southern Railway is an absolute shambles, working under absolutely chaotic conditions. And I say this advisedly that your General Manager and his lieutenants do not know whether they are standing on their head or on their feet. I can get a reply sometimes from Lal Bahadur Shastri, usually from the other General Managers, but I can never get a reply, even in ten months, from the General Manager of the Southern Railway on the most burning grievances. In ten months—this is the record of your General Manager and his lieutenants—after ten reminders I get one reply. And I get a reply in a cryptic form that the matter is being attended to, and if I send another ten reminders, in another ten months, I get another cryptic reply. The whole thing is in shambles. Provident fund dues are not being paid, and arrears are not being paid. You have got a completely uncoordinated system of transfers. Today you are aware that there is an acute housing problem afflicting the railwaymen. But what is happening? When Shri Gopalaswami Ayyangar was there, he intervened over and over again to revise the decisions of his own son-in-law Ramabham; when at any particular station vacancies occur, somebody from 50 miles away is called there to fill up that vacancy and not given any quarters, the man in that station, and who can fill that vacancy are transferred 150 miles away from their place, to a place where they will not have any quarters. The whole thing is an absolute shambles. You have not begun to induce the semblance of any administrative cohesion on the Southern Railway and you are trying to over-reach yourself. Does my hon. friend there know how precipitately the pre-audit system has been introduced for the running staff? The running staff is supposed to be working on the basis of a shadow month. You calculate their salaries from the 18th to the 7th, and for the rest of the ten days, there is a shadow basis. If the man is sick, he is still considered to be on work. If he goes on leave, he is still given the ten days' full pay. Nobody knows what is being done on the Southern Railway today? The whole position is an absolute shambles.

My hon. friend Shri Lal Bahadur Shastri has referred to the appointment of a Committee with regard to the investigation of corruption. I can only deprecate this playing to the gallery,—it is nothing else—this emphasis on window-dressing the whole time, trying to get cheap popular

applause. If you appoint a Committee in respect of corruption, I say 'All right, probably it is necessary'. But if the Railway Minister or if the Railway Administration is really concerned with first things first, let them first appoint a Committee to investigate whether integration has effected economy and efficiency.

Let me give just one example from the Northern Railway. I am not pointing a finger at the General Manager. At least, Karnail Singh tries to attend to things personally. But what is the position generally? I am saying this to show that your Railway Administration today is completely top-heavy, that you have got more jobs for class I Officers, than you could find work for them. There is too little work and too many upper jobs. I shall just give you one example from the Northern Railways. The position may be much worse in other railways. On the former North-Western Railway, you had about 1,40,000 staff, and today you have got about 1,30,000 employees in the Northern Railway. On the North-Western Railway, there was one General Manager and two Deputies, who were managing with a smaller number of staff. But today there is one General Manager and three deputies, but as the highest deputy is not satisfied, he has to be made a senior deputy, getting Rs. 500 more. It is all right, if you have got only one extra senior deputy, but he has got five assistants extra, and it is the same story in every department. There is less staff, less route-mileage, but more class I posts, and more money being spent and wasted. Take for instance the personnel branch. When there were 1,40,000 staff, they were dealt with by two junior and two senior officers, but today there are three senior and five junior officers. And there is more and more chaos in the Northern Railway. Even five years after retirement, people have not got their provident fund dues. You appointed a Seniority Committee. One of the greatest curses of the Railways is that you keep men officiating year in and year out. You appointed this Seniority Committee in June, 1952 and you asked them to submit their report by December, 1952, but they come forward with a request for three months' extension, till March. And then when March comes forward, they ask for another six months' extension again, and meanwhile all promotions, all selections, all confirmations have been suspended, because some of your people want extra allowances on your

Seniority Committee, and so the time-limit is being extended from six to fifteen months. That is what has been happening. If the hon. Minister is really concerned to stop this rot in the administration, let him, long before he appoints a Committee to investigate corruption, appoint a Committee to investigate whether economy and efficiency today are being achieved. And let him be careful as to whom he appoints on this Committee.

Then, as regards the decision to do away with Class I travel. Here again, I can only compliment the hon. Minister on the motive of window-dressing. I cannot compliment him on his wisdom. These kinds of decisions have evoked in this House uninformed cheap applause. But let us analyse the position. This decision has been made in the name of moving towards a classless society. Who is going to be convinced by this argument? You are accentuating class divisions; instead of Class I, you have got a de-luxe method of travel, air-conditioned travel. So, abolishing Class I is just lip-service. The motive appears to be to make the rich richer and the poor poorer. The figures which have been placed before us have not been broken down specifically to show the receipts from 1st class passenger-traffic. But I sound this warning as I sounded it when reclassification of travel was being considered. The tragedy is every now and then we have been carrying to the Ministry some one with a particular fad and these fads cost a lot to the tax-payer. Do not at this stage tamper with your classes of travel. You will lose a considerable amount of money from your already-declining passenger traffic receipts. And what I am particularly concerned with here is the staff. Has the hon. Minister thought for a moment of what is going to happen to the railway staff? I am sorry that the members of the Railway Board are not here, but the Ministers usually become creatures of officialdom. That is what is happening. But what is going to happen to the railway staff in general? So far as the senior Class I Officers are concerned, because there will be no Class I, they will be upgraded to air-conditioned travel. But what will happen to the others? The junior officers will be down-graded to class II, and the senior subordinates, the lynchpins of your service, will be downgraded from second to third class travel. I cannot understand this complete perversion of priorities. You start your classless society and your classless travel, when you are ready for it. It will take you thirty years to achieve it. But why

interfere like this with the travelling conditions of the subordinate staff. Already you have taken away some of their privileges and they are frustrated; they will only become bitter when you take away their little present privileges of travelling. It is not the Class I people who will suffer, but it will be your subordinates who are going to suffer; and the Exchequer is also going to suffer.

I read not only with disappointment, but I read with a sense of shame the allocation with regard to staff quarters and amenities. The hon. Minister says different things in one and the same breath. He says that given time, they will be able to solve the problem. In another place, he says that he was pained to see the living conditions of the people, and in the same breath, he says that more allocation is being made for staff quarters and other amenities. I say that you are playing the fool with the problem, you are trifling with it. Does the hon. Deputy Minister know what the position is in Delhi itself? In Delhi, my own estimate is that you require 10,000 quarters, but we find that your estimate for the whole of India is only 8,000. You give them sub-human conditions of living, and you are asking your staff to wait. At the present rate, it will take anything up to 20 years to provide them with adequate accommodation. Are they to wait for 20 years? I speak with emotion, because I know how they are living. I go round from place to place, and I see the conditions under which these men are required to live. And what terrifies me is this completely unresponsive and unreal attitude of the Railway Ministry to the whole problem. Do not the Railway Ministers go to these small places? Do not hon. Members go to these places? I know what the General Managers do, they will not deign to stop their saloons or to get off at a place like Dornakal. But I do go to these places, and I see blood in the eyes of railwaymen today. Members of this House do not know that in a place like Dornakal, there is one tap for about twenty houses; and a tap is open for about forty-five minutes. A family consisting of a man, his wife and about ten children is lucky if it gets one *ghara* of water for the whole day. Bathing is an unheard-of luxury for these people. You do nothing to solve these problems, because you have not got the necessary human approach; you do not care that is the whole trouble. Why do not you electrify some of these places, and literally throw a little light into their grim lives?

**Mr. Deputy-Speaker:** I have given twenty minutes to the hon. Member. I shall give two more minutes.

**Shri Frank Anthony:** What is the difficulty? You have electricity in the sheds, and the stations in places like Villupuram, Madura, Gooty and Gadag. But the only people who are without it are your own staff. If there is a railway officer's quarter, you will find that there are four taps and not one, and the building is also electrified. I am not saying 'Do not give these facilities to the Railway Officers', but I find that there is this tremendous disparity. You have got Rs. four crores allocated for staff quarters and amenities. But how much of this money is going to be spent on railway Officers' quarters, and how much on quarters for the lower staff? Appoint a Committee as I have said, to go into economy and efficiency. Find out how much was spent for instance, on the quarters of the General Manager and the Heads of Departments in Delhi in repairs, and how much on quarters of Class IV staff. Perhaps more was spent on the houses of the senior officers than on all the Class IV quarters put together. These are the things that are happening. I am not asking you to do too much. I appeal to the Railway Minister. Cannot you find a few crores? What is the difficulty? Cannot you find 20 crores for quarters? This is an urgent problem. You have about 10,000 men in Delhi without quarters. I ask my friends to go and see the hovels they are living in. They are living in conditions of indescribable misery and degradation. Why cannot you find 20 crores? You have your Reserve Fund and the Development Fund. They have a closing balance higher than they ever had before. Then again in the Depreciation Fund you have got more than 100 crores. Cannot you take 20 crores from these? What is the difficulty?

I am ending on this note, Sir. I am not asking for the expenditure of vast sums of money. I am asking the Railway Administration, as I have always pleaded with them, to realise that the greatest need today is for a human approach. What do you do? Instead of doing that, you are trying to create class distinctions. The Railway Minister has gratuitously given a certificate to certain Unions. The Railway Minister has not been long enough there to understand the psychology of railwaymen. They are the most alert and the most independent of workers today. Because the Railway Minister chooses

to scratch some Unions on their backs, railwaymen are not going to join those Unions. I say this to him 'You do a deliberate disservice to trade unionism in this country when you introduce politics, as you are doing today'. You lend your aegis and your support to certain Unions because they have a certain political complexion. For example, there is what is known as a 'Pajama Union' in Delhi. It has been recognised just because its President is the member of a certain political party. Many of these recognised Unions have a bogus membership—a Union with an alleged membership of 2,000 has not 20 annas in its funds. What is happening? The Minister today is indulging in politics, he is identifying himself with certain politically-sponsored organisations; he is giving grist to the Communist mill. I have never been a Communist, nor am I likely to become one. But you cannot hoodwink the railwaymen.

**Shri Gadgil (Poona Central):** Sitting by their side.

**Shri Frank Anthony:** I know I am sitting rather dangerously close to them. I may end on this note. Your class III and class II have fallen between two stones; they have been crushed between the upper and the nether millstones class I on top and class IV below. By all means give the class IV staff their dues and do not ignore class III. You are deliberately ignoring them today and they are forming themselves into Unions. By refusing to listen to their problems unless they join your politically sponsored Unions, you will drive them from frustration into extremist organisations. And they will be the leaders of any revolutionary movement. It will be they who will supply the leadership to a revolutionary movement. The greatest curse of the Railway administration has been its bureaucratic rigidity. Yes, those people sitting there (on the official gallery) are all well-meaning people, but from their spines up, by environment, training and conditions of service, they have become monoliths of bureaucratic rigidity, they are not able to see anything except from a bureaucratic, insentient point of view. They interpret everything according to the letter and not the spirit. I appeal to the Minister to qualify bureaucratic rigidity by his non-official outlook. I ask him to go round and see things for himself. Do not shuffle everything on to his officials. I do not expect the bureaucracy to see things as we see them. I say this bureaucratic rigidity, this brittleness, will be smashed to a million pieces by

the forces which are surging through the country, and surging very close to the surface. I appeal to Lal Bahadur Shastri. There is not going to be a very long opportunity. Gopaldaswami who was an administrator had this human personal approach. Cannot Lal Bahadur Shastri do the same thing? Cannot he qualify this rigidity? I say these forces are surging close to the surface and unless you deal with them in a human, personal way, you will suddenly find the flood breaking over you and drowning all your hopes.

**Shri Gadgil:** When I heard the speech of the Railway Minister, I thought it was full of reasonable sweetness, under-statement, accompanied by a measure of caution, and I naturally thought that it would be impossible for anybody to be harsh, though it may be necessary to be critical and certainly desirable to be constructive. But having heard my old friend, Mr. Anthony, I thought there is still the spirit of belligerency which is the legacy of the past years. You and I both of us have seen him in good old days when he was all sweetness to the official Benches.

**Shri Frank Anthony:** Never.

**Shri Gadgil:** Now it seems that sweetness has deserted him.

However, what I want to say is that the railway finances have been put on a different footing since the 1st of April, 1950. Before that, from the year 1924 railway finances were separated and certain conditions were laid down as to how much the general revenues should get by way of contribution—a sort of minima and maxima were laid down. But there was always this difficulty—of uncertainty—and there was no possibility of forward planning for development. It was after independence that things were properly corrected and a Convention was adopted and accepted by this House in 1950 which came into operation from the 1st of April, 1950. The two points most important in that Convention are that the general revenues are entitled to get fixed minimum returns on the net capital at charge invested in this concern and that the general tax-payer should be considered the sole shareholder in this undertaking. In other words, our attitude towards railway finance and the entire railway concern should be that we should look upon it just as a good, vigilant shareholder looks at the activities of the concern in which he has investment and hence interest.

Further so far as this enterprise is concerned, it is a virtual monopoly. If

it is a virtual monopoly, any profit that may be made does not represent any reward for risk undertaken but it represents taxation of the community. When the Railway Minister says that there is a surplus of 9.31 crores, it means that having paid the general revenues 34 crores, representing the dividend on the capital at charge, this amount is taken—more than what is justified by the expenses undertaken—and to that extent it is a taxation on the community. But this being a public enterprise and inasmuch as the right to the disposal of the economic surplus is vested not in the individual here and there or a group but the entire community, the objectionable feature disappears. In this year the whole amount is transferred to the Development Fund. This is all to the good. Therefore, I want to lay down certain tests by which we ought to judge this public enterprise of ours which is there for the last so many years. And this is all the more important and necessary in today's climate because we have definitely entered on the stage of a planned economy in which the public sector is bound to increase from time to time, and if the Government are not able to justify that the management of this public enterprise, or for the matter of that, any other public enterprise, is done with scrupulous regard to business principles, there will not be any adequate response or cooperation in the matter of the big Five Year Plan. I therefore, pose four questions: When a concern has been nationalised we have to see whether there has been minimization of cost. Secondly, we have to see whether there has been maximization of production. Thirdly, we have to see whether the prices charged for the output have been reasonable, and fourthly, whether the relations between the management and the employees have improved. Taking the first, the cost of production, we find that in 1938-39 the operational ratio was 66.48. It is gradually rising. In 1948-49 it has come to 78.86. In 1950-51, it is 81 and I am told that for the current year and the budget year it would be approximately 81. Now, here is something which has got to be looked into. There is no doubt that this is related to the quantum of production in the shape of services, namely, carrying of passengers and goods. At the same time, it would be a legitimate question to ask of the Railway Administration whether this rise is justified by the additional output or if there were not any wastages, over-staffing or anything like a defective procedure in the purchase of materials or other things. If the operational ratio that is obtained

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in this country is compared with other countries, we are in a way in a good position, for example. In 1950 the operational ratio in the U. K. was 91 per cent. In the Canadian National Railway System it was 93 per cent. In Australia in four nationalised railways the ratio in each ranged from 99 to 120 per cent., but we cannot afford to forget the fact that in order to have a correct comparison, we must also take into consideration the amenities provided for in these countries. But even taking into consideration all these things, I feel that although there is a rise in the operational ratio, still it is not so big, but at the same time, as I have said it is a matter for inquiry. This rise in the cost can be accounted for by the increased prices of materials and rise in the wage bill of the staff. If we compare the general increase, the increase in the expenses on the staff is 70 per cent. whereas the general increase of prices has risen from 100 in 1938-39 to 338. That was the position in the first week of January, 1953. So *prima facie* it seems that the rise is not really much. If we take the question of the purchasing policy, a Committee was appointed and its recommendations are before the Government. If there is a central purchasing agency, not only for the railways but for all the departments of Government, whether the purchase is in this country or abroad, there is a possibility of having many economies and in the end it will be of great help. I understand that the report of the committee is under consideration.

