

general office building and made an abortive attempt to ransack the same. The mob was, however, kept in check by the Project engineers through tactful handling of the situation. Thereafter the mob moved towards the township in a threatening manner. However, another contractor who knew their language met them on the way and did his best to pacify them. In the meanwhile Armed Police arrived at about 1.30 P.M. and the mob is said to have dispersed thereafter.

As a result of the mob action in the morning of March 12, 1963, 17 persons, all of whom were employees of the contractor, sustained grievous injuries. The injured persons are receiving treatment. Besides the injured, 3 dead bodies of the employees of the contractor were also found. It is further reported that two of the men that were admitted to the District Hospital at Chaibasa in the evening of March 11, 1963, succumbed to their injuries. The General Manager of the Project has stated that the Police of the adjoining districts in the States of Bihar and Orissa were contacted as soon as the trouble broke out and that the matter is now being investigated by the authorities of these States.

The situation is now reported to be under control and work has been partially resumed. No damage to Project property has been reported. The General Manager has also stated that no Project employee has either been injured or otherwise involved.

Telephone and telegraph links are reported to have been cut off by the mob and it has so far not been possible to establish direct contact with the local authorities for ascertaining fuller details. The Minister of Mines and Fuel who is now in Calcutta is taking steps to get in touch with the Project authorities and may, if necessary, make a detailed report to the House after his return to Headquarters.

SHRI FARIDUL HAQ ANSARI (Uttar Pradesh): I want to know whether the Government has made sufficient arrangements so that violent incidents may not happen there now.

SHRI R. M. HAJARNAVIS: I believe this primarily is within the charge and jurisdiction of the State Governments and I am sure that they are quite alive to their responsibilities.

THE DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

The House then adjourned for lunch at five minutes past one of the clock.

The House reassembled after lunch at half past two of the clock, THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1963—continued.

DR. SHRIMATI SEETA PARNANAND: Mr. Vice-Chairman, when we adjourned for lunch I was referring to the losses incurred by the Railways on goods. I was mentioning some of the reasons. One of them, as I said, was the bad handling of articles by the railway staff, etc. and also losses and relays in the delivery of goods. Incidentally I was referring to this that some sort of co-ordination in this respect in starting bus services by the Railways themselves would make up to some extent these losses. The losses are not only with respect to goods but also they are incurred sometimes on short road connections where so many local, either State Transport buses or ordinary private buses are running. So, Railways could easily mop up some of these earnings by running some of these buses. It will not only be for getting earnings but also for the convenience of passengers, in order to connect two links of a railway where they have no services frequently.

[Dr. Shrimati Seeta Parmanand]

While referring to bad handling of passengers' luggage, I would like to mention that as a result passengers are inclined to carry huge boxes in their compartments because there is so much of theft taking place usually between the time the luggage is put in the brake-van and it is taken out at the connecting junctions or stations. In spite of the amenities provided by the Railways to book luggage of First Class passengers in advance, very often the First Class compartment is reduced to a brake-van itself. Passengers carry huge boxes in the compartment. If I may make a suggestion, I would suggest that by and by there should be only boxes up to a height of ten inches—10 1/2 inches is the height of the berth I find—which could be allowed to be kept in the compartment so that the space in between the berths is available for movement. One can easily imagine the plight of people who have to get down from an upper berth at night, sometimes in darkness, to go out, in case they fall down and get hurt by the corners of these huge trunks.

I would also mention here that some arrangements in big cities should be made now for sending luggage in advance as is done in other countries. In England there was what was called Carter Pattersons who collected the luggage in advance from the passenger's house and also delivered it to the passenger in his house. That could be done here only if the Railway staff are held responsible for handling the luggage properly and there is no pilferage on the way. I think in cities like Bombay, Calcutta and Delhi, where the suburbs have spread out far and wide and where it is beyond the means of ordinary people to take taxis to carry their luggage this amenity is very necessary.

I would now refer to railway quarters. Reference has already been made by a Member who spoke a little earlier. When so much money is being spent on big stations and other railway buildings, there is no reason

why an attempt should not be made to see that every working member of the staff, at least those engaged on railway stations, gets a quarter. There are so many stations where these amenities are not existing and this leads to discontent. Similarly, electricity connection, where the line is provided for the last several years, is not given from the main road to the railway station. My point in giving specific instances is not to show that I am interested only in certain localities. These are only examples because it is not possible to give an exhaustive list. If such things exist in certain areas, it is possible that they exist in other areas also. I would mention that there is a station called Sausar where for the last several years it has not been electrified. Electricity from Khapar Kheda line is available. It is only at a distance of ten minutes' walking. This would mean an amenity for people going from that station through thick grass growth during the monsoon. The railway station has not been connected with electricity. Similarly, railway quarters also could be easily given electricity when we are laying stress on giving electricity even to villages.

Now, I would like, lastly, to mention only two points. One is about the need to revise or review railway catering. There have been complaints that in spite of the policy that is adopted huge losses are incurred. The earlier idea was to give amenities and to remove monopolies and the catering policy was revised. That has again I think been forgotten. We would find many instances where these monopolies by giving more than one station to a person are coming back. The idea was to give only one station to one person. If that is the idea, it should be strictly followed and people with experience should be given this. Again I will give you one instance to show how people from a far distance, because of nepotism are given stations which are hundreds of miles away from their place of residence. If I may mention, Khirsadoh is a station on the South Eastern Rail-

way between Chhindwara and Parasia. That caterer is from Calcutta or some such place. I do not know, why local people should not be given a chance, why in the absence of good service they should not be changed. Again, it is difficult to understand it. I for one have always held that it is necessary to give two or three stations to a man, so that if he loses on one, he may make good on the others. But as was stated, the Railways' policy was to give only one station. I have no objection, if you find the people do that. Similarly, it is very wrong to allow competition between railway catering and the local people in their vending. Neither the one is able to raise the standard nor the other able to make any profit or at least run it economically. And that is the reason why railway catering is losing.

Lastly—I am finishing—it is no use the Public Accounts Committee sitting and passing certain strictures on the various defects and bad administration in the various Ministries and the Railways are one of them. Year in and year out so many cases have been pointed out of action having been delayed against guilty officers. The excuse for not taking any action is that the officer has retired. Usually a long time is wasted in deciding whether departmental action should precede court action or *vice versa*. Then, the papers are said to be lying with the lawyers and so on. My suggestion is that as the period of retirement of a particular officer is known, action should be taken long in advance and in no case should promotion be given to officers against whom cases are pending. If the officer is not found guilty, then promotion could be given with retrospective effect. Strangely enough the reply given by the Chairman, Railway Board, on one or two occasions has been that until a man is proved guilty we consider him to be innocent and so we allow him promotion in spite of so many adverse reports. The Railways proceed to court because they believe in these

reports. Giving promotion, if not putting the man under suspension, is something which is very difficult to prove against standards of goods administration. I would, therefore, suggest—this is not, of course, a suggestion to the Railway Ministry but to the House and the Chairman—that we should have at least one report once a year of the P.A.C. taken up on the floor of the House for discussion, so that the exact points which are detected by audit could get full lime-light. Then alone there will be room for improvement. At present they are not brought forward before the House and the officers feel that they need not mind whatsoever be the strictures made by the Public Accounts Committee. I feel we have to justify the stand taken by the P.A.C. on these things. It is very necessary to debate at least on Railway Report every year in both Houses. That House may discuss another report. I have given a similar suggestion during the Budget discussion with regard to the reports of other Ministries.

Thank you very much.

