

*U. S. Military Aid to Pakistan*

If we have two hours cut off from that period of 12 hours it will be a great handicap to the House. I would, therefore, request you to tell the House whether compensatory time will be allotted on another day, or whether this item could be postponed to the end of the week.

**Mr. Speaker:** Instead of deciding this matter just now, let us proceed with the discussion. Let us see how we go, how many points are being made in the discussion, whether it is necessary to continue it for all the three days, and then we will decide. If necessary we might sit for some longer time. If necessary we can drop the question-hour. There are so many methods of doing it. We will see later on.

**Shri T. K. Chaudhuri (Berhampore):** Apart from that, may I make a submission, through you, to Government to make more copies of the Report of the Industrial Finance Corporation Enquiry Committee available to Members, because only five copies were supplied to the Library and they have all been issued?

**Mr. Speaker:** Will the Minister, Mr. Guha, just attend to this matter? The hon. Member wants more copies of the Report to be supplied. Only five copies were placed on the Table.

**The Deputy Minister of Finance (Shri A. C. Guha):** I have just now received a letter from him. I think it will take some time. I do not know whether it will be possible today. Just now I have received this letter from him, I am trying to contact the Office to send the copies as soon as possible. If the hon. Member wants, I can give my personal copy on loan.

**Mr. Speaker:** It is not a question of supplying a copy to an individual Member. As the report is printed, I presume there must be a larger number of copies.

**Shri A. C. Guha:** Yes, surely.

**Shri S. S. More (Sholapur):** It may be circulated to Members.

**Mr. Speaker:** It is not necessary to circulate to all the five hundred Members. The only thing is that every one of those that want it should get a copy. (*Interruptions.*) Those who want should get a copy.

**Several Hon. Members:** All of us want a copy.

**Mr. Speaker:** The hon. Minister may see and then say whether he can supply copies by this evening. Will he?

**Shri A. C. Guha:** I shall try my best. I am trying to contact the office now, and I think it may be possible.

RAILWAY BUDGET—Contd.

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

**Shri Ramachandra Reddi (Nellore):** There are no two opinions, generally speaking, that the Budget that has been presented by the hon. Minister of Railways has been fairly satisfactory, especially when he dealt with the amenities that he has provided for third class passengers and also for the improvement in the welfare of railway workers. The promise, or assurance, of continuing the same policy of progressive help to these sectors is very welcome.

I do not want to deal with the smaller details in the Budget, but I would only touch upon a few important points relating to the Budget as a whole. For a long time, I have been wondering why there should be a separate Budget for the Railways. The Railways being a national enterprise, they could have been treated like other similar national enterprises that are under the

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control of Government, and the Railway Budget could have been incorporated in one single budget for the entire nation. A separate Budget for the Railways is not justifiable according to me, especially when all the railways have been incorporated under Government, and private enterprises have been completely cut off after 1950. It is therefore necessary at this stage that Government should pay a greater attention to the question of having a combined budget presented to this House, not exclusively for the Railways, but for the entire nation. If for any reason it is not possible to have one single budget for the entire nation, it might perhaps be useful and possible to have a budget for the Railways, the Posts and Telegraphs Department, and other similar national enterprises, like the Sindri Fertiliser Factory and other production enterprises.

Some progress has been indicated with regard to the advantages that accrued from the regrouping of Railways, but the advantages that we see are not clear, and we could only see the repetitions of those that have been promised hitherto in the present Budget speech even. We were, at any rate, expecting that further regrouping might be possible in the interests of economy, and perhaps a more efficient running of the administration.

I have in mind the increasing of the zones by one more zone and to have its headquarters either at Nagpur or at Hyderabad so as to include a portion of the Central Railways, the Andhra system and the Hyderabad system. This matter may have to be examined sooner or later with a view to improve the administrative efficiency of these Railways.

[MR. DEPUTY-SPEAKER in the Chair]

It has been pointed out in the course of the Minister's speech that the Waltair-Madras section is a most heavily worked section. I would suggest with a view to decrease the congestion on

that particular railway the project of having a double line all through from Waltair to Madras will have to be considered sooner or later. It might be said that a huge amount of money is necessary not only for laying a second line but also for improving the existing bridges so as to hold two lines. I do not suggest that the entire line should be taken up in one year or that a provision for that should be made in one year's budget. The policy might be adopted after due consideration without further delay and in each year's budget a few miles of a second line might be provided for. In the absence of that, I am afraid the Railway department themselves are suffering a huge loss because they are now forced to send a large quantity of their coal supplies by sea rather than by rail. Probably nearly a crore of rupees can be saved on that account every year; and not only out of that saving, but also by providing from the general revenues, a few miles can be added every year with a view to cover the entire line within the course of five or six years.

From a report of the survey of railways, we find that a number of railway lines have been surveyed upto 1930 or 1931, but subsequently further survey has been stopped, except in small places where a diversion here or an improvement there has been thought of. I would desire that the hon. Minister for Railways should earnestly consider the possibility of giving an opportunity of Andhra, especially the interior portion of Andhra, being opened up with a view to develop not only the resources of that particular area, particularly the famine-stricken Rayalaseema, but also to improve the amenities of that particular area. I am sure any line between Nellore right up to Cuddapah, or any other line which would cover up that portion of unattended Nellore to the Rayalaseema area, should be most welcome. At this stage, I am not in a position to recommend or suggest any particular line; it must be left to the department themselves to find out the most suitable and useful line. But I may assure the Government that any line in this

direction would be certainly more paying and more useful than the Aran-thangi line (Tanjore district) or the Hassan-Mangalore line. I am told that a line suggested between Hassan and Mangalore will be a very heavy one, and very difficult one also, with the result that it may not be paying adequate returns for the amount of money that is going to be spent upon that. By this I do not suggest that the idea of having these lines opened up should be completely abandoned. I only plead for priority to be accorded, according to necessity and utility. I must congratulate the Government not only for appointing an Anti-corruption Committee but also for securing the assistance and active guidance of my revered friend, Mr. Kripalani. I should think that no special committee is necessary because the department knows the methods of corruption and every public man knows in what way corruption is practised in the Railway department. Only the department officials must come forward to find out ways and means to remove this corruption. I am sure that this Committee would not be able to secure all the information that is necessary to effectively report which suggesting ways and means to remove corruption from the Railways. I think the Committee is a "packed" body mostly with Congressmen and the Presidentship or Chairmanship of Mr. Kripalani may not be helpful to himself. I would not be surprised if the minute of dissent of the Chairman himself will be longer than the report itself. At any rate, I would only suggest that the report should be expedited and that it should be attended to and implemented in the best way possible by the Government without any delay. At any rate, let it not be an eyewash or white-wash.

I may point out to you, Sir, that ticketless travelling has been on the increase in spite of all the measures that have been taken by the Government. That section of travellers is becoming more and more adamant and they are also preventing law from taking its own effective course. I suggest

that special attention will have to be paid to that particular aspect not only to see that the department does not lose any more money on that account but also to ensure discipline among the travellers. In certain quarters for certain reasons, I know that people think that they have got a right to travel without ticket and it is not possible as it is today for the department to enforce law with a view to avoid that kind of trouble.

I am informed that even after the regrouping of these Railways, the officers cadre is treated separately and differently. If there is any truth in that information, I would only desire the hon. Minister for Railways who is expected to be very just, to take up the matter immediately in his hands and find out that all zones, rather all the officers working in all the zones, are treated on a par. If there is a difference in the scales of pay, or if there is a difference in the rules that prevail with regard to the promotions. I should like the hon. Minister to see that the matter is not allowed to develop still further, and that early steps are taken to remove these discrepancies. I do not want to go into further details about this, but I will find an occasion some time later to clearly indicate to him the circumstances under which such differential treatment is being encouraged in this department.

It is not known, Sir, why the coach factory attached to the Hindustan Aircraft Factory in Bangalore is not allowed to grow. In my recent visit to that factory I found that lesser attention is being paid to the development of that factory. Also, the allotment of money for that purpose is not very encouraging. If it has been doing good work and if the methods of working are satisfactory, I do not see any reason to discourage that particular branch of the Hindustan Aircraft Factory. I find that the coaches that are manufactured there are good enough and probably they compare very favourably with the foreign coaches that are imported. The integral coach factory that was thought of in Perambur is still arranging itself.

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would like to be assured by the Minister, within what period it will be able to settle down for development and work. The people are fondly hoping for an early manufacture in that enterprise, and it will also go a great way to ease the wagon situation in this country.

Shri S. V. Ramaswamy (Salem): Mr. Deputy-Speaker: Sir, the Indian Railways have registered yet another year of impressive steady progress and the Railway Ministry must be congratulated for the able and business-like manner in which they have managed the affairs of this, the biggest State concern of the nation. The citizens of India are the sole share-holders of this great concern worth more than Rs. 867 crores, and they have been given a dividend of 5.5 per cent. 0.5 per cent. more than the revised estimate. That itself is very commendable, but the way in which the funds have been utilised for the improvement of railways, for the improvement of amenities to the passengers, is even more commendable. Everywhere we go, we see improvements allround. Platforms have been covered. There is cement surfacing of platforms. There are improved facilities for staying, for refreshments and for supply of water—this, that and the other. It is an all-round attack upon the discomfort of the passengers, and it must be said to the credit of our Railway Administration that they are very earnest about it and they have effected a considerable improvement.

But this is not to say that the Railway Administration is not open to criticism in some matters. For instance, it might be pointed out that although the Railways are to spend about Rs. 400 crores during the period of the first Five Year Plan, they have spent only some Rs. 200 crores during the first three years, and Rs. 200 crores still remain to be spent during the remaining two years. It might be said that the spacing has not been correct. But whether the spacing has been correct or not, what I am interested in seeing is that the full amount should be spent before the five years

are over, and while the remaining amount of Rs. 200 crores is to be spent during the next two years, I would urge upon the Railway Minister to allot a considerably greater sum for the restoration of dismantled lines and the construction of new lines.

The restoration of dismantled lines is to the extent of about 400 miles, and still some 300 miles have to be restored and reconstructed. Some new lines have been taken up and some surveys have also been made, and it must be admitted that in assigning priorities, the Railway Ministry has been quite fair. The Mangalore-Hassan Railway, for instance, has received priority, but what I would urge is that when surveys have been made, priority should be given for the completion of the lines that have been surveyed, and for other railways also surveys must be ordered.

I have in mind the case of the Bangalore-Salem link-up. It is not wholly the restoration of a dismantled railway. It is partly restoration and partly new construction. From Dharmapuri to Hosur, it will be restoration, but the link-up between Salem and Dharmapuri, and from Hosur to Bangalore, will be new construction. I submit that topmost priority should be given in the next year for this link-up. In this connection, I shall read one passage from the booklet, *The Progress of the Five Year Plan on Indian Railways*. On page 33, it says in regard to the Khandwa-Hingoli line as follows:—

“This line will provide the necessary arterial link between the Northern and Southern M. G. systems and avoid expensive ferrying of M. G. stock. It will also accelerate all North-South movement of food, raw materials and industrial products along the M.G. route. The line is an operational necessity and will eliminate BG-MG transshipments, thus cutting down delays in the transit of goods.”

Word for word comma for comma, full stop for full stop. I would apply

these considerations to the case of the Bangalore-Salem link.

The reason is this. From an operational point of view, it is a necessary corollary to the Khandwa-Hingoli link-up. Even if that line is completed, there will still be difficulty in transshipment from the western and northern sectors of the M.G. to the eastern and southern sectors. As it is, the whole of the traffic from the north and the west passes to the south and the east along the Dharmavaram-Pakala route. From the operational point of view, therefore the M.G. link-up of Bangalore with Salem is urgently called for.

There is another ground too, namely, commercial advantage. The M.G. line goods are locked up and there is enormous delay in those goods being moved from the south to the north. This, I would submit, is the first stage in the development of the south. I would urge upon the Railway Minister to extend this line from Salem to Dindigul, so that there may be almost a straight line connection between Salem and Madurai due south. I urge this to be taken up as the second stage. This is a necessary link-up to move all the goods from the south to the north, and if this line is laid, then the Punjab will get linked with Travancore-Cochin by a very short cut

I urge this on the third ground of strategic importance also. The Bangalore-Trichinopoly link-up was thought of twenty-five years ago as of strategic importance, because there is the cantonment at Trichinopoly. There is also another one at Bangalore, with headquarters at Poona. Therefore, from all these points of view, I earnestly trust that top priority will be given to this line, so that at least next year it may be taken up. I would earnestly request the Railway Minister to give an assurance on the floor of the House not merely to the people of Salem District but to the people of the entire south, as this line will help the entire economic prosperity of the south let it not be

forgotten that this link-up will help the movement of lignite, which is going to be exploited in the Neyveli mines. You can move this valuable stuff to industrial Mysore and other places. I request therefore once again that this assurance may be given.

The other point that may be urged is this. Looking into the accounts, I am rather pained to see that the compensation that is being paid by way of loss of goods during transit or during storage or damage to consignments is distressingly high. While we have increased the amount spent on the watch and ward staff from about Rs. 2.10 crores in 1951 to nearly Rs. 3 crores in 1953, the compensation that has been paid seems also to have increased from what it was last year. During the last four years, I find that nearly Rs. 14 or 15 crores have been paid by way of compensation for damages to consignments etc. Last year, it was Rs. 2.91 crores but this year it has increased to Rs. 3.89 crores. I do wish that the Railway Administration will direct its attention with a view to bringing down this compensation to a very low figure commensurate with the amount that we are spending on the watch and ward staff.

The third point that I would urge is the one relating to the speeding up of trains. On an average, I find that a mail train travels at a speed of about 25 miles, the passenger train at about 15 miles and the goods train at a speed of between 9 and 10 miles. This is really low. In these days of air traffic, when we have to compete with other modes of transport, the Railways will have to suffer by way of loss of income unless they speed up their trains. People generally want to rush through and they prefer other modes of conveyance. They should not be given that opportunity or even choice, and that is why I urge that as far as possible the railway trains must be speeded up. At any rate, our mail trains seem to be going at a very slow rate as compared to mail trains in the West.

[Shri S. V. Ramaswamy]

4 P.M.

The other question is about over-bridges. It is a pity that more money is not being allotted for this purpose. In every town and city, you find that the level crossings are causing great inconvenience to people involving loss of time. The rules seem to have been made long ago and I urge the Railway Administration to revise those rules and to see that they do construct the over-bridges wherever the railway line is causing this obstruction. It is again a question of money, but then this must be balanced by the other question of convenience to the general public and the saving of national time. I submit this also will receive due consideration.

With regard to punctuality also, efforts must be made to see that the railway staff do not waste time, especially engine drivers and guards. When the whistle is given, it must be seen that the trains are started as quickly as possible and they must show greater amount of efficiency and see that the percentage of punctuality is not 81, but almost 99. Then only can we be impressed with the efficiency of the staff.