So far as the position with respect to staff is concerned, it is no doubt true that the increase in the staff has been proportionately greater in class I and II. The class I and II officers in 1938-39 were 1,784. In 1951-52, they are 2,268. As regards class IV the position is that although the number was 5,03,700 in 1938-39, today in the closing year, 1951-52 it is 6,50,275. There has been a decrease relatively so far as the employment of class IV staff is concerned, but so far as the top officers are concerned, there is no doubt an increase. It is a matter for inquiry whether such an increase is justified. Although it is true that in 1938 the average income of a class I and II officer was Rs. 18,000, today it is Rs. 13,000 and the average income of class IV was Rs. 283 and today it has come to round about Rs. 1,000 and the proportion between the two which was to the extent of 1:60 has now been reduced to 1 to 13. That is all to the good. As Mr. Anthony has submitted if regrouping was visual-

ized with a view to reduce top heavy administration, it is yet to be seen to what extent this object has been achieved. There are other difficulties with respect to staff but it is enough for the present for me to suggest that there is a case, or it may turn out that such staffing was absolutely necessary in the best interests of the nation. But anyway Government must be very careful and vigilant that there is no over-staffing.

So far as public enterprises are concerned, it has been the experience of many of us that there is over-staffing and whenever a concern is nationalised, the cost of production increases. A Professor friend of mine very recently went into this question and he examined it from the point of view of the railway operating costs and also went into the question of nationalised bus traffic in Bombay and he came to the conclusion that state ownership has led in the case of tramway undertakings and Bombay State Transport to an increase in labour employed more than in proportion to output thus leading to a decline in labour productivity. To what extent this is true so far Railways are concerned if we take the facts up-to-date is yet to be seen. But what I want to suggest is that *prima facie* there is some reason to go into this question, though in comparison with other countries, we are, I think, all right.

Taking the question of maximization of production since 1938-39 there has been a tremendous increase; more than 292 per cent. in the matter of number of passengers, 260 per cent. in the matter of passenger mileage, 120 per cent. in the matter of tons originating and so on. It has increased tremendously. How far it is due to acts and policies of the Railway Administration and how much it is due to the fact that this is a monopoly concern has to be seen. It is obvious that there is overcrowding, that the supply of wagons is not enough, there is shortage of power and all those impediments and bottle-necks are still there but I want to tell my hon. friend, Mr. Anthony that in the course of the last four years, if he were to go into the facts and figures, he will find that by following a steady path of improvement, we have definitely turned the corner and it is a matter of congratulation that the Railway system has been put on a better footing. While we are in the midst of a transition period, we cannot say with any precision that this is not done well or this has been done badly.

As regards the quality of production people are quite aware that there are not such amenities existing on the railways as one would like to expect while travelling. But having carefully heard the speech of the Railway Minister I feel, although there is not so much in performance, there is very much in the promise and let us hope when we have turned the corner things will move with greater speed and by the next year he will be able to report about better conditions in the matter of third class travelling.

Mr. Anthony is very much against abolition of classes and he thinks it, though not disastrous, at least disadvantageous to the railway employees. But let me tell him that the railways do not exist for the railway employees alone. They exist for the passengers and if by any act done by the Railway Ministry the passengers at large stand to benefit, it is to be welcomed, though a few railway servants instead of getting the old concessions of travelling by the first class or second class may have to travel by lower classes. That is not the test. The test is what is the additional comfort that is made available to the passengers at large.

Now in the matter of maximisation of production, certain recommendations have been made as regards new lines and restoration of old ones. My one suggestion is that in regard to the old lines which have been taken off, the Railway Ministry should consider ten times before restoring them. In the course of the last ten years many things have changed. Centres of activity—industrial as well as commercial—have changed. Every war leaves behind greater urbanisation of population and there is a slow drift from the rural areas to the urban areas. Therefore, there is greater necessity to provide more travelling facilities in big towns like Calcutta, Bombay, Kanpur, Delhi and even Poona. Now Poona is a growing town and we are having the National War Academy at Kadakvasa and a big town is developing. So, to have a small railway extension of about twenty-five miles there will be one of the finest investments, apart from its sheer necessity at the present moment.

The point that I want to urge is that there are still very high prospects for increasing the production of service and as was pointed out by Mr. Anthony, the volume of goods has not decreased, but the supply of wagons is not adequate. What we are finding today is that industry is showing that

production is on the increase. On the other hand, the railways show that there has been less earning on passenger traffic, less earning on goods traffic. It only shows that the goods are there, industry is prospering, but that trade and transport are falling behind, which really means that the purchasing power of the community has gone down. There cannot be any other answer to that.

Now, taking the third question whether there has been a reasonable reduction in the prices of outturn, I find that the rates were increased in 1950; there has been no increase now. But I do suggest that after paying everything to the three reserve funds and the fixed amount for dividend on the capital at charge, we as users of this public utility are entitled to some consideration. I feel and I agree with the Railway Minister that this is not the time to reduce the fares for normal traffic. But if he can agree with me that for seasonal, occasional or holiday traffic such as Dusera or Christmas, or Holi Day, he can just try the experiment which he has decided to try only for a fortnight to attract people to the Centenary Celebrations of the Railways.

Now the last test is whether the relations between employers and employees have improved. Just as Mr. Anthony has close contacts with the workers, I in my own way have some contacts with them, because I was very much associated with them since 1929 and was one of the principal figures in the Railway Strike of 1930. I have been office-bearer of several railway unions, though not now. But I still feel that whatever may be the attitude of the Railway Minister or the Deputy Minister and a few high officers, people down below still feel that to entertain any complaint or to talk with their lower officers in an atmosphere of equality is below their dignity. You may get the physical cooperation of everyone who is working because you pay them. But if you merely depend upon discipline of fear, you will not get that quality of outturn which comes when the man has got the confidence in the work and in himself—that what he is doing he is doing because of a decision taken by himself along with others. Therefore, there is a great necessity of continually associating the employees with the management, with the laying down of policy to some extent. It is no good saying that there is adult suffrage and their representatives are there in the Parliament and in shaping



[Shri Gadgil]

the policy they have their views adequately heard. It is necessary that political democracy must be followed by economic justice and industrial democracy. Democracy can succeed by expanding democracy, not by stopping at a particular point. Every citizen must feel that what is being done is being done after he is consulted and that he is given an opportunity to be associated with the execution of the same. Now that is the fourth test. But at the same time I must say that knowing as I do the Railway Minister and the way he has now stated in his speech that he wants to move along and that he wants to remove the defects, that he wants all the railway workers to cooperate in this great joint endeavour, I have not the slightest doubt he will succeed in securing not only the physical cooperation but the mental cooperation of the staff.

Having said all this I must in the end say that the picture on the whole is good. There is nothing to be condemned or to be harsh about it, as was attempted by my hon. friend Mr. Anthony. There are distinctly some matters on which one can definitely congratulate the Minister. On the whole I should say, 'the probationer be confirmed.'

**Shri Nambiar (Mayuram):** After the able support of the hon. Mr. Gadgil of the speech made by the hon. the Railway Minister, I have to place before the House another picture of the conditions in the Railways. I shall begin by saying that there is a fall of Rs. 14 crores, even according to their statement and the Railway Minister hopes that this fall will be stopped and there will be no further fall. The Railway Minister hopes that activities connected with the Five Year Plan, improved agriculture, more wagons and coaches released, all these things will go to contribute to the steady earnings of the railways. But I have to tell him that the situation is not like that. There is the fall in the general purchasing power of the people. There is a slump in the market; stocks are accumulating at every production centre. This being the case there is no chance of an increase in the earnings; on the other hand there is the danger of a further fall in the earnings. Otherwise, let him see the difference of 14 crores in one year and let him understand that this fall is going to continue. Therefore all is not well on the railway front. Perhaps he may have quoted those things to show it to support the speech made by the

President. The President said that there is all-round progress. Therefore, the same song is being sung by the Minister, saying that there is progress in the railways too.

4 P.M.

Let us analyse the promises given in the Five Year Plan with regard to the railways, and see whether he can satisfy the promises already given. According to the Five Year Plan, at the end or by the end of 1955, there will be the necessity to replace 2,092 locomotives, 8,535 coaches and 47,533 wagons. But the Five Year Plan gives a target of 1,079 locomotives to be renewed, 5,634 coaches to be renewed and 49,134 wagons to be renewed. These are the figures, I am giving them from the Five Year Plan. Let us see whether they can do so. You can see the miserable picture. They could in the first year, i.e. in 1951-52 replace only 103 locomotives, 771 coaches and 4,613 wagons and for 1952-53 they promise that 245 locomotives, 1,384 coaches and 10,663 wagons will be replaced. But, at this rate, if what they promise is to be achieved it will take two or three Five Year Plans. I am not giving my opinion in this matter; these are the facts they have themselves supplied. Even if they are in a mood to do so, to rehabilitate the railways, have they got the finance? The railways have promised to give 320 crores of rupees to the general revenues towards the fulfilment of the rehabilitation programme on the railways. But are they in a position to give it? The figures for 1951-52 and 1952-53 show that they could not keep the promise. They had to draw 20.39 crores from the accumulations of old to play their part. They had to draw from the Depreciation Fund and the Development Fund. They had to withdraw from these Funds in order to give this amount to the general revenues for Railway rehabilitation. Therefore, from the financial point of view this Plan is not going to work. Even granting that they draw all the 166 crores of rupees in all the three Reserve Funds put together, the Depreciation Fund, the Development Fund and the Revenue Reserve Fund—all the funds put together, at the end of 1953, then too they will not be able to give the full quota from the railways. And the possibility of drawing these 166 crores is not there because the General revenues are in deficit. It cannot as it has already got a deficit of 600 crores of rupees and according to the Five Year Plan they are going to resort to Deficit Financing. Added to that, this railway liability

also means that they cannot find finances at all. That is why I say that even the meagre promises given by the Railway Minister are not going to be implemented at the end of the Five Year Plan. That is why I say all is not well on the railway front, not only with regard to the capacity for rehabilitation but also with regard to the financial aspect. What will be the result? At the end of the five years the result will be that the rehabilitation programme will fail and the coaches, wagons and locomotives they have promised to replace cannot be replaced and naturally there will be some more fall in the earnings. They cannot satisfy the promises given for passenger amenities; they cannot satisfy the promises given for re-opening certain lines, the starting of new lines and all that. Of course, they can put it on paper that they are going to do all this.

Coming to the question of labour, this dangerous situation will naturally lead to retrenchment. Mr. Gadgil just now said that there is a danger of over-staffing. He said they will have to consider the possibility of reduction of staff. All this, with the financial situation will end in more and more retrenchment and more and more attack on the railway workers. That is the general picture that the Railway Minister's budget speech gives us.

Then, let us see the labour policy of the Government. I have to submit to the Railway Minister that they are having a wrong policy now. They say they want cooperation from labour. (Interruption). In order to get cooperation they are setting up railwaymen against railwaymen. They are granting recognition to two railway unions only: the All-India Railwaymen's Federation and the National Railwaymen's Federation. I do not know where the latter Federation exists. They deny to an organisation registered and working under the Trade Union Act reasonable rights to the workers. They are dividing the workers by refusing recognition to certain Unions which have got the real backing. At the same time, they are trying to hit at the workers, one by way of retrenchment and the other by way of refusal of all the concessions which they have enjoyed so far. This is their labour policy and this policy will lead to still more danger and I have to warn the Government and the Railway Minister that they are not going to have peace if they follow this policy.

Another point which I want to drive home is that as to why the Railway

Minister takes care of the Labour Unions? It is up to the railwaymen themselves to see which Union they like and when they have got a registered Trade Union and that has got the backing of the masses of the workers, it is the duty of the Railway Administration to recognise that Union and deal with it. It is not for them to dictate as to which Union the workers should join. It is not for them to say, 'Join this Federation and if you join any other Union, we will not recognise you'. It is not the duty of the railway authority to decide it, because we have given the right of Trade Unionism to the workers on railways. It is for them to decide. I have brought a case from the Southern Railway and the Railway Minister said that he was not going to recognise that Union. I think there is no reason for such a denial. Not only this; there is another Union, the Bengal Assam Rail Road workers Union in the East and there is another also in the west on the ex-B.B. and C.I. Railway. They are being denied recognition. Not only that, they are victimising the trade union leaders. Today during question hour the reply came that out of the 300 cases which the party leaders of the Opposition pressed on the Minister only 30 are to be taken back. He says that he cannot take back the remaining. But he could not give the reasons. The charges brought against them were that they were supposed to be having some political leanings towards the Communist Party or the Socialist Party or some other party. This policy of victimisation, this policy of discrimination against one another, this policy of denial to meet the reasonable demands of the workers will not lead to prosperity. I have to submit that they must change this policy. They must give patient hearing to what the workers say. I fully endorse the feelings of Mr. Anthony with regard to the demands. I may add to it that I was surprised that the Railway Minister kept quiet about the Gadgil report. In his speech no mention was made because they want to make the Gadgil report used against the railwaymen in order to reduce the dearness allowances that are already being given to them. Even the Pay Commission said that they should be given a proportionate increase; for every 20 point increase Rs. five should be given. When that was there, they never cared to give it. Now, when Mr. Gadgil has said in his report that when the cost of living index falls below a certain level then there must be a proportionate reduction. This is the justice that is meted out to the railwaymen. When there is a fall,

[Shri Nambiar]

there is a reduction, but when there is a rise, there is no increase. With regard to overstaffing, I have to answer Mr. Gadgil. Let me tell him that there is no question of overstaffing. On the other hand, there is understaffing, with the result that vacancies are not being filled up, and work is being added to the existing staff. This means that the workload has increased. I can give facts and figures, but unfortunately there is no time. Otherwise, I can show you how the work has increased in each Department and in each area. There is thus the danger of the increase of the workload leading to the danger of retrenchment. There is no question of reduction of staff. The entire point is whether you are going to enforce reduction of staff under some pretext or other. I expect that the Railway Minister will make out a case with the help of Mr. Gadgil, but they must also understand that if such a thing happens, then they will have to be ready for something else for which they will have to be sorry at a later stage. Let them not say that this is due to the instigation of certain sections. The Railway Minister stated during the course of his review that there were certain persons who were instigating the workers, meaning thereby the unions which he did not like. Of course, unions are not working for the liking of Mr. Lal Bahadur Shastri or his Ministry. They say that certain persons are instigating workers to go on strike. Nobody can instigate workers to strike, but strikes will come if the workers are dissatisfied. To see that their dissatisfaction is removed is your job. If you do not do that, there will be strikes. Nobody will guarantee that there will be no strike. If anybody gives a guarantee, he will see that his guarantee is not fulfilled. Therefore, the policy must be changed. Unless and until you change the policy, you cannot get the willing co-operation of the workers. I mentioned this matter when I spoke during the last Railway Budget, but there is no change visible. The same policy continues.

Now I wish to mention certain glaring facts about the sufferings of the railwaymen with regard to quarters. Mr. Frank Anthony has already referred to this subject. I have visited several quarters. They are worse than cattle sheds. Mr. Lal Bahadur Shastri himself accepted during his speech that certain quarters should be demolished. There may be demo-

lition, but what is the provision made for construction? Only a crore of rupees for constructing quarters for ten lakh workers. At present, not even 15 per cent. of the railwaymen have got quarters. The remaining 85 per cent. are to be housed in one year and the provision made is Rs. one crore. With this, the Railway Minister wants to make the railwaymen feel that he has done his maximum for their benefit.

Now, turning to victimisation, the hon. Minister in his speech claimed that he has been fair to the railwaymen. But what is the fairness? When the question of repealing the National Security (Safeguarding) Rules was raised, he never responded. He still says that he is not prepared to repeal them. What is the emergency prevailing now for which you want to retain these rules? Instead of granting the reasonable demands of the workers, meeting them and settling the differences with them, this revolver, this pistol, is shown to the workers. They are told, "If you do anything against me, then this pistol will be used. You will be discharged from service under these rules." It is with this intention that he is keeping these rules there. I have given notice of a resolution and it is coming up before the House. I have asked that these rules must be repealed, and all those who are victimised must be reinstated. I appeal to the Railway Minister that he should come forward with a gesture by withdrawing these rules and reinstating all affected persons. Without that, things will not improve.