شری ہمارے لال کرہیل مطالبہ

(اثر پردیش): جناب وائس چیرمین

صاحب - میں آپ کا شکریہ ادا

کرنا چاہتا ہوں کہ آپ نے مجھے بولنے

کا موقع دیا ہے اور میں آپ کا زیادہ

وقت نہیں لوں گا - سب سے پہلے

سرکار کی توجہ اس ضرورت کی طرف

دلانا چاہتا ہوں جو اس سیمے ہمارے

بائدر ایریز کے کمیونیکیشن کے لئے

بہت ہی ضروری ہے - میں نے

پچھلے دو تین سالوں سے اس طرف

سرکار کا دھیان دلایا ہے کہ ان ایریز

میں کمیونیکیشن ڈیولپ کرنے کے لئے

ترقی دینے کے لئے بہت سخت قدم

[شری پھارے لال کرہیل دطالبہ]  
 اٹھانے کی ضرورت ہے۔ اس کی اور  
 ابھی تک جتنا دھیان دیا جائے  
 چاہیئے تھا اتنا دھیان نہیں دیا  
 گیا ہے۔ تیسری پلان میں کہا گیا  
 ہے کہ کشمیر میں جموں تک ہم  
 ریلوے لائن لیجائیں گے اور میڈرا  
 خیال ہے کہ ابھی تک غالباً سات  
 آٹھ میل ریلوے لائن مادھوپور تک  
 بن چکی ہے۔ لیکن میری آپ سے  
 یہ عرض ہے کہ آپ اس ریلوے لائن  
 کو اور آگے تک بڑھائیے اور واپہ یعدی  
 کالا کوت ہو کر سری نگر تک پہنچائیے۔  
 کالا کوت میں کوئلہ ہے اور میرے خیال  
 میں چند سال سے وہاں کوئلہ برآمد  
 کیا جا رہا ہے۔ یہ اس خیال سے  
 بھی ضروری ہے کہ یہ ایک بارڈر  
 ایریا ہے یہاں پر کمیونیکیشن فیولپ  
 کرنا اشد ضروری ہے۔ یہی نہیں بلکہ  
 جہاں تک ممکن ہو سکے کشمیر اور  
 جموں کو ریلوے سے جوڑا جائے۔ اور  
 طرح سے نارٹھ فرنٹیئر ایجنسی کا ایریا  
 ہے جہاں پر ریلوے لہجائے کی بہت  
 سخت ضرورت ہے۔ میں جانتا ہوں کہ  
 یہ علاقہ پہاڑی ہے اور بہت دشوار  
 گزار ہے لیکن پھر بھی اس ایریا میں  
 ریلوے لائن بنانے کے لئے پرائیویٹ  
 جانی چاہیئے۔ اس وقت ہمارے  
 ملک میں ایمرجنسی ہے اور اس کے  
 علاوہ کوئی چھوٹے کا اندیشہ ہے۔  
 ہمیں اس ایریا میں مال لیجائے

اور فوج کا سامان لیجائے اور سپاہیوں  
 کو لیجائے کی ضرورت ہوگی۔ اس  
 لئے ہمیں ابھی سے اس کے لئے  
 مستعد ہو جانا چاہیئے۔ میں  
 جانتا ہوں کہ سوکار اس طرف سے  
 غافل نہیں ہے۔ لیکن جتنا دھیان  
 اس ایریا کی طرف دیا جانا چاہیئے  
 اتنا دھیان نہیں دیا گیا۔ اس لئے  
 میں انریبل ریلوے منسٹر صاحب  
 سے درخواست کروں گا کہ وہ اس  
 طرف زیادہ دھیان دیں۔ اس کو  
 پرائیویٹ دیں۔ دوسری جگہ ریلوے  
 لائن بلے یا نہ بلے۔ چاہے وہاں کام  
 ہمیں پس پردہ ڈالنا پڑے ملتی  
 کرنا پڑے لیکن بارڈر ایریا میں ریل  
 لیجائے کا انتظام ہمیں ضرور کرنا چاہیئے  
 اور اس کی بہت ضرورت ہے۔ دوسرا  
 سوال جو میں پست اقوام شیڈولڈ  
 کاسٹ اور شیڈولڈ ٹرائب کے بارے میں  
 کہنا چاہتا ہوں وہ یہ ہے کہ میں  
 نے ان اقوام کو ریزرویشن دلانے کے لئے  
 بہت حد تک کام کیا اور سنہ ۱۹۴۳ع  
 میں مرکزی اسمبلی میں انکو  
 ریزرویشن دلانے کا کام شروع ہوا تھا۔  
 اس کے بعد سے لیکر کے پچیس سال  
 گزر گئے مگر ریلوے میں ریزرویشن دلانے  
 کا کام برائے نام کا رہ گیا ہے۔ ان لوگوں  
 کو چاہے ٹیکنیکل پوسٹ ہو یا نان  
 ٹیکنیکل ہو ان میں نمائندگی نہیں  
 دی جاتی ہے۔ گورنمنٹ پہلے ایک روسٹر  
 رجسٹر مینٹین کرتی تھی اور فیکٹس

اور فیکرس بجٹ کے قائم دئے جاتے تھے۔ لیکن اب کمیونل ریپریزنٹیشن کے بارے میں کوئی رپورٹ نہیں دی جانی ہے۔ جب میں لوگ سبھا میں تھا تب بھی ایک بار اس طرح کی رپورٹ شائع ہوئی تھی پہلے کمیونل ریپریزنٹیشن کے بارے میں ساری باتیں بتائی جاتی تھیں۔ لیکن اب یہ بات نہیں بتائی جاتی ہے کہ شیڈیولڈ کاسٹ اور شیڈیولڈ ٹرائب کی کیا پوزیشن ہے۔ جب ہمارے ودھان میں کمیونل ریپریزنٹیشن کا پروویژن موجود ہے جب ریپریزنٹیشن دینے کے آرڈرس موجود ہیں تو ان کو کف پر ہی نہ ہوا چاہیئے بلکہ ان پر عملدرآمد ہونا چاہیئے۔ میں اس چیز کو مان سکتا ہوں کہ آپ ریپریزنٹیشن کو ختم کر دیجیئے وہ ہمارے لئے مفید نہیں ہے ہمارے لئے اچھا نہیں ہے۔ کیونکہ وہ صرف کف پر ہی رہتا ہے۔ اس لئے میں چاہتا ہوں کہ اگر آپ ان کو واقعی ریپریزنٹیشن دینا چاہتے ہیں تو صحیح اور باقاعدہ ریپریزنٹیشن دیجئے ارد ان کے نمائندوں کو لینے کی کوشش کیجئے۔ زیادہ سے زیادہ پست اقوام کو لینے کی کوشش کیجئے۔ آج حالت یہ ہے کہ چاہے گزیٹڈ پوسٹ ہو یا نان گزیٹڈ پوسٹ ہو ٹیکنیکل ہو نان ٹیکنیکل ہو پست اقوام کی صحیح اور پوری نمائندگی نہیں ہوتی ہے۔ میں کہوں گا کہ آل انڈیا

سس پر آپ ان کے لئے سلیکشن کیجئے۔ اگر انہیں ٹیکنیکل ٹریننگ کے لئے باہر بھیجنا پڑے تو بھیجئے۔ اگر ریپریزنٹیشن رولس کے مطابق انہیں نمائندگی ملنی چاہئے تو آپ کو اس طرح کی کارروائی کرنی چاہئے تاکہ ان جگہوں پر ان کی پوری نمائندگی حاصل ہو۔ اس طرح کے بہت سے آرڈرس شیڈیولڈ کاسٹ اور شیڈیولڈ ٹرائب کے آدمیوں کے بارے میں جاری ہوتے ہیں مگر ان پر کسی قسم کا عملدرآمد نہیں ہوتا ہے اور نہ ان پر دھیان ہی دیا جاتا ہے۔ ہم پارلیمنٹ کے ممبر ذمہ دار آدمی ہوتے ہیں اور اگر کسی کے ٹرانسفر یا کسی اور بات کے لئے سرکار کو لکھتے ہیں تو وہ صرف اس لئے نہیں لکھتے ہیں کہ عام طور پر لوگ ہمارے پاس اپروچ کرتے ہیں۔ ہم اپنی ذمہ داری کا احساس کرتے ہیں۔ اور ہم محسوس کرتے ہیں کہ ہماری ذمہ داری کیا ہے اور تب ہی ہم اس طرح کے خط لکھتے ہیں۔ بعض وقت ہم اس طرح کے خط لکھتے ہیں کہ مجبوراً جاتے ہیں کیونکہ اس طرح کے بہت سے جیلوین کہس ہوتے ہیں جن کے بارے میں ہمیں لکھنا پڑتا ہے اور ہم مجبوراً جاتے ہیں۔ ہم نے کئی مرتبہ منہ منہ ملتوی جی کو کہا اور ہم نے ڈیپنل سپرنٹنڈنٹ لکھنؤ کو ایک شخص شری گلاب پرشاد کے بارے میں کہا جو کہ لکھنؤ کے بارے میں ہے۔ انہیں

