

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Thursday, 4th March, 1954.

The House met at Two of the Clock.

[MR. SPEAKER in the Chair.]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MESSAGES FROM THE COUNCIL
OF STATES

Secretary: Sir, I have to report the following two messages received from the Secretary of the Council of States:

(i) "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Council of States, I am directed to inform the House of the People that the Council of States at its sitting held on the 1st March, 1954, agreed without any amendment to the Displaced Persons (Claims) Supplementary Bill, 1953, which was passed by the House of the People at its sitting held on the 23rd February, 1954."

(ii) "In accordance with the provisions of rule 97 of the Rules of Procedure and Conduct of Business in the Council of States, I am directed to enclose a copy of the Air Corporations (Amendment) Bill, 1954, which has been passed by the Council of States at its sitting held on the 1st March, 1954."

766 P. S. D.

AIR CORPORATIONS (AMENDMENT) BILL

Secretary: Sir, I lay the Air Corporations (Amendment) Bill, 1954, as passed by the Council of States on the Table of the House.

PAPER LAID ON THE TABLE

MINISTRY OF COMMERCE AND INDUSTRY
ORDER NO. S.R.O. 392.

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): I beg to lay on the Table a copy of the Ministry of Commerce and Industry Order No S.R.O 392 dated the 2nd February, 1954. [Placed in Library. See No. S-49/54.]

MUSLIM WAKFS BILL

PRESENTATION OF REPORT OF SELECT COMMITTEE

The Minister of Law and Minority Affairs (Shri Biswas): I beg to present the Report of the Select Committee on the Bill to provide for the better governance and administration of Muslim Wakfs and the supervision of Mutawallis' management of them, in India

RAILWAY BUDGET—contd.

Mr. Speaker: The House will now proceed with the general discussion on the Railway Budget

Shri Altekari (North Satara): Sir, be it an occasion for the discussion on the President's Address or on the Railway Budget or the General Budget, there is a certain section of hon. Members who always go out for

[Shri Altekar]

destructive criticism by taking any matter to any extremity. This reminds me of the story of a father and his learned son. The son was clever no doubt, but, his cleverness bordered somewhat on perversity.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

There was a marriage ceremony in the family and the father had prepared a pandal for the purpose of performing that ceremony. After constructing the pandal he asked his son whether he was satisfied with the pandal. His son went round and said: "This is a very inauspicious pandal". "Why?" asked the father. The son said

"इस में सब वंशच्छेद हो गया है।"

वंश in Sanskrit means both a bamboo and family-line. His objection was that inasmuch as the bamboos were cut for the purpose of erecting a pandal, the family-line also would be broken if the ceremony took place in it. The father thought that such an objection should not remain and he asked the contractor to remove it and prepare another *mandap* without leaving any room for such criticism. The contractors erected another *mandap* using girders and teakwood. The father then asked the son whether he was satisfied with that. The son closely inspected the pandal and then said that it was more dangerous than the preceding one. "Why?" asked the father. The son said:

"इस में जमी तो निर्वाण हो गया है।"

In this pandal, all the bamboos are removed and therefore it will lead to the extinction of the family-line if the marriage ceremony was performed in it. The father realised that it was better to rely on one's common sense than to proceed in the light of such unhelpful and destructive criticism.

In the course of the debate, one such Member after another grew eloquent in condemning the Government for what was not done: viz., all the old rolling-stock has not been fully removed or being removed and replaced; all the dismantled lines are not being restored; new lines that are being undertaken are not of a sufficient magnitude; then again, full amenities have not been provided to the servants and the passengers; bottlenecks were not removed; further, the speed has not been increased and punctuality is not restored to 99 per cent., and so on. Even if eight hundred crores of rupees are spent, all these things could not be done in five years. The only sum that is available in these years is Rs. 400 crores for the Railway development. If wishes were horses anyone could ride. Unfortunately, the hon. Railway Minister has not an Alladin's Lamp with him so that he could do all these things overnight and without any additional money. This again, is not an age:

'what Circes carol and syrens
sing
or vocal critics plenty bring'.

This is an age of hard realities, an age where economists, calculators and planners have to think in the light of objective conditions and the resources at their command. When we take this into consideration we have to look to the fact that as many as 2,554 locomotives had grown over-age in 1951 March, while 6,895 coaches and 47,256 wagons had gone almost out of use. This is not all. It is a continuing process. Every year, over 200 locomotives, over 600 coaches and over 5,000 wagons get over-age. And this process does not stop because we embark on a plan; it goes on. So, even if all the money is spent for these purposes the normal position cannot be fully restored. Therefore, what has to be done is that we have to make proportionate apportionment towards the various items

that we have to look to, and from that particular point of view the plan has been undertaken. As many as Rs. 207 crores have been set apart for the purpose of manufacturing and procuring the planned quota of rolling stock and machinery, and that is the only thing we can achieve. Therefore, when an hon. friend on the other side has said that there is a crisis because overcrowding has not been completely wiped out, that full amenities have not been given to passengers, and that the pay of railway servants has not been increased to a scale which he desires, he fails to understand that there will also be a crisis if any source from which the money is to be had is not suggested by him. Perhaps he thinks that it is not his responsibility. But we have to take an objective survey and purview of the whole situation. Therefore we have apportioned for these various items sums which could meet the reasonable and urgent demands.

If we consider the matter from this point of view, the achievement that has been made is not in any way negligible. So far as the Chittaranjan Locomotive Factory is concerned, for 1951 the target fixed was twelve units, but we actually had sixteen. For 1952 the target was thirty and we received thirty. For 1953 the target was forty-five and we actually got fifty-four. So in these three years, against a target of eighty-seven we got one hundred. Therefore the hon. Minister thinks that he can raise the target from 120 to 150 a year and thereafter to 200. That is the situation, and that is not in any way disheartening.

There is also criticism that the cost of these engines is very high. But the critics fail to take into consideration that out of these Rs. 14 crores that we are spending for the factory as many as Rs. 7 crores were for the purpose of buildings and other constructions. The interest over that and overhead charges have to be distributed over the few units prepared in the early stages. But when the factory

goes into full production it will be spread over all those large number of units, and in the course of a few years we will be able even to take back the subsidy by spreading it over a large number of years.

Then again we have to take into consideration the fact that in foreign countries the factories have been established scores of years ago and have been working with full speed and they were besides established at a low cost. Therefore, taking into consideration all these facts, our achievement is not in any way low.

The Integral Coach Factory is going into full production at the end of the Five Year Plan. We will be producing 11,000 wagons instead of the present production of 7,000, as against an annual wear and tear of 5,000 wagons.

It was said that the number of quarters that are built for the various railway servants is very small. It has to be taken into consideration that out of the railway servants, as many as 4 lakhs are in the essential services. There are more than three lakhs of quarters that are already built. Every year we are building nine thousand or more quarters. When it is said that it would take a hundred years to build the necessary quarters, it is only a ludicrous way of criticising the matter.

Then I would like to make a few suggestions so far as railway development is concerned. I am very glad to note that on the Barsi Light Railway some fifty more coaches have been put. But, at the same time it has to be taken into consideration that there are four fairs in a year and the pressure of traffic is so great that it is not possible to cope with it, with the addition of these coaches on this particular line. Besides, in these coaches there is a middle row of benches without any protection for the back, and people find it very difficult to save themselves from falling. I

[Shri Altekar]

am sure the hon. Minister will take necessary steps to remove all these difficulties.

At page 60 of the report of the Railway Board for 1952-53 I find a statement which refers to very heavy corrosion in the boilers of the Tata engines working on the south-east section of the old MSM Railway. I would suggest that investigations should be made as to whether this corrosion occurred due to inferior steel or whether it was due to bad water, and then proper remedial measures taken.

I find that there are a number of accidents. Even in today's paper I read about another accident. In this connection it has to be taken into consideration that just like the engines and other rolling-stock, even the tracks, bridges and culverts get old and require replacement or repairs. There are also boulders on the track over-hanging from the mountains that are cut, and due to weather, rain and sun, they get loose and loose every year. Therefore, prompt and proper inspection should be made and all such places of danger should be detected immediately and repaired without any further delay so that further accidents may be avoided. There should be a standing inspection department whose duty it should be to keep such such places in constant check.

As regards the criticism that was made against the inflated mileage charges, I would like to point out that there need be no apprehension that this would in any way be looked upon by the people as a step which is not in the right direction. There was an objection that it would be bad in law. I would like to draw the attention of the hon. Members to the fact that the house rent of an old house is lower than that of a new house because the cost of construction of a house now is much more than what it was when

the old house was constructed. This differentiation is accepted by law in the Rent Act. So also in the case of railways which we are constructing now, the cost is more on account of the present market rates of raw materials. People however would welcome new Railways with inflated mileage charges where there are no good transport facilities, and from that point of view I would suggest that in the next Five Year Plan, the Satara-Koregaon Railway should be taken into consideration. There is also a report of the Traffic Survey Engineer of the MSM Railway, which is dated 3rd August, 1911 and in that full survey has been given. Thereafter, lands were acquired and track-work undertaken to the extent of some three miles. The Krishna Bridge was also constructed which would be useful for both railway as well as ordinary traffic. But, the work was given up due to financial stringency after World War I. Satara is a district head-quarter. It is suffering for want of railway connection. Trade and commerce would flourish if it is connected by railway. Therefore this Railway proposal should be taken up for consideration. I would also make a suggestion with reference to the Lonand-Phaltan-Pandharpur Railway. Survey was made about fifteen years back. The Sakharwadi sugar factory on the Nira Canal is near Phaltan and is far off from the Railway Station. There is also abundant crop of sugarcane and other articles. If a railway connection is given it would help development of trade and industry in that region and reduce the pressure of traffic on other Pandharpur lines.

Sir, I submit that during the three months, July, August and September, and up to 15th of October, there is less traffic on the railways due to rainy season. I would suggest that during this time there should be single fare and double journey concession tickets to holy places and other worth seeing sites in these days like Gairsappa, Gothak and so on.

These are the things that I wanted to say. I would congratulate the hon. Minister.....

Mr. Chairman: The difficulty is that so many hon. Members are anxious to speak. I must call upon the next Member to speak.

Shri Frank Anthony (Nominated—Anglo-Indians): Our Railways are, admittedly, not only our greatest national asset, but, I believe, the greatest legacy which this country has inherited. There is nothing in Asia to compare even remotely with Indian Railways and I believe there is nothing in the whole world to compare with this largest single Railway Administration. Because of that, I feel that it should be not only our pride, but our duty to nurture this legacy zealously and to lavish on it not only the maximum of care and attention, but the maximum even of affection. I have had the opportunity and privilege of dealing for many years with the problem of Railways and I propose to approach these problems in this spirit of constructive suggestion and examination.

My first note of warning is that none of us can approach the Railway problems in any spirit of complacency. Where weaknesses and deficiencies are pointed out, they should be faced up and there should be no attempt to make light of them. I am extremely unhappy at the lack of attention which the planners have paid to the Railways. I feel that the estimate of the planners had been not only inadequate, but wrong. As we know, a sum of Rs. 400 crores has been allocated to the Railways in the Five Year Plan. I submitted last year, and I will continue to submit, that Rs. 400 crores are not sufficient even to enable us to make up the lee-way in respect of rolling-stock, machinery and equipment. Much less will this sum of Rs. 400 crores enable us to expand our Railways so as to keep pace with the growing trade and industry. What the hon. Minister has stated is even more disconcerting. Even this already

inadequate sum is not going to be available. The hon. Minister has pointed out that there is a short-fall of Rs. 60 crores out of the Rs. 320 crores that the Railways themselves are going to contribute. At this rate, at the end of the Plan period, the short-fall will be in the region of Rs. 100 crores. That is, together with the contribution of Rs. 80 crores from the Centre, the Railways would have only about Rs. 300 crores for rehabilitation and development. My own estimate is that we will require at least Rs. 600 crores if the Railways are going to rehabilitate, if the Railways are going to keep pace with the growing trade and industry, if they are not going to inhibit trade and industry in this country.