The last point I have to submit is about the upgrading of posts as per the recommendations of the Central Pay Commission. That Commission gave a big report running into five hundred or six hundred pages. It said that Heaven was coming to the railwaymen and Central Government employees. Both waited, but no Heaven came. Only Hell followed. I do not want to mention the names of the different categories of railwaymen, but I can easily show to you that upgrading has not been done according to the Central Pay Commission recommendations. Hundreds and thousands of petitions are still coming to the Railway Board for upgrading. Take for instance, the glaring case of Station-masters. A Station-master is drawing Rs. 64, whereas the Guard or the Driver gets start on Rs. 80. I do not say that this start for the Driver or the Guard is enough. I would ask for more for them also, but what I do say is that the Station-

master is not even put on a par with a Guard or a Driver. The Station master is to issue orders to the Guard or the Driver. According to the instructions, authority and permission of the Station-master only, the Guard or the Driver can move the train, but this man is started on Rs. 64, whereas a Driver or a Guard gets started on Rs. 80. I do not know how this anomaly continues.

Another thing that I want to mention is the discrimination exercised as between a matriculate and a non-matriculate. A driver may be doing the same job. He may be a matriculate, and he gets Rs. 100. But if he is a non-matriculate, then although he may be doing the same job, and handling the same engine and running the same train, he will get only Rs. 80. This Government is talking of abolition of English and encouragement of Hindi and things like that. I know the Hindi-knowing workers in Nagpur and Delhi, not to speak of the non-Hindi-knowing workers in the south. These Hindi-knowing people are also getting Rs. 80, whereas the English knowing workers get Rs. 100. I do not know why this discrimination still continues. This anomaly also must be removed. There must be equal pay for equal work. This discrimination must be abolished, and the principle I have mentioned just now should be accepted. Representations have been made several times, but there is no possibility on the part of the railways to change their method. There are several grievances of the railwaymen. I wanted to refer to them during the discussion on the Demands for Grants, but the reason why I referred to them now is this. They want to give a picture of prosperity. I wanted to prove that there is no picture of prosperity and there is only a picture of gloom. They may say, "Oh, you are a Communist. You will speak only like this." That is why I quoted facts and figures to show how all their promises, and all the talk that they indulge in, and how all their pronouncements made from the house tops are mere empty phrases, because their own figures tell us so.

About the efficiency of the administration I need not say much, because the Public Accounts Committee has done the job. Take the TELCO business, involving some seven lakhs of rupees. Then, take the Swiss embezzlement. The less said about it the better. It is a shame. The whole officialdom which is responsible for this Swiss embezzlement must be removed from the respective posts. The

individuals concerned should be prosecuted. They should not be allowed to touch even a bit of the papers relating to the railways. How many lakhs of rupees have they embezzled? What is it that they have done? They are all praise for this officialdom, and they are trying to catch the small fry, the clerks, the Station-masters and the rest, and threatening them that there will be a Parliamentary Enquiry Committee. But I do not see why a Parliamentary Enquiry Committee should not be appointed to go into the actions of this officialdom, and see that the officials concerned are removed from the posts and action is taken against them. With this policy of supporting the officialdom, which is bureaucratic, and attacking the staff, you are not going to turn the corner. You are not going to improve the railways. Therefore, take the warning and change in time.

**Shri K. K. Desai (Halar):** I would at the outset like to pay my humble tribute to the late Shri Gopaldaswami Ayyangar, and his colleague Shri Santhanam, who during the last four or five years when they were in charge of the railways were able to manage things in such a way that today we see our railways in a sound financial position. The picture that has been presented to us by Mr. Lal Bahadur Shastri is really cautious. He has in my opinion underestimated, to a certain extent, the performance of the railways. When we consider a great national undertaking which is spread out throughout the country, it is no use judging it by the results of one year or two years. Let us judge it from what has been done during the last five or six years, ever since we attained our independence. We who had the privilege of being in this House earlier had criticised, and criticised very strongly, in the years 1948 and 1949 that our railways were under very deplorable conditions. We pointed out that the financial structure of the railways was such that it would collapse any day and that the railway finances should be rehabilitated. There were lots of arrears to be made up from the war time when all our rolling stock had deteriorated, and because of the war it was not renovated. That was the position in the year 1948. Then Shri Gopaldaswami Ayyangar took charge of the railways. Let us see what has happened since then.

In the year 1948, if my recollection of the figures is correct, we had got to our credit about Rs. 95 crores of Depreciation Fund. The previous two years were deficit years, when the deficit in the railways to the extent of about Rs. 14 crores had to be drawn from the Revenue Reserves. That was

[Shri K. K. Desai]

the position in 1948. Let us see what the position today is.

At the end of 1953-54 our Depreciation Fund will be somewhere about Rs. 102 crores. The Revenue Reserves will be about Rs. 35 crores and the Development Fund will be to the extent to Rs. 20 crores. All these funds have been built up during the last four or five years as a business proposition. I must say without any fear of contradiction that our railways today are financially sound. The last four or five years have been a continuous period of steady progress. Let us see what has been done during the last five years. If we study the figures of the last five years and the rate of replacements that have taken place, we will see that we have spent no less than Rs. 225 crores in replacing old locomotives, in replacing wagons, and in replacing coaches. And all these things have been done from the earnings during the last four or five years. Now, this, in my opinion, is an achievement of which any nation can be proud.

I see the whole picture from a different angle, somewhat as Mr. Anthony has said. Some of us may not claim so much experience of the railways as he does, but we have got some touch with the Railway Administration. Some of us have continuously been on the Railway Finance Committee or Railway Advisory Committee where we have got some opportunity to study these figures. Some of us have also got some contact with the working classes too—of course not in the same way as some others have got. So I personally feel that the Railway Administration has done well. The Railway Administration are our servants, and it is no use decrying them in season and out of season. They have shown satisfactory work. Something better can be done. It will be done. It is no use always telling them that they are not the friends of the country. What claim have I to be the friend of the country which the railwaymen have not got? They have all helped to build up this great national undertaking in a co-operative way. And we must look at all problems for the factual point of view.

The hon. Shri Lal Bahadur Shastri has in the course of his speech said that the earnings have gone down as far as passenger earnings are concerned. Yes, they have gone down to the extent of about Rs. twelve crores. It was natural. For, as he said, the inflationary trend has gone, and therefore people do not like to travel as much as they liked to do previously.

But as against that we have to take note of the fact that goods earnings

have increased. If you compare it with the figure for 1951-52 it is given that the earnings under goods traffic were Rs. 156 crores. But there is one entry which requires to be considered, namely Rs. 15 crores which was charged to coal in the matter of freight and other freight for stores. At the same time, the same amount was again debited in the matter of prices. So the real goods earnings were Rs. 140 crores. And this year we have made some advance in goods traffic, and the earnings come to about Rs. 144 crores. That means that we have got about Rs. four crores more earnings under this head. For next year the Railway Minister estimates that we will be able to earn about Rs. 145 crores. I think it is really a conservative estimate. In the course of his speech he said that upto November the traffic showed an increase, to the extent of Rs. 1.70 crores, but during the next five months he thinks this increase will be wiped out, in addition to a further decrease of one crore, thus a net decrease of 2.70 crores will occur. The economic activities of the country during 1952-53 have been fairly good. The production in almost all sectors of industry has increased, and for all this production the raw materials have to be transported. So I think that as far as goods earnings are concerned we are making real progress and during the ensuing years it will continue, giving us more additional goods traffic.

It has been stated that quarters for railway employees have not been built. It is true. Last year I also said that there is a lot of lee-way to be made. On the other side, the rolling stock also has to be increased. The locomotives have to be increased. All these things have to come in, for which funds are necessary.

As I have said earlier, about Rs. 225 crores in the last five years have been taken out of our earnings for replacements. Somebody said in the course of the debate that the Plan amount of Rs. 400 crores will not come out. But the Plan period is already over to the extent of two years, and every year I think we have spent about Rs. 75 crores each. For the third year we have planned an expenditure of Rs. 78 crores. And with the figures for the next two years on a similar basis it roughly comes to Rs. 400 crores. So, at least as far as the Plan period is concerned, I think the railways will be able to lay by the sum of Rs. 400 crores.

But what I would like to say is this. There have been demands for various railway constructions. These railway constructions should be accelerated. Wherever the areas are backward and economic activities are retarded due to

lack of railway communications, I think they should be given. The railway quarters for the employees also ought to be built. Certainly the railway employees cannot work with efficiency and vigilance unless they are housed properly. In this connection I would like to make a suggestion on the floor of the House. As I say, up to now, as a business proposition, the railways have been rehabilitated. They are in a sound financial position but we would like to make this concern still much better.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

We have got in the Plan only Rs. 400 crores but if we want more amenities, new lines, more wagons, more locomotives, etc., we will require a further amount. Where is that amount going to come from? I would suggest for the consideration of the Railway Ministry that it should put a development cess for the next three or four years and this development cess can be properly utilised for all the amenities and facilities which we require for the economic growth of this country. I am placing this suggestion before the hon. Minister for his consideration.

As far as earnings for the last three years are concerned, the gross earnings for the year 1951-52 were about Rs. 275 crores. For the year 1952-53, the revised estimates comes to about Rs. 269 crores and for the next year, it is budgeted for Rs. 272 crores. The figure of Rs. 290 crores is creating a little doubt but this includes the 15 or 16 crores which we were paying out for railway freights. Therefore, it is more or less approximately the same performance.

I welcome the announcement that a Committee will be appointed to go into the corruption among railway men *inter se* and the railway men in their relations with the public. The old tradition of giving promotions or giving some selected posts to people who pay money to the higher officers is still heard. So, I would suggest to the Railway Minister that this Committee should go into all these questions. The railway corruption must be inquired into all its aspects. We are spending every year about Rs. 75 to 80 crores for construction work chiefly through contractors and it is said that there is considerable corruption. How far it is true I do not know. It can only be judged by a sort of an enquiry. I would suggest to the Railway Minister to extend the terms of reference so that it may be known to what extent the corruption prevails in the railways in the matter of giving

contracts. That also will throw some light. Corruption should not be enquired in an isolated way, it should be enquired in all its aspects, therefore if the Committee is appointed to go into all these questions, I am sure, within a short time, we shall be able to find out remedies to eradicate corruption. This is the only way to create a sense of fear in the minds of corrupt persons wherever they are working.

Now, much has been said about labour organisations. I am connected with one of the labour organisations which has been abused on the floor of this House. Mr. Nambiar said that some organisation has not been recognised by the railways. I think there are certain rules for giving recognition to a Union. If a Union shows a membership of ten per cent. of the total number of employees, it gets recognition. If Mr. Nambiar's Union has got that membership, I do not think the Railway Administration, according to the rule, would refuse recognition to that Union.

Shri Nambiar: Rules have been changed.

Shri K. K. Desai: I do not know that. It is for you to prove. We are not in a chaotic state in this country. We are in a stabilised state and everything would be judged by scrutiny and examination. The hon. Minister has suggested that some sort of unity among the two organisations at the Central level should come about. I may inform the hon. Minister that the President of the All-India Railwaymen's Federation, Mr. Jaiprakash Narain and the President of the National Railwaymen's Federation, Mr. Shastriji had met some time back and I had the privilege to attend that meeting and they are thinking of creating some machinery at the Central level so that the two Federations can work in a unified way in dealing with the Railway Ministry. I hope that in the near future what they have decided or what they are thinking of deciding will be tangible. Of late we find that the approach and the technique of working of these two federations is coming near each other and if their executives decide to work together, it will be to the advantage of everybody concerned including the administration.

The relations between the railway men and the administration have, no doubt, improved in the last three or four years and last year the Railway administration has agreed to a negotiating machinery. The negotiating machinery has, to a certain extent, been working satisfactorily at the Central level or at the zonal level but there is much to be desired at the

[Shri K. K. Desai]

regional or divisional level because people at the bottom have not yet entered into the spirit of the negotiating machinery. At the same time, the Railway Administration has also agreed to appoint *ad hoc* Tribunals to deal with the disputes which have not been settled at the negotiating level and I hope the new machinery, thus evolved will improve relations.

One more point and I have done. The Gadgil Committee has made certain recommendations regarding the merger of dearness allowance with pay. I regret that though the report has been placed before the Government six months back, it has not yet been implemented. I hope before this financial year is out, the Government will implement the recommendations of that Committee. With these few words, I support the budget. I see in the budget a brighter picture and not a gloomy picture as Mr. Anthony has put it. He has got the habit of seeing gloomy things everywhere because he is generally actuated by some narrow vision which he may have inherited or by which he may have been clouded with because of his personal difficulties here and there.

**Shri Nevatia** (Shahjahanpur Distt.—North cum Kheri—East): I congratulate the hon. Railway Minister for his very able and sincere speech befitting that of a Minister of a State which has as its goal, the fast becoming of a welfare State. It is the speech of a Minister conscious of his responsibility as the trustee of the largest community undertaking of the Republic of India, conscious of the very important part which this undertaking plays in the day-to-day lives of all our people. It is full of human approach, I should say more particularly towards the labour employed in that undertaking and also partially towards the passengers who travel, who are the customers. I use the words "more particularly" towards labour. Mr. Anthony, my friend, is not here. I hope he will be able to see the truth of my remarks when I quote these figures.

In the Five Year Plan, the provision made for labour welfare and staff quarters for 1953-56 was Rs. 15 crores, Rs. five crores per year. As against that, the provision made in the budget for 1953-54 is Rs. 897 lakhs, i.e., 80 per cent more than what was provided in the Plan. The provision for amenities for passengers in the Plan is only Rs. three crores while 123 crores passengers had travelled in 1951-52. It has not been possible for the Minister to provide more than Rs. three

crores. This is an important matter, the question of passenger amenities. When our traffic earnings from passengers are going down and as the passenger fares were increased only a few years back, this question assumes a greater importance. While I would not lag behind any person in the matter of labour amenities, I believe more attention has to be paid towards passenger amenities, especially when the law of diminishing returns has already started so far as passenger traffic is concerned.

The capital at charge provided by the exchequer is Rs. 883 crores. After paying four per cent. on the loan taken from the General exchequer, the return is only 1.07 per cent., 9.48 crores. While it is true that we cannot calculate the return like a profit making concern, still, it is a business concern in the sense that it has to cater for its customers who provide the freight and the passenger fares. Looking to the fact that more money should be available for ploughing back into the business, for the development of backward areas, this return is not very much. In the Five Year Plan, the Railways have to find out of their earnings and resources 320 crores. Even if all the funds were utilised, that is, 101 crores of the Depreciation Fund, 36 crores of Reserve Fund, 19 crores of Development fund, making a total of 156 crores, and also additions to the Depreciation fund of 90 crores, for the next three years at the rate of 30 crores per annum, the total would come to only 246 crores. Annual savings of nine crores for the next three years will take the total only to 273 crores, and therefore there will be a deficit of 50 crores. This is a serious matter, because, it would mean either abandoning some of the important projects for the backward areas or asking the exchequer to provide more funds. Instead of 80 crores, the general exchequer will have to provide 130 crores. So, it is necessary that the railways should be able to earn more in order that they could provide funds for development, particularly, of the backward areas.

The question is how to get more funds for the railways. It is obvious that the maximum capacity of the general public to bear freight charges and passenger fares has been reached. I do not think it would be possible to pass on any more burden to the consumer, because, the law of diminishing returns will start with a vengeance. The real remedy would be to economise expenditure. I believe that is possible. Though some may not agree with me, I think that it should be possible to increase the output per

man hour by better efficiency. More attention should be paid to reducing the consumption of stores and making them run for a longer period, and to efficient methods. The difficulties of the railways are obvious. They have got a backlog of over-aged wagons. It is mentioned in the Five Year Plan that by March, 1956, the stock which will require replacement is estimated at 2092 locomotives, 8535 coaches and 47633 wagons. This is a very serious matter. To clear such a backlog is a problem. The greatest priority should be given to replacement of wagons and locomotives. Unless that is done, I do not see how the extra production which is going to be achieved by the Five Year Plan will be transported. There will be transport bottlenecks everywhere. Railway earnings will go down. People will wait for a few months. They will then have recourse to either bus traffic or lorry traffic or some other means, or the demand will go unsatisfied as has happened recently in the case of sugar. When the stocks could not be moved, prices went up to some extent. They have now started coming down. After all, if a man cannot get sugar in sufficient quantities for a certain period, he cannot make it up by eating more in the next period. It is necessary that largest amount should be provided for the replacement of wagons and locomotives, and also additional wagons and locomotives should be provided. Otherwise, not only will the earnings suffer, but it will create serious bottlenecks in the way of the fulfilment of the Five Year Plan.