[شری پیارے لال طالب]

مراد آباد میں لوگوں میں بھیج دیا گیا ہے۔ ان کے بارے میں ڈیوڑنل سہولتدنت کو دوبار لکھا۔ اور انہوں نے بھی یہ لکھا کہ بات جست ہے اور مہرے پاس اس طرح کے آرٹو موجود ہیں۔ دو سال ہو گئے ہیں ان کا ٹرانسفر لکھو نہیں ہوا۔ ان کے خلاف کوئی چارج نہیں ہے اور نہ ہی ان کو کوئی سزا دی گئی ہے جس کی وجہ سے ان کو مراد آباد بھیجا گیا ہے۔ انہوں نے ایسا کوئی کام نہیں کیا ہے جس کی وجہ سے ان کو سزا کے طور پر مراد آباد بھیج دیا گیا ہے۔ انہیں مراد آباد بھیجے ہوئے دو سال ہو گئے لیکن ابھی تک انہیں کسی نوڈیک چکے ٹرانسفر کرنے کی کوشش نہیں کی گئی ہے۔ اس سلسلہ میں ڈیوڑنل سہولتدنت کی نوجہ میں نے دلائی اور ریلوے بورڈ کا ایک لیٹر کا حوالہ دیا جس کا نمبر ای۔ ایس۔ سی۔ ۶۰ جی ایم/۱۰۰ مورخہ ۱۲-۱۲-۸۰ ہے۔ میں اس کو آپ کے سامنے پیش دینا چاہتا ہوں۔ یہ لیٹر ریلوے بورڈ بورڈ ہاؤس کی طرف سے تمام جنرل میلجرز کے نام ایشو ہوا تھا۔ اس کا نفس مضمون یہ ہے۔

"It has been represented that persons belonging to the Scheduled Castes who are posted at places far off from their home town, experience considerable difficulties especially in hiring residential accom-

modation. It has been suggested that the transfer of such employees should be confined to their native districts, or adjoining districts or places where the Administration can provide quarters.

The Board desire that the above suggestions should be followed as far as practicable subject to exigencies of service."

تو میں اس طرف انریبل ممبر صاحب کی توجہ دلانا چاہتا ہوں کہ جو آرڈر ایشو ہوئے ہیں ان پر عمل نہیں کیا جاتا ہے یہ بہت دکھ کی بات ہے۔ اس طرح سے کورنٹ سروسز میں شہدولت کاسٹ اور شہدولت ٹرائبس کے لوگوں کی ریگریژنیشن اور پروموشن کے سلسلہ میں کہنا ہے۔ ریلوے بورڈ کی اور سے ایک اور آرڈر نمبر ای۔ جی۔ 57LG5—I— مورخہ ۲-۱-۵۸ ہے۔ جو اس طرح سے ہے۔

"for providing the quarters with special favour to the employees belonging to Scheduled Castes and Tribes."

یہ آرڈر بھی شائع ہوتا ہے مگر اس پر عملدرآمد نہیں ہوتا ہے۔ اس طرح سے ریگریژنیشن ان سہولتدنت پوسٹس کے سہولتدنت میں شہدولت کاسٹ اور شہدولت ٹرائب کے بارے میں ہوم مینسٹری نے اسٹیٹوں کو آرڈر بھیجے ہیں کہ ان لوگوں کو سہولتیں اور رعایتیں دی جائیں۔ لیکن اس پر بھی اس طرح سے عمل نہیں ہوتا ہے۔ میں آپ کے سامنے کئی مثال رکھنا

چاہتا ہوں کہ کس کس طرح سے  
پست اقوام لوگوں کو ان سہلیکشن  
پوسٹس ریزرویشن دئے جانے کے باوجود  
انہیں موقع نہیں دیا جاتا ہے۔  
ریلوے کے کلریکل اسٹاف کامرشل  
اسٹاف آپریٹنگ اسٹاف اور مہینیکل  
اسٹاف کے بارے میں کہنا چاہتا  
ہوں کہ کتنے پرسنٹ لوگوں کو ان  
جگہوں پر لیا گیا ہے۔ مہرے پاس کئی  
ریلوے کے بارے میں اعداد و شمار ہیں  
مہرے پاس وقت نہیں اسلئے صرف  
نارتھ ایسٹرن ریلوے کے متعلق ہی  
بتا سکتا ہوں اس طرح سے ہے۔

*"Clerical staff.—Only 4 men have been upgraded under the above reservation throughout the Railway which comes to hardly 2 per cent*

*Commercial staff.—Only 2 men have been upgraded throughout the Railway which comes to 1½ per cent.*

*Operating staff.—Three men have been upgraded throughout the Railway which comes to 2 per cent.*

*Mechanical staff.—Only one man has been upgraded as yet where there are a number of vacancies, and it comes hardly to 1 per cent. throughout the Railway.*

*Gazetted rank.—Only one man has been promoted as yet."*

ایک انٹس ڈپارٹمنٹ کے متعلق  
ابھی تحقیقات زیرے غور ہے۔ یہی  
حال تقریباً سبھی ریلویز کا ہے۔ اس  
سے یہ ثابت ہوتا ہے کہ گورنمنٹ کے  
جو رولس ہیں ان پر اچھی طرح  
عملدرآمد نہیں ہوتا ہے۔ اس لئے

ہم گورنمنٹ کے سامنے ایسے کہسیز  
کو مجبور ہو کر ان پر غور کرنے کے  
لئے لاتے ہیں۔ ابھی حال میں لکھنؤ  
کے ورکھاپ کے ایک آدمی کو امترسر  
ٹرانسفر کر دیا گیا۔ اس کی بوڑھے  
ماتا پتا ہیں جو چلنے پھرنے کے قابل  
نہیں ہیں۔ ایسی جگہ پر اس کو  
بھیج دیا گیا جہاں سے وہ اپنے ماتا  
پتا جو کہ اس کے اوپر ڈیپنڈ کرتے  
ہیں اپنی اکسٹنس کے لئے نرسنگ  
کے لئے۔ تو مہروی آپ سے درخواست  
ہے کہ کم سے کم آپ کو اس طرح کی  
درخواستوں پر باقاعدہ غور کرنا  
چاہئے۔

اس طرح سے ہمارے جو ایرکنڈیشنز  
پسنجر کوچ کے انڈنٹس ہیں ان کا  
پہلے گریڈ ۷۵ روپیہ سے ۱۲۰ روپیہ کا  
تھا۔ اب نہوڑا اسے کم کر دیا گیا ہے۔  
۶۰ روپیہ سے ۱۳۰ روپیہ کر دیا گیا  
ہے۔

اس طرح سے ان کے راستہ میں  
اور بہت سی دقتیں ہیں۔ ان کا  
ایسا ایک ریزرویشن موجود ہے ان  
لوگوں کی طرف سے۔ میں نام تو  
نہیں بتا سکتا ہوں مگر ایک پورا  
گراف میں ضرور پڑھ دوں گا تاکہ اس  
درازہ ہو سکے۔

"Our scale of pay was Rs. 75/- to Rs. 120/-. From January, 1962 a new scale of pay was enforced on us by virtue of which our emoluments were reduced by Rs. 10/- to Rs. 15/-. (New scale Rs 60/- to

[شری پیارے لال کرپل طالب]

Rs. 130/-.) From January, 1962, all of us are being given our pay in lesser amount by Rs. 10/- to Rs. 15/- than we used to draw before January, 1962. According to the Pay Commission's Award, all other staff got an increment in their emoluments and also considerable sums in arrears, while we, serving the three departments of the Railway through nerve-breaking and inhuman labour, were rewarded with a pay-cut."

اس لیجر میں یہ بھی دیا ہوا

ہے -

"The zonal authorities have ordered us to be treated under hours of employment regulation. Nothing has been done up till now. We are still made to work 150 hours (7 days) continuously at a stretch, without rest or sleep with only 24 hours' rest in 15 days."