I feel that we cannot be complacent with regard to the overall picture. The Minister has himself pointed out that it is one of increasing expenditure on one side and progressive diminution of surplus on the other. He has also pointed out that our Development Fund is rapidly dwindling. I am not going into the reasons. Whatever the reasons may be, the figures supplied both by the Minister and by the Railway Board definitely bespeak a decline in operational efficiency. This is a matter which, I feel, we must face up. I shall give a few figures to illustrate what I am saying. Fifteen thousand new wagons were put on the lines in 1952-53 and 208 new locomotives were put on the lines. Industrial production happily went up by 10 per cent. One should have expected as a natural and inevitable consequence of the cumulative effect of these favourable circumstances that there should have been an increase in the volume of goods traffic. But, we find this disconcerting feature, with more new wagons put on the lines and with more locomotives put on the lines and with industrial production up by 10 per cent., the volume of goods traffic has gone down. There has been a decrease in ton miles. There has been an increase in

[Shri Frank Anthony]

wagon miles. What does this mean? It means that more wagons have been used to carry less tonnage. There has also been an increase in goods train miles which means that goods trains have travelled longer distances while carrying a lower volume of goods. The freight load on the broad gauge trains has decreased. We have an all round decrease in the traffic in smalls. I pointed out last year that this was inevitable because I felt that the turn-round position of wagons was not satisfactory, and the traders and businessmen were looking away more and more from the Railways so far as smalls traffic was concerned. I submit the position is not calamitous, it is not catastrophic, but there are these weaknesses and deficiencies and we must face up to them.

Then there is an important omission in the Railway Minister's speech. No figures have been supplied with regard to the turn-round of wagons. My own feeling is—and it is supported by implication by what the Railway Board has told us—that the demand for goods movement has exceeded the supply of wagons. In fact, there has been, and there continues to be, a bottle-neck so far as transport is concerned. That there is this prevalence of a bottle-neck is also supported by the repeated statements we see in the press by leaders of trade and industry.

Then there is other aspect. While the volume of goods traffic has decreased, while there has been all-round decrease in our passenger earnings, it is significant that the claims in respect of lost and damaged goods has increased in 1952-53 by Rs. 30 lakhs. Now, what is the reason for this? While your volume of goods traffic has decreased, why do your claims increase by Rs. 30 lakhs in one year? I may be wrong, but my own feeling is that the Minister should investigate the position with regard to

different categories of Police on the Railways—the Railway Protection Police, the Government Railway Police, the Watch and Ward Police Department, which is a quasi Police Department, etc. I am not going to condemn these Departments by any sweeping generalisations, but I will say this to the hon. Minister that there is a general feeling among Railwaymen—I believe the expenditure on the Police has increased very considerably; I would like some clarification on whether the expenditure on these various categories of Police has increased within the last four or five years—that in spite of this increase, these categories of Police do not inspire a sense of security and protection which they should, both in the staff and in respect of Railway property.

Then, a word about passenger traffic. The Minister has admitted that there has been an allround decrease in passenger earnings. Here I would request that the Minister directs some kind of scientific research into this position. This is a vital aspect of Railway earnings and we cannot leave it in the region of speculation. What is the reason? Is the reason a purely economic one? Is it because of the savage inflationary spiral in this country, because the people have less money to spend, that passenger receipts are going down? Or is it the combined effect of an economic factor together with some psychological factor? I suggest that there must be some scientific research, looking into this not only from the aspect of operational efficiency, but also from the psychological aspect. And here I am going to make a very earnest request to the Minister. I am going to ask him to postpone any kind of re-classification. I am one with him in maintaining that we must have the goal of an egalitarian society in this country, but what I feel is that this is not the time to re-classify or reshuffle Railway accommodation. I was the solitary

dissident when re-classification was introduced. I said "No. We have enough major problems on our hands posed by the ravages of partition. Let us first deal with those problems. Let us first get on top of those problems before we divert our energies to gratuitous problems". And I feel that until the coaching-stock position improves any kind of re-classification can mean only one thing: merely some kind of reshuffle within the ambit of the limited coaching stock. And that is what has happened. I say this,—and no one can deny it,—that we have lost at least Rs. 24 lakhs by the abolition of first class. There has been no compensating advantage because the revenue from second class has been less than before its abolition. The only thing that has been achieved is that there is additional discomfort. People who could afford to and did travel first class today are herded together in over-crowded second class compartments. I would say this that until the coaching-stock position improves, why throw away any money at all? We have definitely lost Rs. 24 lakhs with the abolition of first class. Once the coaching-stock position improves and once we are in a position perhaps to sacrifice money to principles, then I say it will be the appropriate time to consider the reclassification of travel.

There is another issue which I feel is an important one and we should not evade it in this House. There has been a lower volume of goods traffic. Passenger earnings have decreased. My own analysis shows that in spite of this decrease, there has been an increase in coal consumption of close on to 400,000 tons. I do not know how much one ton of coal costs on an average, but why this unexplained and apparently quite unwarranted increase of almost half a million tons of coal, costing the Railways—I should estimate—roughly about half a crore of rupees.

Then, I am particularly unhappy about the consequences of regrouping. I am not attempting to father the

consequences or ill-consequences of regrouping on to the shoulders of the hon. Minister of Railways. It was not his baby; it did not emerge from his brain. But I say this that I feel that regrouping has not led to rationalisation. It has not led to streamlining. Let me illustrate this by a few examples. Looking at the figures, I find that in 1952, there were 2,231 officers, while in 1953, there were 2,434 officers. That means, after regrouping, in one year, the number of officers has increased by 203. And if we go back a little further, we find an even more spectacular increase. The figures of officers for 1950 was 1,717. In other words, between the years 1950 and 1953, in a period of three years, the number of officers has increased by 717, i.e., in three years, instead of rationalisation, instead of integration, your number of officers has increased by nearly 42 per cent. My own feeling is—I am interested for the moment only in the Railways—that that posts which have been created are absolutely superfluous supernumerary posts which have been a hindrance and not a help to the Railway Administration. Let me illustrate what I am saying. There were about five districts on the O. & T. Railway—I am not talking about the Assam section. Half of the Fatehpur District consisting of 250 miles of railway track.....

Mr. Chairman: Two minutes more.

Shri Frank Anthony: May I be given five minutes more? I am speaking on behalf of my group.

Mr. Chairman: The number of persons desirous of speaking is so large that I do not feel disposed to extend the time of any member.

Shri Frank Anthony: I am speaking on behalf of my group.

Mr. Chairman: I have given 15 minutes to the hon. Member,—two minutes are left.

Shri Frank Anthony: You may give me 20 minutes.

Mr. Chairman: In two minutes, all the points can be made out if the hon. Member just touches on those points. But if he wants to expatiate on them, he will require more time.

Shri Frank Anthony: After regrouping, the area was increased from 5 to 5½ districts. For the sake of half a district, what have we done? We have created two new Regional Offices, one at Lucknow and one at Muzaffarpur. Before that, five districts were controlled from headquarters under the head of one Officer and two deputies. Now, for the sake of half a district, we have two new Regional Offices, with three deputies,—new officers, new buildings, and all the accompanying paraphernalia of additional expenditure with regard to staff and office. What have these two new Regional Offices achieved? I say this categorically, and I am not blaming any one. But what have they done? They have done nothing at all. They are merely post offices, they are merely diversions; instead of the matter going, as it did originally, straight to the headquarters, it is now diverted to these Regional Offices, and there is so much more of diversion and delay. I would ask the hon. Minister to go into this particular aspect.

Finally I want to say this. The hon. Minister has not given us any real information about the productivity of railway labour. The figures released previously showed an alarming decline in respect of the productivity of railway labour, a decline from 100 in 1938-39 to 69 in 1948-49, and my own estimate is that it has declined even further, and I think today, as compared with 1938-39, it is 50, that is it has gone down by nearly half. I say this, as one who has the greatest regard for railwaymen, that the productivity of railway labour is on the decline. This is a very vital matter, and to my way of thinking, it is the most vital problem for the Administration. And unless something can be done to

rehabilitate the productivity of railway labour, we will never be able to recapture the efficiency which was once the pride of the Railways in this country. I submit that it is a psychological problem. It is not a problem which can be faced or solved by committees or commissions. But why is it that the morale of the railwaymen is low? I would say this that their morale is low, and it is getting worse. There are so many grievances which have been imposed on them, not entirely, but largely as a result of regrouping. It would not cost the hon. Railway Minister one anna to remove these grievances, and to extend, to strengthen and revive the morale of his railway staff. I will only give a few instances.

The most acute problem which afflicts railwaymen today is the shortage of quarters. Now, I know that this is a legacy and we cannot solve it overnight. But we have to remember this, that with our present allocation in respect of railway quarters, we will not be able—that is my calculation—to solve the question of railway quarters for a period of about 50 to 70 years. We must accept that railwaymen will not have quarters.—although quarters have to be provided to them,—for 50 to 70 years. The difficulty in respect of their quarters can be, and must be, mitigated. What is the way out of the difficulty that they are suffering? The difficulty they suffer from is this burning grievance of inconsiderate and unsympathetic transfers. The local officials—some of them—are utterly unsympathetic, utterly unresponsive. Over and over again, cases come to me. For no rhyme or reason, men are transferred wantonly and gratuitously. One case I have just sent to the Railway Minister. One man was transferred three times in 14 days! A man with a wife and five children. At the fourth time, he got fed up and said: 'I am not going to do it' He was suspended. You ruin the education of their children. And then quarters are not available.

Mr. Chairman: The hon. Member has already taken 16½ minutes.

Shri Frank Anthony: Only two minutes more, Sir.

This is what is happening. It is not as if the transfers are made on promotion—the people who are transferred to take their place. Not at all. It is just done wantonly and without thinking. I will say this, that when I brought such cases to the notice of the late Mr. Gopaldaswami Ayyangar, he used to see that these things were not done inconsiderately, and he had no hesitation in cancelling a transfer, even though it might have been made by a General Manager who was his son-in-law. I would like the Minister to look into this. It is making the men rebellious, it is making the men non-co-operative and it is making them bitter.

Then, Sir, there is this question of leave and passes. Here again, I would ask the Minister to revert to the old system of having leave and passes in the hands of the local official. Today it has been centralised. Under the divisional system, leave and passes have to be referred to the divisional headquarters. What is happening to the men—and this is a real thing—is that a man applies for leave because his father or mother is dying, and he gets leave one year after the father or mother has been cremated!

An Hon. Member: That has happened.

Shri Frank Anthony: This is what is happening. Leave it to the local official. It used to be done perfectly before.

Then there is the question of seniority lists. Even now, your seniority lists have not been prepared. Since regrouping, no person in Class III or IV has been confirmed. What is the consequence? Men who are at the end of their service, who had a normal expectation of promotion, cannot be promoted. Since they are not con-

firmed, they cannot appear before a Selection Board, and they are not being confirmed because of regrouping! So the men in the last reaches of their service today are being denied their promotion. There is tremendous bitterness, understandable bitterness, among the staff.