Sir, the railway administration must also impress upon the lower grade staff, the porters and others responsible for transshipping goods and carrying them from one place to another, that they should realise their responsibility and see that nothing is lost or broken. Otherwise, it is a national loss. A high sense of responsibility must be inculcated in them, so that we may bring down this national loss to the absolute minimum. Not merely do we lose the goods themselves, but we pay compensation. At that rate, it works at a greater figure than the actual figures given in the accounts.

I would, therefore, urge that the railway administration should pay their attention to all these matters that I have submitted. In conclusion, I submit, I welcome the suggestion of an

efficiency bureau. I do not know, when the Anti-corruption enquiry will be completed. But, I must impress one thing; there are lots of complaints about corruption in the railways. The Ministry has not appointed this Committee one day too soon and I do hope the report will be expedited and everything possible done to put down corruption. I hope the other Committee with regard to efficiency also will function and step up the efficiency of the Railway administration so that the Indian railways may earn the name that they are the best in the world.

**Shri Natesan (Tiruvallur):** Sir, I rise to congratulate the hon. the Railway Minister for having presented a realistic budget. It is not spectacular, but it is modest and solid. It breathes a new spirit of sincere zeal for the rehabilitation of existing lines and provision of increased amenities for both labour and the travelling public. Of course, this is a matter for some satisfaction, but we also find that the budget reveals certain—I would not say disquieting—trends which we have to watch carefully. The passenger earnings for the past 4 years are as follows. I am not dealing with upper class passengers but I am dealing with third class. In crores of rupees, they are—

in 1950-51	84.00
in 1951-52	96.25
in 1952-53	88.42 and
for 1953-54 (revised)	89.86,

so it is a bit disquieting to see that the passenger earnings are going down.

The Ministry has taken credit for Rs. 25 lakhs in earnings from third class traffic in South India in view of the favourable monsoon this year. Sir, unlike other countries, we, in India, do not travel for pleasure; we cannot afford it. Railway travel is an absolute necessity. There is no alternative transport system in this country. The commodities have to be moved to very long distances before they actually reach the consumer and, ultimately, it is the consumer, the last man

who has got to bear the brunt of the price of the commodities. Therefore, I welcome the Minister's assurance about the adjustment of railway fares and freights in the interests of what he calls "developmental economy". It is essential that the rates for passenger and goods traffic should be studied from time to time. In fact, I was thinking that probably a small reduction of one pie per mile in the third class fare would be of some benefit to the masses. But, I find that one pie's difference in third class fare comes to as much as loss of Rs. 17.5 crores to the Railway administration. And naturally I have not the heart to tell the Railway Minister that at least one pie reduction should be given for third class. To make up that loss of Rs. 17.5 crores, it looks as if 28 lakhs of passengers have to come, which is, roughly, 25 per cent. more than the present number of passengers. Sir, there is a cry that third class rates must be brought down, but it looks as if it is not possible at all for the Railway administration to take that into consideration. Some economies have to be effected. There should be scope for economy in construction, repairs and maintenance etc. Formerly, we had a certain amount of conflict; different companies were running the system in different manners. Now, all these conflicting interests are gone. I really think that this re-grouping of railways should facilitate easy and economic operations. The hon. Minister himself is not in a position to say what the effect of this re-grouping is, and he himself observes that these have to be looked into and that he is not in a position to say anything as to the effect of re-grouping.

The hon. Minister has pointed out that under the Five Year Plan, the railways have actually spent Rs. 131.04 crores and a sum of Rs. 77.88 crores is likely to be spent during the current year. This leaves a balance of Rs. 191.8 crores, out of the Rs. 400 crores allotted.

Sir, the Railway Minister himself has said that arrangements are being

made to step up the expansion programme. I would like to refer to the overcrowding of third class compartments. Although the seats are arranged and it is said that only a certain number of passengers can sit in a compartment, still we find the compartments terribly overcrowded. But, I am happy to note the Minister's statement that he is trying to reduce, as far as possible, the difference that exists today between the higher and lower classes and that amenities are being provided for the lower class passengers.

Then the Minister has observed that they are trying to find out how far the idle capacity in the private engineering industry can be used. I have no doubt that the Minister will get full co-operation from the Indian industrialists, if only they are made to know the particular requirements.

I am surprised to see an observation here that the scheme for the electrification of the Tambaram-Villuppuram line is "receiving attention" still. This has been a matter of agitation in South India for a number of years. I want to read something from *The Hindu* and *The Mail* which fairly represent the views of South India. I also know that a number of papers in the regional languages have also brought this to the forefront. I will just read a little portion from *The Hindu*. This is what it says:

"The Railway Minister has not, however, recognised the urgency of extending the electrification of the line from Tambaram to Villuppuram, the plans and estimates for which have been lying with the Railway Board for years. Mr. Shastri said this project was one of the six or seven new constructions in regard to which surveys were being undertaken. Decisions regarding the construction of these projects, he added, must be deferred till all the survey reports have been received and examined."

In the same way, *the Mail* has said that it is rather disappointing to find

[Shri Natesan]

that it is yet in this stage. My point is that the scheme is before the Railways and the surveys have already been completed. It ought to be easy now with the availability of materials and of money under the Plan to go ahead with the scheme at once. For one thing, it is a paying line; for another there is an urgency for this more especially because Madras is getting congested and people have got to move out of Madras. Even if that is not possible. I request the Railway Minister that the Tambaram-Chingleput line at least be taken up which is barely 22 miles and it ought to be easy for this line to be taken up. The electric power is available in Madras and the machinery is also available. There cannot, therefore, be any reason why this should be held up for long.

About the speeding up of the Madras-Bombay Express and the Grand Trunk Express, I wish to say that with the return to normal conditions, it should be definitely possible to speed up these two express trains. I took up this matter in the Zonal Committee, of which I happen to be a member, but there, the technical people come and say that it is not possible to do so. Why it is not possible to speed these up, I cannot understand. The Bombay-Madras Express was first introduced nearly 20 years ago. It left Madras at 8-30 A.M. and reached Bombay at about 10-30 A.M., taking in all 26 hours. Now it takes two hours more. If it was possible to do the journey in 26 hours before the war, I cannot now understand why it is impossible now. There is a general feeling—whether it is right or wrong—but it is certainly a feeling of discontent prevailing in South India that only North India gets everything.

**Shri Bhagwat Jha Azad** (Purnea cum Santal Parganas): So is the feeling in North India.

**Shri Natesan**: I am only expressing the feelings of the people of South

India. There is this feeling and I can go on further illustrating how, South India has been neglected of all the areas. Take the Punjab Mail, which used to reach Bombay in the afternoon. It is now arriving Bombay at 10.30 or so and the track is at least as difficult as the Madras-Bombay track. If a distance of 790 miles could be covered in 26 hours before the war, I cannot understand why, in spite of the advancement in engineering, etc., these trains cannot be speeded up now.

**Mr. Deputy-Speaker**: Is it not a benefit for the traveller to travel in the train for a longer number of hours for the same money?

**Shri Natesan**: Naturally everybody would like to go as quickly as possible and particularly so in the case of people who come from Madras to Delhi, for instance. I do not want to sit in a compartment, although I am enabled to travel in an air-conditioned compartment, longer than is absolutely necessary. It is very necessary that these trains ought to be speeded up. If I were in the Railway administration I would certainly see that the Grand Trunk Express comes probably 12 hours earlier than what it is doing now.

So far as the overbridges in Madras City are concerned, of course, my hon. friend mentioned something, but I was not clear on it. Year after year, we find in the Budget that a provision is made for this purpose, but the Corporation of Madras has also to find the necessary funds. The matter has been made very clear and the hon. Deputy Minister, while speaking in the other House the other day, has said that the Railway Administration has asked the Planning Commission to give public bodies one crore of rupees as loan. I do hope that the Corporation of Madras will apply for some loan, because it is a standing disgrace to the Madras city that a number of over-bridges should be held up for want of funds. So far



as the Railway is concerned, they say they are prepared to help but it is the Corporation of Madras which is not able to do it. There is such a noise made in Madras that nobody attends to the over-bridges. May I take the opportunity of telling the Madras people to agitate in Madras and not come over to the Railway Ministry.

Then, about air-conditioning, this is a special business, of course. We have got air-conditioning equipment on certain Railways, which are all done by foreigners. I cannot understand why, with our intelligence, we should not be able to develop air-conditioning in this country. If you offer, say, Rs. 50,000 for inventions in the field of air-conditioning, I am certain that a number of people will come forward. I would draw your attention in this connection to the speech made by the General Manager of Central Railway when the hon. Deputy Minister of Railways, Shri Alagesan, opened the Barkhera-Budni rail link.

I wish to say something about the administration, that is, about our own officials. The General Manager of the Central Railways has said that the entire equipment was designed by the Central Railway Workshop and this was the first time, he observed, that equipment of this kind has been designed and manufactured in India. When some of our people can do this, is it very difficult for them to put up some plant so that the second class compartments also are air-conditioned. In that way, there will be a definite saving in air-conditioning provision.

**Shri K. K. Basu** (Diamond Harbour): Partial air-conditioning?

**Shri Natesan**: I have disposed of bridges and air-conditioning. I find that lignite deposits in South India are not being exploited as soon as possible. I am told that the use of lignite char as fuel for the locomotives or the lignite oil in the boilers will relieve congestion of transport of coal from Northern India. That is a

thing which the Railway Ministry should follow up, and make available the necessary funds for the improvement or exploration into the use of lignite.

I hope that the Railways are able to economise in all ways just as any business concern and I have the greatest praise for the officers themselves, because I have come across a number of officials in Southern Railway and I know they are doing their very best on behalf of the Railway Ministry.

I do hope that the Railway Ministry will be able to give us better figures on the next occasion.

**Shri T. B. Vittal Rao** (Khammam): Our Railway Budget, according to the Plan, has been one of only rehabilitation and very little of development. Last year when some criticism was levelled, we were told that during the first two years of the Plan, naturally the progress would not be much but it will gain momentum and will be accelerated during the third year. What do we find now and what are the reasons for not making any progress? One important thing for not making any progress is that we are dependent on foreign countries. We have indented for many locomotives and wagons from outside, but we are not able to get them in time. It not only affects our factories and workshops, but also the manufacture by other indigenous factories. I would only cite one example. We have indented for underframes from Belgium at a huge cost. The cost of that underframe is nearly twice that of an underframe manufactured by Tata Iron Ltd., and yet we are not able to get it. What is the result? The Hindustan Aircraft Factory at Bangalore could easily produce about thirteen coaches a month and its capacity could be increased to fifteen coaches a month, that is one hundred and eighty coaches a year. But it is not even able to produce one hundred and twenty coaches a year because of the short supply of underframes. While

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the cost of a coach that is manufactured at the Hindustan Aircraft Factory comes to only about Rs. 1,30,000, the landed cost of an imported coach is about Rs. 2,60,000. But instead of learning any lessons from all this, our Minister has indented for locomotives and coaches from abroad. It seems a global tender was invited and tenders were received from West Germany, Italy, Austria and Japan. But, just compare the quotations. A locomotive manufactured at Chittaranjan costs something like Rs. 4 lakhs to Rs. 4½ lakhs, but the locomotive that we are going to import from Japan, Austria or Italy will cost us about Rs. 5½ lakhs. And from our past experience, we do not know whether deliveries of these coaches and locomotives will be made in time at all. We all know what is happening in Italy. I do not for a moment want to enter into their politics. But we know that they have got no stable Government. We know what is happening in Germany; West Germany and East Germany could not even sign a treaty. By placing orders on such countries, we are not going to get our requirements to rehabilitate our railways.

Sir, I find from the Budget speech that a drive is going to be launched for conservation of our stores. The purchase of stores by the railways has been subjected to severe criticism not only in this House for a number of years, but also by the Shroff Committee. While in 1949 we had indented only for Rs. 7 crores worth of foreign stores, in 1952-53 we imported Rs. 8 crores worth of stores from abroad. This is how our self-sufficiency drive is working. Moreover, I have been repeatedly urging in this very House about a formula being evolved for the maintenance of the value of stores balances. But even to this day that formula has not been evolved. Now what do we find? According to the Railway Minister himself the value of the stock of stores balances on the 31st March 1954 will be Rs. 52.20 crores and it is likely to

be reduced by another Rs. 4 crores. Assuming our consumption to be about one hundred crores rupees worth of stores, we will still be having a surplus of Rs. 8 crores.

I really feel that there should be some serious effort made to economise stores. But even though we are living in a period of planning, in this matter we are becoming anarchic. What has been done in the railways in the name of conservation of stores? Essential items are found in short-supply. For example, there is a shortage of a common item like hose pipe, with the result that the hose pipe used in an incoming train has to be removed and fitted for the use of an outgoing train. Fuel oil is also in short supply.

Then I come to another important matter, namely the transport of coal. In the year 1952 the average number of wagons daily made available to the Bengal and Bihar coal fields worked out to 3,144, whereas in the year 1953 it comes to 3,112, that is there was a short supply of 32 wagons a day. There has been a crying demand that the supply position of wagons should be improved. But in spite of repeated assurances the wagon position has not improved. Not only that, so many factories have been closed down for want of coal. Several questions have been asked in this House about the closing of factories on account of short supply of coal. When we are not able to transport coal even for our locomotives, I do not know how we are going to feed the factories. Evidently our Railway Minister forgets that charity begins at home. The hon. Minister said that the railways would not mind making some sacrifices. But all the same I find that the bottleneck in the transport of coal continues and do not know when it will be removed.

One of the serious bottlenecks, so far as the South is concerned is Bezwada. The hon. Minister has made a provision of Rs. 80 lakhs for the improvement of the yard, construction of looplines and other things in Bezwada.

But I doubt whether the construction of a loopline would go to any great extent in removing this transport bottleneck. Unless and until there is a double line between Bezwada and Madras, this difficulty is likely to continue. Construction of loop lines is only tinkering with the problem. Until a second line is laid, there is no solution to this problem. Today, on account of this bottleneck coal is being shipped to factories in the South. The other day I read a statement, in the course of speech, of the Chairman of the Board of Directors of the Dalmiapuram Cement Works. He said that coal shipped from Bengal for consumption in Dalmiapuram costs him Rs. 70 per ton. It is a matter of common knowledge that coal accounts for 30 per cent. of the cost of production of cement. So, in the interest of the industries of the South, it is high time that the transport bottleneck between Bezwada and Madras should be removed. Sir, Bezwada is the common line of communication from Calcutta to the South, from Delhi to the South and from Hyderabad to the South. This bottleneck therefore should be removed at once.

Then again, in 1952-53 from coal freight alone the railways earned as much as Rs. 22 crores. But in spite of it the Railways are not able to cater to the needs of the industry with the result that the coal industry has to restrict its production for want of wagons.

Wheel sets are being indented for from Italy. It could be easily manufactured in the Tata Iron Works. During war-time we had manufactured them in the various ordnance factories. I was really surprised when I saw these things, keeping in view the text of the speech of Minister introducing the Budget in which he said: "I have found that the Moolgaonkar Committee have found that there are surplus engineering capacities and I am trying my best to utilise it". Here, at the same time, we find that even wheel sets for carriages, locomotives, and wagons are being indented for from Italy at a

price twice as much as we can get them here. Wheels at Tatas could be got at Rs. 690 whereas wheelsets from Italy cost us Rs. 1600 f.o.r. India.