اس کے علاوہ اور بھی بہت سی

ان کی دقتیں ہیں - تو میں یہ کہوں گا کہ انہوں نے ریپرینٹیشن بھیجا ہوگا اور پراپر چینل سے بھیجا ہوگا - اس لئے اس پر غور کریں اور جتنا ہو سکے ان کی دقتوں کو دور کریں -

کیٹرننگ کا ایک سوال ہے -

کیٹرننگ کا جو اریڈجمنٹ ہے یہ تو سب ہی جانتے ہوں کہ پہلے سے بہت خراب ہو رہا ہے - مگر ابھی تک ہمارے ریپرینٹنگوز نے قدرت کلاس کے لئے - جو کیٹرننگ کا اریڈجمنٹ ہے اس کی طرف زیادہ تر دھیان دیا ہے - تھوڑے کلاس کے پیسنجرس کے لئے کیٹرننگ

کا اریڈجمنٹ بہت ہی ناقص ہے اور بہت ہی خراب ہے - خاص طور پر ایک معمولی سی چیز جس کا سب کو تجربہ ہوگا یہ چائے ہے جو پلہٹ فارم پر دی جاتی ہے - وہ بالکل پانی ہوتی ہے پھہکی ہوتی ہے جس میں چھلی بھی نہیں ہوتی ہے - اور جس میں چائے کی پتیاں نہیں ڈالی جاتی ہیں - ہمیں یہ معلوم ہوا ہے کہ بھری کی پتیاں ڈال کر کے اور کھولا کر وہ لوگ چائے ہلکا کر کے دیدیئے ہیں - مگر چونکہ گاڑی جارہی ہوتی ہے اس لئے پیسنجرس کے لئے کمپلیمنٹ کا کوئی موقع نہیں ہوتا ہے اور کوئی کمپلیمنٹ اس سلسلہ میں نہیں ہوتی ہے - میں چائے کا عادی ہوں اور بعض وقت مجھے بھی یہ چائے پھلی پڑتی ہے جو کہ پلہٹ فارم پر ملتی ہے - یہ چائے اتنی خراب ہوتی ہے کہ اس کو چائے کہنا چائے کی بے عزتی کرنا ہے - اس لئے میں یہ کہوں کہ خاص طور سے اس چائے کو چھک اپ کرنے کے لئے آپ کوئی استغاف رکھیں - یہ ایک زہر ہے جو عام جڈنا کو دیا جاتا ہے - یہ ایک زہر ہے جس سے کہ عام جڈنا کی صحت پر بہت برا اثر پڑتا ہے - اس لئے اگر ہوسکے نو تھوڑے کلاس پیسنجرز کے لئے ایک چھوٹے پیمانہ پر کیٹرننگ کا انتظام کریں - اس کے علاوہ جو دھانے پہلے کی چیزیں پلہٹ فارم پر بکتی ہیں ان



کو کور کرنے کا اور ان کو دیکھ بھال کرنے کا باقاعدہ انتظام ہونا چاہئے۔ اکثر پوزیشنیں باسی دی جاتی ہیں اور سبزی بھی ایک دن کی باسی دی جاتی ہے۔ یہ ایسی چیزیں ہیں جن کا سب ہی ممبروں کو تجربہ ہوگا۔ اس لئے اس طرف زیادہ دھیان دینے کی ضرورت ہے۔

میں اور زیادہ سے نہ لیکر کے ایک دفعہ اور درخواست کروں گا رہاویہ منسٹر صاحب سے کہ وہ جلتا کے بڑے ہمدرد ہیں اور انہیں ہماری پھلک سے بڑی ہمدردی ہے۔ اس لئے مجھے امید ہے کہ شیڈولڈ کاسٹ شیڈولڈ ترائب وغیرہ کے بارے میں جو کچھ ہم نے کہ اس پر ضرور عمل ہوگا اور کھترنگ کو ضرور بہتر بنایا جائے گا تھوڑا کلاس پیسڈر کے لئے۔

†[(श्री प्यारे लाल कुरील "तालिब" (उत्तर प्रदेश) : जनाब वाइसचेयरमेन साहब मैं आप का शुक्रिया अदा करना चाहता हूं कि आप ने मुझे बोलने का मौका दिया है और मैं आप का ज्यादा वक्त नहीं लूंगा। सब से पहले सरकार को तबज्जोह इस जरूरत की तरफ दिला ना चाहता हूं कि इस समय हमारे बार्डर एरियाज के कम्युनिकेशन के लिये बहुत ही जरूरी है। मैंने पिछले दो तीन सालों से इस तरफ सरकार का ध्यान दिलाया है कि इन एरियाज में कम्युनिकेशन डेवलप करने के लिये, तरक्की देने के लिये बहुत सख्त कदम उठाने को जरूरत है। इस को और अभी तक जितना ध्यान दिया जाना चाहिये था उतना ध्यान नहीं दिया गया है। तीसरो

प्लान में कहा गया है कि काश्मीर में जम्मू तक हम रेलवे लाइन ले जायेंगे और मेरा ख्याल है कि अब तक गालिबन ७-८ मील रेलवे माधोपुर तक बन चुका है लेकिन मेरी आप से अर्ज है कि आप इस रेलवे लाइन को और आगे तक बढ़ाइये और वाया कालाकोट याने कालाकोट हो कर श्रानगर तक पहुंचाइये। कालाकोट में कोयला है और मेरे ख्याल में चन्द साल से वहां कोयला बरामद किया जा रहा है। यह इस ख्याल से भी जरूरी है कि यह एक बार्डर एरिया है यहां पर कम्युनिकेशन डेवलप करना असहद जरूरी है। यहीं नहीं बल्कि जहांतक मुमकिन हो सके काश्मीर और जम्मू को रेलवे से जोड़ा जाये। इसी तरह से नाथ फ्रंटीयर ऐजेंसी का एरिया है जहां पर रेलवे ले जाने की बहुत शक्त जरूरत है। मैं जानता हूं कि यह इलाका पहाड़ है और बहुत दुश्वार-गुजार है। लेकिन फिर भी इस एरिया में रेलवे बनाने के लिये प्रायरीटी दी जाना चाहिये इस वक्त हमारे मुल्क में एमर्जेंसी है और इस के अलावा लड़ाई छिड़ने का अदेशा है। हमें इस एरिया में माल ले जाने और फौज का सामान ले जाने और सिपाहियों को ले जाने की जरूरत होगी इस लिये हमें अभी से इस के लिये मुसतैद हो जाना चाहिये। मैं जानता हूं कि सरकार इस तरफ से गाफिल नहीं है लेकिन जितना ध्यान इस एरिया की तरफ दिया जाना चाहिये उतना ध्यान नहीं दिया गया इसलिये मैं श्रीनरेबल रेलवे मिनिस्टर साहब से दरखास्त करूंगा कि वे इस पर ज्यादा ध्यान दें। इसको प्रायरीटी दें। दूसरी जगह रेलवे लाइन बने या न बने। चाहे वहां काम हमें पशो-पर्दा डालना पड़े, मुत्तबी करना पड़े लेकिन बार्डर एरिया में रेल ले जाने के इंतजाम हमें जरूरी करना चाहिये और उसकी बहुत जरूरत है। दूसरा सवाल जो है पस्त एक्वाम, शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब के बारे में कहना चाहता हूं वो यह है कि मैंने इन एक्वाम को रिजर्वेशन दिलाने

[श्री प्यारेलाल कुशील 'तालिब']