I am grateful to the Railway Minister for making several new approaches. The appointment of a Committee to go into the question of corruption is very significant. There have been general complaints throughout the country that there is a lot of corruption in the matter of supply of wagons and various other matters. I hope this Committee will suggest ways and means of at least minimising if not eradicating this evil.

Then, there is the question of the development of backward areas and restoration of dismantled lines. So far as opening of new lines is concerned, I believe that the restoration of old dismantled lines should receive priority. There are some lines which were dismantled during the First World War and the Second World War. They should be given the first priority. It is not the fault of the inhabitants of those areas that these lines were taken out. That was done for war purposes. Therefore, before construction of new lines are undertaken, these should receive priority. I know the case of one line which was dismantled during

the First World War in my constituency, Mailani-Shahjahanpur line. It was not the fault of the people of that area that there was no Development Fund at that time. They have no proper roads. Still, that line has not yet been restored. I do not know if construction of that line will be taken up now. I do not suggest that important works should not be done, like the Mokameh bridge. They have to be done. I am told that without this there will continue to be a very serious bottleneck in the transport system of Northern India and that its completion will release a number of wagons and improve the working of the railway system. This work has to be given priority. But, taking an overall picture, I feel the restoration of old and dismantled lines should receive priority.

As previously stated there is the question of greater passenger amenities. Water supply at the various stations, and waiting sheds are the two most important things. I am sure that with the present Railway Minister we may expect an acceleration of pace in these matters.

The other question is how to get more output per man hour. I attach very great importance to this matter. While the Rajadhyaksha award has been very largely implemented, I do not know,—there are no figures to show—whether there has been an improvement in the output or whether it has declined. It appears that a larger number of men had to be provided under the award; but I do not know whether the output has also progressively gone up. Expenditure is still mounting; fuel cost has gone up. Expenditure has to be reduced. I think that a saving of at least ten per cent. should not be very difficult. We may be able to save about 20 crores in this way.

**Shri Nambiar:** What is the suggestion for effecting this saving?

**Shri Nevalia:** To give an incentive bonus to the workers and to fix a certain minimum quota of output. In these ways I hope it will be possible to effect a saving.

**Shri U. M. Trivedi (Chittor):** In making certain remarks in the course of the discussion of the Railway Budget, I would confine myself as much as possible to the speech delivered by the hon. Minister. The first and foremost thing to which I wish to draw the attention of the hon. Minister is this: that the system of presenting the budget to this House must be changed. It should not be merely a jugglery. It should be intelligent. It should be intelligible not only to some expert sitting somewhere in some corner of



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the Secretariat, but to an ordinary layman who may come here. The budget figures as they are shown indicate that we have got certain fund known as Railway Depreciation Reserve Fund. Then, at the same time, because it is a Depreciation Reserve Fund, it must earn interest. These two items are shown as blanks. We know that there is a Depreciation Fund. We know that the Depreciation Fund must earn some interest. Yet, putting them down in the columns in the tabulated form we find that these are blanks. Then you start hunting. When you start hunting, at the end of the small pamphlet you find that there is another table which gives you some indication of what this Depreciation Fund amounts to. There you are further shown what interest is earned. But, at the same time, another jugglery begins. We are told in the beautiful speech of the hon. Minister that we have appropriated as Depreciation Reserve Fund to the extent of Rs. 30 crores this year, but when you look into this, you find that Rs. 47 crores are taken out of this Depreciation Fund. What is this? Why show this Rs. 30 crores, and then take out Rs. 47 crores. I was just thinking that allocating money year in and year out from railway earnings for this Depreciation Fund, we will go on increasing the Fund, but I do not know how this Fund is being utilized. At least if it is utilized, it must be shown in what manner it is being utilized. We are all not Chartered Accountants. We necessarily do not know all the various methods of accounting, but at least we know as ordinary men of the world how we spend money and how it comes into our pockets. We must be told in a clear manner without jugglery in what manner the income of our railways is being spent. And whenever such a budget is prepared, and such a pamphlet is issued, it must be shown how this depreciation is being adjusted and what income is there, and if there is an income from interest, it must be shown in the gross receipts of revenue. Why has it not been shown here I wonder.

The hon. Minister has told us in his speech that we are having locomotives produced at Chittaranjan. I am told we have not reached the production which we desired. We are further told that metre gauge engines are being manufactured by Tata Locomotives, but we find that the speech is silent entirely on the question of the Ajmir Loco Shop closing down its production. What has happened to the Ajmir Loco Shop? What was it producing in 1921? What was it producing in 1931? What was it producing in 1938? What is happening there? I have learnt from

many reliable sources that what is happening there is that the workmen are not working. Out of eight hours of a working day, they do not work even for one hour. Why this condition? If they can do work in Tata Locomotives, why not here? I am further told that when they come in the morning, they come late, do not do the work, start smoking and chit-chatting, and from two o'clock each one goes with a "lota" and gets to the latrine awaiting his turn to answer the call of nature. (Interruption). This is happening twice a day. At four o'clock they again go and wait for tea, taking their turn. What is this? Is our money to be squandered like this? The hon. Minister must wake up—not only wake up, but take the House into his confidence, and impress upon the Members of this House also the necessity to co-operate with him and get these men to do the work they are asked to do. Not that we should sit silent. It is not the fault of the Minister alone. It is our fault also. Attention must be paid to this which I find is entirely lacking.

The Railway Minister says in his speech that they are trying to improve the method of checking pilferage. And whenever the question of pilferage comes, the only thing that is mentioned as remedy is to increase the staff of the Watch and Ward Department. What is this Watch and Ward Department doing? It does nothing. What is the Special Railway Establishment doing? Nothing, except that it is travelling in First Class although entitled to Third Class. That is the only thing that the Railway Police does. What does the Watch and Ward do? It is simply waiting for an opportunity to pilfer something belonging to the Railway. Go to Ajmir. Walk in the streets of Ajmir. You will find green terylene used in the Western Railway, marked "I.G.R.", being sold in the open market everyday. The Police know that. The Police sees this being sold at the Railway Station, but there is nobody to apprehend any thief for stolen property. Go to Ratlam, Indore. These 24 volts bulbs usable only on the railway and not elsewhere, not useful for our voltage either for 230 or 270 volts, are available at a far cheaper rate than the manufacturer can supply, in the Ratlam, Ajmir, Indore markets. Give them an order, and the man openly tells you:

साहब आप आर्डर दे दीजिए, कल रलवे से माल आ जायगा।

Mr. Chairman: Who purchases them?

Shri U. M. Trivedi: The thieves. The suppliers are the Railway employees.

This goes on with the connivance of the Railway Police, with the connivance of the Watch and Ward. How are we going to tolerate this state of affairs? And the only remedy suggested is to increase the number of the Watch and Ward people. I say "No". Look at the example of the Rajasthan Railway. There was only one chowkidar on the whole Railway of 167 miles, and there used to be no pilferage. There was direct contact between the officer and the smallest man on the line, and that kept him honest and kept him straight, but here the whole thing goes on like this.

What does the Railway Police do? You will be surprised to hear every day the talk of the small fry, the Constables and Head Constables, as to how many "Murgas" they are able to send. What are these "Murgas"?—Cocks, we human beings whom they want to send free, to shove into some compartment and take the money. How are we going to check this?

I am proceeding with a human touch, and I am asking the hon. Minister to have a human touch. I was just reading in this booklet issued to us, "Towards Better Travel" about "Improved drinking water arrangement" at Page 27. I was reading all the stations mentioned, and I found the name Shamgarh. I will tell you where it is, and how it has come into existence. This is merely a fuelling station and a watering station for the Frontier Mail. Hardly seven passengers per day are booked from this station. There are two water taps there. There is a big ice factory for the railway employees there. No passenger alights there, or gets into the train, so to speak. Fifty miles away, there is a station, Srichattarpur. At least 350 passengers per day get into the train at this station. There is no water tap at this station. There is no water man. At Shamgarh for whom are you going to supply water? Why this waste of money? I say study the problems yourself. Do not leave it to these officers who themselves do not know much about things and local conditions. A big waiting hall was built at Mansaur for Third Class passengers. Not a single passenger is seen there as soon as the trains depart. What for is all this done? Simply to put the money into the pockets of the contractors. We are not going to tolerate this state of affairs. It must be mended, and the waste should be prevented.

5 P.M.

Now, we are talking of amenities. But what are the amenities provided for the public? Did you study the problem, and then give these amenities, or do you merely replace the old latrines with freshly-built latrines. Are these the only amenities to which

the people are entitled? I found that masonry work which could have lasted for a hundred years was destroyed and new rickety latrines built up. A whole set of bathrooms have been built, with letters 'Bathrooms' written in English, but they were locked, and there was no bath at all. Why should not these ordinary facilities to the ordinary passengers be made available? Now let us look to other amenities—the train connections. Take for instance a connection at Jaipur. I have been looking for the last two years to a revision of the time-table of trains at this station. There is a train that leaves for Ajmer at 5-34 p.m., and another train carrying passengers from Reengus side arrives at 5-45 p.m. and the poor passengers from the latter are made to miss on account of just eleven minutes, the train connection to Ajmer and wait for the next train till two A.M. There should be amenities not only by providing new latrines, but by having a look into the arrangement of the time-tables of train services, and by seeing that the people are given the facilities to get the train connections without difficulty. The same trouble is there at Mathura, Bhopal and also at Agra. The whole thing must be studied thoroughly and well.

Then I come to the licensed telegraph offices. All the railway stations have got licensed telegraph offices, and telegrams must be accepted there, but if you try to hand over a telegram for despatch to another station, the station-master refuses to take in that telegram, and in ninety-nine out of hundred cases says:

नहीं वह बड़ा शहर है वहां पर चले जाइये ।

यहां पर नहीं होगा ।

That is what he does. At night-time, when he goes to sleep, he does not want to be disturbed, so he puts a big stone on the dummy. This is what is going on in these licensed telegraph offices. Even this little amenity is not available to the public, on account of the attitude taken up by the station-masters. Sometimes when poor people go to buy long distance tickets, they are never issued such tickets, if the tickets are not printed and they say:

दूसरी जगह जाकर खरीद लेना ।

How can a single man going all alone with all his luggage, get his ticket, and where will he leave his luggage, when he has to buy the ticket at the next junction? Then again, if he has to travel 500 miles, and the junction comes within 94 miles, he is not allowed to travel by the bogie marked 'For 300 miles and over'. All these things require to be studied carefully. The time at my disposal is very short.

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and I know that you cannot allow me all the time that I may need, but I can speak this much about this railway problem, as a man in the street, who has studied closely these problems, that these things should be attended to by the Railway Board. I am not here delivering a political lecture, and I do not need it either, but from the common man's point of view, I find that these are the real difficulties, and I will therefore request the hon. Railway Minister to look into these things personally, and see that these railway officials are made to work honestly. That is the one thing which I would like the hon. Minister to do.

**Shri Damodara Menon (Kozhikode):**  
Sir, Mr. Khandubhai Desai spoke of the decrease in the gross receipts on our Railways and said that after all we have not lost much. He said that even though passenger traffic in both the upper and the lower classes has shown decrease, still it need not be looked into with any concern. That seems to be also the attitude of the hon. Railway Minister. He has explained that this decrease is due to the return of normal economic conditions, when the inflationary situation in which the country found itself sometime ago is now coming back to normalcy. Thus he has also exhibited this attitude of complacency. I agree that in this matter, a few crores of rupees of loss in earnings in a national undertaking of the magnitude of our railways is not a very serious thing. But we must look at the economic situation in the country today, and try to study the reasons that led to this decrease in passenger traffic, more carefully. It is well-known that the purchasing power of both the middle and the labouring classes in this country has gone down considerably, and there is unemployment everywhere in the country. It is also well-known that the price of raw materials is going down, and our export, trade is also on its decrease. All these things show that there is some room for concern in this decrease. It is not after all a normal trend. The Railway Minister in his speech made it appear that this downward trend was not altogether unanticipated. I do not think that it is a correct claim that he has made. If the Railway Administration really anticipated this downward trend in its correct perspective, I cannot see why they provided for such a huge surplus in 1952-53, and actually realised only about Rs. 14 crores less. Either there must be something wrong in their estimates or in their calculations. It is therefore not correct to say that they

did expect this downward trend. It came almost unexpectedly. We must examine it therefore more carefully. It is my contention that at a time when the passenger traffic was showing a downward trend, the railway administration thought of increasing both freight and fare rates. In 1952 this increase was there, and it is correct to some extent to assume that it is because of this sudden increase in the freights and fares rates, that passenger as well as goods traffic, has shown a downward trend. If that is so, I would request the hon. Railway Minister to consider this question of fares and traffic rates *de novo* and see whether it is not possible for us in the existing economic situation in the country today to revise the rates. That may probably help to solve the problem. When I am on this question of the downward trend of railway earnings, I see that there is considerable force in the charge that the Railway Administration is not bestowing proper attention on the question of economy. Several hon. Members here referred to the report of the Public Accounts Committee, which was placed in our hands, a few days ago. That report contains some very stringent and caustic remarks, containing criticism of the manner in which wastage and other irregularities are committed by the Railway Administrations. Having cited several instances—I do not want to go into the details, and I hope hon. Members would have read them mostly—the Committee urges that the Railway Board should once again, draw the attention of the Railway Administrations, to the observance of financial checks, safeguards and the application of rigid financial control. From this remark, it appears that this matter was brought to the attention of the Railway Board earlier also. So, this is the second time they are doing these things. I want to know from the hon. Minister, what action has been taken in this matter. Are we there only to throw mud when these are pointed out, and then blame these people? Are not the Railway Board as well as the other responsible officers of the administration taking particular care to see that the wastage pointed out by the Public Accounts Committee, is not repeated again? This matter has been brought to the notice of the House several times. Mr Gadgil in his speech pointed out that there is inflation of the superior services of the Railway Administration. This is an item of economy which must receive really serious consideration. Why should there be an inflated service? We are saying that the country is suffering from inflation. Can we not set a standard in regard to the services at least? It is also unworthy

that it is in the superior grades of our services that this inflation takes place. Whom are we going to help by this? When I speak of economy I do not mean to suggest that there must be stringent retrenchment in services as well as workmen. That is not my point. But wastage must be prevented at any cost.

Now, when I am speaking of this, I am reminded of the Railway Centenary Celebrations which we are going to have in about a week's time. Sir, we have every reason to be proud of our railways and its achievements and we must celebrate it in a fitting manner. I have no doubt about it. But I find that about Rs. 18 lakhs are going to be spent on these celebrations and the exhibition connected with it. Now the Railway Minister advises all of us to tighten our belts so that we may build for the future. Austerity is advised everywhere. And then we find that Rs. 18 lakhs are going to be spent on an exhibition here. Now this kind of celebration in my opinion is really extravagant. When the country is passing through a period of crisis when austerity is necessary in all sections of our economic activity, are we to spend Rs. 18 lakhs on a celebration, even though we may very much like it?

Just as I was coming to the House I was told that an officer, a Publicity Officer, for the preparation of a brochure for this exhibition has been appointed. He has been taken from outside. He is a journalist. I have no quarrel with that gentleman. But I am told he is going to be paid Rs. 10,000 with all allowances. Why was it necessary for the Railway Board to appoint such a man for the purpose. Is there not an Information and Publicity Department in the Government of India and are there not men of ability and merit there who can handle this work? Why are we embellishing our establishment in this way and showing favour to the people outside when there are men in the Government of India who are capable of doing the work better. I am pointing out this instance with a view to drawing the attention of the Railway Minister to the fact that there is a lot of truth in the criticism that there is wastage and improper use of the public money. I am reminded of an expression used by the Public Accounts Committee. They say that there is careless stewardship of our public money. That is the charge levelled against the Railway Administration. I want them to answer that.

I come now to another aspect of the railway earnings itself. The hon. Minister has referred to it in his speech. I am speaking of railway road competition. It is my view that proper attention has not been paid to this problem. There are many places in India where wasteful competition is taking

place between the railways and the road vehicles. We are having a planned economy—at least we are moving towards a planned economy. Now wasteful competition is inconsistent with the idea of planned traffic. I know that sometimes even railway timings are manipulated with a view to helping some of the motor services. In my own place in North Malabar I know that railway timings were so arranged that almost all the passenger trains, with the exception of one or two, ran at night after ten o'clock and the busy traffic in that area went to bus services. I think recently some change has been made; but I have not had any occasion to study it. If this is the way in which this problem of rail-road competition is going to be tackled by the Railway Ministry, I think there will be a lot of national wastage, not to speak of loss of earnings to the railways.