This will be the final year when the general convention would be in operation. A Committee will be appointed to go into the finances of the Railway and as the Minister has said, it would be a Parliamentary Committee—I hope it is so. I would like the hon. Minister to widen the terms of reference of this Committee because there are so many things to be looked into. The whole financial structure and even certain other things connected with Railway revenue like rates and freights, etc. are to be looked into. I would very strongly request the hon. Minister to widen the terms of reference of this Committee which will go into the general convention.

The time is short; many matters have to be dealt with. I would make a passing reference to the development fund here. On looking into the Budget of last year, I thought that there was a provision of only ten lakhs of rupees for the Hingoli-Khandwa link; because it was a beginning year but this year also another sum of Rs. ten lakhs only is provided; that is, as against the anticipated cost of 7.50 crores of rupees, we are going to get for the linking of this Hingoli-Khandwa Railway a very meagre sum.

Another point which my friends were telling me to put before this House—I do not expect any favourable reply from the hon. Railway Minister; I will receive a reply after eight months from the Railway Board about the suggestions that we make regarding the Railway in this House—was linking of Bombay-Mangalore section. *Bharat Jyoti*, in its editorial, has written urging this construction immediately. How this area came to be neglected? Because British Government wanted to help the British shipping industry this portion was neglected and there was

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no urgency for it. Chamrajnagar-Satyamangalam has not been taken up. This was decided by the Central Board of Transport in the year 1952—which met before provisional budget which came before this House—it was clearly mentioned that this Chamrajnagar-Satyamangalam link will be taken up in the year 1954-55 subject to finances. This is the railway for which the people of Mysore have been agitating for the last 30 years and suddenly the Minister, for reasons otherwise, wants to have another link. That is very good; we welcome the Hassan-Mangalore link. At the same time we earnestly urge that these three links should be taken up.

Now, I come to labour welfare. The other day I saw a statement given in reply to a question that there are about 1,300 Railway employees who are affected by T.B. Government said that hospitals with 300 beds will be provided. They have changed their mind after two years for they are going to have annexes attached to the sanatorium and I do not know how many beds would be provided. For the whole Railway we have got about 2689 beds and in the Western Railway, I do not know why there are relatively less number of beds compared to other zones. When we have got Railway employees who have been affected by T.B. to the tune of 1300, you can imagine how having annexes and in hospitals with 2689 beds is going to help our employees. There is very urgent need for constructing more hospitals and spending more on the social security.

Now, I come to housing, a very important thing. At the rate of 8000 or 9000—we are having 8000 or 9000 probably by the end of the Budget year—if we go, I do not know when every Railway employee will have a quarter.

**Shri Namblar (Mayuram):** Hundred years.

**Shri Bhagwat Jha Azad:** By then, you will come there.

**Shri T. B. Vittal Rao:** At least 75 to 80 years. The other day when I saw Railway Minister's speech delivered last year, I thought the Minister of Railways was quite earnest. He said: "I visited the Delhi quarters and it pained me....". I was really thinking that he was really interested. What do we find? The quarters are not being improved. Twenty lakhs of rupees are spent on the construction of a Railway Station for the fast developing metropolis. It is nice that we should have a twenty-lakhs Railway Station. You do have it, not twenty lakhs but forty lakhs, but show some consideration for the Railway employees. There are quarters at Delhi—I am not talking about quarters elsewhere—opposite the Old Delhi Station. During rainy season all the rain water collects there and people who are living in those quarters have to wade through knee-deep water. There is not a single window provided for these class IV staff—not a single window provided. During the summer of Delhi, how do you expect people to live there? They have not requested for other quarters, not even for alteration. They simply wanted one electric connection so that they could utilise fans and lights. That should be done.

About the temporary staff, I remember the hon. Minister said that they would be confirmed at the rate of 5,000 per month—I again repeat—the rate of confirmation is not at 5000. Even now there are nearly a lakh of temporary staff excluding workshops. Now recently an order has been issued by the Railway Board asking them to confirm those who have put in three years of service and over. This applies only to workshops and this at least should be extended to all categories of staff.

**\*Shri Kandasamy (Tiruchengode):** Mr. Deputy-Speaker, Sir, I thank you

\*Original speech in Tamil.

very much for granting me the facility of delivering a speech in the House in my mother tongue Tamil, as I am not acquainted with the English language or with Hindi language. I am sure that this facility need not be given always but only on rare occasions. The budget speech as delivered by the hon. Minister for Railways discloses a surplus in all respects but when taken to individual cases of certain railways after re-grouping I find that all is not well and that special attention is all the more needed in the intensity.

Sir, I am coming from Tiruchengode Constituency and in the third class compartments, the passengers are hurdled like inanimate objects without knowing the capacity of the compartment. Even the monkeys are allotted two feet space in the wagons and other compartments intended for carrying them but so far as human beings are concerned not even six inches are given for their spacing within the compartment. I wish that the Ministry would see that the capacity of each compartment should in no case be exceeded even by one passenger. There should be a train conductor for each compartment or each rake so that the conductor shall look to its capacity or prevent the excess of passengers getting into the particular compartment. After the compartment is full there should be a board indicating "Full" to be hung at the doorway. Even in the buses carrying twenty to thirty passengers, there is a conductor and it is bad that the whole train with eleven or twelve compartments is given only two conductors to look after the needs of the passengers. It is ridiculously low and it should be revised in the manner I have suggested.

As regards opening of new lines, I shall be permitted to say that the Salem line shall be linked with Trichinopoly touching Musiri, Tottiyam and Namakal and other important places. A survey may be ordered to study this proposal.

I am very sorry to say that after re-grouping the disposal of the correspondence takes longer time than needed and so it should be expedited.

The allowances given to the Guards, T.T.R. and Conductors are very meagre and they should be given consistently with the expenditure of their journey.

As regards employees of the IV Grade, I wish to say a few words. I want them to discharge their duties properly and honestly and I want the Government to give them extra pay and other amenities to stimulate their enthusiasm so that their services are towards the national cause.

**Shri Radhelal Vyas (Ujjain):** Does not the hon. Member know English?

**Mr. Deputy-Speaker:** He could not express himself so well in English.

**Shri Kachiroyar (Cuddalore):** Sir, the Railway Budget for 1954-55, though considered as fairly satisfactory in certain respects, is very disappointing so far as the interests of South India and particularly of Madras State are concerned. It clearly indicates to a certain extent the step-motherly treatment which the South is receiving at the hands of the Central Government. During the first three years of the Five Year Plan, which professes to make the country developed all round, not even a single new major work has been started in the South, especially in any part of Madras State.

As in other parts of the country, there are several places in the South which are badly in need of railway facilities and which would give better returns if their needs are attended to. Even in the Budget estimate for 1954-55 not even a single new work has been included, though certain works have been proposed to the Railway Board: For instance, as the hon. Member on the other side pointed out just now the work of

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electrification of the line from Tambaram to Villupuram has not been included, though the necessary plans and estimates have been with the Railway Board for several years. The hon. Minister has simply said that the question of the electrification of this line is receiving the attention of Government and that it will be considered along with other similar works when the complete survey report has been received and examined. But the statement of the hon. Minister looks rather strange in view of the fact that this scheme has been before the Government for several years and the scheme is of a highly remunerative character, apart from the fact that it will provide greater facilities to the public. However, in view of the assurances given by the hon. Minister that if finance and materials were available he would not hesitate to come to the House with a supplementary demand for starting construction of new lines, it is hoped that the Tambaram-Villupuram scheme will be worked out in the near future.

About a little more than one crore tons of coal are being consumed every year by all the Railways. Out of this total requirement only 24 per cent. is being supplied by the railway collieries, the rest being supplied from outside. In spite of the fact that such a huge quantity of coal is being consumed every year by the Railways, the Central Government have not so far paid any keen attention to the lignite mine at Neivell in South Arcot, where different types of coal and several other by-products are said to be abundant in a fairly wide area. It is also said that if this mine is worked out satisfactorily there is every chance of setting up several industrial projects in the South and thus the economic condition of the South will be improved to a certain extent. At present a pilot scheme is working there with very few implements which are very old and worn out, and it is said that they will become out of use very soon if they are not renewed immediately,

for which a large sum will be required. The exact position of the present working of the scheme was explained to the hon. Minister for Production during his recent visit to the mine. But I do not know what action he has taken so far in this direction. The Madras Government is now in charge of this work, with its meagre means. If the Central Government, for various reasons, are not in a position to attend to this work, they should place full grants and loans at the disposal of the Madras Government so that the work may be carried on satisfactorily.

The hon. Minister has stated during the course of his speech that according to the instructions issued by the Railway Board all Railways have been asked to purchase their requirements of certain articles such as bed-sheets, table covers, dusters, hand towels and *durries* in *khadi* only and the Railways have readily adopted the use of *khadi*. Only last year an Act was passed to raise funds by levying an excise duty on mill cloth mainly for the purpose of developing *khadi* and other handloom industries. The funds so raised are to be utilised for improving the patterns, finding suitable markets etc. for the cloths produced in these industries. One of the ways of finding suitable markets for them is the purchase of the handloom produce by the Government for the use of their departments, institutions etc. But if *khadi* alone is to be preferred, what will happen to the handloom industry which is our ancient and major cottage industry and to which lakhs and lakhs of people are wedded for their occupation and living? Thus, if the Government go on saying one thing and doing another thing, our country will never prosper and there will be no chance of our people to be better off.

The general public of the South desire that the name of the railway station Dalmiapuram on the Villupuram-Trichy chord line should be changed into Kallakudi for the main reason that the station is situated in the

revenue village of Kallakudi and Dalmiapuram is only the name of the colony which has sprung up recently. I also understand that hon. Minister has received several representations in this matter. I also hope that the House and the hon. Minister are aware of the recent agitation of the public in this connection. I do not clearly understand the reasons for the Government not having taken any steps so far to change the name. I also do not understand the reasons for this reticence on the part of the Government from condescending to concede to the request of the public.

Now I come to passenger amenities. In spite of the systematic policy adopted and special attention devoted by the Railways for several years to provide full amenities for passengers, the work has not yet been completed. Though financially or otherwise, the Government are not able to provide facilities in all the stations, at least the important and big stations where large number of people gather, necessary amenities may be provided. Stations like Chidambaram, Cuddalore Junction, Vallampadukai etc., require immediate attention. Chidambaram is both a pilgrim centre and an education centre. To the west of the station is the great temple of Shri Nataraja and to the east is the Annamalai University at a distance of about one mile. Students coming from the University and the people coming from the villages to the east of the station, are put to much inconvenience before coming to the station on account of the crossing of lines. There is also no provision of a covered shed over the platform. Then again, there are no improved latrines. If a foot-overbridge is constructed, it will, to a great extent benefit the travelling public. Similarly, Cuddalore Junction also requires covered platforms and improved latrines. The station at Vallampadukai needs to be completely modified and necessary amenities provided as the present one is not catering to the needs of the public. This station when compared to the other stations on the section, is a very good earning one. There is

good passenger, sugarcane, plantains, bricks, rice and paddy traffic and it is getting an income of about more than two lakhs of rupees every year. To this effect, a representation was also made to the hon. Minister, for providing necessary facilities.

It is gratifying to note that an outlay of Rs. 41,000 has been provided in the Budget for providing covered sheds over platforms and for extending foot-overbridge to the other side at the Cuddalore N.T. Station. I request.....

**The Deputy Minister of Railways and Transport (Shri Alagesan):** It has been provided.

**Shri Nambar:** Not yet fully.

**Shri Kachiroyar:** I am coming to that. I request the hon. Minister, as represented personally to the hon. Deputy Minister during his last visit to Cuddalore, to construct another booking-office on the eastern side of the station so that it may be helpful for the passengers coming from eastern parts of the town, and they may not be put to inconvenience due to the level-crossing at a distance of a few yards to the south of the station which is located on an island platform.

As regards train services I have got something to say. Some years back one Janata Express was running from Madras to Tiruchirapalli on the main line, but somehow or other it was diverted to chord line from Villupuram to Tiruchirapalli. As there are only very few through trains running on the main line, people are suffering very much to go to Madras. Further, all the trains running from Cuddalore in Cuddalore-Vriddhachalam Chord line stop at Vriddhachalam and start back from Vriddhachalam and they have no connection with trains that are running on the Villupuram-Tiruchirapalli line. People who live in the south-western parts of South Arcot district which extends as far as Ariyalu are experiencing much inconvenience to come to and go from the District headquarters at Cuddalore. Therefore, I request the hon.

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Minister to restore the running of the Janata Express on the main line and extend the running of the trains between Cuddalore and Vriddhachalam up to Ariyalur or at least up to Pennadam.

**Shrimati Tarkeshwari Sinha** (Patna East): Mr. Deputy-Speaker, Sir, let me at the outset congratulate the hon. Minister for the commendable speech that he presented to the House. I am not merely congratulating him for the facts that are stated in his speech, but also for the manner in which he presented them. There is an undercurrent of sincerity, modesty, and a growing awareness of devotion to duty.

Now let us come to the facts that have been presented before this House and examine them and see for ourselves as to what we have been able to realise during the last year. We all know, that in the preceding two decades, Railways had generally not been able to sustain their normal expenditure on maintenance and renewals. During the depression of the 'thirties', the problem was primarily a financial one, as the decline in railway revenue imposed considerable restrictions and difficulties on the outlay required for re-equipment and renewal. In the period of war, as well as in the post-war years, though there was a plentiful supply of funds, the severe shortage in the supply of specialised railway materials and equipment greatly curtailed our procurement programme, and at the same time, we all know that there was an unabated and unprecedented increase in the volume of traffic. From the figures we can see that the passenger traffic rose to over two and a half times the pre-war level. On Class I railways the figure increased from 17,780 million in 1938-39 to 39,780 million miles in the war years. The position was further complicated by the large releases of assets which the railway had to make in order to meet the strategic re-

quirements in the Middle-East during the last war. Over eight per cent. of metre gauge locomotives, fifteen per cent. of metre gauge wagons, four thousand miles of track and four million sleepers were sent overseas.

Partition brought in its train so many other problems. The main was, the emerging of Eastern Punjab and Assam Railways in the Indian Union. And they were without repairs, while the Assam Railway was left without any link with the rest of the Indian railways. The pattern of traffic was severely affected by the loss of Karachi and the consequent diversion of traffic to Bombay at a time when it had already reached saturation point. The major concern was, therefore, rehabilitation and re-equipment to meet the new needs. Attention had to be given as much to renewal of rolling stock, as to the track on which the traffic was carried. About one-third of the locomotives and coaching vehicles and one-fourth of the goods wagons on list as in April 1951 had already attained their normal age. The volume of traffic waiting to be moved had increased from 58,000 to over 106,000 wagon loads by the middle of 1951. Speed restrictions prevailed over 3000 miles of the line thus creating severe bottlenecks. In addition there was the public demand for the restoration of dismantled lines. Improvements in signalling and inter-locking had to be carried out in order to meet the requirements in the interest of safety and speed. Better passenger amenities had also to be provided and urgent measures put through for the welfare of staff. In these circumstances, if we judge the achievements of the railways, we cannot help in saying that they have been remarkable.