Then there is the question of arrears of pay and increment. I am inundated with complaints. A railwayman who is due arrears of pay, who is due increments, cannot get it, and—I say this with a sense of grief—he can only get arrears or increments if he bribes some clerk in the personnel staff. This is a matter which must be looked into. With regard to the question of arrears, even the railways are not without blame. The Railway Administration has admitted that certain staff are due arrears from 1st January 1949. But arbitrarily and quite indefensibly, the Railway Administration has said: 'No'. You may have officiated from 1st January, 1949 but we say you will get the arrears only from 1st January, 1951. What possible or justifiable reason can there be for the Railway Administration depriving these men of the arrears of two years of pay or allowances?

Mr. Chairman: Now, the hon. Member need not touch any new points; he must finish.

Shri Frank Anthony: Sir, I will finish. Only one more point.

Mr. Chairman: He must finish. One more point means two more minutes and another Member will not get a chance, if I proceed like this. Being the last day, every Member is anxious to speak.

Shri Radhe Lal Vyas (Ujjain): Some of the States do not get a chance to speak.

Shri Raghunath Singh (Banaras Distt.—Central): Some of the Members did not catch your eye.

Mr. Chairman: In three days, how many Members can be accommodated?

[Mr. Chairman]

There are 50 or 60 Members who are anxious to speak and I cannot accommodate all of them.

Shri Radhela Vyas: At least one Member from each State should get a chance.

Mr. Chairman: If this practice is followed, then there will be at least 28 Members on every motion!

Shri Baghuramaiah (Tenali): Sir, I wanted to start my speech by congratulating the Railway Minister, but, if you will forgive me, I have changed my mind. I want to congratulate Mr. Frank Anthony for the very nice turn of mind displayed in his speech today. Because, on the last occasion when I heard the hon. Member, he was saying that Members of this House know less than little about railway problems, and so, after hearing him, I started studying vigorously our railway problems. But, I find now that he has taken a very different role and is making constructive suggestions helpful to the Government. It may be in one or two matters a man like me may not agree with him. For instance, he was much against the abolition of classes in the railways.

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

He was saying, why deprive a man of his comfort by abolishing the first class? In fact, my complaint in those days was that the only difference between the first class and the second class was that we had to pay practically double the rate for the first class when we have no additional comfort except a study lamp at the head. They have removed that anomaly now and, as far as I am able to understand, there has not been much financial loss to the Government by that change. The change is very much welcomed all over the country and I do hope, undeterred by any slight adverse criticism, the hon. Railway Minister would go forward with his new proposal to abolish the third class altogether. Of course, as Mr. Khandubhai Desai

interpreted the other day, we take it that what the hon. Minister means is that there will be only two classes hereafter, one upper and the other lower, the third class being levelled up in convenience and comfort. That would be a very wholesome measure and we should all look forward for its realisation as early as possible.

One matter however in respect of which I am very happy to say that I agree with Mr. Frank Anthony is about the increased expenditure on fuel. I believe our fuel bill has gone up by about Rs. 7 crores since 1948-49. It is a matter which requires very careful scrutiny. I do not know whether the promised implementation of the Drivers Committee recommendations has been effected and what other economies have been effected. The Minister will no doubt look into that. There are undoubtedly certain anomalies in the matter of railway servants' pay and all that. But, I do not think one would be justified, as Mr. Frank Anthony has tried to do, by characterising the treatment of railwaymen as ruthless and so on. He has probably a certain set of people in mind. I do not blame him for that. That reminds me of a Mr. Smith's prayer to God. He prayed to God, 'Please bless me and my son John; me and my wife and my son and his wife; us four and no more.' It is possible that there are a few hard cases; but one must understand that we are dealing with nine lakhs of employees. In their transfers from one place to another, there are bound to be some inconveniences. But I am not aware of any such general complaint about ruthlessness in transfers and I do hope that next year when we meet to discuss the Railway Budget, Mr. Frank Anthony changes his mind in respect of that also.

About the working ratio, it is sometimes complained by some Members that the working ratio in our railways is fairly high and is mounting up. I have tried to look into that and was able to gather a few facts. I understand that in the United Kingdom,

where you have got 19,276 miles, the working ratio is about 90 per cent. In U.S.A., where, of course, you have got a much larger mileage—about 225,000,—it works out at about 76 per cent. But we cannot draw an analogy from the U.S.A. Our mileage is about 34,275 and our working ratio is 80·17. I don't think we have very much to grumble. Undoubtedly, every one of us is anxious—I am sure the hon. Railway Minister is no less anxious—that the efficiency of the Indian Railways should go up. I was particularly pleased when Mr. Frank Anthony referred to the reported reduction in our labour output. I am very happy that he drew particular attention to it, because it has become more or less a slogan every time to talk of under-paid wages but not to emphasise equally the need for efficient work. I am very glad that Mr. Frank Anthony has made a particular reference to it and I have no doubt that the hon. Law Minister and Railway Minister will take all necessary measures to ensure that we get enough of efficient work from the staff we employ. It does not mean that there are no grievances among the staff. They are bound to be when there are nine lakhs of people. I know a few anomalies have been created, perhaps to some extent by the implementation of the recommendations of the Central Pay Commission. I have in mind the case of the train examiners. My information is that they have been put on a lower grade, although they do more or less the same work as workshop chargemen, because of a slight mistake committed by the Central Pay Commission. It is possible that the Central Pay Commission—just as I did when the matter was first mentioned—made the mistake of interpreting train examiners as something like ticket collectors and characterised them as non-technical men. Actually, train examiners are technical men, who do the maintenance work of the rolling stock. I am told that they do almost the same work as a chargeman in the workshop. There may be other anomalies. The other day, a few friends pointed to the case of the pay

of guards and drivers *vis-a-vis* the station master. These are all matters which, I daresay, the Minister will look into very carefully and see that justice is done to all categories. As regards the new railway lines, it is almost a jumble mumble, one hon. Member contradicting another hon. Member. While people like myself feel that the latest line proposed, namely, Hassan-Mangalore, is one of the most brilliant ideas of the Railway Minister, for it shortens the distance of Mangalore-Madras by a couple of hundred miles, Shri Ramachandra Reddi was very critical about it, on the ground that it is a very difficult tract. The Railways are there to negotiate the most difficult tracts. My friend, Shri Ramachandra Reddi is keen about having railway lines in Andhra and no doubt I also come from Andhra and am interested in it. Almost every Member seems to claim that his province is backward and needs development in this respect. I am just reminded of my friend, Shri Natesan, complaining about South India being neglected and Shri Jha's remark about North India; and of Kumari Annie Mascarene's complaint that the railway lines are crossing too much in Uttar Pradesh. What Shri Natesan wants is that a high priority should be given to the Tambaram-Chingleput line. Shri Ramaswamy wants priority for Salem-Bangalore link. In this way every one thinks that all other lines should be stayed and that priority should be given to his own. Here is my friend, Shri C. R. Narasimhan, and I am surprised that he has not spoken so far. His greatest plank is the restoration of the dismantled lines. I quite see that every problem is important, but the question is one of priorities. I agree with Mr. Khandubhai Desai that our approach to these new lines should be changed. Mere consideration of the economic return of a line should not hold good in the welfare set-up of our country. Railways are a national venture; they are no longer mere commercial concerns. Maybe, we have to run them on commercial lines, because we do not want to have deficit budget in the railways.

[Shri Raghuramaiah]

I would like, incidentally, to congratulate the Railway Minister on one thing, on this more than any other. We have been of late hearing so much about deficit budgets: the Centre has a deficit budget, Madras has a deficit budget, Andhra has a deficit budget, Hyderabad has a deficit—every State has a deficit. The Railway Minister's was the only surplus budget that I heard about this year. I think we should congratulate him on that. So, with all the surplus we have, or we may have, even at some risk we should formulate new considerations in laying new lines. The primary consideration, or the most important consideration should be our strategic requirements. We are now passing through a very serious situation. The American aid to Pakistan has created a new atmosphere in which we have to look to things. The first consideration should be our strategic requirements; the second should be development of backward areas like Andhra. (*Interruption.*) I have only instanced it; hon. Members need not get jealous. I happen to come from that area, so I put forward my claim. If yours is a backward area, I support you.

Shri Venkataraman (Tanjore): Let us have a race!

Shri Raghuramaiah: I would suggest to the hon. Minister that to avoid this race between areas he should appoint a committee of experts to go into the priorities of new railway lines, bearing in mind the two considerations—strategic requirements and development of backward areas.

Now, the House will forgive me if I happen to refer to my own area in the South, because, as I said, like many hon. Members I feel my area is also very much neglected. If you travel by the Grand Trunk Express you will find that from Bezwada to Madras there is a real bottleneck. This line requires a double track. I

would request the hon. Deputy Minister to devote as much attention to this as to Tambaram-Chingleput electric railway. Perhaps more. If you make it a double track between Bezwada and Madras, I can bring you to Delhi with equal speed as you come to Madras from Chingleput.

Then I come to catering arrangements in the Grand Trunk Express. I have never written any complaint in the complaint-book, though very often they have brought it to me. I thought I should make an open complaint in Parliament which may be more effective. The catering arrangements on this line require a little looking into and perhaps there should be lesser chillies in the food served. It is also most extraordinarily surprising why the refreshment car which is added at Delhi is suddenly detached at midnight at Balharshah. After all we have got another three hundred or four hundred miles to go beyond that. Yesterday I received a letter from a traveller protesting against the partiality shown to travellers this side of Balharshah. He says that between Balharshah and Madras, he is unable to get even aerated water. Of course, these are minor complaints, and I have no doubt the Railway Ministry will look into them carefully, and see that proper attention is paid in the matter of providing proper refreshments on these lines.

In respect of the newly-created Andhra State, I think I would be entitled to take one or two minutes. It is a new venture. We have all fostered it, and we should see that the child grows up and walks quickly. If you look at the papers supplied to us, you will find shoved inside a huge book a railway map of India. If you look at it, you will find two blank spots where there is absolutely no railway line at all. They are in Andhra area, and in the area which may hereafter become part of Vishal Andhra. Somehow, we seem to have been very unfortunate not to have attracted the attention

of the Railway Ministry. Of course, till recently we had no State, and we trusted our friend Shri Alagesan. Whatever it is, I put it to the House in all seriousness that Andhra, the most backward area on the railway map of India, should be looked into.

I would make a particular suggestion which would be very helpful. If you have a railway line from Ongole to Cuddapah it will be a straight line and it will facilitate railway transport immensely in that area. It can be even from Ongole to Bangarpet. I think the Deputy-Speaker will support me.

Mr. Deputy-Speaker: I am drawing a mental picture.

Shri Raghuramaiah: I am very grateful for this encouragement. I have no doubt the Deputy-Speaker will bear with me, because he has personal knowledge of it, and he knows that this part of India requires attention more than any other part. If you have a railway line from Ongole to Cuddapah, it will pass through all the Rayalaseema districts—the famine area. It will facilitate the improvement and development of that part of the country, and I would therefore very strongly urge that this railway line should be taken up as quickly as possible.

On the whole, I want to congratulate the Railway Minister. I did not want to do it just in the beginning, but after having represented to him some of our minor grievances, I think I should congratulate him on the wonderful work on the whole that has been done during the previous year. As a matter of fact, it is not so much necessary for me to do it, because even Mr. Nambiar said yesterday that the present Railway Minister is the best of our Ministers. The change in the tone of Mr. Frank Anthony is itself a tribute to the progress made during the last year. I do hope that the hon. Minister will keep up and further promote the efficiency of our railways during the next year.

Mr. Deputy-Speaker: I find that many hon. Members including leaders of Groups are anxious to speak. May I know when the hon. Minister is going to speak, and how much time he will take?

Some Hon. Members: Not to-day—tomorrow.

Mr. Deputy-Speaker: Tomorrow is a non-official day and at 4-30 P.M. non-official work will begin. So, from 3 P.M. to 4-30 P.M., there would be time. How long would the hon. Minister take?