Let me now go to the question of passenger amenities. I am glad that the Railway Minister is trying to tackle this problem. But he himself has been very modest in his appraisal of the problem as well as in his promises to the public. He says that gradually, in the course of a number of years, minimum amenities will be provided in almost all railway stations. But this kind of slow progress will not do. People are getting impatient. We want at least ordinary human comforts to be provided for passengers. I know that there are many railway stations which are no better than cattle-sheds. Very near Calicut there is a small railway station where I have been seeing for a long time a dilapidated Third Class bogie being used as the station. As you know in Malabar the rain fall is very heavy and there is absolute necessity for covered platforms. But there are only two platforms where this amenity is provided. About the lot of the Third Class passengers, I do not want to say much. Everybody knows it. I do not deny the fact that some attempt to improve it has been made.

The hon. the Railway Minister said that the abolition of Class I in the railways is a move towards abolition of class distinctions. But as Mr. Frank Anthony pointed out you cannot speak in terms of abolition of class distinction on railways when in the place of the First Class carriages you are going to substitute air-conditioned coaches. If anything the distinction is only more aggravated. It is not my idea to criticise this move. It is a step in the right direction, provided the abolition of these distinctions results in the provision of better amenities both to the Second Class as also to the Third Class passengers. Its usefulness can be tested from the point of view whether

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it is bringing better travelling facilities to Second Class and Third Class passengers. If it is not capable of fulfilling this objective, it is better we give up this idea and we need not try to hoodwink the public by saying that we are trying to abolish class distinctions.

There is great necessity now to see that passenger amenities are increased and more provision is made for that. I find that the Railway Minister has not set apart any portion of the surplus for the Revenue Reserve Fund. That is a good decision because, in my opinion there is no necessity for continuing this Revenue Reserve Fund. I would even suggest that the money we have in that fund must be utilised for providing amenities to passengers and also for making travelling conditions more comfortable to passengers.

Now, in this connection I want to say that it is now time for us to consider a revision of the Convention Resolution we adopted in 1949. It is clear that the resolution need not stand in the way of our decision to allocate funds for passenger amenities. It is also necessary, in view of our falling revenues, that our contribution to the general revenues, may have to be reduced. Also, I find that some of the provisions of that resolution are not applicable now. They have fallen into disuse, especially the provision regarding the constitution of a Standing Finance Committee for Railways. Therefore, it is time that we reconsider that resolution and re-allocate funds that are at our disposal as a result of earnings from railways. In that reallocation, I am of the view that definite provision must be made for passenger amenities.

**Pandit Lingaraj Misra (Khurda):** At the outset in spite of whatever remarks have been made by Mr. Frank Anthony and others, I congratulate the hon. Minister for the generally acceptable budget that he has presented, particularly for the nice and elucidating speech that he has made depicting the overall picture of the Railway Administration in the country. I read in it a keen sense of service to the people, of sympathy and fairness to his staff and workers and his alertness to keep pace with the Five Year Plan for the reconstruction and development of the country.

I would confine myself only to certain claims and suggestions that I had put forth last year during the discussion of the Railway Budget. I must confess that this budget will be received in Orissa with mixed feelings of many

disappointments and some satisfaction. I had last year pressed for the establishment of a port at the mouth of Mahanadi on the Orissa coast and double-tracking the coastal line from Kharagpur southwards. I find that these suggestions have not received the urgency of consideration that they deserved. I do realise that big schemes like these are not easy to be accommodated immediately. But I do hope they will not be kept in cold storage indefinitely and that they will be taken up as and when circumstances permit.

I am very glad to find from the speech of the hon. Minister that a new line is proposed to be constructed to the mineral areas of Sundargarh, Keonjhar and Sambalpur Districts and they are proposed to be linked up with Sambalpur. I understand the representative of the Government of Orissa has successfully pressed the claims for opening up the rich mineral and forest areas of Orissa in the last meeting of the Central Transport Board, and that the Board have recommended that one of these lines should be included in the Five Year Plan. I hope, however, that the reconnaissance survey will not be inordinately delayed and construction work will start very soon. I must in this connection suggest that this proposed line should be linked up with Talcher in order to provide an easy and direct communication between the eastern and the western districts of Orissa.

I had last year pressed that the Middle English School at Khurda Road be raised to the status of a Technical High School. I had some correspondence with the Deputy Minister of Railways in this matter and had been assured that it is receiving careful consideration. But I am surprised to find that in the Railway Ministry there is a tendency to shirk responsibility so far as providing educational facilities to the children of their staff is concerned. In their publication—*Indian Railways, 1951-52*—at page 88 I find it is very pathetically regretted that their attempt to shirk responsibility and to transfer these schools to the States have not materialised because of the unwillingness of the States. I am really surprised. Of course, I cannot speak with authority or exactitude regarding the other States, but so far as Orissa is concerned, the responsibility of providing secondary education to all children in the State has never been assumed by the State. The State maintains only one High English School at each district headquarters. All the other numerous High English Schools are run

by local initiative. Of course, reasonable grants-in-aid are provided by the Government. I fail to understand when all other industrial concerns—big and small—are expected to provide facilities for education of the children of their employees, why the Railways, which is the biggest, single earning concern in the country should try to shirk this responsibility and throw it on others who are less able to bear it. I am, however, glad that the hon. Minister has assured us in his speech that "the existing Railway Schools will be maintained and maintained well." I wish he had also added that they would be improved to fall in line with the educational policy of the country.

About a few weeks back I had read a Press report in which the Railway Minister himself had advocated introduction of technical and vocational education in the secondary stage of education. I had therefore expected that he would start providing these facilities as far as possible in some of the institutions under his own control. However, I would request him to give his attention to this very important and urgent reform in our educational institutions and do something in the matter in the next budget at least.

The next thing I would draw the attention of the House to, is that last year while supporting the proposal of Government for the regrouping of the Railways, we had very emphatically urged that a Divisional Headquarters should be located within the State of Orissa and that the existing offices of the District Engineer at Cuttack and the District Commercial Officer at Khurda Road should not be shifted elsewhere outside the State. But a few days back I got a communication from the railway employees at Khurda Road that there is a surreptitious move to shift these offices to Waltair. I immediately brought this to the notice of the Railway Minister and I have received a note from his Ministry saying that the matter is receiving attention. This is a matter which has created a consternation not only among the employees but amongst all sections of the public in Orissa. I would urge on the Railway Minister to give us an assurance that no such move will be entertained or encouraged.

With one more request I will close and that is on behalf of the Harijan railway employees of Kharagpur. Kharagpur is a colony which claims a Harijan population of about 7,000 or 8,000 people consisting of the railway employees, their dependents and families. Some social workers there have organised these people in one associa-

tion and they have built a club house of their own where they have a reading room and where they carry on some recreational and athletic activities. They have also a dramatic club. Well, this particular site is now required by the Railway Administration for some other purpose and the General Manager of the Eastern Railway has offered a grant of only Rs. 2,000 to be spent through a railway contractor in building a small room for these people. These people entertain a grievance, that they have been deprived of their legitimate share of the grant which is annually made to the staff for recreational activities. The bigger bosses, the officers—the second and third class officers—appropriate the whole amount for their own clubs and institutes and these poor people get nothing. So they have now approached the Railway Minister through the Commissioner for Scheduled Castes and Backward Classes to give them a munificent grant and place it in their hands so that they may augment it by their own voluntary manual labour and cash contributions and have a decent building of their own. I hope it would not be very difficult for the Railway Minister to set apart or to earmark some decent sum out of this year's grant to the Eastern Railway for this purpose.

**श्री अनिरुद्ध सिन्हा । (दरभंगा—पूर्व) :**

माननीय सभापति जी, इस साल इस देश में रेलवे को कायम हुए १०० वर्ष होते हैं और उस का शताब्दी महोत्सव भी होने जा रहा है। साथ ही देश का ध्यान अपने राष्ट्र के इस सबसे बड़े यातायात के साधन की ओर खींचा गया है। रेलवे मिनिस्टर साहब ने अपने भाषण में मुकामा में गंगा पर पुल बनाने के काम के प्रारम्भ होने की भी घोषणा की है। इस से उत्तर बिहार और आसाम के रहने वालों को जितनी खुशी हुई है उस के लिये हमारे मंत्री महोदय बधाई के पात्र हैं। किन्तु साथ ही साथ में यह कहूंगा, और मुझे यह कहने के लिये बाध्य होना पड़ा है कि गंगा पर मुकामा में जो पुल बन रहा है उस को जो प्राथमिकता दी जानी चाहिये वह नहीं दी जा रही है। हो सकता है कि इस का जो महत्त्व गंगा पार के उत्तर में रहने वालों को यानी जो उत्तर बिहार और आसाम के रहने वाले हैं

[श्री अनिरुद्ध सिन्हा ]

उन की नजर में है उतना महत्व का अन्दाजा हमारे मिनिस्टर साहब को नहीं है। जहां तक उत्तर बिहार की जनता का सवाल है, वहां सब प्राकृतिक साधनों से युक्त रहते हुए भी यातायात के अभाव में आर्थिक जीवन की उन्नति नहीं हो रही है। सभी साधनों से युक्त रहते हुए भी जहां तक बीसवीं शताब्दी के वैज्ञानिक अनुसन्धानों और आविष्कारों का सवाल है वह हमें मुहैया नहीं हो रहे हैं। कोई ऐसी चीज नहीं है जिस के जरिये हमारे पास सीधे चीज पहुंच जाय। हमारे यहां अन्न होता है, जूट होता है, चीनी बनती है, लेकिन उस को बाहर भेजने का कोई ऐसा साधन नहीं है जिससे हम उन को बन्दरगाह तक पहुंचा दें, और आप जानते हैं कि इस समय में बिना बन्दरगाह से सीमा सम्बन्ध हुए किसी भी भू-भाग की उन्नति होना असम्भव है।

इतना ही नहीं बिहार में सब से ज्यादा कोयला, ऐशिया का सब से बड़ा लोहे का कारखाना और ऐशिया का सब से बड़ा खाद उत्पादन करने का कारखाना भी है। किन्तु क्या लोग जानते हैं कि उत्तर बिहार में सन् १९३९ ई० से ले कर आज तक कितना लोहा और कोयला गया है? लोगों का मकान बनाने का काम रुका हुआ है, उत्तर बिहार में पच्चीस चीनी की मिलें और दो जूट के कारखाने हैं उनके लिये यातायात के साधन के अभाव में जलाने के लिये कोयला उपलब्ध नहीं होता है। फल यह होता है कि वहां लकड़ी जलाई जाती है। जहां राजस्थान में मरु भूमि के प्रसार को रोकने के लिये जंगल लगाये जा रहे हैं, वहां उत्तर बिहार में जंगलों का सफाया हो रहा है, जंगल तो हैं ही नहीं, जो वृक्ष हैं वह भी काटे जा रहे हैं। इस का फल यह होता है कि हमारे यहां की जमीन पर बहुत बुरा प्रभाव पड़ता है।

उस के अलावा जहां हरद्वार से बनारस तक हर १५० मील पर गंगा जी पर एक पुल

है वहां बनारस के बाद ४३० मील तक एक भी पुल नहीं है, इसलिये मेरी रेलवे मंत्री महोदय से यह अर्ज है कि वहां पुल बनाना जरूरी है। इस लाइन पर पुल बनाने के सम्बन्ध में अनुसन्धान का काम तो सन् १९४५ में ही प्रारम्भ हुआ था लेकिन सन् १९५२ में बनाने का निर्णय हुआ। इस से हमें यह खुशी तो अवश्य हो रही है कि वहां पर पुल बनेगा, किन्तु मैं यही कहना चाहता हूं कि इस को सर्वोच्च प्राथमिकता दे कर बनवा दिया जाय, क्योंकि इस को छोड़ कर पंच वर्षीय योजना में कोई और ऐसी चीज नहीं जो बिहार को इतनी अच्छी लगे। हम लोग आशा से भरे हैं कि जो बात बृटिश राज्य में या लड़ाई के बाद से अब तक नहीं हो सकी, वह अब की जा रही है और हमें सुख और सुविधा मिलेगी। बात यह है कि हमारे यहां कोई व्यवसाय घंघा नहीं चल पा रहा है जिस के कारण फी सैकड़ा ६४ आदमी बेकार है। इस का मुख्य कारण यही है कि हमारे यहां बनी चीजों की खपत नहीं है और जो चीजें हम पैदा करते हैं उन को बाहर भेजने के लिये हमें उपयुक्त साधन उपलब्ध नहीं हैं।

तीसरी बात यह है कि जहां तक नये साल के बजट (Budget) में नई रेलवे लाइनें बनाने का सवाल है, हमको यह देखकर दुःख हुआ कि उत्तर बिहार में शायद एक भी नई रेलवे लाइन बनाने का प्रोग्राम (programme) नहीं है। मैं अपने रेलवे मंत्री महाशय को बतलाना चाहता हूं कि करीब करीब बाइस हजार वर्ग मील उत्तर बिहार का क्षेत्र है और उस की आबादी लगभग एक करोड़ इक्यासी लाख के है जो कि शायद द्रावनकोर-कोचीन को छोड़ कर भारत में सब से ज्यादा घनी आबादी है। हमारे यहां जितनी रेलवे लाइनें बिछी हुई हैं, उन से हमारा काम नहीं चल सकता है। जहां तक उत्तर बिहार का और कम से

कम जहां तक दरभंगा जिले का सवाल है, मैं जानता हूँ कि ऐसी जगहें हैं जहां से जिले का सदर मुकाम पचास पचास मील पर है। इस के अलावा उत्तरी बिहार के सब जिले सरहद्दी जिले हैं। इस लिये अगर वहां का सर्वे (survey) कर लिया जाये और वहां और रेलवे लाइनों बन जायें तो इतना ही नहीं कि हमारा व्यापार बढ़ेगा बल्कि नेपाल से हमारा व्यापारिक सम्बन्ध ज्यादा हो जायगा। इस के अलावा सामरिक सुरक्षा के लिये भी रेलवे लाइनों का होना बहुत वांछनीय है।

चौथी बात यह है कि जहां तक रेलवे में भीड़ के होने का सवाल है शायद हमारे रेलवे मंत्री को ओ०टी० आर० की जो पुरानी ब्रांच लाइन है उस पर चलने का मौका नहीं मिला है। हम से कहा जाता है कि ७७१ रेल के डब्बे भीड़ को कम करने के लिये अलग अलग रेलवेज को दिये गये हैं। मैं नहीं जानता कि इन में से मीटर गेज को कितने दिये गये हैं, लेकिन हमारे यहां अब भी छतों पर लोगों का चलना या पटरी पर लटक कर चलना एक मजबूरी की बात है। देहात के लोगों को इस तरह से लटक कर जाना पड़ता है कि आखिर उन को इधर से उधर काम के लिये तो जाना ही है, मैजिस्टीरियल चेकिंग (magisterial checking) होती है और लोगों को मुफ्त में फ़ाइन (Fine) देना पड़ता है या जेल जाना होता है। वह ऐसा काम नहीं करना चाहते पर मजबूर होकर करना पड़ता है। इस लिये मेरा सुझाव है कि अगर हमारी तरफ भीड़ को कम करना है ब्रान्च (Branch) लाइनों पर तो बजाय इस के कि हर जगह शेड (shade) बनाने को प्राथमिकता दी गई है और रोड साइड (Road side) स्टेशनों पर प्लेट फ़ाम बनाये जा रहे हैं, इस काम को ज्यादा प्राथमिकता देना चाहिये। मैं यह नहीं कहता

कि दूसरे काम न हों, लेकिन भीड़ को कम करने के काम को भी प्रायर्टी (priority) मिलनी चाहिये। अगर हां पर डिब्बों और ट्रनों को बढ़ा कर भीड़ कम करने की कोशिश की जायगी तो उस से ज्यादा फायदा होगा।