Let us take the case of passenger traffic. Are not the improvements in amenities remarkable? What was the fate of passengers a few years back? I think it was a well-known fact that there were passengers belonging to six classes and not four.



The last two classes of passengers were foot-board passengers and 'on top of the roof' passengers. But, are they to be seen now? We can hardly see travellers on the top of the roof. Even at the time of Kumbh Mela conditions were very good. My friends from the Opposition will jump and say: "what about the three or four persons who were killed?" I know that. But, the Kumbh Mela crowd was not a normal one; it was a crowd unprecedented in the history of India, and we can say that the railways have done a remarkable job in carrying their burden. Any man who has any sense of patriotism, who has any sense of truth and fairness in him, must congratulate the Railway administration for the huge traffic that they have carried and the burden of responsibility they have shouldered. As we find from the Railway Minister's speech, they have run 327 or so special trains and 500 shuttle trains, and have not spared either effort or time in making the necessary adjustments to provide transport facilities. Now if we compare our past experience in the handling of over-crowding, what do we find? It was never as colossal as the Kumbh Mela crowd. It was even surprising for us Members of Parliament who had to come over to Delhi only a few days after the main day of the Kumbh Mela, that is, after the 3rd of February, we had expected that we shall be received by a big waiting crowd. What did we find? When we reached Allahabad, only the normal traffic was there. It was a wonderful thing that the passengers who had taken first class or second class compartments were even able to sleep in the compartments. There were hardly four or five passengers in the compartments. This is how the Railways have borne the responsibility for the abnormal traffic in the Mela.

5 P.M.

What is the condition of normal traffic at present? When we talk of over-crowding, we are not talking about the present. We talk about

the past and perhaps it is fashionable for my hon. friends in the Opposition to talk about the past and the future, they go on lamenting over the past agony.

In other respects also, there has been a marked improvement. I come from an area which, has a large rainfall. In most of the lines, the stations were without coverings. During the last one year, they have put up covering on many of the stations. Water facilities, lighting facilities and flooring have been improved. It was surprising that in many of the stations *matti* had been provided for washing hands and even in some stations they had provided *datuns* as well. Though it is a very minor thing, I am mentioning this because it shows the earnestness of the Railways to look to the amenities of the passengers.

But the most striking improvement that one feels is in regard to the behaviour of the Railway officials towards the passengers. There is now no more the *burra sahib* mentality of the olden days. The whole conception of the behaviour of these officials towards the passengers has undergone a vital change and that a wonderfully refreshing.

Now, let us come to the financial position of the Railways. Last year, when the Budget was discussed, the Members in the Opposition thought that the budget was far from reality, and that it had no relationship with the facts. They said that there has been depression or rather a recession and that there has been an acute fall in agricultural and industrial production and forecasted that the estimated earnings would not be available, and feared that the proposed gross earning would not be realised. But, I am sure that they would be happily surprised that the estimates were accurate almost to a rupee. I myself was surprised whether my estimate of that type could ever be formulated. For the information of the House I must tell the House that

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for the year 1952-53, the revised estimate of the gross receipts was Rs. 269.55 crores and the realisation was Rs. 270.56 crores. As regards working expenses, the revised estimate was Rs. 188.85 crores and the actual expenses were Rs. 187.96 crores. The estimate under surplus was Rs. 9.48 crores and the actuals came to Rs. 13.19 crores. So, I think that my hon. friends will have to agree that the Railway administration made a more or less correct estimate in this field and that their fears that there would be a fall in agricultural production and industrial output, and that there would be a fall in the earnings of the Railways were baseless.

Coming to the year 1953-54, so far as gross estimates were concerned, the figure was Rs. 272.28 crores. The revised estimate was Rs. 272 crores. That is to say, it was less by a sum of Rs. 28 lakhs. But, even there, the explanation shows that the difference was due more to a different method of accounting than to actual loss. As regards working expenses, they have increased. The estimate was Rs. 190.90 crores and the actuals were Rs. 197.63 crores. But even this little difference is due to certain events that took place after the budget was presented and brought about by the circumstances, which are well known. I need not repeat all that.

So far as the figures for 1954-55 are concerned, I think there is reason to be a little more optimistic than the figures presented to the House appear to show. The Railway Minister has rather been over-cautious. Any one who is conscious of the growing economic activity will certainly say that the earnings for the year 1954-55 will be even a little higher than the budget proposals are inclined to show. According to the budget proposals, the passenger traffic earnings will be Rs. 101.55 crores and I think we have no special reasons to expect a substantial increase so far as the passenger traffic is concerned. But, so

far as goods traffic is concerned, I feel I must say that though the estimated income is Rs. 148.6 crores, we are likely to get something more, if not appreciable, something more than what is indicated in the budget proposals. Even in passenger traffic, I feel that the earnings can be increased, because, more than the economic factors acting as a damper on passenger receipts, it is the leakage in revenue which is responsible for this state of affairs. I think that this question requires immediate and continuous attention by the Railway Board. For this purpose, it is necessary to examine how the present conditions facilitate entry of ticketless travellers into trains and their exit from the stations. Also, the arrangements for the issue of tickets at all stations have to be looked into. Only in a few stations are the booking offices regularly opened and closed. In most of the smaller stations, hardly the booking offices are opened. The train comes, and even then, the booking office is closed. The train leaves the station. Almost 99 per cent. of the passengers get into the train without tickets. If this state of affairs is allowed to go on, we can never expect to increase the earnings from passenger traffic. This has to be checked. Of course, the Railway Minister has given assurances on this matter. But, I think the matter requires more vigilance than what they are showing now. I also feel that stimulants for encouraging travel by the offer of concessions in fares will increase our Railway earnings to a great extent.

Now, I come to a few suggestions that I want to make to the Railway Minister, I hope that he will look into the matter and give due attention to these suggestions. The first is about the coordination of transport as a whole. In economically advanced countries, which have a well-developed transport system, the emphasis in the problem of coordination is on the aspect of inter-carrier competition and its regulation. In countries like

ours with an under-developed transport system, the problem in the words of the report of the Inland Transport Committee of the ECAFE's second session in January 1953 is "one of utilisation in the most economical manner of the existing transport capacities and to a large extent that of overall planning of transport development on a rational basis, to augment transport capacity in the most suitable form". Now the question is whether the Five Year Plan for Railways and Transport is built on the solid foundation of such a coordination. Though the Planning Commission fully appreciates the importance of coordination and observes that "different forms of transport are parts of an integral system" which cannot be considered in isolation, it seems that the Plan itself has not been drawn on the basis of the total need of the system, but it is drawn on the basis of the individual requirements of the each transport system. The Plan, therefore, should be revised in the light of the blue print and the main objectives which have to be aimed at may be summed up as follows. Firstly, the different means of transport should be so integrated and worked as to provide in combination, through traffic facilities from one place to another through different means of transport. Secondly, as a corollary to this is the provision of adequate facilities of through booking between various forms of transport. Thirdly, arrangements should be made to provide suitable dual purpose equipment and vehicles, etc., to facilitate through transport from one means of transport to another. I also feel that a necessary pre-requisite for this is the setting up of a suitable organisation. The Planning Commission itself has stated that it is necessary that all central plans for the development of transport should be reviewed by a central body in the interest of overall co-ordination. Such an authority should be small high-power committee, representative of the various forms of transport which should bring to bear on the question before them, in the words of Mr. Herbert Mor-

rison, not a "Railway mind", "an omnibus mind", but "a transport mind", in drawing up the Plan and also in allocating finance for developments and new projects.

There is another small point that I would request the hon. Minister to make a note of, and that is, though Railway transport is predominantly a service, sale of this service by its providers is based on certain commercial principles. The capital at charge is over Rs. 850 crores and the solvency of the Indian Railway system can be ensured only by strict adherence to these principles. The responsibility of a welfare State owning and managing such a large undertaking is particularly onerous and they require very intimate consideration on a financial and commercial basis without hampering the convenience of the passengers or the goods that are to be carried. The users of the Railway transport, for conveyance of agricultural produce or raw materials for industrial use or external export have to keep the cost of transport within reasonable limits, so that its incidence may not be felt on the price of the commodities which are going to be consumed by the consumers because they are already poor. So, the charges on the goods carried, should be based on certain basic principles. At present the Railway Administration is charging on the principle of "what the traffic can bear". I do not understand the reason for this. The interests of the providers of transport and those of the users must be co-ordinated in this respect. The present principle is very cumbersome from the point of view of the producers who send goods as well as the consumers because in the long run they have to pay for the price charged on these goods that are carried.

Next to the method of charging is the safety of the articles entrusted to the Railways for carriage and the mounting claims. The reason for anxiety is the mounting claims for compensation. Day by day the claims for loss, theft, damage etc., are going up

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and up. They are not decreasing, they are rather increasing. This problem is of great complexity because the State is the sole guardian of the life and property of its citizens, and Railways being managed by the State they have a double responsibility of safeguarding the property of the individual. The security measures now taken by the Railways have till now hardly proved effective. In the U.S.A. where all the Railways are company-owned and in the U.S.S.R. where all the Railways are State-owned as in our country, all the risks are taken on Railway account. They are on Railway risk. But here we have two classifications, owner's risk as well as Railway risk. This state of things does not help traffic much. The modern conception is to accept all articles on Railway risk and not on owner's risk, as they are doing in the U.S.A. or in other advanced countries of the world. So long as this is not done there will be difficulties and there will be dissatisfaction among the Railway users. The ideal therefore should be that articles should be accepted at Railway risk. But I appreciate that at present we cannot hope for this because it requires larger responsibility on the part of the Railways as well as larger financial burden. But I should like to suggest that as early as possible this should be accomplished and all articles should be carried on Railway risk and not on owner's risk.

Another point I would like to suggest which is of considerable importance to the Railway as well as to the users is the condition of packing for carriage imposed under section 74-A of the Indian Railways Act. All articles tendered by goods and passengers trains have these specific packing conditions from August 1, 1950. Soon after the Act was amended in 1949, the Indian Railway Conference Association, New Delhi, proposed these conditions without actual test for want of time. So sometimes they are very cumbersome for the persons who send goods by passengers

or goods trains. Then also the methods of handling at terminal points or at stations are largely by manual labour and until mechanical handling is done, the strain caused by handling has to be taken into account. Further, the possibilities of introducing in proved methods of handling, such as Palletisation at terminal points, remodelling of goods sheds with conveyers for moving articles etc., have to be considered if we want to avoid the difficulties which passengers have to face. This is a problem that concerns the providers of the facilities, i.e., the Railway Administration, as well as its users. So this problem should be discussed in consultation with the Railway users. Also I would like to suggest that there should be consultation with the Indian Standards Institution also. I may observe in passing that the British Transport Commission in U.K. collaborates with the British Standards Institution. So, the Railway Administration should also have the full co-operation of the users and the Indian Standards Institution.

Finally, the need for remodelling of wagons is also a problem because it will be a preventive measure for the losses that Railways have to bear. The wagons as they are now fabricated are liable to structural defects. Their doors do not close tightly, and it is very easy for the culprit to insert a sharp instrument from outside and bleed the goods that are in the gunny bags. In my constituency of Mokameh, most of the theft is committed in this manner. The wagons seem to be in order, but when opened, the gunny bags are found to be empty. This may be a minute matter, but this requires immediate attention. It is inconceivable that our engineers so far have not been able to model a wagon that can eliminate such interference from outside.

Before concluding my speech, I would like to say something about the Ganga bridge over Mokameh.

It is a happy news that the work has been started in right earnest. This will be an outstanding achievement of the Indian Railways in the whole world, because the bridge proper is estimated roughly at Rs. 7 crores and the guide and protection works required to stabilise the mighty Ganga at the site of the crossing will cost another Rs. 8 crores approximately. The high approach banks, specially on the north side, the new transhipment yard, the various diversions and flying cross-over lines and numerous other connected works may cost in all about Rs. 16 crores. It is stated that nothing on this scale has been attempted in the way of taming and controlling a river, in India or in the whole world so far. So in order to maintain the highest efficiency, the Railway Administration should take an all-India team together with experts of foreign repute.

But here, one thing requires the serious consideration of the Railway Ministry. When the land for the proposed Ganga bridge was acquired, the Railway Ministry had given an informal assurance to the people who had become landless as a result of the acquisition of land, that they would be provided with alternative employment. And now when the opportunity has arrived the results are very disappointing. The appointments are being made by the Zonal Selection Board which has its office at Calcutta. It is really surprising that not a single Member from the State of Bihar is included in that Board when there are already Members representing West Bengal and Assam. I do not know why this step-motherly treatment is meted out to Bihar especially when it has a larger area and a bigger population than the other two States concerned. This has caused severe disappointment and dissatisfaction among the people there. I represent that area and I have received hundreds of letters complaining about this, stating that no consideration is being shown to them, that their applications go to the waste paper basket, they are not considered at all. I have not

brought those letters here, but the whole file has become a huge one. I had a talk with the hon. Railway Minister, and when I asked him why a representative of Bihar was not included in that Board he said that at this stage, it could not be done. Why cannot a representative of Bihar be included in that Board, I really cannot understand? Unless this state of affairs is put an end to, there will be widespread dissatisfaction, and it will go on growing in the future. I must warn the Railway Ministry about this matter, because day by day it is becoming very serious. Hundreds of people have been thrown out of employment, and in these days of unemployment, when so many persons have become landless, if Government are not coming forward to provide them with alternative employment.

**Mr. Deputy-Speaker:** Are there no Members of Parliament in that Board?

**Shrimati Tarkeshwari Sinha:** The result will be frustration. I am very sorry to say that I could not raise this matter in the consultative committee, because that committee does not deal with appointments or dismissals of railway staff. That is why I had to raise this matter in the House.

Now it is my earnest request to the hon. Minister of Railways and the Railway Board to reconsider their decision about co-opting of a representative from Bihar. I am not saying this with any black heart or with any grudge, but it is my earnest request that when the appointment letters are issued, they should be sympathetic towards these landless persons. It is not that I want any favour from the railway administration, but these persons have been thrown out of employment, and they are getting frustrated day by day. In order to save their lives and existence, I would request the Railway Minister to reconsider this matter in right earnest, and do whatever is required in this matter.

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With these few words, I thank the House for the indulgence shown to me, and I thank you for having given me an opportunity.

**Shri Bhagwat Jha Azad:** May I know whether the time-limit has been extended to twenty-five minutes?

**Mr. Deputy-Speaker:** Fifteen minutes.

**Shri C. D. Pande** (Naini Tal Distt. cum Almora Distt.—South West cum Barielly Distt.—North): It was for the lady.

**Dr. Lanka Sundaram** (Visakhatnam): No chivalry left in this House, a matter of shame!

**Mr. Deputy-Speaker:** The time-limit is fifteen minutes.

**Shri Bhagwat Jha Azad:** I find myself in a difficult position as to which class I should put myself into. There have been two types of speakers before me, one type consisting of persons who were over-conscious of the other side, and therefore charged the hon. Railway Minister from the very start with a hundred years' plan and said that the hon. Railway Minister would not consider their claims with due respect, and the other type consisting of persons who started with the words 'proud', 'thanks', 'congratulations', etc. I do not know to which category I belong, and it is for the House to decide it, after I have finished my speech.