के लिये बहुत हद तक काम किया। और सन् १९४३ ई० में सरकारजी असेम्बली में उनको रिजर्वेशन दिलाने का काम शुरू हुआ था। इसके बाद से लेकर के २० साल गुजर गये अगर रेलवे में रिजर्वेशन दिलाने का काम बरायेनाश का रह गया है। उन लोगों को चाहे टेक्नीकल पोस्ट हो या नान-टेक्नीकल हो उनमें नुमाइन्दगी नहीं दी जाती है। गवर्नमेंट पहले एक रोस्टर रजिस्टर मैनटेन करती थी और फैंक्ट्स और फिगर्स बजट के टाइम दिये जाते थे। लेकिन अब कम्यूनल रिप्रेजेंटेशन के बारे में कोई रिपोर्ट नहीं दी जाती है। जब मैं लोक सभा में था तब भी एक बार इस तरह की रिपोर्ट शायद—होती थी पहले कम्यूनल रिप्रेजेंटेशन के बारे में सारी बातें बताई जाती थीं। लेकिन अब यह बात नहीं बताई जाती है कि शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब की क्या पोजिशन है। जब हमारे विधान में कम्यूनल रिप्रेजेंटेशन का प्रोविजन मौजूद है, जब रिजर्वेशन देने का आर्डर्स मौजूद हैं तो उनको कागज पर ही न होना चाहिये बल्कि उन पर अमलदरास होना चाहिये। मैं इस चीज को मान सकता हूँ कि आप रिजर्वेशन को खत्म कर दीजिये वो हमारे लिये मुफीद नहीं है। हमारे लिये अच्छा नहीं है। क्योंकि वो सिर्फ कागज पर ही रहता है। इसलिये मैं चाहता हूँ कि अगर आप उनको बाकई रिजर्वेशन देना चाहते हैं तो सही और बाकायदा रिजर्वेशन दीजिये और उनके नुमाइन्दों को लेने की कोशिश कीजिये। ज्यादा से ज्यादा परत एक्वाय को लेने की कोशिश कीजिये। आज हालत यह है कि चाहे गजेटेड पोस्ट हो या नान-गजेटेड पोस्ट हो, टेक्नीकल हो नान-टेक्नीकल हो फर्स्ट एक्वाय की सही और पूरी नुमाइन्दगी नहीं होती है। मैं कहूंगा कि आल इंडिया बेसिस पर उनका सिलेक्शन कीजिये। अगर उन्हें टेक्नीकल ट्रेनिंग के लिये बाहर भेजना पड़े तो भेजिये। अगर

रिजर्वेशन रूलम के मुताबिक उन्हें नुमाइन्दगी मिलनी चाहिये तो आपको इस तरह की कार्यवाही करनी चाहिये ताकि इन जगहों पर उनकी पूरी नुमाइन्दगी हासिल हो। इस तरह के बहुत से आर्डर्स शिड्यूल्ड कास्ट्स और शिड्यूल्ड ट्राइब्स के आदमियों के बारे में जारी होते हैं। अगर उन पर किसी किस्म का अमलदरास नहीं होता है और न उन पर ध्यान ही दिया जाता है। हम पार्लियामेंट के मेम्बर जिम्मेदार आदमी होते हैं और अगर किसी के ट्रांसफर या किसी और बात के लिये सरकार को लिखते हैं तो वो सिर्फ इसलिये नहीं लिखते हैं कि आप तौर पर लोग हमारे पास एप्रोच करते हैं। हम अपनी जिम्मेदारी का एहसास करते हैं। और सहस्र करते हैं, कि हमारी जिम्मेदारी क्या है और तभी हम इस तरह के खत लिखते हैं। बाज बक्त हम इस तरह के खत लिखने पर मजबूर हो जाते हैं क्योंकि इस तरह के बहुत से जेनवेन कैसेज होते हैं जिनके बारे में हमें लिखना पड़ता है और हम मजबूर हो जाते हैं। हमने कई मरतबे माननीय मंत्री जी को लिखा और हमने डिविजनल सुपरिन्टेन्डेंट लखनऊ को एक शक्स श्री गुलाब प्रसाद के बारे में लिखा जो कि लखनऊ के बारे में है। उन्हें मुरादाबाद में लोको में भेज दिया गया है। उनके बारे में डिविजनल सुपरिन्टेन्डेंट को दो बार लिखा और उन्होंने यह लिखा कि बात जस्ट है और मेरे पास इस तरह के आर्डर मौजूद है। दो साल हो गये उनका ट्रांसफर लखनऊ नहीं हुआ। उनके खिलाफ कोई चार्ज नहीं है और न ही उनको कोई सजा ही दी गई है जिसकी वजह से उनको मुरादाबाद भेजा गया है। उन्होंने ऐसा कोई काम नहीं किया है जिसकी वजह से उनको सजा के तौर पर मुरादाबाद भेज दिया गया है। उन्हें मुरादाबाद भेजे हुए दो साल हो गये लेकिन अभी तक उन्हें किसी नजदीक जगह ट्रांसफर करने की कोशिश नहीं की गई है। इस सिलसिले

में डिविजनल सुपरिन्टेन्डेंट की तवज्जो में दे दिया और रेलवे बोर्ड के एक लेटर का जवाब दिया जिसका नं० ई एस सी टी ६० जी एस / १०० मोअरखा ८-१२-६० है। मैं उसको आपके सामने पढ़ देना चाहता हूँ। यह लेटर रेलवे बोर्ड बड़ौदा हाउस की तरफ से तत्काल जनरल मैनेजर के नाम दियू हुआ था — उसका निफसे मज़मूँ यह है —

"It has been represented that persons belonging to the Scheduled Castes who are posted at places far off from their home town, experience considerable difficulties especially in hiring residential accommodation. It has been suggested that the transfer of such employees should be confined to their native districts, or adjoining districts or places where the Administration can provide quarters.

The Board desire that the above suggestions should be followed as far as practicable subject to exigencies of service."

तो मैं इस तरफ़ अनुरोध करता हूँ कि जो आर्डरस दियू होते हैं उन पर अमल नहीं किया जाता है यह बहुत दुख की बात है। इसी तरह से गवर्नमेंट सर्विसेज में शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स के लोगों की रिप्रेजेंटेशन और प्रमोशन के सिलसिले में कहना है। रेलवे बोर्ड की ओर से एक और आर्डर नं० E (G) 57 LG 5-1 मोअरखा २-१-५८ है जो इस तरह से है—

"for providing the quarters with special favour to the employees belonging to Scheduled Castes and Tribes."

यह आर्डर भी शायद हुआ है मगर इस पर अमलदरामद नहीं होता है। इस तरह से रिजर्वेशन इन सिलेक्शन पोस्ट्स के सम्बन्ध में शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्स के बारे में मिनिसिस्ट्री ने स्टेटों को आर्डर भेजा

है कि उन लोगों को सहायता और रियायतें दी जायें। लेकिन इस पर भी इसी तरह से अमल नहीं होता है। मैं आपके सामने कई एक मिसाल रखना चाहता हूँ कि किस किस तरह से पक्ष एक्वाथ लोगों को इन सिलेक्शन पोस्ट्स में रिजर्वेशन दिये जाने के बावजूद उन्हें मौका नहीं दिया जाता है। रेलवे के क्लेरिकल स्टाफ, कर्मशियल स्टाफ, ओपरेटिंग स्टाफ और मैकेनिकल स्टाफ के बारे में कहना चाहता हूँ कि कितने परसेन्ट लोगों को इन जगहों पर लिया गया है मेरे पास कोई रेलवे के बारे में एदारो शुमार हैं मेरे पास वक्ता नहीं इसलिये सिर्फ नार्थ ईस्टर्न रेलवे के मुत्तलिक ही बता सकूंगा जो इस तरह से है—

*"Clerical Staff.*—Only 4 men have been upgraded under the above reservation throughout the Railway which comes to hardly 2 per cent.

*Commercial Staff.*—Only 2 men have been upgraded throughout the Railway which comes to 1½ per cent.

*Operating Staff.*—Three men have been upgraded throughout the Railway which comes to 2 per cent.

*Mechanical Staff.*—Only one man has been upgraded as yet where there are a number of vacancies, and it comes hardly to 1 per cent throughout the Railway.

*Gazetted rank.*—Only one man has been promoted as yet."