और भी बहुत सी छोटी छोटी बातें हैं जिस को कर के रेलवे यातायात की सुविधा दी जा सकती है। मैं एक खास जगह की बात कहता हूँ। मधुवनी और राजनगर के बीच सकरी जयनगर पुरानी ओ० टी० आर० लाइन पर एक जगह है। जहां से हर बरसात के जमाने में बाहर का सम्बन्ध बन्द हो जाता है। पानी षड़ जाया करता है। इस रेलवे लाइन को बीस पच्चीस हजार रुपया लगा कर ठीक से चालू किया जा सकता है।

अतः मेरा सुझाव है कि बिहार में अभी सर्वे (survey) करा लिया जाय कि कहां कहां रेलवे लाइन बिछेगी। इससे वहां का वाणिज्य व्यवसाय बढ़ेगा लोगों की हालत सुधरेगी और हिन्दुस्तान के एक बहुत बड़े भूभाग में जो कि और सब तरह से सम्पन्न है किन्तु यातायात के साधनों का अभाव अनुभव कर रहा है, वहां यातायात हो जायगी। मैं तो कहूंगा कि अगर मुकामा का पुल बन जाय और उसके आगे ट्रान्स्पोर्ट प्रोडक्शन मिनिस्टर (production minister) साहब को सिंदरी के खाद के कारखाने के गोदाम में खाद इकट्ठा होने की चिन्ता नहीं करनी पड़ेगी मैं समझता हूँ कि वहां से खाद की इतनी ज्यादा मांग होगी कि शायद रेलवे ऐडमिनिस्ट्रेशन (Administration) को ट्रांसपोर्ट (Transport) देना कठिन हो जायगा। उस तरफ बहुत ज्यादा खेती होती है और भूमि बहुत उर्बरा है।



[ श्री अनिरुद्ध सिंहा ]

मैं इतना कहकर रेलवे मिनिस्टर साहब को रेलवे की सर्वतोमुखी उन्नति के लिये धन्यवाद देता हूँ ।

श्री रघुनाथ सिंह ( जिला बनारस-मध्य ) : श्रीमान् हमारे फ्रेंक ऐंथनी साहब ने बड़े सुन्दर शब्दों में यह कहा है कि हमारे माननीय मंत्री जी ने रेलवे बजट (Budget) की बहुत रोजी पिक्चर (Rosy picture) खींची है । जो रेलवे ८० सेंकड़ा यातायात में माल ढोती है, ७० सेंकड़ा यात्री ढोती है, जो ३३,५६६ मील में फँली हुई है और जिसमें ६ लाख आदमी काम करते हैं और जिसने ३० लाख रिफ्यूजीज (Refugees) को ढोया है, अगर यह हिन्दुस्तान की रेलवे का रोजी पिक्चर (Rosy picture) नहीं हो सकती तो मैं नहीं समझता कि फ्रेंक ऐंथनी साहब के शब्दों में कौनसा रोजी पिक्चर (Rosy picture) हो सकती है ।

दूसरी बात, साथ ही साथ, ऐंथनी साहब ने यह कही कि कोई तरक्की नहीं हुई है । अब की बजट स्पीच (Budget speech) में कहा गया है कि १४२ नई पैसिंजर ट्रेनें चलाई गईं, ११७ पैसिंजर ट्रेन ऐक्सटेंड (extend) की गयीं, १९२ मील लाइन बनी, और २८७ मील लाइन सात लाइनों पर और बनने वाली है । शायद यह भी रोजी पिक्चर (Rosy picture) नहीं है ।

साथ ही साथ ऐंथनी साहब ने टाइम (time) के बारे में कहा । अगर हम सन् १९३८ की रिपोर्ट देखें तो मालूम होगा कि बड़ी लाइन पर ८० सेंकड़ा ट्रेनें ठीक टाइम पर चलती थीं । यह ठीक है कि आज ७७ पर सेंट ट्रेनें (77 per cent trains) ठीक

टाइम पर चलती हैं लेकिन अगर इसमें हम वार (war) के समय का और पारटीशन (partition) के समय का ख्याल करें तो देखेंगे कि इसमें ३ परसेंट (3 per cent) ही की कमी है । मीटर गेज पर सन् १९३८ में ८२.९ ट्रेनें ठीक टाइम (time) पर चलती थीं और आज ७४.९ ठीक चलती हैं । इस मीटर गेज में आसाम लिंक रेलवे और हमारी ओल्ड (old) रेलवे भी शामिल हैं । तो यह आंकड़े कुछ ज्यादा कम नहीं हैं ।

हमारे त्रिवेदी जी ने पाखानों के बारे में शिकायत की । शायद उन्हें पता नहीं कि पार साल पाखानों के लिए ५.३० लाख रुपया अलॉट (allot) किया गया था पर इस साल ८.३१ लाख रुपया अलॉट (allot) किया गया है । जैसा कि उन्होंने कहा पाखानों की सिर्फ लीपा पोती ही नहीं होगी बल्कि कुछ लैटरिन्स (latrines) नई भी बनेंगी ।

दूसरी बात उन्होंने स्नान घरों के बारे में कही । तो शायद स्नान घरों के बारे में उन्हें पता नहीं कि परसाल १.१९ लाख रुपया स्नान घरों के लिए रखा गया था, पर इस साल २.५९ लाख रुपया स्नान घरों के लिए रखा गया है । तो आप देखेंगे कि यह आंकड़े खुद कहते हैं कि करीब करीब दूना रुपया इस साल स्नान घरों और पाखानों के लिए रखा गया है ।

हमारे दामोदरन जी ने कहा कि प्लेटफारमों पर शेड (shade) नहीं है । अगर वह आंकड़े देखें तो उनको मालूम होगा कि पारसाल जितना रुपया इस कामके लिए अलॉट (allot) किया गया था उससे करीब दो करोड़

रूपया इस साल शेड्स (shades) के लिए ज्यादा अलॉट (allot) किया गया है। तो मैं यह कहता हूँ कि दामोदरन साहब को भी शिकायत करने की कोई खास जरूरत नहीं हो सकती।

साथ ही साथ हमारे रेलवे विभाग ने जो सबसे बड़ी बात की है वह यह है कि उसने एक रिसर्च (research) विभाग खोला है जिसके लिये वह धन्यवाद के मान हैं। उन्होंने जो स्लीपर्स (sleepers) को फायर प्रूफ (fire proof) बनाया है इससे हमारी बहुत सेविंग (saving) होगी।

इसके साथ ही साथ इस रेलवे बजट (Budget) के विषय में कुछ सुझाव भी हम रखना चाहते हैं। जो चित्तारंजन का कारखाना है उसमें पारसाल १२० इंजन बनने चाहिए थे लेकिन ब्राड गेज के कुल ४९ इंजन वहां बने हैं। हमारी जो पंचवर्षीय योजना है उसके अनुसार इस कारखाने में २६८ इंजन बनने चाहिए। तो हम देखते हैं कि हमारी स्पीड (speed) बहुत स्लो (slow) है और शायद हम पंचवर्षीय योजना के समय के भीतर २ इंजन बनाने में समर्थ न हो सकेंगे। साथ ही साथ हमें यह विचार करना है कि जो इंजन हम यहां बनाते हैं उनके ७० प्रतिशत पुर्जे तो हम यहां बनाते हैं लेकिन ३० प्रतिशत पुर्जे बाहर से मंगाते हैं। हमने स्वदेशी के नारे के साथ आजादी ली है। तो हमें विचार करना चाहिए कि इन ३० परसेंट पुर्जों को भी हम बाहर से न मंगावें और उनके लिए हम बाहरके आश्रित न रहें बल्कि अपनी सारी इनर्जी (energy) लगा कर उनको भी यहां बनावें ताकि हम अपनी रेलों को स्वदेशी कह सकें।

इसी प्रकार टाटा के कारखाने में मीटर गेज के १७० इंजन बनने चाहिए थे लेकिन इस साल बने कुल ३५। और हमारा टारजेट (target)

है ६४१ इंजनों का। तो मैं यह कहता हूँ कि जहां ३५ इंजन बने हैं वहां १७० इंजन बनने चाहिए थे। हमारी पंच वर्षीय योजना में टारजेट (target) ६४१ है। इस साल से हम कैसे उस टारजेट (target) तक पहुंच सकेंगे। यह मेरी समझ में नहीं आ रहा है। इस वास्ते हमको देखना यह है कि किस तरह से हम अपने यहां से इस कमी को जल्दी से जल्दी दूर करें।

साथ ही साथ बैगन (wagon) के बारे में कहते हैं कि चार हजार बैगन (wagon) हम बाहर से इम्पोर्ट (import) करते हैं और २०० कैरिजेज मीटर गेज लाइन भी हम बाहर से इम्पोर्ट (import) करते हैं। जब हम यह चीज देखते हैं तो हमारा जी यह चाहता है कि हम इन रेलवे लाइनों पर ट्रेविल (travel) न करें। जो चीज विदेशी है और जिसका हम बहिष्कार कर चुके हैं उसको हमें अपनी पूरी शक्ति लगाकर हिन्दुस्तान में ही पैदा करना चाहिए। इससे हमारा जो रूपया बाहर जाता है वह बचेगा और साथ ही साथ हमारे भारत वर्ष की तरक्की होगी।

एक बात हमारे ऐंथनी साहब ने बहुत जोरों से कही कि एअर कंडीशन्ड (Air Conditioned) और फर्स्ट क्लास (First class) को जरूर रखन चाहिए। उन्होंने जो कहा वह तो साफ साफ मेरी समझ में नहीं आया। लेकिन अगर आप आंकड़े देखेंगे तो आपको मालूम होगा कि ११६३.६ करोड़ थर्ड क्लास के पैसिंजर ट्रेविल (travel) करते हैं और इंटर क्लास, सेकिंड क्लास, फर्स्ट क्लास और एअर कंडीशन्ड (Air conditioned) में सब में मिल कर चार करोड़ आदमी ट्रेविल (travel) करते हैं। हिन्दुस्तान के जितने आदमी इंटर क्लास, सेकिंड क्लास, फर्स्ट क्लास और एअर कंडीशन्ड (Air conditioned) में चलते हैं उससे २९

[श्री रघुनाथ सिंह]

गुना ज्यादा आदमी थर्ड क्लास में चलते हैं। तो हमारी ११६३६ करोड़ जनता थर्ड क्लास में चलती है। हम जनता के प्रतिनिधि हैं। इस वास्ते हमको थर्ड क्लास की तरफ ज्यादा से ज्यादा ध्यान देना चाहिए। फर्स्ट क्लास एअर कंडीशन्ड (Air conditioned) आदि तो बड़े आदमियों की चीज है। हिन्दुस्तान एक गरीब मुल्क है और हमें गरीबों की तरफ ज्यादा ध्यान देना चाहिए। तो उनका जो कहना है कि फर्स्ट क्लास रखा जाय और एअर कंडीशन्ड कोचें ( Air conditioned coaches ) रखी जायें इससे कोई लाभ नहीं है। चार करोड़ आदमियों के लिए हम एक अरब आदमियों की सुविधा का ध्यान नहीं त्याग सकते।

साथ ही साथ आप यह देखेंगे कि जो एक्सप्रेस ट्रेनें चलती हैं जैसे ११ अप या १३ अप और मेल। इनमें ९ बोगी रहती हैं। दो बोगी (bogie) तो गार्ड की निकल जाती हैं। एक इंटर क्लास की निकल जाती है, एक एअर कंडीशन्ड (Air conditioned) की निकल जाती है, एक फर्स्ट क्लास की निकल जाती है और एक सैकिड क्लास की निकल जाती है। बचता क्या है? मेल ट्रेन्स में थर्ड क्लास वालों के लिए एक बोगी (bogie) बचती है और एक्सप्रेस ट्रेनों में चार या तीन बोगी (bogie) बचती हैं। तो जैसा कि हमारे मिनिस्टर साहब का विचार है हम इन फर्स्ट क्लास की बला से सैकिड क्लास की बला से, इंटर क्लास की बला से और एअर कंडीशन्ड (Air conditioned) की बला से जितनी जल्दी नजात पायें उतना अच्छा है। तो इस वास्ते अपर क्लास (upper class) और लोअर क्लास (lower class) की जो चीज हमारे सामने रखी गयी है वह चीज बिल्कुल ठीक है।

अब मैं अपने देश की कुछ बातों की तरफ शास्त्री जी का ध्यान आकषित करना चाहता हूँ। हमारे यू० पी० में या यों कहिये कि हिन्दुस्तान में केवल एक हैडक्वार्टर एटा ऐसा है जिसके लिये कोई रेलवे लाइन नहीं है। हमारे मिनिस्टर साहब ने अबकी बार करीब डेढ़ लाख रुपया इस बजट (budget) में रखा है जिससे कि उसका सर्वे (survey) हो सके, जब कि शायद इस के लिये दो लाख रुपये का एस्टिमेट (estimate) है। लेकिन, जैसा कि हमारे पिछले लायक दोस्त ने कहा कि सन् १९४५ में तो पुल की योजना बनी और सन् १९५३-५४ में उस योजना पर काम होगा, तो मेहरबानी करके हमारे रेलवे मिनिस्टर साहब भी उसी पुराने रुढ़िवाद पर न चले, सनातनवादी न हों, बल्कि समय के साथ कुछ प्रगतिशाली हों और इस रेलवे के काम को भी तेजी से चलावें। अगर वह जल्दी से जल्दी तेजी के साथ एटा को किसी भी रेलवे लाइन से ज्वाइन (join) कर सकें तो उस से यू० पी० का एक बहुत बड़ा उपकार होगा।

दूसरी बात मैं काशी के बारे में कहना चाहता हूँ। काशी जैसे पवित्र स्थान में स्टेशन पर चार प्लेटफार्म हैं। आप को सुन कर ताज्जुब होगा कि उन में से दो प्लेटफार्म पर बिल्कुल कोई शैड (shed) नहीं है, एक प्लेटफार्म पर आधा शैड (shed) है और चौथे प्लेटफार्म पर १/८ शैड है। आप समझते होंगे कि काशी में यात्रियों का यातायात हमारे यू० पी० में सब से ज्यादा होता है। लेकिन काशी की जो आमदनी होती है उस को लखनऊ वाले चाट जाते हैं। लखनऊ का प्लेटफार्म तो इतना बड़ा है और इतने शैड (shed) हैं जब कि वहाँ के यात्रियों से आमदनी कम होती है और काशी में जहाँ कि

इतनी आमदनी होती है, वह इतनी ज्यादा आमदनी पैदा करके यात्रियों से देता है लेकिन वहां पर शैड (shed) नहीं है। तो मैं अपने मंत्री महोदय से कहूंगा कि जल्दी से जल्दी वहां पर शैड (shed) डालने की आवश्यकता की पूर्ति करें।

मैं एक मिनट में समाप्त करता हूँ। एक और बात की ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। वहां पर बैगन (wagon) की हालत यह है कि जो बैगन (wagon) कलकत्ते से आते हैं वह बीच में मुगलसराय और गोमोह में रोक लिये जाते हैं। जितने बैगन (wagon) कलकत्ते से चलेंगे वह गोमोह या मुगलसराय में रोक दिये जाते हैं। और वह वहां दो दो तीन तीन दिन तक रुक जाते हैं। हमारे यू० पी० में लाख की इंडस्ट्री (industry) मिरजापुर में है। सारे हिन्दुस्तान में लाखकी इंडस्ट्री (industry) एक ही जगह पर है, मिरजापुर में। तो जब यह डिब्बे बीच में गोमोह या मुगलसराय में रुक जाते हैं तो इस से जितने लाख के कीड़े चलते हैं उन में से आधे वहां मर जाते हैं। इस वजह से हमारे यू० पी० की लाख की इंडस्ट्री (industry) तबाह हो रही है। इस को रोकना चाहिये।

एक बात मैं और कहना चाहता हूँ। कलकत्ते से मिरजापुर की जो डिस्टेंस (distance) है उससे कलकत्ते से काशी की जो डिस्टेंस (distance) है वह कम है। लेकिन जो पीतल का सामान कलकत्ते से मिरजापुर जाता है या मिरजापुर से कलकत्ते जाता है उसका चार्ज (charge) तो कम है, लेकिन बनारस जो कलकत्ते से मिरजापुर की अपेक्षा ८० मील कम है उसका चार्ज (charge) ज्यादा है। इस वजह से बनारस की पीतल इंडस्ट्री (industry) इस रेलवे के

जुल्म के कारण प्रायः समाप्त हो रही है। इस वास्ते में रेलवे मिनिस्टर साहब से अर्ज करूंगा कि माइलेज (mileage) की रेट (rate) को रखना है तो जब बनारस की माइलेज (mileage) कम है तो मिरजापुर की जो रेट (rate) है उस से इस को कम रखिये। एक शहर को प्रेफरेंस (preference) देना और दूसरे शहर को प्रेफरेंस (preference) न देना, यह बिल्कुल अनुचित है।

इन शब्दों के साथ रेलवे बजट (budget) जो हमारे सामने प्रस्तुत किया गया है उस के लिये हम धन्यवाद देते हैं। सारे विश्व में हमारी हिन्दुस्तान की रेलवे का चौथा स्थान है और इस इंडस्ट्री (industry) को जितना भी हम ऐक्सपेंड (expand) कर सकें अच्छा है। इन शब्दों के साथ मैं इस बजट (budget) के लिये फिर धन्यवाद देता हूँ।

**Shri Veeraswamy (Mayuram—Reserved—Sch. Castes):** Sir, I thank you for having called upon me to speak on the Railway Budget. I wanted to speak on the President's Address, but I could not. I made an honest attempt to get a chance but miserably failed.