**Shri Bansal** (Jhajjar—Rewari): We have decided already.

**Shri Bhagwat Jha Azad:** It is surprising that Shri T. B. Vittal Rao started the attack on the Railway Ministry with a very weak point, viz., locomotives. When we had been to Chittaranjan along with our friend Shri Nambiar—who is not here now—he was pleased to say that it is a very fine institution, because the locomotive produced by the Chittaranjan Factory is only about Rs. 1 lakh more costly than the foreign one which is

landed at Calcutta. Even this extra Rs. 1 lakh is met by loans given by the Central Government, and it is hoped that these loans will be repaid to the Central Government by Chittaranjan in their heydays.

I now come to the Budget proper, which has some inspiring features, in my opinion, though according to my hon. friend opposite, it is very pessimistic. I feel that one satisfactory point of the Budget for the coming year is the allocation of Rs. 95 crores for works, machinery and rolling stock. It is a good investment on which we can expect a reasonable return, because it will provide the country with proper communication facilities, thereby adding to the general economic activities in the country.

The hon. Minister has assured us that arrangements are being made to step up expenditure on construction works also, and we hope that the conditions in the country will become more prosperous in the future. From the speech of the hon. Minister, we also find that he is striving his best to procure the necessary rolling stock from outside the country. In pursuance of this policy, we find that in the coming two years, 16,000 wagons and 830 locomotives will be purchased. Though this unusually heavy procurement is being made in a very interesting and encouraging manner, I feel rather doubtful whether these things will be procured. Out of these 16,000 wagons, only 10,000 can be produced inside the country. There is still a gap of 6,000 left. Indigenous manufacturers and other engineering industries, which according to the Mulgaonkar Committee's report are having a large part of their capacity lying idle, can fill this gap.

The estimates for the year 1954-55 anticipate a surplus of Rs. 5.14 crores as compared with a surplus of Rs. 3.18 crores according to the revised estimates as against Rs. 9.31 crores according to the original estimates for the current year. During the year 1952-53, the anticipated surplus was

Rs. 23.47 crores according to the original estimates, while that according to the revised estimates was only Rs. 9.48 crores. So I am not very optimistic like the lady Member who has gone out, that the financial position of the Railways is a happy one. This clearly indicates that the biggest nationalised undertaking in the country which has been enjoying a monopolistic position is fast falling a prey to the law of diminishing returns. The Central Government are pumping in more and more money into the undertaking, but the return is becoming less and less. So, I am very apprehensive of the financial position, and I do not know how far the returns will diminish. So it is very necessary that this fall in returns should be checked soon. Viewed against this background, the surplus of Rs. 5.14 crores is not a very impressive one. In my opinion, the railway authorities might consider themselves fortunate if they are able to balance the budget at the close of the year.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

I feel these estimates are based on certain assumptions which are widely open to question. The first of these assumptions is that the gross receipts in the coming year will increase, and this point has been supported by one of the previous speakers. But I feel these assumptions are open to question. The gross receipts are expected to increase as a result of an increase in the passenger and goods earnings. But I do not expect the passenger earnings to increase, because there is a fall in the prices of primary products, even though the agricultural prospects in the country are favourable. Secondly, we find there is also a fall in the operational efficiency. This has been responsible for a number of accidents in the last few months. The hon. Railway Minister has given us an assurance that "these accidents should not cause any undue apprehension or alarm." And that a committee has been set up to report on these accidents, and to recommend measures for ensuring safety. But I

doubt whether these reports and recommendations can remove the defect, unless Government are determined to check the same.

I am sorry to say that from the budget speech, I do not find there is any determination on the part of the Government to improve this operational efficiency which is going down very fast. I feel that the appointment of a Committee and reference in the budget is more a routine work than any serious effort on the part of the Government to reduce these accidents which are fast taking place in the country, thereby causing apprehension in the mind of the common man. Not only that. There is a sentence in the Budget speech which says that "the implications and practicability of certain suggestions for adjustment in freights and fares are being considered." Though the Railway Minister himself has said that there has been a halt in the downward trend of passenger earnings, he is proposing another thing which, in my opinion, is not a wise move. So due to these four conditions which I view from my point of view. I do not think there will be any increase in the earnings from passenger traffic.

So far as earnings from goods traffic are concerned, I feel that though there is removal of control, there is better freedom in movement, still the optimism of the Railway Minister might be shattered due to the reason that though there is increased industrial activity in the country, the turnover of the goods is not very heavy. It is not so rapid, because I find that the wagon shortage is still there, and though we have very reassuring promises from the hon. Minister in his budget speech, I feel that in spite of the best efforts to increase the number of wagons up to 16,000—because only 10,000 will be produced in the country—the supply cannot catch up with the demand in the next two years. Therefore, the wagon shortage will continue and I feel that there will be no increase in the traffic earnings

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as well. Viewed from all these points of view, I feel that the surplus of Rupees five point odd crores in the budget for 1954-55 is not very impressive and it will be a fortune for the authorities if they close this financial year with a surplus budget. Therefore, I disagree with my friend here that they may get increased receipts.

The hon. Minister has circulated a pamphlet showing the effects of regrouping. Very rightly. We demanded it last year and it has been given to us. I have gone from page to page and line to line of this pamphlet looking for the advantages of regrouping. The advantages written under the heading 'Advantages from regrouping' are: that there has been removal of some administrative and mechanical units here and there, there has been abolition of junction points for the through trains and there has been elimination of certain other small things. These are the advantages mentioned in that pamphlet. I am sorry, Sir, in my opinion the effects of regrouping are not worth the paper it has been written on because, to quote the Minister's own words, 'the data available are only for a limited period and do not permit a reliable comparison being made'. It is, therefore, strange, shocking and surprising that the Railway Ministry has miserably failed in assessing the effects of regrouping, even though two years have already passed. Therefore, I say if the effects of regrouping are very good, then we offer our thanks; but if they are not, let us be bold enough to review the situation.

In the first three years of the Plan, the Railway Ministry has spent about Rs. 200 crores, only half of the amount of Rs. 400 crores to be spent in the full period of the Five Year Plan. That means that Rs. 200 crores are still left to be spent and the hon. Minister says that in the coming two years our development expenditure will be to the tune of Rs. 97 crore and Rs. 98 crores respectively. But the Minister says again that the prospect of getting the finance is not so bright within the

Ministry itself. The Minister has drawn attention to the prospect of a short-fall of Rs. 60 crores in the financial resources. But I go a bit further, and my grounds are: that the working expenses are rising, the surplus is progressively diminishing, the balance in the development fund is dwindling and not much can be expected of the inflated mileage, and we cannot hope to get more rates and fares, as I have already said. Therefore, I feel that under these circumstances it is not possible to spend Rs. 200 crores in the coming two years and the financial aspect, so far as the Five Year Plan for the Railway Ministry is concerned, is none too bright.

The Railway Minister reports about the development programmes taken up in the country. I see these with an eye of satisfaction in the sense that some new lines have been constructed, some dismantled lines are being restarted and there are proposals also for taking up other lines. But I feel in this vast country we are not progressing with the same speed as we are expected to, because if you want to keep the level of industrial activity of the country, of which you are very optimistic, you have to provide the wagons, you have to provide quick transport facilities to increase the turnover and you have to give more facilities to those areas where you expect good returns. That we are not getting in the plan. For example, I may mention, this by the way, will be a reply to my friend, Mr. Netesan, who has charged the Ministry for being very partial to North India. I belong to an area, the district of Santal Parganas, with a population of 25 lakhs. I am giving an instance of this very lopsided development. I do not find any reference in this plan to that backward area where Adibasis as well as non-Adibasis are living far away from the light of civilisation. There was a survey made years ago of this area. But the then Deputy Commissioner said: 'Do not commit this mistake. Do not give anything to Santal Parganas. The people there



are Adibasis'. So the proposal was dropped. So a big area still lies with no line of communication and no method of approach. There is one line in the north which goes straight to Calcutta; on the south also there is a line which goes to Calcutta, and in between there is this big area of Santal Parganas with no communications, no facilities—nothing of the sort. I made a proposal to connect Pirpainti on the E.R. loop to Dumka via Godda and to extend it to Deoghar. The nearest railway station even to Dumka, the Headquarter of this District is now about 45 miles away.

So this is the way development is going on, without a balanced view. I suppose that this is an instance of gross negligence and indifference shown by the Railway Ministry. On two occasions in my speeches I called upon the Minister to have this area surveyed in the name of justice and fair-play. If you claim that development is not lopsided but on an equal basis, let this area be surveyed. If not now, let this area get a chance at least in the next Plan.

The Minister says that so many things have been added to the stations—better lighting, drinking water and all those things. True. I have gone through these stations in the North. I do not know much about the South. But I have seen that only such stations are provided with better lighting arrangements etc. as have got the prospect of being visited by the Minister or the 'bosses'. Small wayside stations like Pirpainti and others are still waiting for these 'Shastri' facilities. In my first budget speech, I had mentioned about the inadequate facilities at Pirpainti. I was immediately given a big paper showing what have been available in my own station, a station which I am seeing from the age of five, saying that all these facilities have been available to this station. What I mean is the way of dealing by Government. This Parliament whose single day's sitting costs thousands of rupees is my forum and after I speak for fifteen minutes. I

am given a long list of amenities provided, which are false, malicious and what not. They refer to the provision of a III Class waiting room. It is not a waiting room. It is just a small space for people to pass through. So, there is no waiting room. Then they refer to provision of drinking water facilities. There is nothing of the kind. The well dries up in summer season. There is no lavatory, and ladies and gentlemen coming from long distances have to suffer. Whether you give the public these amenities and facilities, or you do not give them these amenities and facilities, it matters less for me. To me, what matters is the way in which you deal with the matter.

I made a speech during the Railway Budget in Parliament last year and the year before last. I was given in reply a long list of items, which means nothing. It is useless: this piece of paper is nothing. I speak here as a Member of Parliament and people feel that perhaps I am talking for a very long time, but in spite of my speech, I find that there is nothing doing. Still the officers go on in the same routine way. I have seen the Station Master in one place collecting, not bribes, but *bakshish* from the passengers. Of course, for development you require money but in spite of your efforts to remove corruption, the officers go on in the same way. They take money in the face of the passengers for booking goods.

So, I feel that in spite of the reassuring promises and all kinds of contemplated development and the march of progress, things are no good. I have spoken about the sort of things that exist both in my preliminary remarks and subsequently. I think the Railway Ministry should put in better efforts and they should give more time to small things which do not cost money but which only require the sincerity of the officers and other friends who say that so long as there are friends in the offices, they will supply us rotten rice, they will supply us stale meat, and yet we cannot do

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anything with them. If the hon. Minister knows these things, if he sees these things, if the officers know these things, if they are sincere, if they want to implement these things, then something should be done. Every time this question arises in my mind and every time I express it, but I get no answer.

**Shri Raghavachari (Penukonda):** I had an opportunity of speaking on the Railway Budget in the first year of this Parliament, and we are now in the third year and I shall be here for a few more years. I suppose, every year we shall go on saying something, they will listen to it, and in the end we shall find that the problems remain, so that we stand up to complain about them. That, unfortunately, is the kind of feeling that I have. I was one of those who said to the Railway Minister on the first occasion that I would wait and see the sincerity of purpose of the Administration and see whether they translate into action what they say before I would congratulate him. Now, I find that Member after Member rises from the other side to congratulate the hon. Minister. I do not wish to congratulate him, but I only wish to say that there are certain things which have happened in the usual course which must happen. It is not this Government or this Minister that is responsible for them. These are not things for which either they can expect that we should congratulate them, or that we should satisfy ourselves that we have done our duty by congratulating them.

What is it that we find? Year after year, the income is decreasing. The finances are not expanded and the discomforts and inconveniences suffered by the people remain there, although to a lesser degree. Therefore, it becomes painful to stand up and say something again and again. But still, as this is the only way of getting on in a democracy, I have to repeat the same thing a number of times.

One thing I wish to know. There has been a lot of criticism that there has

been no policy in the matter of extension of these lines, and there has been a fund created for that purpose. Things that take precedence now are not the things which ought to take precedence in a planned expansion. But there have been additional political forces and other considerations. In the Budget, we find that some lines have been extended because they must remove the congestion; they must therefore develop the lines and spend a few crores. Big cities and suburbs must be electrified, and therefore a few crores are taken away. Then there is another consideration; there is a new capital and some diversion must take place. So, all kinds of considerations come in. We have a Five Year Plan; and the Minister, I read, stated in the other House, that they have been extending the line by about 150 miles a year. I should expect that there should be a plan to extend by at least 250 miles a year, and, in that plan, there must be one consideration that areas which are not covered and served at all by this convenience must be considered first. In my first speech, I referred to a line connecting Rayadrug and Tumkur. The department, evidently, took a mistaken name and they could not find the mistaken name anywhere on the map of India. It appears they wrote to the Geological department and the Survey department and, finally, after a number of months of correspondence, a gentleman came to me and asked where this place was. If they had referred to me in the first instance it would have saved a lot of trouble. At last I got the reply that it was uneconomic. Economic convenience should not be the only consideration for a plan of extension. You must give these facilities to all parts of the country. In the Posts and Telegraphs Department, some standards have been fixed, that there shall be a post or telegraph office within a radius of so many miles. Similarly, the railways may at least say that a passenger need not walk more than 60 or 75 miles to catch a train; that would be something. As I said the other day, there are places

where people have to walk more than a hundred miles to look at a train; they have not seen an engine or a train. They are not desert tracts like Rajasthan: they are in Rayalaseema and Andhra.

Then, we come to the statement that they have provided some facilities for removing overcrowding. I was happy to read one sentence and that is the truth. The removal of overcrowding is not due to facilities alone but it is due also to the lessening passenger traffic. That is true; and, to that extent, we must thank them. It is also true that they have extended a few trains and added a few more; decrease in traffic is also one of the causes that have come to the rescue. Regarding this overcrowding, I want to say one thing. It is most unfortunate that this railway system is the monopoly of the Government. There is no law to prevent or punish overcrowding. If the owner of a bus or a taxi takes in more than the fixed number of passengers he is charged; but, in the railway there is no such thing. There is no doubt the initiative for the passenger is there and what should he do? He must pull the chain every time a person over the required number gets in. Who could do that? Therefore, it is the responsibility of the Government because it is their monopoly and they must necessarily see that overcrowding is prevented. How can it be done is the only point. They have no doubt added a few more trains and so on. They say they have abolished the first class and that must necessarily have added to the space of the third class passengers. Is it that every first class compartment has been replaced by a third class one? No. My impression is that it has not led to the increase in the accommodation for third class passengers. Strictly, more third class compartments could have been added and there will then be some more convenience. The engines can certainly pull some more load.