एकाउन्ट्स डिपार्टमेंट्स के मुत्तलिक अभी तक कीकात ज़ेरो है। यही हाल तकरीबन सभी रेलवे का है। इस से यह साबित होता है कि गवर्नमेंट के जो रूल हैं उन पर अच्छी तरह अमलदरामद नहीं होता है इसलिये इस हम गवर्नमेंट के सामने ऐसे केसेज को मजबूर होकर उन पर गौर करने के लिये लाते हैं। अभी हाल में लखनऊ के वर्कशॉप के एक आदमी को अमृतसर ट्रान्सफर

[श्री प्यारेलाल कुरील "तालिब"]

कर दिया गया है। उसके बड़े माता-पिता हैं जो चलने-फिरने के कार्बिल नहीं हैं। ऐसी जगह पर उसको भेज दिया गया है जहां से वो अपने माता-पिता जो कि उस पर डिपेन्ड करते हैं अपनी एगजिस्टेंस के लिये नर्सिंग के लिये। तो मेरी आप से दरखास्त है कि कम से कम आपको इस तरह की दरखास्तों पर बाकायदा गौर करना चाहिये।

इसी तरह से हमारे जो एयर कंडीशन्ड पेसेंजर कोच के एटेंडेन्ट हैं उनका पहला ग्रेड ७५ रुपये से १२० रुपये का था। अब थोड़ा उसे कम कर दिया गया है। ६० रुपये से १३० कर दिया गया है। इस तरह से उन के रास्ते में और भी बहुत सी दिक्कतें हैं। उनका एसा एक रिप्रेजेंटेशन मौजूद है उन लोगों की तरफ से। मे नाम तो नहीं बता सकता हूं मगर एक पैरा ग्राफ मैं जरूर पढ़ दूंगा ताकि उसके मुत्तलिक कुछ अंदाजा हो सके —

"Our scale of pay was Rs. 75/- to Rs. 120/-. From January, 1962 a new scale of pay was enforced on us by virtue of which our emoluments were reduced by Rs. 10/- to Rs. 15/- (New scale Rs. 60/- to Rs. 130/.) From January, 1962, all of us are being given our pay in lesser amount by Rs. 10/- to Rs. 15/- than we used to draw before January, 1962. According to the Pay Commission's Award, all other staff got an increment in their emoluments and also considerable sums in arrears, while we, serving the three departments of the Railway through nerve-breaking and inhuman labour were rewarded with a pay-cut."

इस लेटर में यह भी दिया हुआ है —

"The zonal authorities have ordered us to be treated under hours of employment regulation. Nothing has been done up till now. We are

still made to work 150 hours (7 days) continuously at a stretch, without rest or sleep with only 24 hours' rest in 15 days."

इसके अलावा और भी बहुत सी उनकी दिक्कतें हैं। तो मैं यह कहूंगा कि उन्होंने रिप्रेजेंटेशन भेजा होगा और प्रोपर चैनल से भेजा होगा इसलिये इस पर गौर करे और जितना हो सके उनकी दिक्कतों को दूर करें।

कैंटरिंग का एक सवाल है। कैंटरिंग का जो एरेंजमेंट है यह तो सब ही जानते हैं कि पहले से बहुत ही खराब हो गया है मगर अभी तक हमारे रिप्रेजेंटेटिव्स ने फस्ट क्लास के लिए जो कैंटरिंग का एरेंजमेंट्स है उस की तरफ ज्यादातर ध्यान दिया है। थर्ड क्लास के पैसेन्जर्स के लिये कैंटरिंग का एरेंजमेंट्स बहुत ही नाकिस है और बहुत ही खराब है। खाम तोर पर एक मामूली सी चीज जिसका सब को तजुर्बा होगा वो चाय है जो प्लेट फार्म पर दी जाती है। वो बिल्कुल पानी होती है, फीकी होती है जिस में चीनी भी नहीं होती है। और जिस में चाय की पत्तियां नहीं डाली जाती हैं। हमें यह मालूम हुआ है कि बेरी कि पत्तियां डालकर और खोला कर वो लोग चाय बनाकर दे देते हैं। मगर चूंकि गाड़ी जा रही होती है इसलिये पैसेन्जर्स के लिये कम्पलेट के लिये कोई मौका नहीं होता है और कोई कम्पलेन्ट इस सिलसिले में नहीं होता है : मैं चाय का आदी हूं और बाजवक्त मुझे भी चाय पीनी पड़ती है जो कि प्लेट फार्म पर मिलती है। यह चाय इतनी खराब होती है कि इसको चाय कहना चाय को बेइज्जती करना है। इसलिये मैं यह कहूंगा कि खास तौर से इस चाय को चैकअप करने के लिये आप कोई स्टाफ रक्खें। यह एक जहर है जो ग्राम जनता को दिया जाता है। यह एक जहर है जिससे ग्राम जनता की सेहत पर बहुत बुरा असर पड़ता है। इसलिये अगर हो सके तो थर्ड

क्लास पैसेन्जर के लिये एक छोटे पैमाने पर कैंटरिंग का इन्तजाम करें। इसके अलावा जो खाने पीने की चीजें प्लेटफार्म पर बिकती हैं उनको कवर करने का और उनकी देखभाल करने की बाकायदा इन्तजाम होना चाहिये। अक्सर पूरियां बासी दी जाती हैं और सन्जी भी एक दिन की बासी दी जाती है।। ये ऐसी चीजें हैं जिनका सब ही मेम्बरों को तजर्बा होगा इसलिये इस तरफ ज्यादा ध्यान देने की जरूरत है।

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में और ज्यादा समय न ले करके एक दफा और दरखास्त कलंगा रेलवे मिनिस्टर साहब से, वो जनता के बड़े हमदर्द हैं और उन्हें हमारी पब्लिक से बड़ी हमदर्दी है, इस लिये मुझे उम्मीद है कि शिड्यूल्ड कास्ट, शिड्यूल्ड ट्राइव्स के बारे में जो कुछ मैंने कहा उस पर जरूर अमल होगा और कैंटरिंग को जरूर बेहतर बनाया जायेगा—थर्ड क्लास पैसेन्जरस के लिये।

SHRI P. N. SAPRU (Uttar Pradesh): Sir, I was rather surprised that Shri Avinashilingam Chettiar should have introduced an element of North-South controversy regarding the matter of ticketless travel. I have always credited him with being completely impartial as between the North and the South. I would just invite your attention to a few figures which would show that the South in this matter is not as blameless as he would make it out to be. The total number of ticketless passengers during 1961-62 was 79,95,097 and the amount realised was Rs. 2,03,40,547. Now, the number of passengers detected travelling without tickets on the Central Railway was 9,31,174 and the amount realised was Rs. 24,51,212. On the Eastern Railway, the number was 6,56,820 and the amount realised was Rs. 21,38,859. On the Northern Railway it was 19,55,624 and the amount realised was Rs. 46,75,074. On the North Eastern Railway the number was 9,92,907 and the amount realised was Rs. 17,76,862.

On the Northeast Frontier Railway, their number was 3,85,324 and the amount realised was Rs. 9,54,722. On the Southern Railway, the number was 11,55,472 and the amount realised was Rs. 29,56,272. On the South Eastern Railway the number of passengers detected travelling without tickets was Rs. 2,83,523 and the amount realised was Rs. 8,45,681. On the Western Railway the number was 16,34,253 and the amount realised was Rs. 45,41,865. The total amount realised was Rs. 2,03,40,547. There was an increase in the amount realised this year.

Now, these figures will show that the South is not as good or as clean in this respect as Shri Avinashilingam Chettiar made it out to be. I do not wish this question to be looked upon as a question of North versus South. This is a question of common interest respecting the entire country and the ticketless traveller has got to be dealt with severely. If necessary, the law should be made more stringent and the Administration is to be congratulated on realising a greater amount this year than in the previous years.

SHRI RAMPRASANNA RAY (West Bengal): Who supplied you with the figures?

SHRI P. N. SAPRU: Well, I am indebted to Shri Shah Nawaz Khan whom I asked for those figures to be supplied, when the statement was made by Shri Avinashilingam Chettiar.

SHRI N. M. LINGAM You have stolen the thunder from the Minister.

SHRI P. N. SAPRU: I would like to refer to the question of the constitution of the Railway Board. The Railway Board, I find, was constituted by an Act of 1905; I have got it before me, it is Act No. 4 of 1905. Now, I do not know whether any powers have been delegated to the Railway Board under the rules and, if so, what those powers are. I do not know what the functions of the Railway Board are. There was at one time, as you

[Shri P. N. Saprú.]

will remember, Sir, a proposal that there should be a statutory Railway Authority. That proposal, I think, was rightly turned down by the framers of our Constitution. I 3 P.M. am not suggesting that we should revive the statutory railway authority, but I think a clearer definition of what the functions of the Railway Board are is indicated. I find, Sir, that there are ten Members of the Railway Board including or exclusive of—I am not quite sure, perhaps exclusive of a Financial Commissioner, and I find that the Railway Board has a Labour Welfare Adviser. Now, Sir, it is one of my fads—you might like to look upon it as a fad—that the worker should be more directly associated with the management than is the case at present. I visualise a type of socialism in which the workers shall own and run their own factories, their own industrial undertakings, and it is from that point of view, in my opinion, desirable that there should be a more formal association of labour with the Railway Board. I would therefore plead for the co-option of a labour leader to represent labour on the Railway Board. It is unfortunate that there is disunity in trade union ranks; otherwise I would have suggested that this Member should be selected by the trade unions themselves.