The Minister of Railways and Transport (Shri L. B. Shastri): One hour.

Mr. Deputy-Speaker: We shall have to begin the discussion on the Industrial Finance Corporation at 5 o'clock. So, nearly an hour remains now and 1½ hours tomorrow, and therefore I shall call hon. Members who will take five minutes each.

सरदार ए० एस० लहगन (बिलासपुर) :
सभापति जी, रेलवे विभाग के मंत्री महोदय ने जो भाषण रेलवे बजट पर दिया है मैं उस का स्वागत करता हूँ। पर इस के साथ ही साथ मैं यह जरूर कहूँगा कि उन्होंने जो रिग्विंग की है उससे जो कोई खास मदद मिलनी चाहिये थी वह नहीं मिली। मैं इस पर ज्यादा न कह कर आप का ध्यान इस ओर दिलाना चाहता हूँ कि क्लास २ श्रेणी की सर्विसेज को जो तरक्की सन् १९४६-४७ से मिलनी चाहिये थी वह भी नहीं मिली है। मंत्री महोदय ने अपने गत वर्ष के भाषण के सफह १५ पर यह बताया था कि :

“उन में से एक दूसरी श्रेणी की सर्विस में तरक्की का अनुपात है, यानी खाली पदों में २५ प्रतिशत तरक्की, जो उन्हें मिलनी चाहिये, नहीं दी गई है। मैंने इस का पता लगाया और यह शिकायत सही मालूम हुई। इसे दूर करने

[सरदार ए० एस० सहगल]

की व्यवस्था की जा रही है और यह काम जल्दी ही पूरा किया जायेगा। मैंने यह भी निश्चय किया है कि २५ प्रतिशत के अनुपात को बढ़ा कर ३३ $\frac{1}{2}$ कर देना चाहिये जिस से ज्यादा लोगों को तरक्की मिल सके।"

मुझे दुःख के साथ कहना पड़ता है कि उन्होंने जो २५ प्रतिशत से बढ़ा कर ३३ $\frac{1}{2}$ प्रतिशत कर दिया था उस पर एक साल तक कोई हुकम जारी नहीं हुआ था। और हुकम तत्काल पर, ३१ जनवरी, १९५४ तक रखा रहा, वहाँ के कोई कागजात नहीं भेजे गये और यदि इस तरह से कार्य होगा तो जो दूसरी श्रेणी के अफसर लोग हैं उन का क्या होने वाला है, यह मेरी समझ में नहीं आता।

इस बार मंत्री महोदय ने कहा है : "एकीकरण के बाद, ६ रेलों के दूसरी श्रेणी के सभी अधिकारियों की अग्रता कुछ नियमों के आधार पर तय कर दी गयी है।" इसके बारे में मैं यह कहूँगा कि जितने द्वितीय श्रेणी के कर्मचारी एकीकरण के बाद आये उन को सीनियरिटी के लिये जून, १९५३ में हुकम दे दिया गया था, पर उस पर भी कुछ नहीं हुआ है और अभी सिर्फ अधिकारियों से उचित सूचना प्राप्त की जा रही है। मेरे खयाल से यह भी ठीक नहीं हुआ। सभापति जी, मंत्री महोदय ने सफा १६ पर यहाँ कहा है कि "इस तरह की ५६ तरकियों में से १३ के लिये आदेश दे दिया गया है और ३८ के बारे में यूनिवर्सल पब्लिक सर्विस कमिशन को लिखा गया है।" द्वितीय श्रेणी के जो काम कर रहे हैं उन की कुल ५६ जगहें बताई गई हैं। मगर जो ऐडमिनिस्ट्रेशन रिपोर्ट शाया की जाती है उसके १९४६-४७ से लेकर के १९५२-५३ तक के आंकड़े अगर आप को मैं दूँ तो उस से मालूम होगा कि :

The figures shown below clearly say that the rules have been violated in giving 20 per cent. share of class I posts to class II officers since raised to 25 per cent. on paper only with effect from 1949-50 and 33 $\frac{1}{2}$ per cent from 1-4-53.

The total number of officers recruited to the superior service in 1946-47 were 53 and the officers recruited directly were 52 and the officers promoted from Class II service was one. Thus percentage of promoted officers comes 1.9 against 20 per cent.

इस तरह से प्रमोटेड अफिसर्स का परसेन्टेज २० परसेन्ट के मुकाबले में १.९ आता है। इसी तरह से अगर १९४७-४८ को लीजिये तो जो आफिसर्स रिक्त हुए सुपीरियर सर्विस में उन का नम्बर १०४ है और जो अफसर डाइरेक्ट रिक्त हुए उन का भी १०४ नम्बर है मगर अफसर क्लास II से प्रमोट हुए कुछ भी नहीं लिये, यानी परसेन्टेज आफ प्रमोशन कुछ भी नहीं रहा। १९४८-४९ में कुल आफिसर्स सुपीरियर सर्विस में ११५ रिक्त हुए जिन में से १०७ डाइरेक्टली रिक्त हुए और ८ को क्लास २ से प्रमोशन मिला। इस का परसेन्टेज आता है ७.०। १९४९-५० में कुल आफिसर रिक्त हुए सुपीरियर सर्विस में लिये गये ३७ जिन में से ३४ आफिसर डाइरेक्टली रिक्त हुए और क्लास २ से ३ आफिसर लिये गये। इस का परसेन्टेज हुआ ८.०। १९५०-५१ में ३९ आफिसर रिक्त हुए सुपीरियर सर्विस में लिये गये जिन में से ३६ डाइरेक्टली लिये गये

श्रीर ३ क्लास २ से प्रमोट हुए। इस का परसेन्टेज ७.७ आता है। १९५१-५२ में ५३ आफिसर रिटायर सुपीरियर सरविस के लिये गये जिन में से ४४ डाइरेक्टली रिटायर हुए और ९ क्लास २ से प्रमोट हुए। इस का परसेन्टेज १७.० आता है। १९५२-५३ में ४६ आफिसर रिटायर सुपीरियर सरविस में हुए जिन में से ४२ आफिसर डाइरेक्टली आये और ४ आफिसर क्लास २ से लिये गये। इस का परसेन्टेज है ८.७। मेरे कहने का मतलब यह है कि कुल ४४७ आफिसर १९४६-४७ से १९५२-५३ तक लिये गये। अगर आप इन आंकड़ों से हिसाब लगाय तो आप को मालूम होगा कि उन को कुल ६.३ प्रतिशत जगहें मिलीं जब कि उन को २५ प्रतिशत के हिसाब से ९८ जगह मिलनी चाहियें थीं। मैं पूछता हूँ कि ऐसा क्यों। क्या कोई खास बात है यों तो हम कहें कि भागे बहुत कुछ होगा। लेकिन अगर ९८ जगहों में से कुल २८ को प्रमोशन देते हैं तो आखिर जो बाकी ७० बचे और जो ५९ मंत्री जी ने बताया है इस से फ्रक है फिर उन का क्या होने वाला है ?

| Class II officers in Class II | Northern Central Southern | | |
|-----------------------------------|---------------------------|----|----|
| | Over 5 years | 50 | 66 |
| Over 8 years | 10 | 8 | 1 |
| Class II officers in Senior Scale | | | |
| Under 3 years | 4 | 5 | 1 |
| Over 3 years | 10 | 5 | 0 |

इसी तरह से, सभापति जी, मैं आप को कुंजरू साहब की जो रिपोर्ट है उस के बारे में बतलाना चाहता हूँ। उस रिपोर्ट के पृष्ठ १६५ पर यह है :

"Since these officers are those who have rendered faithful and efficient service in Class III subordinate service, it is a matter of importance that something should be done to remove this discontent among them. The present practice of reserving 20 per cent. of the vacancies in class I service for promotion from II and class III services has not proved attractive. We have therefore, considered various proposals in this connection, and are of the opinion that the best way of dealing with the matter would be to reserve a certain proportion of the working posts in the senior scale for the promotion of men from the class II (lower Gazetted) service. We think that 25 per cent. of the Senior Scale Posts should be so reserved. The members of the class II service, will then have a reasonable number of posts clearly reserved for them, to which they can seek promotion if duly qualified, and will thereafter have an opportunity to reach the administrative grades by the process of selection. It would be seen that our proposal envisages the reservation of a specific number of senior scale posts in each cadre of each Railway to which class II officers, who are suitably qualified will be promoted. This, we believe, will prove to be a more attractive and more definite avenue of promotion than the present system under which 20 per cent. of the vacancies in Class I are allotted to officers in Class II (on an All-India basis). At present such officers when promoted from class II to class I, are still in the junior scale, though the rules provide for them receiving such seniority as frequently enables them to reach the senior scale before they retire."

समय न होने की वजह से मैं पूरा नहीं पढ़ूंगा। तो इस तरह से इन प्रफसरों को भी जो जगह मिलनी थी वह नहीं मिली।

[सरदार ए० एस० सहगल]

4 P.M.

सभापति जी, मंत्री महोदय ने यह कहा है कि अब दूसरी श्रेणी के केवल उन्हीं अफसरों को पहली श्रेणी में तरक्की दी जाती रही है जिनकी उम्र ५० साल से अधिक न हो। मगर मैं कहूंगा कि अप्रैल ५२ के पहले ५० साल की कैद उन लोगों के लिए पहले नहीं थी। उसके बाद यह कैद हुई है। मगर जो अफसर पचास साल की उम्र में आ जायेंगे उन का क्या होने वाला है। जो छोटी उम्र के हैं, जो पचास साल से नीचे हैं उनका तो बनेगा, लेकिन जो ५० साल की उम्र में आयेंगे उनका क्या होने वाला है।

सभापति जी, इसी तरह से मंत्री महोदय ने कहा है कि "भविष्य में दूसरी श्रेणी से पहली श्रेणी में तरक्की पाने वाले अधिकारियों की अप्रता के लिए उनकी दूसरी श्रेणी की स्थायी और लगातार अस्थायी सेवा काल का आधा उसमें शामिल किया गया है लेकिन यह ५ साल से अधिक न होगा"। मैं कहता हूँ कि दूसरी श्रेणी से जो पहली श्रेणी में आने वाले हैं, स्वतंत्रता प्राप्त होने के पहले इस श्रेणी के अधिकारियों को ६ से ८ वर्ष की तुलना थी मगर यह ५ वर्ष पर लादा गया है। मगर मंत्री महोदय ने जो अपने भाषण में कहा है, मैं कहता हूँ कि उसका उलटा असर पड़ेगा। मान लीजिये कि जिसकी नौकरी दस वर्ष से कम है, तो दूसरी श्रेणी के अफसर जो ८ वर्ष से नौकरी कर रहे हैं उनको चार वर्ष मिलेगा, इस हुकम के पहले उनको ५ वर्ष मिलता था।

Mr. Deputy-Speaker: I want to give five minutes to each Member.

Sardar A. S. Saigal: This is an important matter as regards the class II services.

Mr. Deputy-Speaker: What I am suggesting is this. I do not want to shut out any hon. Member. There are the cut motions. On any particular demand they may raise the matter and not exhaust all the points in the general discussion only. Those hon. Members whom I do not call now I shall bear in mind at the time of the discussion on the demands.

Sardar A. S. Saigal: We are unable to put cut motions because we are debarred from putting cut motions. So it is very difficult for us to have our own views expressed at that time.

Mr. Deputy-Speaker: So long as I am in the Chair I am not governed by technicalities. I will allow the hon. Member to raise the matter.