There is the question of long-distance passengers. There is a long-distance compartment and a few long-distance passengers get into it at the

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starting station. But, afterwards, there is no check; everybody gets into the compartment—whether long-distance or short-distance. There is a train conductor; God knows where he will be. It was once a problem to get out of a compartment; it was so overcrowded and a lot of luggage was packed that it was impossible for a man to get out. There is only one way of escape for about 28 passengers. These conductors must be told that they should really enforce the restrictions about long-distance travelling. Certainly, it would add somewhat to the convenience of the passengers and avoid overcrowding.

Coming to amenities, you have spent, according to the budget, some crores of rupees on water, platform extensions, station covering and all that. I have seen some stations on which thousands of rupees have been spent and a covering erected. The covering would save the people either from the sun or from rain. In our parts, rain is a rarity and, therefore, it serves only to give shade. I would suggest that instead of these coverings, trees might be planted over the Station platforms.

They have in the report stated somewhere that universally or uniformly the platform would be made pucca and with cement. Very few people have stumbled, broken and injured themselves, and it is unnecessary to make a pucca floor at every station. So far as amenities are concerned, my submission is that things should be so done that it will be a little more beneficial.

Bangalore-Guntakal and Dharmavaram-Pakala lines were laid as early as 1880 or so and there are old stations on these lines and not a brick has been added. In fact, many bricks have gone out.

**Shri K. K. Basu:** Perhaps ancient monuments.

**Shri Raghavachari:** This year they have improved a few stations. Particularly, I would refer to Anantapur station. I found that a new station

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was opened up there and they must have spent Rs. 60,000 or Rs. 70,000—I am not perfectly sure about the expenditure incurred. The very first thing I noticed was that the floor was full of cracks. It was opened only one month ago, but the walls have developed cracks. I asked the station-master the reason, but he simply said that the cracks are there. Who is responsible for this? Is there any supervision? Thousands of rupees are spent and new buildings opened, and immediately for maintenance purposes a few hundreds of rupees are required. What is the use of providing amenities at public cost which are done in this way, the whole thing adds to the waste? In the same station, there are station staff. Their houses are not enlarged, provided with electricity and they are living in the old rooms. It is all very well that they have provided for a second class passengers' gate, but the gate is always locked because there are not staff enough to keep it open.

**Mr. Chairman:** Thirteen minutes are over and there are only two more minutes.

**Shri Raghavachari:** There is some need to make these amenities a little more carefully and see that the money that is spent is well spent.

About the reduction of fares, there was a sentence in the Minister's speech which made us feel that there is the risk of the fare being increased, but later on the officials explained that it does not mean that. It is to that satisfactory extent, I would suggest that in respect of fares, there need not be a flat rate, but for distances beyond 700 or 1,000 miles, there may be telescopic rates as they will certainly encourage traffic; and again in these days when people have relations from one end to the other, it will add to some convenience for them.

About corruption, there has been a committee for this purpose and it

takes its own time to submit its report and it will take considerable time to take decision upon it; my fear is that it will take one or two more years and by the time it has been decided to put its recommendations into operation, the term of this Parliament will be over and corruption will continue to prevail as before.

Then, Sir, about catering, I wish to say a few words. The Deputy Minister said that this requires to be examined. While on the Southern Railway we find that meals are cheap, and at the same time good and well serviced, on the Northern Railway it is the other way about—bad and at the same time more costly. In the same station while one caterer charges a rupee and two annas another man charges a rupee and twelve annas for the same stuff. Catering contracts are either sold or sub-let to small contractors. This is a matter which should be carefully looked into and the standard of catering must be brought at least to the level of the Southern Railway.

The other crying need so far as Railways are concerned is the reduction in expenditure. Crores and crores of rupees are being spent. Why should not the Railway administration instead of placing orders for sleepers in foreign countries purchase wooden sleepers in India. I find from reports supplied to us that about 38 per cent of the metre gauge sleepers are still iron and not wooden. There are so many forests which would be in a position to supply wooden sleepers for our railways; there are workshops and idle engineering capacity which they want to utilise. These things can easily be done and industries encouraged in India. But all this requires some drive. It is not a matter of spending so many crores within a particular period. By placing orders for locomotives and wagons because we should have them within a stipulated period, the foreigners alone will benefit.

The other phenomenon that we notice in the Budget is an increase in expenditure. I should not be misunderstood by anybody here. Of all the services in India we find that it is the railway service which is most coveted. Because there are so many conveniences provided everybody wants to enter the railway service. But are they turning out the minimum quantum or standard of work expected of each man in the workshops? This is unfortunately not the case. By all means give him (an employee) all the conveniences, but get as much work out of him as possible. That is very essential.

As regards regrouping the hon. Minister himself has admitted that efficiency has not increased. In justification it was said that efficiency has not decreased. There being no decrease in efficiency is not a factor in favour of regrouping. There has not been any reduction in staff. All sections of the House have urged that regrouping requires re-examination and I hope the hon. Minister will do it.

**Shri M. Khuda Baksh** (Murshidabad): Sir, whenever I have had occasion to speak in this House, it looks as if it is your eyes alone that I succeed in catching. For one in my position Sir, it would perhaps be the accepted thing to paraphrase the Railway Minister's Budget speech and perhaps sing praises of it. But I shall try and place before the House my reactions such as they are and I am afraid my remarks will, therefore, be a melange of bouquets and brickbats.

The picture that emerges from the Railway Minister's speech, if not absolutely gloomy and bleak, certainly is not very bright. Dwindling surplus, steep fall in passenger earnings, a short fall of about Rs. 80 crores towards the contribution to the Five Year Plan and also the possibility of the dubious method of charging inflated mileage, these are the highlights of the Railway Minister's speech.

6 P.M.

He has gone on to say that expenses have increased and he has said that the fuel bill accounts for an increase of about seven crores. Now that we are faced with a recession, almost a slump, hon. Members had said that the Government would be lucky if they had a surplus towards the close of the year. I also subscribe to the apprehensions and views placed before us by those Members who are not over-optimistic about the Railway's finances. Therefore, we should now try and explore avenues for augmenting the revenue. Last year, when I spoke on the Railway Budget I said in all humility, that the return tickets and other concessions that we give to passengers should be re-introduced in an attempt to seek more passengers. We must attempt a little more to make travel the attractive and try to attract more passengers to use our Railways. From the Minister we have heard that for the same number of passengers we have given more coaches that is increased passenger accommodation. There was a time when we wanted to restrict travel on account of paucity of accommodation. When that objection does not prevail any more, I do not see the reason why we should not now resort to the reintroduction of other concessions. He has mentioned about the introduction of some concessions and I shall come to that later.

Coming to this fuel bill, I would like to say that this also includes surreptitious sale of engine coal by drivers. I shall relate to this House a personal experience of mine in the station that I come from my home station. The loss accruing to the Railways is of the order of Rs. 20,000 per annum. It is a very small station, only a watering station, a wayside station of no importance at all except that it is a watering station. I brought this matter to the knowledge of the Deputy Chief Mechanical Engineer or probably the Superintendent of power I forget his designation; any way he has his offices in the Divisional Headquarters Sealdah. I explained to him that this matter was rather becoming

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personally awkward for me; I happen to be a Member of Parliament and I had taken public notice. I also told him that I am a member of the National Railway Users' Consultative Council so that he would better concentrate on that particular station and make a beginning with it. I received all kinds of assurances but nothing has been done yet and the thing is merrily going on as ever. The name of the station I may tell you is Beldanga.

The Railway Minister has said that it is his intention to step up production in Chittaranjan Locomotive Workshop. It is a very commendable move. I have heard uninformed criticisms in this House—hon. Members perhaps do not know that Locomotives manufactured in Chittaranjan cost more. We shall certainly have to be self-sufficient in everything that we need and locomotives are certainly an essential commodity and we shall try and build as many locomotives as we can—out saying that we spend more money on foreign imports, particularly locomotives, I thought, was certainly not based on facts and figures.

It is heartening that the Railways propose to increase the number of wagons by about 16,000. Certainly, it will go a long way to make up the deficiency but the apprehensions expressed by an hon. Member are true that since a portion of this is coming from abroad we cannot be too certain that deliveries will be effected, especially now that war clouds are gathering in the horizon and we are going into uncertain times; therefore, we should concentrate especially on these and we should try to be self-sufficient as much as we can. We have heard from the hon. the Railway Minister that no further orders for coaches are being placed abroad. That is very good. But we have also to see what has happened to the orders already placed abroad, what is the progress, how far the shipments are being adhered to and how much exactly we have still to get from them, especially from the Swiss concern Schlierens.

About the new projects, they have taken up the electrification of the suburban services in the Calcutta area. I should have been happier if something had been said about the circular railway that the West Bengal Government have proposed and about which they are so very keen. I am very happy and I congratulate the Minister, coming from Bengal as I do, for having decided to undertake the Teldanga-Khajuria-Malda project. This shortens the distance and removes avoidable inconvenience as it short-circuits it by about one hundred and twenty-miles. If I have to go from Calcutta to Malda I have to undertake a detour, an unnecessary travel of about one hundred and twenty miles. Therefore it has come not a day too soon and I congratulate the Minister for having included this project.

The Minister has said that the Railways pay 4 per cent. as dividend to general revenues, and it would be interesting for the House to know how it compares with the Posts and Telegraphs. I am reminded, in this connection, of the opening speech of an hon. Member from the other side of the House who was suggesting that there should be an amalgamation of all these budgets into one budget. I am not of that opinion, for obvious reasons. I, as a layman and as one not having any great grasp over economic matters, would welcome if not only the Railways and the Posts and Telegraphs but all other government undertakings were split up and separate budgets provided in respect of each of them as it would enable us to understand their working in a better manner.

The hon. Minister has said that he is "examining in the above context"—that is, in the context of development, etc.—"the implications and practicability of certain suggestions for adjustments in our fare and freight rate structure" which, it is claimed "are necessary for a developmental economy". From this statement one hardly understands anything. But when this was supplemented by the

press conference given by the Financial Commissioner of Railways it appeared to us that the Financial Commissioner was thinking of lowering the rates of certain commodities and, in order to avoid an overall loss to the railway revenues, he was thinking of increasing the rates of certain others. It appears to me to be perilously like robbing Peter to pay Paul. Why should there be any necessity to reduce the freights of one and to offset the loss incurred on that account, to raise the freights of another? Particularly dangerous to me would appear the novel proposal of the Railway Ministry to charge on the basis of inflated mileage. What the Railway Minister, in essence, proposes to do is to charge me for five miles when I have actually travelled, let us say, three. That means charging in excess of the quantity sold. It is clearly an offence against the Weights and Measures Act. I wonder whether the Minister has examined the legal implication of his novel proposal. Charging on the basis of inflated mileage is charging for a quantity not sold. This should be obvious to them. The Railway Minister in some desperation says: how are these going to be financed? He is in need of money. I appreciate his difficulties. We are all in need of money! But, when we launch into an ambitious programme of this kind with deficit financing, I should have thought that this, which is clearly bad in law, should not have been proposed. He should certainly have thought of being above board and charging, if he felt that these could not be sold for any price lesser than what he proposes to take. He should have been clear about it. Even that to my way of thinking, would be improper for a monopoly undertaking. He should have certainly thought twice before coming before this Parliament with a proposal which attracts the provisions of some law in India.

Coming to the punctuality of trains....

**Kumari Annie Mascarene** (Trivandrum): Always late.

**Shri M. Khuda Bakhsh:** The trains are eighty per cent to time. But, when I tell the House that all these trains have an inordinately long time to play with and even then it is only eighty per cent to time, this is certainly not anything to feel flattered about.

Sir, coming to amenities, I have always thought that we should strike a balance in providing new amenities and restoring old amenities. I have particularly one thing in my mind. After the abolition of first class travel the seating accommodation in the second class compartments has been lessened. That means, a coupe which, before the abolition of first class, was meant to carry three sitting passengers, is now meant for four. Therefore, the space allowed per passenger has been lessened. Now he has to accept the conditions of being sandwiched between passengers and he has to give up a certain amount of space which he used to have, to other passengers. Therefore we must strike a balance. I appreciate the Railway Minister's anxiety for providing sheds, raising of platforms, providing cold water, and improving station buildings. We must also try to give the passengers what they used to have. Now, when the first class travel has been abolished there is always a rush for the old converted first class compartments, only because the old compartments are still provided with certain fittings which the administration has not been able to provide in the new second class compartments. Therefore, I feel, and it is my suggestion, that the administration should try and divide their budget in such a manner as to provide new amenities and to restore old amenities which the passengers used to have.

About pilferage and thefts, I am very happy that the administration are trying to devise ways and means to eliminate them. The claims that have been preferred against the railways on this account, I understand, is of the order of Rs. 3 crores. It would be advisable and profitable for the administration, when they are going into this question, to see how much of

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it is due to the collusion of officers with the miscreants.

**Mr. Chairman:** The hon. Member has already taken 15 minutes, ordinarily allotted to Members.

**Shri M. Khuda Baksh:** I shall finish in two minutes, Sir. I come to the Committee that is going into the question of corruption. I have also been given a questionnaire by this Committee. It appears to me that the questionnaire makes the scope of the investigation by the Committee too narrow. They have only taken the Traffic department into their purview. But, what is more important and what we must apply ourselves to is the rooting out of corruption that prevails among the Railway officials themselves. At some stage or other, in the long run, the public are involved in this because, to reimburse himself or recoup the bribes that the railway man has had to pay to the superior railway officials, he has to realise it from the public. I want an assurance from the Railway Minister that this enquiry covers all kinds of corruption that exist in the Railways. My opinion is that the terms of reference have been made very narrow and it may not be possible for the Committee to take the entire field of corruption that exists in the Railways into their purview for examination.

**Mr. Chairman:** The hon. Member need not touch all matters under the sky. If he takes up a new subject, he will take another two minutes on that.

**Shri M. Khuda Baksh:** One minute, Sir. One humble suggestion about circular tours. I am sure this will prove very popular, and it will certainly augment the Railway finances. My suggestion is that in making the itinerary, the Railway Administration should prepare a special one which covers all the development projects and national undertakings and the tickets should be issued at even lower rates than have been suggested by the Railway Minister. I would like also to make

another suggestion that such tickets should be made available to the Members of the legislatures, if not free, at even lower rates. I do not want to take more of the time of the House.

**Mr. Chairman:** I have to make an announcement.

A certain number of copies of the report of the Industrial Finance Corporation Enquiry Committee have been received from the Ministry of Finance, twenty copies out of which have been placed in the Library for the use of Members. The remaining copies have been placed in the Notice Office and can be obtained by Members on request.