I now pass on, Sir, to another aspect of the question, on which I had something to say in my speech on the Railway Budget. I am referring to the Railway Service Commission. That Railway Service Commission, I think, is responsible for selecting and interviewing candidates for Class III appointments. Now this Railway Service Commission has no statutory basis, and the suggestion that I put forward was that this Railway Service Commission should have a statutory basis. I further pointed out the desirability of vesting this Railway Service Commission with authority similar to that enjoyed by the Union Public Service Commission in regard to Class III and Class IV employees. At the

moment Class I and Class II employees are at an advantage. They have the Union Public Service Commission to safeguard their interests where questions of discipline are concerned; they can make appeals or memorials or applications to the Union Public Service Commission. Now, as suggested by the Kunzru Committee, I am all in favour of greater decentralisation of authority; I am in favour of giving to senior supervisors and the divisional staff greater control over their railway employees. I am for more effective and more speedy action against railway employees who misbehave, but I want a legitimate safeguard to be inserted to protect their interests. And while I am prepared to support the Kunzru Committee's recommendations—I have read those recommendations with the respect which is due to a report which emanates from Mr. Kunzru as Chairman, while I am in favour of the Kunzru Committee's recommendations in regard to greater decentralisation or authority in this matter, I would like our Class III employees and our Class IV employees to be provided with a certain amount of protection against the vagaries of Railway administration. I do not think that it is fair for us who profess to be for a socialist State to treat different classes of employees differently. There should not be one standard for Class I and Class II employees, and other standard for Class III and IV employees. Therefore I would say that the Railway Service Commission should be given a statutory status. It should be the advisory agency for the recruitment of Class III employees—may be also Class IV if you like, but in any case it should also be a sort of advisory body in disciplinary matters so far as the Railway administration is concerned. I would in this matter follow more or less the pattern of relationship between the Union Public Service Commission and the Government of India.

I would also say that a problem we have to concern ourselves with is that of chain-pulling. I think that there has to be propaganda in regard to the

evils of chain-pulling. At times it is necessary for a person to pull the chain in the interests of his safety, but he should not do it in a reckless manner, and those who pull it that way should be dealt with severely.

I would also suggest, Sir, that it has become necessary for us to reconsider our attitude towards this Zonal system. We have, at the moment, I think, seven Zones, or six . . .

SHRI S. V. RAMASWAMY: Eight Zones,

SHRI P. N. SAPRU: . . . but I think that the areas which the General Manager and his superior staff have to cover is too large for any single individual or group of individuals to handle. Therefore I think there is a case, in the interests of efficiency, for the creation of more Zones. We must remember that despite our best efforts traffic on the railways is likely to increase. One half of our population, namely, women, do not travel in our country as much as men do. In Western countries it is just the other way about. With the emancipation of women we may expect a larger number of woman travellers also in future, and despite our best efforts railway travelling will not be checked, and therefore it has become important from our point of view to ensure that there is greater efficiency in our Railway administration both at the top and at the bottom. I would, therefore, suggest that the number of Zones, which is eight, should be increased in the interests of railway efficiency generally.

Then a matter to which I attach importance,—I attach even greater importance to this matter than to the question of foodstuffs—is that of pure water supply, and it is one's common experience that pure water supply is not—there has been an improvement; I gladly recognise that—that pure water supply is not available at many

stations, because there is no proper filtering system in those stations.

Then I would like also to refer to security measures on our Railways, and say that they should be, as recommended by the Kunzru Committee, strengthened. Then I would like to say that on an analysis of figures—I would not quote them before this House but I find—the largest amount of revenue is contributed by our third class passengers. Now, I myself generally travel in first class or in an air-conditioned compartment. But I think it is ethically wrong for a man to plead for this class. I think that our primary duty is towards the third class passengers in a country such as ours. Ours is a country of extreme poverty and extreme riches. It is distressing—I frankly admit that the Railway Administration has been endeavouring to do its best to improve the conditions of rail travel—to see overcrowding in our third class railway compartments. I think there should be more accommodation made available for third class passengers.

Also, I think that sleeping accommodation should be provided for third class passengers who travel a distance of 350 miles or over. At the moment, I think, the limit is 500. I would suggest that this limit should be lowered to 350.

SHRI M. P. BHARGAVA (Uttar Pradesh): Kilometres or miles?

SHRI P. N. SAPRU: I confess that it should be a puzzling question. I think it is 500 miles. (*Time bell rings.*) Just one word because this is very important from my point of view. I would like to ventilate a local grievance which I, as a resident of Allahabad, have. The Railway Administration has given us a beautiful railway station. I do not know whether we needed it, but it has given us a beautiful railway station . . .

SHRI BHUPESH GUPTA (West Bengal): Allahabad has so many beautiful things.

SHRI P. N. SAPRU: . . . but the bridge is too high. There are no elevators. There are no underways and no lifts and sick people find going up and down the bridge a hard task. It is a big station, and I think in the interest of that section of humanity which suffers from some illness or which suffers from the disease known as old age, it is desirable that some thought should be given to this question of providing some means of access from one platform to another and from the railway station to the road in Allahabad.

DR. SHRIMATI SEETA PARNAND: What about Delhi?

SHRI P. N. SAPRU: Delhi has got facilities which Allahabad has not.

Thank you.

SHRI P. K. KUMARAN (Andhra Pradesh): Mr. Vice-Chairman, Sir, I will confine my remarks to only a few points. In the Schedule to the Appropriation (Railways) No. 2 Bill, item No. 3 refers to "Payments to Worked Lines and Others". This amount is nearly Rs. 31,01,000. Every year we put a similar amount towards "Payments to Worked Lines and Others". Some of these lines are owned by district or local bodies. But some others are owned by private companies. For example, in the area of the old Central Provinces there is a line owned by Messers. Killick Industries, Killick House, Bombay. It is called the Central Provinces Railway Co. Ltd. They own a feeder line of 140 miles. Every year nearly Rs. 9 lakhs to 10 lakhs are being paid to them. For auditing they pay every year a sizeable amount to somebody who is now in Pakistan. My plea is: Why not the Railway take it over? By investing some money, for long, long ago they have been securing good profit. The Railway Board, the Gov-

ernment should now decide to take over such lines directly and put an end to this annual remittance to an individual in Pakistan.

Sir, last year I tried to draw the attention of the hon. Minister to the question of maintenance of engines. The railway accidents, when compared to some other railways in other countries, may be comparatively less, yet the situation is not at all promising. From the figures supplied by the Railway Board, I find that the figure regarding failure of engines due to mechanical reasons is 1,404. The figure regarding failure of engines due to faulty maintenance or defect in repairs or defect in spare parts, etc. is also 1,970. The figure regarding failure of couplings comes to 1,453. It has been made out that the majority of accidents are due to failure of human element. I think there is something wrong in this classification. I think instead of mechanically fixing the responsibility, the causes for human failure have also got to be analysed. For example, in 1961-62, the number of passengers injured in accidents was 3,465 and the number of passengers killed was 484, the number of railwaymen injured was 27,632 and the number of those killed was 339. If it is purely a failure of the human element, if it is purely due to the negligence of the railway staff, I do not understand why so many railway people volunteer to come and get themselves injured or dead. Therefore, there must be something wrong.

Then, Sir, while on the Southern Railway the number of fitters per engine is 1.2, on some other Railways, there are as many as 2.5 fitters per engine. So, the unions and workers there have been representing for a number of years now but this figure does not get revised. So also there is the question of short supply of spare parts and tools. The supply of these continues to be very badly organised. I was surprised the other day when I went to Bombay that in the Western Railway work-



shop, the carpenters are not given tools. They say that it has been the tradition but how are they expected to buy tools from the bazaar? These things should be looked into.

On the question of human efficiency, some 2 or 3 years back a Railway Technical Training Schools Committee was appointed by the Government. They went into this question and made a number of suggestions to improve the efficiency of the personnel. They made some 337 recommendations some two years ago, I think in 1961 or so. So far only 157 recommendations have been finalised, the remaining 180 recommendations are still being examined by the Railway Board. If such important things are taking so much delay, how can the efficiency of the human element be increased? I think this is an administrative defect and the Minister should see that such things are taken up as early as possible.