सरदार ए० एस० सहगल : सभापति जी, रेलवे बोर्ड को कुजूरु कमेटी ने यह सिफारिश की थी कि प्रथम क्लास के अफसर सीनियर स्केल में जब तक कि वे ६ से ११ वर्ष का तजर्बा प्राप्त न कर लें न लिये जायें। यह जो रिपोर्ट सफ़ा १६४ पर है वह इस तरह से है कि :

"It is considered that a junior scale officer should be fitted for and should be normally promoted to the senior scale at the end of about 9 to 11 years of service. This determines on an actuarial basis the number of posts of Assistant Officers required in the junior scale. Any appreciable excess over this number will result in seriously retarding the promotion of officers and create discontent etc."

सभापति जी, इस से मैं कहूंगा कि अभी भी जो क्लास प्रथम के आफिसर हैं जिनको कि ६ और ११ वर्ष का तजरुबा प्राप्त नहीं है न लिये जावे। आज उन में से जो तीन तीन वर्ष के तजरुबे के हैं उनको भी यह मौका दिया जा रहा है कि वे इसपर लिये जा रहे हैं। सभापति जी, मैं मंत्री महोदय जी से तो यह कहूंगा कि जो यह ईमानदार आफसर हैं, जो आपका काम कर रहे हैं, यह एडमिनिस्ट्रेशन की रीढ़ याने "बैकबोन" हैं इनकी हालत पर हमें डंडे दिल से बिचार करना चाहिए और सब की वाजिब मांगों को हमें बराबर देना चाहिए क्योंकि जो हमारा विधान है उस के १६ (अ) में यह लिखा है कि :

"There shall be equality of opportunity for all citizens in matters relating to employment or appointment to any office under the State."

हम समझते हैं कि हमें उन आफसरों का बराबर स्थान रखना चाहिए।

सभापति जी, तीन आफसरों की एक कमेटी जिसको कि रेलवे बोर्ड ने डिप्यूट किया था वह सन् १९४८ में यूनाइटेड स्टेट्स आफ अमेरिका, यूनाइटेड किंगडम आदि में तजरुबा प्राप्त करने गये। उन के स्थालात मैं आप के सामने रख देना चाहता हूँ।

"Method of recruitment to the highest ranks in other countries of the world....."

मिस्टर डिप्टी स्पीकर : यह कहने का मौका नहीं है।

766 P.S.D.

Sardar A. S. Saigal: An extract from the three-man Committee of Offers deputed by the Railway Board on a study tour in the U.S.A., and United Kingdom. in 1948, says:

"Recruitment in the Officers' cadre was made from the ranks and direct recruitment was more an exception than the rule."

Officers on important Railways of the world, particularly in the United Kingdom, Canada, Rhodesia, South Africa, Egypt, Central Argentina and Nigeria, to quote only a few instances, are promoted from the ranks to the highest positions. This shows how in other countries the experience of men promoted from the ranks is valued."

In this connection I can give a list showing the names of men, who, having started their careers at the bottom of the ladder have reached the highest position in the Railway abroad.

सभापति जी, इसके लिये मैं आपको एक चार्ट दे सकता हूँ जिस से उन लोगों के बारे में मालूम होगा जो छोटी श्रेणी से ऊंची श्रेणी में जाते हैं। यह चार्ट मेरे पास रखा हुआ है। मैं पेश करना चाहता हूँ। सभापति जी, इन शब्दों के साथ मैं आप से यह कहूंगा कि जो दूसरे वर्ग के लोग हैं और जो कि काम कर रहे हैं उन का पूरा स्थान किया जाय। एडमिनिस्ट्रेशन रिपोर्ट के सफा ८१ पर दिया गया है कि २४३४ आदमी क्लास १ और क्लास २ में हैं। लेकिन मेरा स्थान है कि करीब करीब उनमें से १००० आदमी दूसरे वर्ग के होंगे। इस में आधे से ज्यादा अभी मुस्तकिल नहीं है। इनके अलावा जो थर्ड और फोर्थ क्लास के लोग हैं उनकी संख्या ६,२०,१६७ है। इसमें करीब करीब ४००० क्लास ३ में काम करने वाले हैं। इन सब की न तरफकी हो सकती है न मुस्त-

[सरदार ए० एस० सहगल]

किसी जैसा कि एपिलबी ने अपनी रिपोर्ट में कहा है :

"Too little attention is given to the important matter of developing the potentialities of subordinate employees already in service of the Government and to his suggestion to abandon the very idea of 'cadres', 'officers', 'clerks', 'Ministry' or 'Secretariat' as distinct from 'establishment', class I, II, III and IV, the word 'class' altogether. It emphasized that if class II officers did equally well or better than class I officers performing same duties, they should not be deprived of further promotion on the score of 'class' distinction alone as done on Railways in India."

इतना कहने के बाद में, सभापति जी, रेलवे विभाग के मिनिस्टर साहब से इस बात की प्रार्थना करूंगा कि यह जो क्लास २ के तथा तीन के अफसर हैं उनके ऊपर गौर से नज़र करें ।

Shri L. N. Mishra (Darbhanga cum Bhagalpur): Sir, I rise to congratulate the Railway Minister for the progress and achievements he has made in the working of our Railways. The House is aware of the fact that the railway system in our country was originally only a comply venture, and there were a number of different railway companies running this transport system of our country with no common approach to the problem. But, with its conversion into a State enterprise the whole conception of Indian railway system has been radically changed. The latest decision of regrouping has made our railways one co-ordinated system. The new arrangement will, apart from effecting efficiency and economy in administration, bring in uniformity in rates and fares. I will appeal to those who have been unnecessarily pessimistic and critical about the regrouping, to have patience and to wait and see the results and then to suggest things.

To my mind, the most encouraging feature of our Railway Budget is its efforts to secure self-sufficiency in her requirements of coaches, wagons, locomotives etc. I would appeal to the Railway Minister to see that we are made completely self-sufficient in these and the capacity of the Chittaranjan Locomotive works and Tata Engineering Company are increased.

I would also like to express my sense of satisfaction for the amenities provided to the travelling public and for reducing over-crowding by introducing additional trains in the various lines. I may make a special mention of the third class passengers to whom enough attention is being paid. I may congratulate the Railway Minister for his personal zeal in the matter and his general attitude of sympathy for the third class passengers who are really the builders and masters of our Railways. I think that the day is not far off when the existing gap between the conditions of travel of the upper class passengers and the lower class passengers will be no more there.

I would like to say a few words about the financial position of our Railways. It is cheering to note that the decrease in traffic earnings that occurred in 1952-53 has been halted. But, I think the railway authorities should not be complacent about it. To my mind, the law of diminishing returns has already set in. The House knows that the Railways have wedded themselves to the programme of development and expansion to meet the growing economic needs of the country, created by the Five Year Plan. I think this is all the more desirable because Railway has been badly neglected for the last 20 years. I appreciate this programme of development; but I am very much apprehensive of the financial position. I think it is not very much encouraging. The Reserve Fund is badly dwindling. Development period is having discouraging symptoms. After years of high earnings, our Railways are facing a progressive diminution of the surplus.

Dwindling surpluses and the need for development present a very difficult problem for our Railways. I think that some means must be found to meet this financial crisis. The hon. Railway Minister, in his speech, appears to be very optimistic and expects to get better earnings, on account of better industrial production and better prospects of agriculture. But, I would like to tell him that no better earnings could be achieved without an improvement in the capacity of the Railways to move the goods. I have the experience of my own State where not even 30 per cent. of the coal and cement could be transported from North Bihar to South Bihar on account of shortage of wagons and the limited capacity of our Railways to move the traffic. Therefore, I would suggest that, if he is at all serious about having better earnings, he should improve the capacity of the Railways to move the traffic. You are also aware of the fact that businessmen have experienced a great many difficulties because of this.

Now, I should like to turn to the conditions of travel in the North East Zone of our Railways. In the North East Zone, I think the conditions are not as encouraging as in other Zones. Here the lack of punctual running of trains and lack of water and fan facilities are the general complaints. In the Mansi-Saharsa section in particular, it is an ordeal to travel and travel is not safe also. Besides, a journey from Patna to Darbhanga—125 miles, and from Patna to Saharsa—about 150 miles—takes from 10 to 15 hours. It is too slow and tiresome. The main reason for this slow movement is the absence of double line system in the whole of the North Eastern Railway. Whole of the Railway suffers from that disadvantage. Therefore, I would suggest that to begin with, an attempt should be made to provide double lines from Lucknow to Katihar.

Coming to the passenger amenities in this Zone, I think they are too inadequate to meet the requirements of

the people. I would like to point out that as against an estimated demand of Rs. 9.76 lakhs for light and fan facilities in that Railway, only Rs. 0.12 lakhs in 1953-54 and Rs. 0.76 lakhs in 1954-55 have been provided. This is a great injustice to us and I would appeal to the hon. Minister to make liberal grants for passenger amenities in this North Eastern Railway.

Lastly, Sir, I would like to say a few words about the long pending proposals for the restoration of lines in the Kosi area, especially (1) Forbesganj-Raghopre and (2) Supaul-Chandpipar Railway and the constructions of (3) Jhangarpore-Lokahabagar Railway. These proposals have been long pending. This is an area which had a network of railways 20 years ago. The Kosi devastated this area and deprived the people of Railway facilities. I would request the Minister, to take a sympathetic view of this area which has been today made Kosi-free and restore the lines. The case deserves examination in background of people's difficulties for want of transport facility.

Finally, Sir, I congratulate the hon. Railway Minister.

Mr. Deputy-Speaker: Mr. Viswanatha Reddy. Five minutes each.

Shri Viswanatha Reddy (Chittoor): Although there has been a recession in the earnings of the Railways in the past few years, the expenditure of the Railways has gone up by Rs. 50 crores in the past few years. All this amount has gone into providing more amenities to the passengers as well as more facilities to the railwaymen, as has been acknowledged by Mr. Nambiar himself the other day. This is a single circumstance for which the Administration can take justifiable pride.

I will confine myself to three points which I would like to bring forward for the consideration of the hon. Minister.

[Shri Viswanatha Reddy]

Firstly, I would like to refer to the recommendations made by the Railway Convention Committee in 1949. I am sorry to say that the recommendations made by this Committee have been more or less violated by the Administration all these years. I refer now to the Depreciation Reserve Fund. Yesterday Dr. Krishnaswami in his speech said that the Depreciation Reserve Fund is not sufficient and the Administration is not providing enough from the Budget towards this Fund. Whatever the financial theories on which he bases his conclusions. I must say as a layman that today the total accretions to this Fund are of the order of Rs. 107 crores. I quote from the recommendations of the Railway Convention Committee:

".....we consider that it would be adequate if the present rate of contribution were to be increased to Rs. 15 crores a year for the next 5 years."

Formerly it was Rs. 12 crores.

"This amount would be the minimum contribution to the Depreciation Fund. Should the financial results of the operation of the railways permit additional contributions they should be made to the extent necessary and justified, having regard to other demands on the revenues of the Railway Undertaking."

I would like you particularly to mark the words "having regard to other demands on the revenues of the Railway Undertaking". Today we find a huge sum of Rs. 107 crores completely immobilised in this Fund, and on the other hand we see that the tempo of expenditure from the Depreciation Reserve Fund is not sufficient, so that the Railways, after nearly six or seven years of expenditure from this Fund, are not able to rehabilitate themselves. The reason for this is that we have to depend on foreign countries for our supplies.

Therefore though we have a huge amount at our disposal in the Depreciation Reserve Fund, we are not able to rehabilitate our railways completely. Therefore, I strongly suggest to the hon. Minister that this Fund may be utilised in India itself. I would place one particular suggestion for his consideration, that is the erection of a steel factory by the Administration itself. On the face of it perhaps this suggestion may be rather ludicrous. But, instead of this huge fund earning 1½ or 2 per cent. interest every year, if this amount is invested by the Administration in the construction of a new steel plant, it can supply steel to the idle engineering industry in this country which can produce rolling-stock, rails, sleepers and other requirements of the Railway Administration, and incidentally we will be saved the botheration of having to get this material from abroad. In the context of the uncertain international situation of today, our supplies may not be regular and it may not be totally possible to get certain kinds of supplies at all. Therefore, this Fund should be utilised most beneficially by the Railway Administration, and my concrete suggestion in this direction is the erection of a steel factory by the Administration purely for the benefit of the Railways.