I want to tell the House that the Ministers can look up to us for real co-operation and real help. This side alone can shape the policy of the Government and increase the efficiency of the Ministers. I would therefore request the hon. Ministers to look up to us, and not to that side, for help. Because, if they look up to that side for any help they will be lost miserably.

The railways are the greatest national public utility concerns. They are the biggest employers. And without the railways our national economy will go down. So the hon. Minister for Railways ought to be more responsible and more sympathetic towards the people who are employed in the railways.

Our Railway Minister, the hon. Shri Lal Bahadur Shastri, did not conceal some truths; during the course of his speech on the Railway Budget he did not hide certain facts. I want to refer to some of the salient points to which he referred during the course of his speech.

[Shri Veeraswamy]

First of all, he referred to theft and corruption existing in our Railways. Everybody knows that corruption and theft are rampant in every Railway, and our hon. Railway Minister has promised to take action to eliminate these menaces of theft and corruption. He has stated that he has consulted the hon. the Home Minister and that the Home Minister has consented to appoint a senior official of the Home Ministry to go to the headquarters of the six railway systems in India with a view to devising, after consulting the General Managers and the State Government officials, effective preventive measures to combat this menace.

With regard to the complaints about delays in payment of money and grant of leave and passes to Government employees, our Railway Minister has expressed his regret. He said, "Persistent complaints have been received from staff regarding delays in payment of monies due to them and in the grant of leave and passes". I do hope that the hon. Minister for Railways will issue definite instructions to the railway authorities and ask them not to be so unsympathetic towards the railway staff as to make delay in payment of monies due to them and also in the grant of leave and passes.

Regarding redressal of grievances the Railway Minister said during the course of his speech, "I would not be far wrong when I say that if they have not got all that they demanded, etc.". And so at least in the future I do hope that the Railway Ministry will do all in its power to redress the grievances of the railway staff.

5 P.M.

The time at my disposal is very short and I am sorry that I am not able to do justice to all the points which I wanted to make. I shall, however, touch upon very important points. I am so sorry that the hon. the Railway Minister has not even expressed his sympathy for the sufferings of the railway staff affected by the cyclone that occurred on 30th November, 1952 in the districts of Tanjore and Tiruchirapalli. Of course our Deputy Railway Minister, the hon. Shri O. V. Alagesan toured the entire areas affected by the cyclone. He saw the conditions of the railway workers and labourers and he consulted the officers there and he noted down the damages caused by the cyclone but what I want to say on the floor of this House is that the hon. Minister for Railways should have expressed his sympathy for the sufferings of the people and also given an account

to this House of what he has done to alleviate the sufferings of the railway staff affected by the cyclone.

**The Minister of Railways and Transport (Shri L. B. Shastri):** I have said so in this House. I think the hon. Member does not remember it.

**Shri Veeraswamy:** I appreciated the Minister's expression of certain salient features but I have also got my own grievances against the Railway Department. There are so many anomalies in the recruitment and fixation of pay and also in the implementation of the recommendations of the Central Pay Commission. Candidates who were recruited as relieving clerks, were given training in coaching goods, in telegraphy, clerical work in trains and also ticket examination. If anybody fails in any of the examinations, he was sent out. He would not be retained in service. The Central Pay Commission fixed the pay for the commercial clerks in the railways as Rs. 60—4—120—5—150 with effect from 1st January, 1947. For relieving clerks, the pay was fixed as Rs. 55—3—85—5—130. I want to tell the House that from the middle of 1948, relieving clerks, i.e., candidates who were recruited as out-door relieving clerks and ticket examiners have been drawing their pay in the scale of Rs. 55—3—85—5—130 but coaching relieving clerks and goods relieving clerks are drawing in the scale of Rs. 60—4—120—5—150. The general relieving clerks (Traffic) who have been in service before 1948 are drawing Rs. 55/- at the start. Candidates who were recruited from the middle of 1948 and who were trained only in a particular branch of line are getting at the rate of Rs. 60/-p.m.

Then, I come to the Material inspectors. In the Golden Rock Workshop in the Southern Railway, there are three categories of Inspectors, i.e., Material Inspectors, Water Works Inspectors and Permanent Way Inspectors and the Central Pay Commission fixed the scale of pay for the Material Inspectors at Rs. 100—185. Even this is not implemented by the authorities. Material Inspectors are under the category of supervisory staff and the supervisory Chargeman in the workshop has been placed in the grade of Rs. 150—7—225. The Inspectors, i.e., Water Works Inspectors and Permanent Way Inspectors have been getting the scale of Rs. 150—7—225. The Job Inspectors who are employed in the Perambur Workshop at Madras also have been getting pay in the scale of Rs. 150—7—225.

There is a Railway High School at Golden Rock and the Central Pay Commission fixed scales of pay for all the staff in that High School but only for L. T. Assistants and secondary grade teachers, this pay system was implemented. With regard to higher grade teachers, the pay system was not implemented. With regard to L. T. Assistants and secondary grade teachers, the pay system was implemented from 1st January, 1947 but with regard to the higher grade teachers, it was implemented only from 24th April, 1950. Subsequently, normal rules were applied to the higher grade teachers, and their pay was fixed. They were drawing in the scale of Rs. 50—90 and when this system was introduced, the railway authorities should have treated the difference in pay as personal pay. This is well known to everybody but in the case of higher grade teachers in the Golden Rock High School, this was not observed. Why so?

I want to say a few words about representation of the Scheduled Castes in the Railways. The cause of the Scheduled Castes is miserably ignored in the railways. I am sorry to tell the House that there is not even—so far as my knowledge goes—a single Scheduled Caste Gazetted Officer in the Southern Railway and I request the hon. Minister and the Deputy Minister to go into this question and see that the Scheduled Castes are also represented according to their population and according to their conditions in the society, not only in the society but also in the economical field, in political field, in the educational field. I do hope and trust that the Ministers concerned will look into these points and see that, in the course of the coming financial year, the Scheduled Castes are properly represented in the railways in all departments and especially as Gazetted Officers. I want to know from the hon. Minister how many Scheduled Castes candidates are working in the Indian Railways as Gazetted Officers.

In Trichinopoly, more than three or four thousand people are employed as temporary servants for a long time. Even those who have out in service for more than five years are still continuing as temporary. People are recruited for a particular work and after that work is finished, they are asked to do some other work and they are continued in service. If they are continued in service for more than three years, I request the hon. Minister to place them as temporary servants. Why should they be treated as casual labourers and not even as temporary servants? And so what the Rail-

way Department should do is to see that the casual labourers who have been in service for more than two years should be appointed as temporary servants. Our Railway Minister said that he wants to strengthen the Watch and Ward so that thefts can be avoided and also the railway stations can be looked after properly but when the Watch and Ward staff are being kept as temporary servants, how is the Minister going to make them efficient? The Railway Minister said that he is going to give promotion to the railway staff according to seniority. If that is observed, many of the people who have been in service for a long time will be elevated and I do hope that the Railway Minister will give definite instructions to the railway authorities not to overlook their cases in regard to promotions. If promotions are made according to seniority the grievances of many of the staff will be redressed in a very short span of time. I hope that the Railway Minister will implement what he has said in regard to the promotion of the staff according to seniority. I request the hon. Minister to give his attention to all that I said and rectify the defects I pointed out. With these words, I conclude.

Shri L. N. Mishra (Darbhanga cum Bhagalpur): I rise to congratulate the hon. Railway Minister and the Government for the notable results they have achieved in the working of the Indian railways. To my mind, much headway has been made since the beginning of popular control over railways and I feel that the day is not far off when our railways will line among the best-run railways of the world.

You know, Sir, that the railway system in India was originally incorporated as a company only and the different undertakings were independent in their own spheres with difference in their approach to the problems and methods of solving the problems which resulted in conflicts on occasions. With the implementation and successful working of the re-grouping plan, the whole railway system of India has been integrated into one coordinated system and I feel that administrative convenience, with ultimate economy and operational efficiency has been achieved by this re-grouping system.

The progress made by our railways in the matter of being self-reliant for their requirements in coaches, wagons and locomotives is a matter to be proud of. I feel that the Indian railways will, in no time, be able to meet their normal annual requirements from indigenous production. Therefore, I wel-

[Shri L. N. Mishra]

come the provision of 79.61 crores on this account. To meet their normal annual requirements from indigenous production will not be a minor achievement for our railways and it will be a thing to be proud of.

Hailing from the State of Bihar, I must express my sense of deep gratitude for sanctioning the rail-cum-road bridge over the Ganga near Mokar meh. The construction of this bridge will revolutionise the entire economic life of North Bihar and will open a new chapter in the transport history of Bihar. It will fulfil a long-felt need of that area.

I would also like to express my sense of appreciation for the working men in the railways. It is only because of their sincere efforts, hard work and co-operation that normal life has been restored in the railways. I think there has been a marked improvement in the travel facilities in the railways and the credit for that goes to the men working in the railways.

I would like to say a word about our financial position also. It is certainly discouraging to find that the revenues in our railways show a downward trend after years of high earning. But, keeping in view the economic activities of the country, the situation, to my mind, is not very bad or discouraging. The economic activities of our society have changed and naturally the results are there. But, what I would like to point out is this. At the present time, there is a growing competition between the rail and the road. You, Sir, are aware of the fact that various States have been encouraging the road transport on each and every line. I am never against giving more transport facilities to the people. But, our country cannot bear any competition between the rail and the road. This trend in our transport system should be discouraged, else, we may be faced with the same problem that confronted the U.K. in their transport history.

I would now like to draw the attention of the Government to the urgent problems of my home State of Bihar, especially that of the Kosi region, Darbhanga, Purnea and Saharsa districts. Not many years before, this area had a net work of railway lines and it was economically and commercially prosperous and it thrived a great deal. But, the recurrent floods of the Kosi dislocated the entire commercial life and brought disaster to this part of the country. The present position is that in an area of 3000 square miles, with a population of one and a half millions, there are hardly 25 miles of railway lines. There are no places in

this area which are less than 30 or 25 miles from a railway station. Today a letter takes ten to fifteen days and a telegram even a week to reach this part of Bihar. I may say that this area is free from Kosi floods for the last 15 or 20 years. And nothing has been done in this area for the restoration of the railway lines. I feel, from the point of view of rehabilitating the economic life of this part of the country and from many other points of view, the restoration of the old railway lines is not only desirable but imperative. That would relieve the hardships of the people and also provide a means of transport to the jute growers. There has been a chronic complaint that the jute growers are getting an unremunerative price. The Central Jute Committee of India had also made certain recommendations to improve the transport facilities of this area. I feel that the restoration of the old railway lines in this zone will provide an incentive to the jute growers and will also fulfil a long-standing demand. Strategically also, I feel that restoration of the railway lines is urgent because this area lies at the adjoining Nepal territory to which we have no means of access. I seek your permission, Sir, to suggest for restoration of a few lines in this area: (1) Forbesganj to Raghopore, (2) Supaul to Chandipoor, (3) Jhangarpore to Lokahazar in Bihar.

I may say here that this proposal has been before the Government for long. But, the work has been stopped on the plea that nothing could be done till the Kosi is bridled. The control of Kosi river is a far cry. I do not think there is any justification for our Government to drip every act of progress and development in this region on the plea of Kosi control. I feel that those areas that are free from Kosi floods should have the normal means of transport and communication.

Lastly, I would like again to congratulate the Railway Minister for the progress that this Government has made in the matter of railways. It is heartening to see that this year completes a century of the life of our railways. These 100 years have been a period of success and progress for our railways. I think our railways have been dynamic and have been able to meet the needs of the hour. I also feel that the Indian railways will be able to fulfil their appropriate role in the new economy of free India and will delightfully share the heavy responsibility that the National Plan brings forth for them.

**Shri G. R. Damodaran (Pollachi):** I would like to pay my tribute to the Ministry of Railways for the very real budget presented for the coming year.

Considering all the aspects of the progress made by the railways in our country, I think we have reason to be satisfied. It might be that we have not achieved all the things that we aimed at, or all the perfections desirable, but that we are making progress in the right direction cannot be denied at all.

It would seem from present trends in passenger and goods traffic earnings, that the prospects of larger surpluses would be on improved efficiency of operation and greater economy. We know there has been in past years steady improvement in operational efficiency. Bottlenecks on account of shortage of locomotives, wagons and coaches have been eliminated to a certain extent. And the most encouraging feature is the progress we are making towards self-sufficiency in engines and rolling stock. We have our factory at Chittaranjan which has turned out 49 broad gauge locomotives, and is making at present about 70 per cent. of the components of the locomotives. It is a matter for congratulation that we are producing more than half the components that are needed for the locomotive engines. But, then, it might be possible, if proper investigation is made, also to manufacture the other 30 per cent. of the parts of the locomotives. There might be some industries—I am referring to engineering industries—which have made great strides in our country during this short period, and we also have the best iron and steel manufacturing industry in our country. The difficulty might be that some parts or components are not being manufactured at all in our country, because the industries might not know what exactly are the needs of the railways. Perhaps, if the engineering industries and the iron and steel industries are consulted by the railways, they might be possible to produce, with their surplus capacity, all the parts required to make the full unit of the locomotive. The Tata Locomotive Works is also manufacturing metre gauge locos, and when they reach their full production, the country will be self-sufficient in regard to normal annual replacements. Irrespective of the cost of production, this goes a long way in improving the economy of the country, in providing employment and saving foreign exchange for other more important needs.

The coming year produces many major changes, especially in South India where I come from. Except the construction of the Quilon-Ernakulam link and the restoration of one or two dismantled railways, there does not seem to be much work going on, especially in the restoration of dismantled railways. These dismantled railways were there once and people

in those areas were used to these railway transport comforts, and I feel strongly that some kind of a special priority must be given, and some of the other dismantled railways in South India should be restored.

Among the big projects to be surveyed during the coming year is the direct railway link between Hassan and Mangalore in South India. This, again, is a right step, and it will be of great advantage in speeding the movement of passengers and goods between the West and East coast of South India.

One must be satisfied with the substantial improvements in the amenities to the lower class passengers. The gradual and speedy change from the three different classes I, II and III to only two, lower and upper classes, is one of the features for which the Ministry deserves our congratulations. It is, of course, very easy to criticise, but I do not see any other alternative suggestion coming from any of our friends. The Minister can take legitimate pride also on the excellent relations that exist between the workers and the management, as this is a major utility industry in our country.

I would like to make a reference to the question of traffic towards the south, i.e. Madras and beyond especially, in industrial raw materials needed to keep industries going. We in South India have to depend on North India to get the very essential raw materials like iron and steel, coal and coke, and all these materials are controlled commodities. The industries get their quotas and licences from the controlling authorities and the time is specified within which to make use of the permits. And it happens—actually it has happened on more than one occasion—that due to the non-availability of the wagons, the permit lapses. This has even threatened the closing of some of the factories. Therefore, it might be very helpful if some special consideration of priority is given in making wagons available for the transport of these raw materials which have to be moved to the proper places in proper time.