श्री राधा रक्षण (दिल्ली नगर) : समा-पति जी, मैं, रेलवे मिनिस्टर साहब ने अपनी स्पीच में जिन बातों की तरफ हमारा ध्यान खींचा है उन के सम्बन्ध में, दो, चार बातों को ले कर अपने विचार प्रकट करूंगा। मैं जानता हूँ कि समय का ध्यान रखते हुए उन सब बातों पर, जिन को कि मिनिस्टर साहब ने अपनी स्पीच में रखा है, विचार प्रकट करना बहुत मुश्किल है।

सब से पहले मेरा यह ख्याल है कि जब हम इस सदन के सदस्य की हैसियत से कुछ बातें करते हैं तो हमें इस बात का ध्यान रखना होता है कि हम अपने मिनिस्टर की निन्दा न करें और न अपने वजीर की तारीफ ही करें। हकीकत की तरफ हमारा ध्यान ज्यादा जाना चाहिये। मुझे कुछ स्पीचों के सुनने का मौका मिला और मैं ने यह देखा कि बहुत कुछ जो कहा गया वह इन दोनों से रंगा हुआ था। मेरी यह कोशिश होगी कि मैं हकीकत की तरफ अपने मिनिस्टर साहब का ध्यान दिलाऊँ और यह उम्मीद करूँ कि जहाँ वह निहायत ही जाँफिशानी से, निहायत कोशिश से और निहायत ही मेहनत से इस मिनिस्ट्री के, कार्य का सम्पादन कर रहे हैं, उस को बला



रहे हैं, और पिछले एक साल में जहां उन्होंने ने इस विभाग में बहुत कुछ सुधार किये हैं, उन्नति की है, वहां जो बाकी बातें रह गई हैं उन की तरफ वह और भी ज्यादा गौर करेंगे, ताकि हिन्दुस्तान में यह एक बहुत बड़ा विभाग, जिस पर हमें फरब्र है और रहेगा, ज्यादा से ज्यादा अच्छा बन सके और दुनिया के रेलवे के महकमों में सब से अक्वल नाम पा सके।

मुझे इसके कहने में जरा भी शुबह नहीं है कि जब से हमारे वजीर, लाल बहादुर शास्त्री जी ने रेलवे का काम संभाला है उस वक्त से अब तक रेलवे में कुछ ऐसे सुधार हुए हैं जिन पर हमें संतोष हो सकता है। पूरा संतोष भले न हो, लेकिन यह कहना बिल्कुल मुनासिब होगा कि उन्होंने ने इस महकमे को अपने हाथ में लेने के पश्चात् बहुत काफ़ी वक्त देकर और तकलीफ़ उठा कर जो मुनासिब कार्रवाई कर के उस में सुधार करने थे उन को करने की कोशिश की है और उन की स्पीच से यह साफ़ टपकता है कि एक साल में जो उन्होंने ने किया है वह सराहनीय है। मगर साथ साथ यह भी हमें मानना पड़ेगा कि आज जो रेलवे की अवस्था है वह ऐसी संतोषजनक नहीं है कि जो इतने बड़े आज़ाद देश के लिए, जिस में कि हम रहते हैं, बहुत अच्छी कही जा सके। इसलिए मैं जहां वजीर साहब को उन कामों के लिए जो उन्होंने इस साल में किये हैं मुबारकबाद दूंगा और जो उन्होंने ने आगे के लिए हम को उम्मीदें दिलायी हैं उन सब के लिए भी वह मुबारकबाद के मुस्तहक हैं, मगर मैं यह भी कहूंगा कि अभी बहुत कुछ काम करने को बाकी है और वह काम जल्दी से जल्दी करने चाहियें।

**एक माननीय सदस्य :** वह काम जल्दी ही होगा।

**श्री राधा रमण :** मेरे भाई कह रहे हैं कि वह काम जल्दी ही होगा। इस में शक नहीं

कि जिस आदमी में नेकनीयती होती है, मेहनत करने का जज्बा होता है और वह रात दिन एक कर सकता है, आखिर कार वह कामयाब होता है और मुझे इस का यकीन है कि लाल बहादुर जी जिस तरह इस काम पर जुटे हुए हैं उससे वह हमारी उन उम्मीदों को पूरा कर सकेंगे जो आज हम उन से वाबस्ता कर रहे हैं। मगर मैं चन्द बातों की तरफ़ उन का ध्यान जरूर दिलाना चाहता हूं। मैं समझता हूं कि शायद वह चीजें उन के ध्यान में भी जरूर होंगी लेकिन अगर और ज्यादा गहराई से वह उन पर ध्यान दें तो जनता को उस से और भी सन्तोष हो सकता है।

पहली बात इस सिलसिले में मुझे यह कहनी है कि साल के शुरू में ही रेलवे विभाग म कुछ ऐसी दुर्घटनायें हुई थीं कि जिन की वजह से सारे हिन्दुस्तान में एक ऐसा ख्याल फैल गया था कि रेलवे के एडमिनिस्ट्रेशन को जितना अच्छा कहा जाता है उतना वह है नहीं। लेकिन यह एक बड़ी खुशी की बात है कि मिनिस्टर साहब ने इस बात की ग्रहमियत को समझते हुए फौरन एक एन्क्वायरी कमेटी बिठायी है और उस ने अपना काम करना भी शुरू कर दिया है। मुझे यकीन है कि इन दुर्घटनाओं से हमारा रेलवे विभाग अपने आप को बहुत ज्यादा सम्बन्धित रखेगा और इस इन्क्वायरी कमेटी की रिपोर्ट बहुत जल्द हमारे सामने आयेगी और उस के परिणाम-स्वरूप मुझे उम्मीद है कि हम उन दुर्घटनाओं को अपने मुल्क में आगे बिल्कुल खत्म कर सकेंगे। मिनिस्टर साहब ने अपनी स्पीच में यह जिक्र किया है कि उन्होंने ने स्टूडेंट्स के लिए, टूरिस्ट्स के लिए और ऐसे लोगों के लिए जो कि ग्रामदोरपत के अरिये अपने ज्ञान को बढ़ाना चाहते हैं उन रियायतों को जो अब तक थीं और बढ़ा दिया है। मैं उन को मुबारकबाद देता हूं कि उन्होंने ने यह कदम उठाया जो कि

[श्री राधा रमण]

हमारे मुल्क में आज से बहुत बरस पहले उठना चाहिए था। लेकिन मैं एक बात जरूर कहूंगा कि उन्होंने ने इस को यहां तक ही रखा है कि जो स्टूडेंट या टूरिस्ट पहले १२ की तादाद में जाते थे उन को जो रियायत मिलती थी वह अब उन को मिलेगी जो चार की तादाद में जायेंगे। हमारा मुल्क बहुत बड़ा है और बदकिस्मती से कहिये अभी हमारे मुल्क वालों में टूरिस्ट ट्रेफिक के मुतालिक बहुत ज्यादा चाह पैदा नहीं हुई है। जरूरत इस बात की है कि हम अपने इतने बड़े मुल्क की खूबसूरती को और यहां की अच्छी अच्छी इमारतों को अपने उन नौजवानों को दिखलायें जो अपने आप को आने वाले हिन्दुस्तान के लिये तैयार कर रहे हैं। इस के लिये अगर हम उन को ज्यादा से ज्यादा सहूलियत दे सकें तो बहुत अच्छी बात है। मेरा ऐसा यकीन है कि इस में रेलवे का कुछ नुकसान भी नहीं होगा। मैं समझता हूँ कि अगर ऐसी ऐसी संस्थाओं के सदस्यों को, जो कि हमारे देश के एक कोने से दूसरे कोने तक फैली हुई हैं और बहुत अच्छा काम कर रही हैं, एक्स्टेंडेड सरटीफिकेट पर सिंगल मैन के लिए भी यह कनसेशन दिया जाय तो इस से हमारे नौजवानों में बहुत जाग्रति पैदा होगी और वह देश के कोने कोने में जा कर उन चीजों को देखेंगे जिस से उन के दिल में देश में काम करने की, उसको उन्नत बनाने की स्वाहिस पैदा होगी, और उन के अन्दर देश की खिदमत करने का जज्बा उभरेगा। मुझे मालूम है कि इंगलैंड में यूथ होस्टल की एक संस्था है और उस संस्था की मेम्बरशिप दुनिया के सभी सभ्य देशों में फैली हुई है। वह अपने सदस्यों को एक कार्ड देते हैं और उस के जरिये किसी भी सभ्य देश की रेलवे, जहां कि वह संस्था काम करती है, उन की आधा भाड़ा ले कर देश के एक कोने से दूसरे कोने तक जाने बेती है। यहां पर इस सिलसिले

में वजीर साहब का और रेलवे मिनिस्ट्री का ध्यान खींचा गया था लेकिन अभी तक इस का कोई नतीजा नहीं निकला है। मैं इस चीज को वजीर साहब के सामने रखना चाहूंगा कि ऐसी संस्थायें हमारे मुल्क में हैं, बहुत से नौजवान इन संस्थाओं के मेम्बर हैं और वह बहुत अच्छा काम कर रही है। अगर रेलवे मिनिस्ट्री ऐसी संस्थाओं के नौजवानों को, जिन के पास एक्स्टेंडेड कार्ड हो, यह सुभीता दे दे कि वह अकेले सफर में भी रियायत पाकर एक कोने से देश के दूसरे कोने तक जा सकें तो इस से बहुत लाभ होगा और वह नौजवान जो इतना खर्च कर के गुबंत की वजह से या किसी और वजह से, अपने देश को नहीं देख पाते हैं वह उस को देख सकेंगे। ऐसा करने से इन को बहुत सुभीता मिलेगा। इसलिये मैं इस ओर अपने मिनिस्टर साहब का ध्यान दिलाऊंगा।

एक बात जो मिनिस्टर साहब ने कही उस से मुझे बड़ी खुशी हुई। वह यह कि रेलवे में काफ़ी करप्शन है। यों करप्शन तो हिन्दुस्तान के सारे महकमों में है और उस के खिलाफ़ आवाज भी बहुत बुलन्द की जाती है, शिकायत भी ऊपर से नीचे तक काफ़ी की जाती है। हम यह नहीं कह सकते हैं कि हमारे वजीरों में इस करप्शन को कायम रखने की स्वाहिस है या वह इसे दूर करना नहीं चाहते मगर कुछ ऐसी उलझनें हैं कि जिन के मातहत वह उस को दूर करने में कामयाब नहीं हो पा रहे हैं और वह उन की समर्थ के बाहर माना जाता है। मैं समझता हूँ कि हम की इस तरफ़ जल्द से जल्द कोई बहुत बड़ा कदम उठाना पड़ेगा क्योंकि इस की वजह से मुल्क बहुत ही नीचे की तरफ़ जा रहा है। लेकिन आज हम रेलवे मिनिस्ट्री की बात कर रहे हैं इसलिए हमें यह बात जान कर निहायत खुशी हुई कि मिनिस्टर साहब ने आचार्य कृपलानी की अध्यक्षता में

एक ऐसी कमेटी का आयोजन किया है जो कि रेलवे डिपार्टमेंट में जितना करप्शन हो रहा है उस की छानबीन करे। मैं समझता हूँ कि कृपलानी जी बहुत योग्य भादमी हैं और उन की ज़बान से हम करप्शन के बारे में ज्यादा से ज्यादा सुनते भी हैं। मुझे इस बात का यकीन है कि वह इस मसले पर बहुत ध्यान देंगे और मेहनत से कोई ऐसी मैशिनरी स्थापित करेंगे कि जिस की रेलवे से गुरुआत हो और दूसरी मिनिस्ट्रीज़ के अन्दर भी उस को कायम किया जा सके और मुल्क में से करप्शन जल्द से जल्द दूर हो सके।

एक बात में आखिर में और कहना चाहता हूँ। वक्त कम है इसलिए दो चार बातों की तरफ़ ही मैं ध्यान दिला सकूंगा। मैं यह कहना चाहता हूँ कि अपनी स्पीच में मिनिस्टर साहब ने आफिसर नम्बर १ और आफिसर नम्बर २ के मुताल्लिक कुछ अपना स्थाल जाहिर किया है। यह एक ऐसी बेइन्साफी है कि जिस के मुताल्लिक उन से पिछले साल भी कहा गया था और इस साल भी कहा गया है और इसलिये उन्होंने उसकी तरफ़ इशारा भी किया है।

लेकिन मैं उन से सिर्फ़ इतना ही कहना चाहता हूँ कि यह मसला हमारी गवर्नमेंट के सामने कई बर्षों से चला आता है और यह एक ऐसी बेइन्साफी है कि जब हम इस बारे में मिनिस्टर साहब से अकेले में बात करते हैं तो वह कहते हैं कि क्या करें, यह क्लास १ और क्लास २ लड़ाई के जमाने में बने बें। अच्छे एक्सपीरियन्सड अफसरों की ज़रूरत थी इन्हें जोअर ग्रेड स्टाफ से प्रमोट किया गया था। इस तरह से क्लास १ और क्लास २ अफसर बना दिये गये। क्योंकि अब वह जमाना पलट गया और हिन्दुस्तान आचाब हो गया। हम अब क्लासलेस और कास्टनेस सोसायटी और समानता आदि की बहुत सी

बातें सामने रखते हैं। मगर छोटी छोटी बातों में हम यह देखते हैं कि हम इन तफरीकों को मिटाने में समर्थ नहीं होते तो फिर बड़ी बातों को करने में हम कैसे सफल होंगे, हमें इन छोटी छोटी तफरीकों को दूर होते न देखने में बड़ा आश्चर्य और अफ़सोस होता है। बाद में हम इस बड़े मसले को कैसे हल कर सकेंगे जिसे कि हम तमाम हिन्दुस्तान पर लागू करना चाहते हैं और तमाम हिन्दुस्तान में बेलफेयर स्टेट को कायम करना चाहते हैं।

इस सिलसिले में मेरे पास बहुत से मेमो-रेंडम हैं और बहुत मेरे पास खतोकिताबत भी मौजूद है। सभापति महोदय, मैं आप का ध्यान इनमें से कुछ की तरफ़ दिलाना चाहता हूँ जिस से जाहिर हो जायगा कि यह बेइन्साफी कितनी गहरी है और हम को कितनी जल्द इस को दूर करना चाहिये। बावजूद इस के कि हमारे मिनिस्टर साहब ने अपनी स्पीच में कहा है कि मैं इस को देख रहा हूँ और जल्द अज जल्द इस तफरीक को दूर करने की कोशिश करूंगा, मुझे इस का यकीन नहीं होता कि वह इस को जल्द दूर कर सकेंगे और यह तफरीक जल्द खत्म हो सकेगी। मैं तो इसीलिये उन का ध्यान इस की तरफ़ दिलाना चाहता हूँ और कहना चाहता हूँ कि इस तफरीक को एक साल में नहीं, बल्कि एक दो महीने में ही दूर कर देना चाहिये। यदि वह इसे इतनी जल्द दूर कर सकें तो यह एक ऐसी चीज़ होगी जिस से बहुत बड़े स्टाफ को सन्तोष मिलेगा और जनता में भी इस से बड़ी क्रूर बढ़ जायगी। तो मैं अर्ज करना चाहता हूँ कि इस में "लॉग स्टैंडिंग इनजस्टिस सफर्ड बाई रेलवेमेन", में यह लिखा है :

"Long-standing injustice suffered by Railwaymen.