[SARDAR HUKAM SINGH *in the Chair*]

Dr. Jaisoorya (Madak): What will be its capacity?

Shri Viswanatha Reddy: One lakh tons.

Last year, I had an occasion to take part in the debate on the Railway Budget, and I very strongly suggested, as also a number of other hon. Members, that the freight structure should be radically altered. Many hon. Members stated, that the structure which is at present operating was based on the economy obtaining in the days of British rule, and the basis of that

economy was to get as much goods as possible from British territories. It was in the light of this policy that the rate structure has been fixed. But in a developing economy like ours, it is absolutely necessary that the freight structure of our Railways must conform itself to the needs of our country. I have made certain studies of the rate structures of various countries in their developing economies, and I have here a certain basic principle on which those structures are based. I would like to quote.....

Mr. Chairman: The hon. Member might not have enough time for quotations. He may give us the substance of that quotation.

Shri Viswanatha Reddy: Then I would just mention that the rate structure should be radically altered, in order that it may conform itself to the economy of our country.

Next I would like to refer to the new constructions that are to be undertaken. I am not particularly making any suggestion in this direction, but I would point out to the hon. Minister a passage from his speech, in which he has made a reference to this. It reads as follows:

"The only way in which such construction seems to be possible is to provide for a recovery of charges on the basis of inflated mileage for a limited period so that the projects may not be financially burdensome."

Again, the hon. Minister has stated:

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

So, the hon. Minister himself recognises that there must be a bold policy

in the matter of new constructions. But what do we see now? Most of these lines are financed by the Development Fund, which itself is very small. Therefore, I would suggest that regardless of the financial implications, the hon. Minister must go ahead with new constructions, and connect the various parts of the country by means of better transport facilities both for the travelling public as well as for the expanding trade and commerce of our country.

Shri Debeswar Sarmah (Golaghat-Jorhat): Mr. Chairman, I am thankful for this small mercy, that is for five minutes granted to me for dealing with this subject. But when one speaking only for five minutes cannot develop a point, and I feel that I cannot do better than to invite the Deputy-Speaker to that part of the country and ask him to see in what wretched condition the transport there is so that Members from that area of India might receive due consideration. Unfortunately, the Deputy-Speaker is not here. (*Interruptions*).

An Hon. Member: The Minister is here.

Shri Debeswar Sarmah: I have no time to go into the broader aspects of the budget, much as I would have liked to, but I must rest content with listening to the analysis of the Railway Budget made by competent Members who have studied it. I have to deal very briefly with that part of India which has, for all practical purposes, from the standpoint of transport, been cut off from the rest of India by the partition of the country. In all seriousness, I pose the question to the hon. Railway Minister, who is not only a Minister holding the portfolio of Railways today, but if such an unhappy and unfortunate day comes, when India will be called upon to decide matters of active defence of the country, he will be one of those on whose shoulders the responsibilities of decisions will rest, will he then put that part of India outside the defence perimeter? What is his idea? I pose this question because when we raised the question of having

[Shri Debeswar Sarmah]

a bridge over the Brahmaputra, at Pandu or Jogighopa at first he was pleased to say that 'Yes, it will be taken into consideration'. Subsequently he corrected himself saying: 'Well, there is no traffic; there is not much traffic. Therefore, a bridge with the cost which it will involve may not be taken up in the near future'. May I ask, Sir, when weapon carriers are constructed, are they constructed keeping an eye on their capacity of hay-load? The country across the border of India there is unsettled, this continues to be so now, and the position has become more difficult now, in the recent context of American arms and ammunition coming into the hands of Pakistanis. I hope they will not create trouble, but things will be considerably more difficult in the North-Eastern frontier, should there be any trouble anywhere. What is the transport position? Let us examine it. The only railway route to the upper part of Assam is through Nahorkottia; it is not in the hills, it is in the plains sub-division. The great earthquake in 1950 made the Railway bridge over the Debing river unusable. Thereafter some patch up repairs were made by putting in sleepers and other things. Then came a flood last year or towards the end of the year before which washed off the Assam Trunk Road off Khoang ghat. Thus for a whole month that portion of India, mean upper portion of Assam, was absolutely without any communication either by road or by rail with the rest of the country. Now, if the hon. Railway Minister will be pleased to take into account what amount of consumers' goods have been carried by air to Assam, then he will find out that the Assam Link railway is serving little purpose. I do not say it has not done anything. A tremendous achievement was this railway and considerable effort has been put in for proper carriage of commodities. But what proportion of the total commodities imported into the State has been carried by this railway? Let us remember that the river transport belongs to the R.S.N. and I.G.N.

companies, which are European firms, and each and every employee of those steamers which ply there is a Pakistani. There is no non-Pakistani national there in employment in these steamers except perhaps one or two doctors. This is the situation that I would like you to reckon with in any eventuality.

Then, some machineries were fixed at Dibrugarh Railway workshop. Surreptitiously,—if I may use that word—those machineries were removed from Dibrugarh to Gorakhpur. I take it that the hon. Minister did not know about it. Then, when a question was put on the floor of the House in respect of this removal, it was stated that these machineries were meant for Gorakhpur, but since there was not enough space at Gorakhpur, at that time these were taken to Dibrugarh and installed there but when enough space was found at Gorakhpur, these were uprooted from Dibrugarh workshop and removed to Gorakhpur workshop. Will anybody believe such a cock-and-bull story, that these heavy machineries, though intended for Gorakhpur were transported from Bombay or Calcutta port to the farthest corner of India. Dibrugarh, because there was no place at Gorakhpur and then brought back. I hope such replies will not be given to us in future. A portion of the Sibsagar-Khowang Railway line from Moranhat to Khowang, some 8 miles was dismantled during last war. If that dismantled portion is restored and railway line from Dibrugarh is extended on to Khowang, then this area of the State may be served much more safely and economically. Another matter which we raised before the hon. Minister for Railways in our deputation and also on the floor of this House was for connecting Tripura by a rail link from Kalkalghat in Kasimganj. An extension of only 18 miles is necessary. May I know why work on this line has not been taken in hand? Although the Minister has prepared a long list of new proposals for expansion of Railways, it baffles us to under-

stand as to why the State of Tripura has not been sought to be connected by rail with rest of India. It only requires about 18 miles of extension. That could have been easily done.

We are grateful that some survey is going to be done in the Garo Hills. Here also there is some suspicion. We do not know anything about the qualitative and quantitative survey of the coal in the Garo Hills. How can we have a survey of the traffic without this? I do not understand this. I hope this point will be made clear by the Minister of Railways. How does he mean to have a survey of the traffic in Garo Hills without a quantitative and qualitative survey of the coal possibilities in the Garo Hills? That is the point which we have not understood. I hope that on this ground the survey of the railway in Garo Hills will not be put off but all that is necessary will be done to effect the proposed traffic survey without delay. There was a cement factory at Chatak. That went to Pakistan after partition. We supply limestone to that factory but they do not supply us cement in return. We have to get cement from long distances. We have to pay for a bag of cement costing about Rs. 4/14 or Rs. 5/- in Chittagong, nearly Rs. 11/6 or 11/12 in upper Assam. Why can't we have a cement factory on our side of Garo hills and stop supply of lime stones to Chhatak?

Sir, other commodities are transported to Assam at exorbitant expenses by air and the consumers in Assam are bled because it is on them the heavy transport charges are saddled. Cement and corrugated are far too heavy goods to be generally lifted by air. Therefore there is great scarcity for cement and corrugated iron sheets in the State of Assam. Although the Ministry of Commerce and Industry regularly allots due quota for Assam, the same, for say, practically for 6 months in a year, or half the quantity allotted, cannot be lifted because of transport difficulty. Therefore there is chronic scarcity of cement and C.I. sheets in Assam.

Coming to the point of ticketless travel, it was mentioned at one time that the number of ticketless travellers is the largest in the north-eastern portion of that Railway zone. We are grateful to the Minister for having set up a Committee of Enquiry for amenities and other things and that it found that there was a lot of ticketless travel. But, we do not know till now what steps have been taken to check that. It was found by the Committee that station counters for sale of tickets are not timely opened. In that part of the country, indiscipline among the railway employees, particularly the young generation, is considerable. At one time, when this matter was reported to the predecessor of the present Railway Minister, he said, "I cannot take rotten potatoes from Assam for the other bags of good potatoes in other areas will also get rotten in contact." How long are we going to rot with these rotten potatoes? There is indiscipline among a large section of the railway employees. I would request the Railway Minister to take appropriate action against those who show dereliction of their duty. Till the State took police action in certain districts, there was trouble off and on in the Railway colonies and station platforms. When one goes to the railway waiting room, he finds people sitting on the chair and putting their legs on the table, and a paying passenger cannot have the convenience in the waiting room. Sir, those things should be properly gone into by superior officers and some sort of planned action taken to correct undesirable conduct on the part of Railway employees towards the passengers and the public.

Lastly, this may sound provincial, but this humble self claims to be one who, as a result of his life association with the great Congress organisation, does not consider with provincial outlook while treating things, and when talking about these. I find that in our denunciation of provincialism and racialism, there is a wide gap between profession and practice.

An Hon. Member: Rub it in.

Shri Debeswar Sarmah: Not to speak of higher offices, the Assamese do not

[Shri Debeswar Sarmah.]

find place in class IV grade of employees in Assam section of the Railways. If you go to Chittaranjan, you do not find a single man from that State, not even among the class IV menials. The inference is very easy; it may be stated that Assamese are not competent. But, when they get an opportunity, they show their competence? Of course, how to remedy this state of affairs one does not know. But it is up to the welfare state to hold the balance even, and remedy such ominous defects. There was a trade-apprenticeship class in Titlagarh. Suddenly an order went that the class must be abolished, and it was abolished. There were four students there and they made representations. They came to me with their grievances, and I also wrote to the Government. The reply from the Government was vague and it was said that the class was temporarily closed, but would be opened again. It is very difficult to understand what the reply means. Why should such things happen? While I say these things, I am not unappreciative of all that the Minister has done. I do not suggest for a moment that the Railway Minister has got "Allauddin's Lamp" and he should produce miraculous achievements overnight. He deserves compliments for all he has done and that is not insignificant. There is the question of priorities and I am seeking to emphasise on this point. When the question of a bridge over Brahmaputra is talked about, why raise the question of rupees, annas and pies, when the bridge is vitally necessary for Defence purposes as well as for development of an underdeveloped State? In short, this area has been long neglected, and when we had our own Government, the people thought that things would improve. It is only from that angle that the whole matter is to be viewed.