Another important point I would like to touch upon is the speed of the trains. If we take into consideration the speed of the long distance trains—the grand Trunk Express or the main trunk trains between Bombay and Calcutta, Madras and Bombay or the Trivandrum Express in South India—it ordinarily works up to not more than 30 miles an hour. There might be some technical difficulties, but 30 m. p. h. in these days of technology and



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science is a bit too low. Time is so very important that some of us feel that travelling time must be saved to a large extent, and if we could somehow or other investigate these difficulties—perhaps they may be technical—and take steps to speed up the trains, then it might very well be a very good progress made in the right direction, because the average speed in the other countries works up to anything between 50 to 60 m. p. h.

In addition to this, the waste of time in stopping stations also helps to reduce this average speed. I am just wondering if we cannot devise some ways and means to reduce this time of stopping in stations, by some kind of a co-ordinated help from the staff concerned. That also would help to increase the average speed of the trains, and as a result we would be able to reach longer distances in lesser time than is actually the case now.

Finally, I would like to make a reference to the naming of the new stations, because I happen to come from that particular place where a railway line has been built and a new station is being put up. As far as I could remember, the name of the station is 'Peelamedu'. The Postal, Revenue and other authorities spell the name as 'Peelamedu', but when I went to see the name on the railway station, I found that the spelling was 'Pilamedu'. I do not know how this spelling has been found to be correct.

**Shri Namblar:** In spite of Mr. Alagesan?

**Shri G. R. Damodaran:** I would like to request the Ministry and the department concerned to investigate this matter and change the spelling in the name of the station.

Once again, I pay my tributes to the hon. Railway Minister, and the departments concerned, for the very good general and all round progress shown by the Ministry of Railways.

**Shri N. Sreekantan Nair (Quilon cum Mavelikkara):** It was with trumpets and fanfare that the Railway Minister presented his budget. When I heard the loud cheers that resounded from the Congress Benches, I was misled to believe that after all the Congress men did really feel that the budget was some thing extraordinary. When I came from the South Avenue the next morning in a bus, the conversation veered round to the hon. Minister's speech. A very venerable grey-haired Congress M.P. remarked in the bus 'It seems everything is o.k. with

the railways, if you hear the Minister. But as a matter of fact, if you want to travel from Delhi to Gauhati in Assam, it will take five days, even by the fastest train'. (*Interruption.*) That is what he said, and I am just quoting him. And then he added, that if some of the M.Ps., like Rishang Keishing, want to go to their constituencies, or homes, it would take another ten days on foot. That is the travelling conveyance in our country, and yet the Railway Minister comes out with a profound speech and everybody cheers him. His voice choked out of sincerity of feeling, and he says 'Oh, Lord! when will our country return to normal decent methods of travel?' Considering the whole thing, I too have to offer only that remark 'Oh, Lord, when will our country come back to normal decent methods of travel?' I do realise that it is a very stupendous task. But we have to gird up our loins and start working sincerely and effectively.

I feel that the Railway Minister is not quite equal to the stupendous task that has devolved on him. It seems that like his figure his voice is also too weak to be effective among his tall colleagues, and much more so with the powers that be, who are putting through the Five Year Plan. According to his own admission, only Rs. 400 crores have been allotted for the railways. Out of this, Rs. 320 crores, he has to get from the railways themselves, and, he gets only Rs. 80 crores from the General Revenues. The hon. Minister himself has admitted on page five of his speech.

"Out of the total allotment of Rs. 400 crores, the Railways have to find Rs. 320 crores from their own resources, but a decrease in their net revenues as a result of the recession in passenger earnings may cut into this amount which the Railways have to provide... Indeed, only if more funds were made available to us, we could go beyond what we have so far planned and take up a few more urgent works and projects. We ourselves are keen and anxious to do so, but I am not unaware of the problems facing the Planning Commission. Their responsibility in the matter of allocation of resources for the development of other sectors of our economy is equally great. The bulk of Rs. 400 crores allocated to the Railways will go towards rehabilitation and improvement of existing machinery and equipment. The expenditure on the extension of rail facilities during the next two or three years will, therefore, have to be limited

to what is absolutely essential. The development of new railway facilities will have to be dovetailed with industrial and other developments contemplated in the Plan."

Is there any further evidence required of the impotency and helplessness of the hon. Minister than these very words? Only a paltry sum of Rs. 20 crores has been allotted for building new lines, and when I looked into the schemes, I found that only Rs. 13 crores had been allotted as such. This certainly is not a very happy picture of the future prospects, especially when we think of the old gentleman's remark, about the railway facilities that prevail in the country for the travelling public.

Now, let us come to the actual working of the railways. The basic principle on which the budget edifice has been built is rather erroneous. On page two, it has been stated:

"It seems that passenger traffic which had reached its peak in 1950-51, is adjusting itself to a normal level along with the restoration of the post-war inflationary economy of the country to equilibrium."

I think that is at best a wishful thinking. The national economy is not coming back to equilibrium. And we cannot hope that the passenger earnings in 1953-54, would be at the same level as it was during the current year. The wholesale price index for January, 1953 was 377.5, whereas it was only 1953 was 377.5, whereas it was only therefore become higher, and also the cost of living. The poor millions have lost the capacity to spend, and there are well-nigh famine conditions prevailing in most parts of the country. Hence this fall in passenger fares is bound to be there.

The second and basic error in the anticipations of the budget is its reliance on the imaginary, steady healthy trend in the industries. Sir, you know that the Coir industry has almost collapsed. You know the tea industry is facing serious difficulties. The textile industry also is not looking up.

**An Hon. Member:** Handloom industry?

**Shri N. Sreekantan Nair:** The handloom industry is gone. Then the Indian ceramic industry is meeting very serious competition. There is large-scale disbanding of workers from almost every industry in this country thereby pointing to a curtailment of

production. Yet our Minister hopes that he would get three crores of additional revenue from goods traffic!

Under the circumstances I can only say that the hon. Minister is living in a fool's paradise. His plans are not going to materialise and his so-called surplus budget is going to end a deficit budget.

The inefficiency of the administration in executing plans is another point to which I would like to draw the attention of this House. The much boosted Chittaranjan works is a national asset. I am told it is so. Then of course, the TELCO—naturally it is a concession which should be given to the all-pervading influence of the Tatas in the Congress machinery. But let us see how they are worked. The Chittaranjan Workshop only produces 70 per cent. of the component parts of a locomotive. But what are the 30 per cent. parts that they do not produce? Naturally they will be the most technically important and perhaps the most costly parts of a locomotive. I would also like to be informed by the hon. Minister what exactly are the respective prices of the components produced here and the components brought from outside. I feel, naturally, the 30 per cent. parts are more costly than the 70 per cent. produced here.

Another aspect to which I would like to draw the attention of this Government and this House is this. I do not understand a planned economy in which things are left to the titular deities of the Ministers or left in the lap of fortune. I am really surprised to hear that the production schedule of the Chittaranjan Works has been held up because they do not get spare parts from outside. I do not understand the policy of a Government which does not get sufficient spare parts at least for a year to carry on production for one year, and then just turns round and says: 'Our production has been held up'. At what time? At a time when a third world war is certainly darkening the horizon, you come to this House and say: 'We do not get spare parts'. What is going to be the fate of the Five Year Plan, what is going to be the fate of this country, if this is the sort of administration that is carried by the authorities? (*Interruption*).

I find Rs. 15 crores for Chittaranjan and two crores for TELCO are set apart for achieving self-sufficiency in the matter of locomotives. If tomorrow some foreign country refuses to supply some parts—which is very possible—we will not be able to put a single locomotive in the field. Then what is

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the good of having such factories at such a huge cost—I do not understand.

Coming to the question of amenities of course three crores have been allotted this year. But three crores is such a drop in the ocean, and the grievances of the Third Class passengers are so vast. They are supposed to have drinking water, latrines etc. Of course there are water carriers as was pointed out by some of our friends here. They go about with some open buckets of water exposed to all the germs that are prevalent at the railway stations. That is not a healthy method of tackling this question. Drinking water should be pure. The railway system should safeguard at least that.

The most important question regarding Third Class passengers is the psychological set-up of the Railway Administration. The railway officers look down upon the Third Class passengers, they hold them in contempt, and naturally their interests are not safeguarded.

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

Until and unless there is a change of attitude on the part of the railway staff to the Third Class passengers, no amount of amenities will be of real benefit to them.

I am not surprised at the promotion of the so-called Advisory Committees, to the status of Consultative Committees. Why?—for a democratic Minister and democratic Government, it is quite natural!

As to the working condition and remuneration of Class IV employees, I have got a good deal to say but I may not find time to speak out. But, one thing I have to say. The Railway Board Member, the Chief Commissioner and the Financial Commissioner and other people get Rs. 4000. More than four and a half lakhs of Class IV employees get on an average about Rs. 69. I do not understand why there should be such a vast difference between the lowest paid and the highest paid men. Even in the so-called capitalist countries like America, the difference is not more than eight to ten times. Why should we have this vast difference here? Why should a Civil servant get more salary than the hon. Minister who is supposed to control him, direct him and even to punish him? I do not understand that. The case of Class IV employees has not been properly made out.

Now, I should like to come to the question of South India. That is a province that has all along been neglected. Even Cape Comorin, a strategic place is not connected by railway. It requires only 50 miles of rail-road from Trivandrum terminus. It has not been included in the Five Year Plan.

Then coming to another scheme, the Ernakulam-Quilon railway. It is a wonder how that railway became metre-gauge. All sections of this House, especially from the South and people from Travancore-Cochin, represented both individually and collectively that it should be broad-gauge. I am informed that even expert opinion,—the Harbour Engineer, Cochin Port and the Manager of the Southern Railways and others—represented that it should be broad-gauge, because the mixed-gauge system would injuriously affect the capacity of the Cochin Harbour. On the other hand, somehow, by some wire-pullings here and there the hon. Minister has been compelled to make it metre-gauge. At what loss? You will have to build another bridge at Alwaye. You will have to build another line from Alwaye to Cochin. If it had been broad-gauge railway, with the same allotment or much less than that we could have completed the work, and it would have doubled the passenger and goods traffic. I do not understand who was responsible for this bungling. I would expect the hon. Minister at least to give us a reasonable answer. I would also request him, if it is not too late, to reconsider the question and make the railway once again broad-gauge.

Shri Bell Ram Das (Barpeta): Sir, I have seen many budgets but I consider this budget to be the best that I have ever seen. In this budget the hon. Minister has tried his best to ameliorate the conditions of the travelling public. He has provided for large number of amenities for the Third Class passengers who generally suffer the most. I am particularly grateful to him in that he has appointed a Committee to enquire into the grievances of the passenger from Assam, and I hope he will give effect to the recommendations of this committee, yet to be made.

I am glad to learn from his speech that from next year or so India will not be required to import locomotives, carriages and other rolling stocks. This will not only save the country crores of rupees, but it will also enhance the prestige of India, because

it will make the country self-sufficient in the matter of railways. I particularly congratulate him for this that he is trying to Indianise the whole railway system and this is not a small achievement.

Coming as I do from a province like Assam, which is most backward from many points of view and particularly in point of communications, I would like to draw his pointed attention to the fact that the people of Assam have been suffering for want of communications for centuries. We are glad that Government have constructed the Assam link line. But by that link line one cannot come to Delhi in less than four days. Not to speak of other districts, from Gauhati, which is the gateway of India it requires four days to reach Delhi. Passengers have to wait at Lucknow for more than eleven hours. I do not understand why Government have not arranged a corresponding train from Lucknow. This could have been done very easily by this Government, if they really cared for it. Besides this, last year, I requested this Government to open out a new railway line from Pandu to Garo Hills. I particularly emphasise this point, because Garo Hills is a very backward district of Assam. Sir you will be surprised to learn that in this twentieth century, the people in Garo Hills are almost naked. The womenfolk only cover themselves from the waist up to the knees, and males put on a cloth only 6" x 18" in size. This is not their fault. The real difficulty is that they cannot sell their agricultural produce at proper price. First class pine apples, oranges etc., are being sold for two pice or three pice in the Garo Hills, as there is no transport facility. Similarly, articles like chillies which are being sold in Delhi at rupees five per seer are being sold in the Garo Hills for five rupees only per maund. Turmeric is being sold there for rupees five per maund. The people of the Garo Hills are unable to clothe themselves only because they are not able to market their produce. That is why even today people are using barks of trees to protect themselves from the sun and the heat. It will not be a losing proposition if the Government opens out a new railway to the Garo Hills, because there is a valuable coalfield there. There are Silliminite, Copper, lime stone and the like in the Garo Hills. There are valuable forests also in this district. Not only will the people of the Garo Hills be benefited by opening out the new Railway line, but the railway Department also will be benefited. The Garo Hills

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abound in high class Sal forests, from which railway sleepers can be supplied to the railways for years to come at a lesser cost. The railway quarters in Assam are built with terai bamboos. The Assam Government has requested the Centre to construct this railway line, or at any rate to take it up to the coalfields. The revenue derived thereby would meet the cost of construction. For want of transport facilities, Sal trees from which 15 to 20 sleepers can be turned out are being sold at rupees five or rupees six each. This is a great loss to the State of Assam.

During the last Budget Session, I pointed out the sufferings of the people of Assam for want of communication. They have to lift their commodities like jute and tea by air or by steamer at a great cost. There is a crisis in the tea industry today, because they have to send their tea by steamer at a higher cost, or by plane at an even more higher rate besides many other difficulties. I particularly request this Government to provide railway spare for the tea industry to enable it to take its tea to Calcutta at a cheaper rate. The fact that the people of Assam are suffering for want of communication will be evident from the fact that while other provinces get cement at rupees five or six per bag, the people of Assam have to pay rupees eleven per bag. The railways are unable to give wagon for importing cement from the factories in Bihar direct. The factory price of cement is only Rs. 71 per ton, but the cost of transport to Gauhati is Rs. 101, with the result that when cement reaches Assam, it sells at rupees eleven per bag. If we are allowed to take cement from Jaja or Japla or from other places in Bihar by the link lines the cost will be much less. The Railway freight of a maund cement from Bihar to Gauhati is 15 annas per maund, whereas we have to pay Rs. 2/12/- as steamer freight from Calcutta to Gauhati per maund. Last year, the Government of Assam had to spend Rs. 40 lakhs by way of excess freight for cement alone, not to speak of other necessary materials like iron and steel. So I request this Government to take all possible steps to relieve the State from this drainage.

Sir, I am glad that this Government has proposed to open out many new railway lines in various parts of the country. And there are other similar proposals which are in the enquiry stage. This being the case I feel that they should not have forgotten the case of Assam. Assam is our border

[Shri Beli Ram Das]

province. We will have to bear the brunt of the first attack of any invasion, if there be any. The popular front should also be kept in the mind of the Government. Assam will render this country all possible help in the case of an invasion, if you can keep them in good humour because you will get the willing cooperation of the people. I therefore hope that the Government will take all possible steps to develop Assam by opening more new Railway lines.

Before I close there is one matter which I wish to mention. The hon. Minister must have received the resolution passed by the Assam Provincial Congress Committee in which the Government of India have been requested to give usual amenities to the railway passengers in Assam. Besides this there are some other points which I shall just mention here, and I hope the hon. Minister will kindly look into them and give effect to them at any cost. These are contained in the latter portion of the resolution of the Assam Provincial Congress Committee which says:

"The Committee thinks that the following steps should be immedi-

ately taken in the interest of efficient and better management of the Railways in Assam and with a view to remove the legitimate grievances of the people of Assam in the matter of recruitment, transport and business facilities, etc.—

(1) Development of the Railway Workshop at Bongaigaon Station of the North Eastern Railway.

(2) To select at least one member from Assam in the Railway Service Commission.

(3) To hold the competitive examinations for 3rd and 4th grade category employees for the Assam Zone at Pandu.

(4) To transfer the offices of the Deputy Chief Commercial Manager (Stores) of the North Eastern Railway from Calcutta to Pandu.

(5) To appoint one Deputy General Manager with full powers at Pandu."

This is a modest request made by the Assam Provincial Congress Committee, and I hope the hon. Minister will find his way to give effect to this resolution.

*The House then adjourned till Two of the Clock on Tuesday, the 24th February, 1953.*