"In his budget speech in Parliament in February 1953, Shri Lal Bahadur Shastri, the hon'ble

[श्री राधा रमण]

Minister for Railways and Transport announced that the ratio set aside for promotion of Class II and Class III officers to Class I Service (the Superior Railway Services) had been increased to 33½ per cent. of the actual annual recruitment. From the year 1949, it had been fixed at 25 per cent. and before that it was 20 per cent. Actually nothing approaching these percentages has ever come to this body of officers and a check-up of the figures from the year 1942 onwards alone shows that they have been deprived of no less than 145 promotions which should have been made from amongst their ranks. Moreover since the Class II service is fed from Class III, it is estimated that at least 1000 staff on class III during the same period have been deprived of the permanent promotion to the successive grades above the lowest in class III, which they would have received if their seniors had been promoted in the chain of the 145 persons entitled to promotion to class I. The following facts are expressive of the position....."

Mr. Chairman: Order, order. Is it a long document? If it is a long document, he can pass it on to the hon. Minister.

Shri Radha Raman: What I am saying is.....

Mr. Chairman: It is already late.

श्री राधा रमण : मैं इस को ज्यादा नहीं पढ़ता। यह चीज मैंने आप के सामने रख दी। यह कागजात मुझे मिले हैं, इन से आप को सारी बात का पता लग जायेगा। मैं चाहता हूँ कि आप सको देखें, आप देख भी रहे हैं। इसलिये मैं आप से यही इतिहास करूँगा, कि इस सिलसिले में फूड मिनिस्ट्री ने एक कदम उठाया था, उस को कुछ ही भरसा

हुआ है, और उस का बड़ा अच्छा नतीजा भी निकला है। अगर आप की मिनिस्ट्री भी इस तरफ़ कदम उठाये और इन लोगों के साथ जो बेइन्साफी हो रही है उस को हमेशा के लिये खत्म कर दें तो वह हमारे लिये एक बहुत ही अच्छी बात होगी।

अब और बातों का ज्यादा जिक्र न करते हुए और बैठते हुए आखिर मैं आप से यही कहूँगा कि हमें पूरा इत्मीनान है कि हमारे वजीर साहब पूरे दिल से और लगन से उन तमाम मसलों को जो हमारे मुल्क में रेलवे से ताल्लुक रखते हैं, हल करने की कोशिश में लगे हुए हैं। लेकिन आज यह कह देना कि हमने बहुत कुछ कर लिया है और हमारे बहुत से मसले हल हो गये हैं, यह बात नहीं है। आज भी हमारे सामने बहुत से मोटे मोटे मसले हैं, मसलन् यह.....

Mr. Chairman: Order, order. I would request the hon. Member to conclude. It is already late. Yet he is going on. He has already taken more than the usual time.

Shri Radha Raman: Only one minute more. I wish to refer to a local matter. In one minute I shall conclude.

Mr. Chairman: But the 'one minute' is unending.

Shri Radha Raman: It won't be more than one minute and then I will close.

मैं यह अर्ज कर रहा था कि दिल्ली पहले तीन चार लाख की आबादी का शहर था, आज उस की आबादी करीब करीब बीस लाख है। लेकिन आप जरा नजर डालें तो आप को पता लगेगा कि दिल्ली में जितने स्टेशन, तीन या चार, जो पहले थे, उतने ही आज भी हैं। उन की वृद्धि कुछ बढ़ गयी,

यह भी नहीं है। यह बात कही गयी कि नयी दिल्ली का स्टेशन बढ़ाया जायेगा। लेकिन मैं आप से यह कहूंगा कि इस शहर में जहां कि पॉलियामेंट लगती हो, जहां कि मिनिस्ट्री खुद रहती है, वहां इस तरह की हालत हो यह ठीक नहीं है। यहां आस पास छोटे छोटे टाउन-शिप स्टेशन की बात चली थी, पहले इस बात का ख्याल भी किया गया था और एक कमेटी ने इस पर शौर भी किया। लेकिन आखिर में यह समझा गया कि डी० टी० एस० बस सर्विस से काम चल जायेगा और रेलवे की जरूरत नहीं है। मैं समझता हूं कि यह ख्याल ठीक नहीं है और इस बात की निहायत जरूरत है कि इस तरह से बढ़ते हुए शहर में ज्यादा स्टेशन कायम किये जायें जिस से यहां की भ्रामद रफ्त में ज्यादा सहूलियत हो।

मैं आप का बहुत शुक्रिया अदा करता हूं कि आप ने मुझे इतना वक्त दिया।

**Shri R. K. Chaudhuri (Gauhati):** I am grateful to you for giving me this opportunity to speak on one of the most favourite themes, viz., the Railway Budget. I do not know whose face I saw this morning to entitle me to get this opportunity. But, I can assure you with all the emphasis that I can command that my room was lived in by myself alone and the empty bed by my side was littered with parliamentary papers and nothing else. It is, perhaps, on account of the reverent glance at those parliamentary papers which had put me in this fortunate position today. In days gone by, I used to revel in some sort of amusement in describing the ludicrous state of things in our railways. But, due, I must say, to the able administration of the railways during the last few years, some wind has been taken out of my sail and what I shall now speak would, I am afraid, not be delectable to the hon. Members of this House.

At the outset, I wish to express my gratitude to things which have been

actually happening in Assam. My hon. friend, the lady Member here, said that Bihar was being treated in a step-motherly way. If the treatment which Bihar is getting now is due to a step-motherly affection of the Railway Administration, I should have liked to have said—if I did not conform exactly to the strict truth—Assam was treated with step-step-motherly affection. I am very glad that survey has recently been ordered to be taken of a route between the plain districts of Assam and Garo hills. This is a very important step. Lots of minerals are there, and, on account of the absence of proper communications between Garo hills and the rest of Assam, that district has remained still in an undeveloped condition. I believe it augurs very well that steps are being now taken to have rail communication between Garo Hills and Assam. It will be possible to give a better account of that State in producing more cement, coal and other mineral products.

In this connection, I should also like to draw the attention of the hon. Railway Minister to the urgent necessity of having a connection between Silchar and Lushai Hills. I do not say that immediately the rail link would be making good earnings there, but, railways in Assam should not be looked upon on considerations of rupees, annas and pies, which the Railway Administration gets, but for considerations of the safety of India itself. Lushai Hills and Garo Hills are very near Pakistan, and Pakistan has adopted such a stubborn attitude on account of the encouragement given by the Americans that it is highly necessary for us to have as much railway communication as possible in between the districts of Assam and also the districts outside Assam.

The North East Frontier has practically gone out of our hands. If it has not gone already, it is going to get out of our hands. Let us not look like ostriches for a moment, closing our eyes in the sand, but let us realise the whole position. We must not lose our sense of safety or

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security in the North-East Frontier by neglect, by only counting the number of passengers, by counting the luggage and goods that we send. Let us not merely think of profit, but think of safety not only of Assam, but the whole of India. If you take that view, it will be well worth reconsidering the whole scheme of re-grouping and to think whether it would not be in the best interests of India to have a separate headquarters in Pandu as we had before. I am not saying this in a sense of carping criticism. As a matter of fact, I protested against this re-grouping before, but I have seen some good points of the re-grouping also. I am not entirely saying that re-grouping of railways has been a source of loss or inconvenience to India, but I would say that in the interests of broader affairs in future, this question is well worth looking into again. We were told that there will be a high-powered officer in Pandu. I am afraid that promise has not been put into action as yet, with the result that the R.T.O. there is absolutely in a helpless position when important matters are concerned and he has got to frequently refer to the headquarters in Gorakhpur. I consider that a lamentable state of affairs, and I would ask the hon. Minister to take Assam as a different unit altogether and try to develop the railway administration there as far as possible. I would say that there has been a birth of railway administration in Assam only about four years ago. We had lost our communication through the Parbatipur line, which was a much easier communication. In those days people could travel from Assam to Calcutta in 18 hours. Now, the distance has been elongated to such an extent that we cannot reach Calcutta from Gauhati by rail in less than 42 hours, according to scheduled time. When one undertakes a journey of 42 hours or so, naturally a certain percentage of delay would also occur. Therefore, normally speaking, one cannot reach Calcutta from Assam in less than 46 hours. This is very lamentable, but the fault is not ours at all. I had

suggested at some time that if Pakistan is really serious about a compromise with India, why not initiate the talk on this basis. Let them hand over to us the administration of the railway between Ranaghat and near-about Karimganj. Actually it is running at a loss and the passengers that come over this line are bound for Assam. The passengers and goods within that area are for Assam, and naturally on account of dislocation and traffic being diverted through this line, they have lost their revenue altogether. If there is still any hope that India and Pakistan may come to a compromise in certain matters, let them hand over that railway line to us and we shall give them a certain percentage of the profit every year. Whether we have profit or not—though I hope we shall have profit—we shall give them a percentage. Otherwise, that line is being ruined and neither Pakistan nor India stands to benefit by it. I suppose, Sir, the hon. Minister will give serious attention to this proposal which I am making. Alternatively we can run our service from Assam to the Pakistan area only halting at certain watering stations, not interfering with their affairs at all. We can halt at certain watering stations and carry our goods from Assam to Calcutta. Pakistan may agree to this, if there is a genuine desire on her part to come to terms.

**Shri Sarangadhar Das (Dhenkanal-West Cuttack):** Good for them.

**Shri R. K. Chaudhuri:** It will be good for us also. If they forcibly take away, I cannot say.

Now, Sir, I want to come to another matter, which was foremost in my mind—in fact I should have taken it first. Those of my hon. friends like you who have the charity to invite me to dinner or lunch—a thing which has been entirely going out of our memory during the last two or three years—will notice the avidity with which I take my food. I am not ashamed to admit that it still persists.

And when I am travelling in a train that appetite seems to sharpen. I do not know whether it is due to the smell of the coal or due to constant movement. I feel more hungry than I usually do at home. Naturally my attention is diverted to the Indian catering. I prefer Indian catering to soups and fish and all those kinds of things. It is more spicy and more tasty. But looking through a pamphlet of foolscap size which was supposed to have been presented to the National Railway Users' Committee, or something like that, I was simply startled to find that in Departmental catering the Railways were suffering heavy losses from year to year. The loss in one particular year—the hon. Minister will correct me if I am wrong came to the extent of nearly Rs. 3 lakhs. So, I was wondering how the private caterers were managing. Even now we find that certain private Indian caterers use ghee and do not use vegetable ghee. That is an advantage which you cannot enjoy now-a-days even in a first class hotel. I was simply startled by the amount of the licence fee; by the fact that the licence fees have recently gone up by leaps and bounds. My hon. friend, the Deputy Minister will remember that when the question of licence fees was raised in a Committee in which fortunately, I happened to be a Member, it was in a sense decided that the licence fees would be enhanced by not more than 50 per cent. If my reading of the figures is correct, then the licence fee has increased to-day by 300 per cent in some cases.

**Mr. Chairman:** Catering is very interesting but the clock refuses to be still while Shri Chaudhuri is speaking.

**Shri R. K. Chaudhuri:** I want only equal rights with women. Some women Members had got more time.

I now leave catering. The ban on night hawking should be absolutely removed. I do not know for whose benefit the night hawking has been abolished. Is it for the benefit of the

second class passengers alone? Do they really have a regular sleep? These people who go by train are disturbed by the rumbling sound; those people who are going to meet somebody, they think with pleasure and excitement of meeting those people; those people who have left some people behind and feel their separation in their mind, they think of them. There is practically no question of any good sleep in journey by a Railway train and it is very wrong to stop hawking of pan or cigarette; it could not really disturb people. I hope the hon. Minister will see his way to remove the ban on the night hawking.

**Shri Alagesan:** They can hawk tea, milk etc.

**Shri R. K. Chaudhuri:** What about cigarettes and pan? Third class passengers like to take pan. I know older people waking their consorts only to have pan several times at night; they have got to do it, at least once or twice. I want to say certain things. What I say is that this Government, the Railway administration of which there are two hon. Ministers—they are very shy and behave like coy maidens—they do not suffer; it is not that they are not doing anything; they have done many a thing which is not even known to the public. Take for instance, Assam, Recently, so much improvements have been made; even my colleagues, the hon. Members of this House, do not know. Platform sheds: these are things which people need. I am satisfied about these. My hon. friend should not think that I am entirely satisfied about these and that I should not criticise them in future. These are things which we do very much appreciate. Coverings over platforms were a thing almost unknown in Assam; I never saw it; I have seen it recently in Gauhati and Lumding; steps are being taken to have covering of sheds in Manipur Road, Mariani, Barqpathar Road, etc. My friends may think I am giving undue importance to these things. Remembering

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the rainfall in Assam and the inconvenience that it causes to the public these amenities have really grown to be a source of benefit and I long for the day when we have this sort of platform coverings throughout all the stations.

**Mr. Chairman:** The hon. Member is creating a bad precedent by taking much more than the usual time. I am calling another Member.

**Kumari Annie Mascarene:** It is...

**Shri R. K. Chaudhuri:** I have to suffer in her hands.

**Kumari Annie Mascarene:** It is my misfortune that I should get a chance at the fag end of the day when the shades of evening are falling and the glimmering light even in this House is deepening into darkness leaving all and you too to grope in the darkness and the administration.....

**Shri Namblar:** And the latest results in the Travancore-Cochin elections coming...

**Mr. Chairman:** If the hon. Member chooses to postpone her speech to sometime tomorrow in the noonshine she may stop after four minutes.

**Kumari Annie Mascarene:** Elections have been going on in Travancore-Cochin. True to the principles of democracy the financial administration of this country has been placed before the representatives of the people here and now we are at the advent of the financial year 1954-55 inaugurated by the Railway Budget presented to us for the serious consideration of the Parliament by the Railway administration. At this juncture, Sir, it is our duty to have a review of the railway administration so that we may have before us a picture of what the administrators were doing on behalf of the people, a picture of the direction, control and the healthy functioning of a department like this, a department whose stability and development mean

much to the nation and which contributes to the financial stability within and without. To do justice to the Minister at the helm of affairs I think it is necessary that we should look into the facts and figures contributing to the financial structure of this department.

A look behind before we look ahead, in order to reckon with the income, expenditure and surplus, if any, of the department. The Indian Railways, primarily developed for military operations by the Britisher, subsequently connected with the cities for administrative purposes, and further extended throughout the length and breadth of the country to dominate and exploit the vast resources of the country, were finally converted into a commercial concern by the British companies. At the time the Congress took up the administration, World War II had monopolised the Indian Railways and had committed the Railways for war purposes, so much so that the department presented a complicated problem of war commitments, of depreciated, war-worn locomotives, together with the grave consequences of partition of its assets and liabilities, grave enough to upset the financial balance of any country; within the State, the State Railways and their integration; the payment of compensation; and the fundamental duty of feeding the nation by transporting imported food throughout the length and breadth of the country; the development of factories for the production of railway materials for which till then they had to go abroad even for spare parts.

**Mr. Chairman:** The Hon. Member may continue her speech tomorrow. The House stands adjourned till 2 p.m. tomorrow.

*The House then adjourned till Two of the Clock on Tuesday, the 2nd March, 1954.*