Shri P. Subba Rao (Nowrangpur): I would only bring a few points of importance to the notice of the hon. Railway Minister. One is about the necessity of constructing lines within large areas not served by Railways. Prior to the year 1946, some surveys

were undertaken to fill in wide gaps. If you look at the map of India, you will see that Rajasthan which is a desert and Orissa and Madhya Pradesh are sparsely communicated by railways. Having regard to that point, I say that new lines should be constructed where there are no other means of communication such as roads and canals and the area is a hinterland inhabited by backward tribes. Prior to 1946, two important surveys were undertaken—one from Rourkela to Talcher and the other from Sambalpur to Titlagarh—but there is no reason why the surveys already undertaken were not carried out when new lines were thought of. There ought to be weighty reasons if the old surveys are to be overlooked and new lines are to be undertaken. Another line was surveyed about 1950 from Visakhapatnam to Raipur and this also was neglected, and now new surveys are being undertaken. I say that the Railways have no policy with regard to the construction of new lines. In the matter of distances from the district headquarters, let me cite a few instances in Orissa and Madhya Pradesh, where the places are far away from the railway line. For instance, Jagadalpur is 121 or 136 miles away from the railway station; Surguja in Madhya Pradesh is 70 miles away. In Orissa, Pulbani is 105 miles away from Berhampore; Koraput is 56 miles away and Keonjhar is 70 miles away. Apart from the point of view of these long distances, there is the necessity to look to the improvement of these two States, inhabited by aboriginal Tribes to a great extent.

With regard to the question of reduction of fares, there is the classification of fast passenger and express trains. It is only a case of the public being duped. For instance, between Kharagpur and Howrah there is the Nagpur-Howrah Passenger which runs even faster than the Janata Express, for which a higher fare is charged. I can point out several similar instances.

In Ajmer-Khandwa section, there is no difference between the express train and the passenger. The express takes 21 hrs. 48 minutes, while the passenger takes 22 hrs. 9 minutes. There is practically no difference in the running time, but a higher fare is charged for the express. Again, for broad, metre and narrow gauge, the same uniform fare is charged, though the costs of construction and equipment vary in each case and the service rendered to the public in running hours in each case is different. The trains on the narrow gauges run very slow. There is no necessity to run the narrow gauge trains if they are not remunerative. In view of the bus transport nowadays, which runs at the rate of about 20 miles per hour, why should there be a narrow gauge train running at eight or nine miles per hour? If they are unremunerative instead of burdening the tax-payer, they can as well be closed down.

Pilferage of goods and parcels in transit is on the increase and no adequate steps are taken. Sometimes contents of parcels are pilfered and stones are put in. This can only be done with the connivance of the railway staff. Railway servants themselves very often resort to this. The Railways have to meet all these heavy claims.

While thousands of applications are received in response to advertisements by the Railway Service Commissions, I doubt whether there is any machinery to scrutinise these applications. Again, if the Commissions are to serve any useful purpose, there must be one for each zone. Hitherto recruitment to railway services was left to the officers themselves with the result that recruitment was confined to relatives of railway servants. Now, though Service Commissions have been set up, deserving candidates are shut out.

I would like to make a few suggestions in regard to amenities to purpose is served by the dining passengers. I do not think any useful cars. So far as the higher class

passengers are concerned, it is admitted that dining cars are run at a loss; the money that is earned is mainly from third class passengers who are served meals in *thalis*. Even then they are running at a loss. When there are hotels and refreshment rooms on the platforms there is no necessity of running dining cars at a loss. Or, else, they may be left to contractors. There are two hotels run on western style at Puri and Ranchi on the old B. N. Railway. The Englishman established them for the benefit of English tourists. Now they are not patronised by anybody. The hotels themselves are not on the platform but in the city. I have authentic information that both of them are running at a loss. The sooner they are closed the better it is.

While reservations are made at the starting stations, there is no safeguard against over-crowding by passengers getting in at intermediate stations. While passengers are allowed to enter in and get out through the windows, there is no meaning in reservation. In spite of the fact that trains arrive crowded, tickets are issued at way-side stations. That means no adequate check is exercised in the issue of tickets. It should be the duty of the guard of a train to intimate the station ahead about the number of seats available and tickets should be issued according to the accommodation available. Only a few weeks back at Allahabad I saw about a thousand and five hundred Mela Passengers with tickets waiting to board train which was coming completely packed. In such cases there is no meaning in issuing tickets. If people want to go on Mela pilgrimage they must go by special trains; ordinary trains are not meant for Mela pilgrims.

Beggary and hawking in running trains go on unabated. The only method of stopping beggary is to stop the train between two stations and alight the beggars. Once a beggar knows that he will have to alight on the way-side, he will not get into a train. Ticket collectors and station

[Shri P. Subba Rao.]

masters complain that they have no time to check the beggars.

With regard to ticketless travel, there is an unholy alliance between at least some of the ticket examiners and the station staff and the passengers are carried free and passed through the gate. There must be some check to prevent this. About smoking in third class carriages, the rule is that it is permitted with consent of the other passengers. Is it possible to obtain any consent? Every person begins to smoke. I suggest to the Railway Board to amend the rule so that no smoking is allowed. After every one and a half or two hours there is a junction where the train stops for ten to fifteen minutes and passengers who wish to smoke can get down, smoke and then get in. Recently, I read in papers, that there was a fire accident because some inflammable material, petrol or something, was carried and a cigarette end carelessly thrown set fire to it. How can these accidents be prevented except by the prevention of smoking especially in the inter and third class carriages?

श्री राधेलाल व्यास (उज्जैन) : सभापति महोदय, मुझे आपने बोलने का समय दिया इस के लिए मैं धन्यवाद देता हूँ।

इस वर्ष के बजट में जो बहुत सी विशेषतायें हैं उनके लिए मैं माननीय मंत्री जी को बधाई देता हूँ। सब से बड़ी बात जो उन्होंने ने की है वह यह है कि उन्होंने रेलवे विभाग में हिन्दी को स्थान दिया है। ज्यादा अच्छा होता यदि वह सरकारी कर्मचारियों को यह हिदायत देते कि वह कुछ समय के अन्दर हिन्दी सीख लें और हर १५ दिन बाद अपनी प्रोग्रेस रिपोर्ट भेजते रहा करें। अगर ऐसा हो तो हिन्दी बहुत जल्द फैल जायगी।

दूसरा अच्छा काम जो उन्होंने ने किया है वह यह है कि रेलवे के काम के लिए खादी

लेने का निश्चय किया है। इस के साथ ही यदि वे उन लोगों को जो कि रेलवे से सम्बन्धित हैं, जैसे कि टेकेदार आदि, यह आदेश देते हैं कि वे भी खादी या हैंडलूम के कपड़े का प्रयोग करें तो मेरा ख्याल है कि इस से हमारे देश में बहुत से लोगों को रोजगार मिल जाता और रेलवे में भी खादी का अधिक प्रचार होता।

निर्माण कार्य में भी बहुत प्रगति हुई है। काफी खरीद हो रही है। बहुत से इंजिन भी आ रहे हैं और चितरंजन में दो दो तीन तीन शिफ्ट काम कर के २०० इंजिन बनाने का प्रयत्न किया जा रहा है। इस से ज्यादा खुशी की बात और कोई नहीं हो सकती है।

यात्रियों की सुविधाओं के लिए भी काफी प्रयत्न किया जा रहा है लेकिन कई माननीय सदस्यों ने बतलाया है कि अभी तीसरे दर्जे के यात्रियों की सुविधाओं की ओर ज्यादा ध्यान देने की जरूरत है। उदाहरण के लिए, श्री राघवाचारी ने कहा, दक्षिण में बड़ा अच्छा भोजन मिलता है। मैं भी गत वर्ष उधर गया था। मैं भी कह सकता हूँ कि अच्छा ही नहीं बल्कि दस आने में भर पेट भोजन मिलता है। लेकिन इधर उत्तर में सवा रुपये में भी ऐसा भोजन नहीं मिलता। ज्यादा अच्छा होता यदि हम इस काम को आल इंडिया विमेंस फूड काउंसिल के सुपुर्द कर देते। मैं समझता हूँ कि वे ज्यादा अच्छा काम कर सकेंगी।

दूसरी बात जो मुझे आप की सेवा में निवेदन करनी है वह यह है कि किसी स्थान पर सुविधायें हैं और किसी स्थान पर नहीं हैं। तो मैं यह कहना चाहता हूँ कि योजनाबद्ध काम नहीं हो रहा है। आपको यह विदित है कि दक्षिण में यात्रियों को सुख सुविधायें देने के लिए रमन कमेटी बनी थी और इसी तरह से

आसाम में भी एक कमेटी बनी थी। ज्यादा अच्छा होता अगर सभी ज़ोनों के लिए इस तरह की कमेटियां बनायी जातीं और वह देखें कि कहाँ कहाँ क्या क्या सहूलियतें हैं और कहाँ कहाँ किसकी जरूरत है और वह कमेटी एक योजना बनाकर और प्रायरीटी देकर फिर उस काम की करे तो ज्यादा अच्छा होगा और पैसा भी फिजूल खर्च नहीं होगा और लोगों को शिकायत का मौका नहीं रहेगा। आज बहुत से लोगों को शिकायतें हैं। मैं उदाहरण के तौर पर बतलाता हूँ कि खाचरौल के स्टेशन पर जहाँ कि बहुत यात्री होते हैं वहाँ पानी की सुविधा नहीं है और मेहिदपुर आदि बहुत सी ऐसी जगहें हैं कि जहाँ यात्री कम हैं लेकिन वहाँ पानी मिलता है। तो इस तरह की जो चीजें हैं वे दूर होनी चाहियें, और यह तब तक नहीं हो सकता जब तक कि योजनाबद्ध काम न हो। यह कहा जाता है कि हमने एडवाइजरी कमेटीज नियुक्त कर दी हैं लेकिन सारी चीजें उनके सामने नहीं हैं। इसलिए जैसा कि दक्षिण में और आसाम में किया गया है वैसी ही कमेटियां और जोनों के लिए भी मुकर्रर की जानी चाहियें, दूसरे भोपाल और उज्जैन के बीच और उज्जैन और नागदा के बीच थोड़े साल हुए दो तीन गाड़ियां चल रही हैं, पर इन सब गाड़ियों में से एक्सप्रेस ट्रेन कोई भी नहीं है। मैं मंत्री महोदय से निवेदन करूंगा कि तीन गाड़ियां जो हैं, इन में से एक एक्सप्रेस ट्रेन कर दें तो इस कोई पैसा तो लगने वाला नहीं है, पर इस तरह एक एक्सप्रेस ट्रेन हो जाने से वहाँ यात्रियों को बहुत सुविधा हो जायगी।

इस के अलावा मैं निवेदन करूंगा कि मध्य भारत में पहले सिन्धिया स्टेट रेलवे थी। अब की बार खुशी की बात है कि माननीय मंत्री महोदय वहाँ पधारें और उन्होंने ने वहाँ की स्थिति देख ली। सिन्धिया स्टेट रेलवे अब भी तो उस के केन्द्र द्वारा लिये जाने पर

उस रेलवे से दो तीन करोड़ रुपया नगद भी केन्द्र को मिला। लेकिन केन्द्र में आने के बाद उस की हालत बहुत खराब हो गयी है। यहां ग्वालियर से शिवपुरी तक जाने में छः घंटे लगते हैं जब कि बस से दो घंटे में ही पहुंचा जा सकता है। किराया भी यहां पर ५ पाई के बजाय साढ़े सात पाई प्रति मील के हिसाब से लिया जाता है। इस रेलवे की हालत जो इतनी खराब है, इस की ओर आप को ध्यान देना चाहिये, विशेष कर इस परिस्थिति में कि मध्य भारत से आप को इस रेलवे से पैसा भी नगद मिला है। मैं चाहता हूँ कि इस नैरो गेज को मीटर गेज कर दिया जाय। यह नैरो गेज नक़्शे में आप देखें तो वहाँ तो यह दिखाई देती है, लेकिन इस से जनता को कोई लाभ नहीं है और न सरकार को ही इस से लाभ होता है। जहाँ पहले मध्य भारत गवर्नमेंट को इस से लाभ था वहाँ अब सेंट्रल गवर्नमेंट को इस लाइन से प्रति वर्ष आठ दस लाख रुपये का नुकसान होता है और इस लाइन से लोगों को भी तकलीफ है। मेरा मुद्दा है कि यहां मीटर गेज लाइन हो जाय। वह ग्वालियर में भिड़ हो कर जाय और इटावा को कनकट कर दिया जाय। इस के बाद ग्वालियर से शिवपुरी तक मीटर गेज हो कर लाइन निकले। फिर शिवपुरी से गुना हो कर आगरा होती हुई वह लाइन उज्जैन में मिल जाय। इस तरह से दक्षिण से उत्तर को एक मीटर गेज लाइन से मिलना चाहिये। यह देश के लिये बहुत जरूरी है कि मीटर गेज से उत्तर से दक्षिण तक सम्बन्ध हो जाय। पहले यह योजना रेलवे बोर्ड के सामने भी थी। यह स्ट्रैटजिक प्वाइंट आफ व्यू से भी जरूरी है कि हमारे दक्षिण का उत्तर से मीटर गेज से सम्बन्ध हो। मैं समझता हूँ कि रेलवे बोर्ड इस ओर ध्यान देगा।

चेयरमैन महोदय, मैं आप से यह निवेदन करता हूँ कि मध्य भारत ही एक ऐसी स्टेट है कि जहाँ से मुझ अकेले ही बोलने का चान्द

[श्री राधे लाल ठास]

मिला है और वह भी तीन दिन तक यहां लगातार बैठते रहने के बाद। १५ और राज्यों से पांच पांच और छः १७ मध्य भी बोल सके हैं। इसलिये आ की इजाजत हो तो मैं थोड़ा और बोल लूं।

मिस्टर चेंबरमेन : आप बोलिये।

श्री राधेलाल ठास : मैं एक बात आप से निवेदन करता हूं कि नयी गाड़ियों के लिये मन्त्री जी ने बतलाया कि पैसा कम है, आमदनी अधिक नहीं है और आमदनी बढ़ाने का कोई अभी स्थान दिखता नहीं है। मेरा यह निवेदन है कि आमदनी जो बहुत ज्यादा हो गयी है उस में से कुछ अंश निकल जाता है। मेरा यह अनुभव है और उस के आधार पर मैं कह सकता हूं कि बहुत से टिकट कलेक्टर इस रेलवे की आमदनी में से बहुत सा रुपया अपनी जेबों में रख लेते हैं। मैं ने खुद देखा है कि यह टिकट कलेक्टर अपने इष्ट मित्रों और रिश्तेदारों को बगैर टिकट ट्रेवल कराते हैं। अगर इस सम्बन्ध में सक्ती से अमल किया जाय और ये सब लोग टिकट लें तो लाखों रुपये की आमदनी हो सकती है।

इसके अलावा तीन चार करोड़ रुपया हमें जो माल चोरी में चला जाता है उस के नुकसान का देना पड़ता है। चोरी कौन करता है? श्रीमान्, चोरी यही रेलवे वाले करते हैं और यह सारा पैसा पबलिक का और टैक्स पेयर का जाता है। इस के लिये आप ने जो ऐंटी करप्शन स्टाफ या सिक्स्योरिटी स्टाफ रखा है, उस से कोई लाभ नहीं होने वाला है, यह चोरी उस से बन्द होने वाली नहीं है, क्योंकि वह सब रेलवे बोर्ड के मातहत ही है। इन का अलग डाइरेक्ट किसी और से सम्बन्ध होना चाहिये और इन को रेलवे बोर्ड के मातहत नहीं होना चाहिये, क्योंकि रेलवे से मिलने वाले ही चोरी करते हैं, बगैर उन की मदद के चोरी नहीं हो सकती है। रेलवे बाई

में कोई दूसरा आदमी जा कर कैसे चोरी कर सकता है यह और मुमकिन बात है कि कोई चोरी कर सके। मैं ने कई रेलवे वालों से बातें की हैं और उन्होंने ने माना है कि यह चोरियाँ रेलवे वालों से ही होती हैं और इन के लिये वही जिम्मेदार हैं।

अब अन्त में मुझे सिर्फ एक बात यह निवेदन करनी है कि इन्दौर उज्जैन ब्राड गेज लाइन की ओर कोई कदम अभी तक नहीं उठाया गया है। आप को मालूम है कि चंडीगढ़ नयी राजधानी अभी बनी है और उस के लिये फौरन् हुकम हो गया कि उस को मिला दिया जाये। लेकिन हम पार्ट बी स्टेट के हैं। हमारे वहां बड़ी बड़ी इंडस्ट्रीज होते हुए भी यह लाइन नहीं बन सकी, अभी केवल वहां सरवे ही हो रहा है। सरवे भी वहां तीन तीन जगह का हुआ। मैं माननीय मंत्री जी से यह निवेदन करूंगा कि उज्जैन का महत्व विशेष है। ब्राड गेज वहां है, मीटर गेज वहां है और नैरो गेज भी है। तो उज्जैन को छोड़ कर तराना और मक्सी को नया जंक्शन आप बनायेंगे तो इस से कोई लाभ नहीं होगा, बल्कि इस में ज्यादा खर्च होगा। ब्राड गेज के लिये इस तरह तीन तीन जगहों का सरवे करा कर बहुत रुपया खर्च किया गया है अगर मक्सी या तराना को चुना गया तो इस से तीस मील की ओर ज्यादा डिस्टेंस बढ़ जायगी और सफर भी बढ़ जायगा। इसलिये उज्जैन से ही वह ब्राड गेज लाइन हो यह मेरा निवेदन है। इस के लिये खास तौर से उज्जैन के लोगों का और इन्दौर के लोगों का भी आग्रह है और मैं आशा करता हूं कि माननीय मंत्री जी इस के लिये मंजरी देने की कृपा करेंगे।

बातें तो मुझे और भी करनी थीं लेकिन मैं अब जो थोड़ा समय मिला उसी में मैं यह अपनी बातें रख कर आप को धन्यवाद देता हूं

Shri Nevatia (Shahjahanpur Distt.—North cum Kheri—East): Sir, the hon. Minister for Railways deserves our warm congratulations for the very able manner in which he has presented the Railway Budget. Throughout his speech there runs an undercurrent of human approach and sympathetic understanding of all problems connected with the Railways. I find in his speech a determination to give the largest possible benefit to the community through the railways. Even those who are usually tempted to criticise all that the Government does irrespective of the merits of each case have not been able to find any serious fault with the Railway Budget and have said that in the present circumstances the hon. Minister could not have done better.

After the formulation of the first Five Year Plan and its endorsement by the Parliament, the budgets have ceased to be merely a statement of receipts and expenditure. Each sector of public or private activity has been assigned a definite role in that plan and each sector will be judged from the point of view of its contribution to the fulfilment of the objectives laid down in the Plan. Railways, unfortunately, started the Five Year Plan with a great handicap. They had a backlog of over-aged locomotives and over-aged wagons and coaches, accumulated over the last twenty years or more. We inherited a war-shattered economy in which railways were probably the worst sufferers. It is a matter of satisfaction that in spite of this a great deal has been done to bring down the percentage of over-aged rolling-stock. Out of 8209 locomotives as on 1st April 1951, 31 per cent. were over-aged on that date and but for the replacements, partly by indigenous production and partly by imports, this percentage would have risen to 44 at the end of the Plan period. With the replacements undertaken, it is estimated that the percentage of the over-aged locomotives at the end of the Five Year Plan will be 24 per cent. Even this figure is high. But the backlog of twenty years cannot be wiped out in five years without stopping other vital activities and

urgent railway expansions undertaken in the national interest. It is, however, necessary that the tempo of the indigenous production should be stepped up not only with a view to effect the necessary renewals and expansions in the traction power as early as possible, but also to minimise our dependence on foreign imports and to mitigate the evil of unemployment by fostering production in the country. The hon. Minister proposes to investigate the utilisation of idle capacity in the engineering industry as per the findings of the Moolgaonkar Committee to make the country self-sufficient in the matter of production of railway materials and rolling-stock. I hope this matter will be pursued vigorously and not only existing capacities within the country will be fully utilised, but new capacities created to achieve as large a measure of self-sufficiency as may be possible.

In the case of wagons, the position with respect to replacements is more hopeful. There were nearly two lakhs wagons on the line out of which 24 per cent. were over-aged and the percentage would have risen to 37 without replacements at the end of the Five Year Plan. It is now estimated that at the end of the Five Year Plan, there will be 2,31,000 wagons on the line, showing an increase of 15 per cent. in wagon supply while the percentage of over-aged wagons is expected to be only seven per cent. It is a matter of great satisfaction that the built-up capacity will make India completely self-sufficient in the matter of arranging for supply of wagons.

Regarding coaching vehicles also, the progress of replacement has made sufficient headway and with the Integral Coach Factory at Perambur coming into existence we expect to become self-sufficient in this matter also. Commendable as this progress has been, I am sure that nobody is more conscious than the hon. Minister of the fact that much more remains to be done to meet the expanding economy of the country.

Mr. Chairman: The hon. Member has got a pretty long note to read out..

[Mr. Chairman.]

I therefore request him to continue tomorrow as we have to take up other business now.

REPORT OF I.F.C. ENQUIRY
COMMITTEE

5 P.M.

Mr. Chairman: Now we get on to the next business. It is a Motion by Dr. Lanka Sundaram in which the Report of the Industrial Finance Corporation Enquiry Committee is to be discussed. I may for the information of hon. Members read the rules which have a bearing on this matter.

Dr. Lanka Sundaram (Visakha-patnam). Mr. Chairman, it is not a Motion, if you will permit me to say so.

Mr. Chairman: No formal Motion is to be made. We have got two rules.

"There shall be no formal motion before the House nor voting. The member who has given notice may make a short statement and the Minister shall reply shortly. Any member who has previously intimated to the Speaker may be permitted to take part in the discussion."

It has a limited scope. Some hon. Members have expressed their intention to participate. But, only those who have given notice beforehand could be permitted. It would be difficult for me to allow any other Members.

Shri Gidwani (Thana): Have you received my name? I have sent it half an hour ago.

Mr. Chairman: His name is there.

Then, because the number of hon. Members desiring to participate is fifteen, it is necessary to limit the time, and I would request the hon. Members to stick to that time that we fix now. The Mover, I suppose, would take 15 minutes.

Dr. Lanka Sundaram: May I make a submission? Ever since this two-

hour procedure was introduced, the Mover has always had half an hour. Otherwise, there is no purpose in going over the entire documentation. I will try to shorten it as much as I can.

Mr. Chairman: I was told by the Deputy-Speaker that the Mover will take 15 minutes. I have no objection to extend it to 20 minutes if the hon. Member is so particular. I would like to know how long the hon. Minister in likely to take.

The Deputy Minister of Finance (Shri A. C. Guha): I would like to take half an hour.

Mr. Chairman: I would request the hon. Minister also to curtail the time at least to 15 minutes. I have got a list of 15 Members. Even if I give five minutes to each Member, it would leave me 25 minutes. Would twenty minutes suffice?

Shri A. C. Guha: If I am to reply to all the points mentioned by the hon. Members, I would like to have half an hour. I would not make any particular demand for time. Only I would like to have adequate time to reply to the points raised by the hon. Members.

Mr. Chairman: It means that even if the hon. Members who have given their names would confine themselves to five minutes, we will have to sit longer.

Some Hon. Members: Yes.

Mr. Chairman: That is all right. I would also like to say that if all the Members want that they should have a chance, they should stick to the time and give their points only and not go on spinning long arguments. Then, it would be difficult for us to finish it.

Now, I request Dr. Lanka Sundaram to make his statement.

Dr. Lanka Sundaram: I desire to raise this discussion on the report of the Industrial Finance Corporation Enquiry Committee, as a matter of