Train examining work is perhaps the weakest link in this organisation. In many places we find that when trains are ready, defective wagons are attached to them and what happens is, some superfluous check is made by people and those wagons get derailed. Sometimes though the front portion is not derailed, the back gets derailed and sometimes they jump back and the train goes on. These things do happen. A few years back the Railway Board had issued orders that the period of interval between periodical overhauls of wagons could be increased from 3 to 3½ years. That was very unwise. What happens is when defective wagons are attached, without any warning these derailments take place. So they cannot always be attributed to staff. Only in certain cases where wrong points are manipulated, such things can be attributed to the staff. Because these reasons are not apparent always to the authorities, they say that the man on duty is at fault. These are latent things and it is very difficult to find out even by the Railway Board. So overhauling should be done in time and the Train Examination Department

should be strengthened by recruiting men of calibre and getting them properly trained.

In 1949 the Adjudicator's Award was published and the Railway Board has since then taken some action on that but they have made one recommendation and that is, the running staff should not be made to work more than 54 hours a week. They have set a limit for a week but the Railway Board still follows the rule of 231 hours a month as the limit but when the limit is put as 231 hours a month—of course for operational difficulties that was considered necessary but what happens is—at a stretch for a week a man may be required to work for 74 to 80 hours. There are cases where the running staff start from their headquarters and go to the destination and come back within 3 to 5 days. What happens is if this limit is not brought down on a weekly basis, you cannot prevent them from working beyond the endurance limit. The dangers of accidents due to fatigue are also there in such cases. So I hope the Ministry will consider that this 54 hour week should be introduced for running staff. The running staff especially, apart from other categories, if they are over worked, accident is the direct result.

Then there are some sections in the Southern Railway, for example, Polilachi-Palghat, Tirunelveli-Tiruchendur, Tirunelveli-Tenkasi, Madurai-Bodinayakanur, where train controlling is not yet introduced and the old, primitive system is still maintained. From the report we find that the number of accidents in the Southern Railway has increased but if these primitive methods are still maintained, we cannot overcome that. Again doubling of track is done in many places. In the Southern Railway, out of a route mileage of 6,000 miles, 2,000 miles are of B.G. which carries 65% of traffic. So naturally doubling of the line is done. But while doubling is done, in certain sections, in many places improved inter-locking system also can be introduced with

[Shri P. K. Kumaran]  
some extra expenses. In such cases the running capacity may be increased. In Japan, I understand that on a single line itself more than 80 trains are run while in India running of 30 trains is a big feat. It is not impossible. In Vijayawada division, on the Kistna bridge, the number of movements per day is between 50 to 60. That is because of improved inter-locking system. When such improvements are made, the running capacity of the track can be improved beyond the present meagre limit.

Track renewal, especially on the Southern Railway, has been a casualty. If my information is correct, last year they wanted ballast of nearly 1300 lakh cubic feet but the Railway administration could procure only 20 lakh cft. Naturally the renewal is in arrears. Strengthening of the track in order to meet the improved tempo of traffic they cannot do. So also, a large quantity of rail is imported. What happens is fish plates and tie-bars were not procured. Last time we had voted money for procuring these but the Administration could not procure them. These can be mainly attributed to the Administration. I do not know whether there are any other valid reasons but unless these are done in time, these renewals etc. cannot be done. Track weakness is always a major reason for accidents.

Another point is regarding the casual labourers, about whom I mentioned during the Budget discussion also. There are a large number of constructional workers. They join at the age of 18 and after the age of 26 or 27, they cannot get any other employment and they have no social security. After working for 10 or 15 years on the Railways, they cannot get other jobs, having been accustomed to this job. Under the present conditions, we will have constructional work for a number of years. So I hope the Minister will see that these workers on construction of projects must be given preference over new people; also in consultation with the

Ministry of Labour some arrangement should be made so that they get some social security. When they become incapable of doing any more work, there should be some social security scheme whereby some pension or some retirement benefit is made available to them because there are a large number of workers. This aspect, I hope, the Minister will take into consideration and devise some scheme as soon as possible for this purpose.

Another point is, during the 1960 strike a number of workers were removed from service. Last year the Minister promised that he would consider and review their cases. I made special mention of it and I made representations also regarding 22 workers who were removed from service from Secunderabad and one man from Bangalore. I submitted representation and I have written letters also but so far the Minister has not yet reviewed their cases or if he has reviewed, nobody has got back the job. So I request him to consider this at least now and see that the suffering people are taken back on their jobs.

श्री शेरखां (मैसूर) : जनाब वाइस चैयरमैन साहब, इस वक़्त हाउस में जो रेलवे एप्रोप्रिएशन बिल नम्बर २ पेश हुआ है, मैं उसकी तारीफ़ करता हूँ। मैं जनाब रेलवे मिनिस्टर साहब को मुबारकबाद देता हूँ कि गुज़िस्ता साल रेलवे के कारोबार तसल्ली-बख़्श रहे। चीन के ज़ारिहाना हमले की वजह से जो नागुजीर सूरत हाल पैदा हुई और गैरमामूली इन्तज़ामात हमल व नक़ल के जो रेलवे ऐडमिनिस्ट्रेशन को करने पड़े उसमें काफी हद तक रेलवे ने उन ज़रूरियात की उम्दगी के साथ तकमील की और फौजी हमल व नक़ल में कार्फ़ा मदद मिली।

इसके साथ ही मुझ को चन्द अमूर रेलवे मिनिस्टर व रेलवे ऐडमिनिस्ट्रेशन की तवज़्जह के लिये बतलाना ज़रूरी है। हिन्दुस्तान

की तरक्की के लिये इसकी शर्दीद जरूरत है कि रेलवे की लाइन में तौसीह की जाय और ऐसे इलाकों में तौसीह की जाय जहां किसी न किसी वजह से आज तक भी ग्रहम ग्रहम मुकामात पर भी रेलवे लाइन नहीं जाती। इसकी जरूरत है कि हर स्टेट को यह महसूस होना चाहिये कि इन इलाकों में जो रेलवे लाइन की कभी उसको पूरा करने के मुताल्लिक रेलवे ऐडमिनिस्ट्रेशन पूरी तरह मुतवज्जह है और इस भकसद तकमील के लिये मुकतलिफ स्कीम जल्द जल्द रुअजये अमल लाई जा रही हैं। आजादी हिन्द के कब्ब ब्रिटिश हुकूमत की तवज्जह ज्यादातर अपने मकसिद के पेशे रफ्त में रेलवे लाइन को वसीह किया जाना था, चुनावे शुमाल में और ऐसे मुकामात पर जहां अंग्रेजों की आमद व रफ्त ज्यादा हुआ करती थी मसलन बम्बई, कलकत्ता या मद्रास को रेलवे की सहूलियतें दी गईं और सरहद पर हमकानी हमलों को रोकने के लिये गैरमामूली इन्तजाआत किये गये थे। लेकिन आजादी के बाद तो यह नजरिया बुनियादी तौर पर बदल चुका है। हमारा मकसद तहफुजे वतन के साथ साथ मुल्क की सनअती और आरायती तरक्की को व तिजारत को फ़रोग देना और इस मुल्क के बसने वालों को सहूलियतें देना और उनकी खुशहाली में इजाफ़ा करना है। इस बुनियाद पर तो उन इलाकों पर ज्यादा तवज्जह की जरूरत है जो कमजोर हैं वरना वह इलाके हमेशा कमजोर रहेंगे और वतन की ताकत भी उसी तरह कमजोर रहेगी, इसलिये कि अगर खानदान के अफराद में कुछ फर्द कमजोर रहें और कुछ ज्यादा ताकतवर तो उससे खानदान की बेहतरी और भलाई नहीं हो सकती। इसलिये हुकूमत हिन्द और बिलखुसूस रेलवे मिनिस्टर साहब, से जिनका तदब्बुर और काबिलियत मुसल्लमा है, हम बजा तौर पर उम्मीद रख सकते हैं कि वह रीजनल डेवलपमेंट के मुताल्लिक और तमाम इलाकों में प्लान्स कायम करने की हद तक पूरी तवज्जह फरमायेंगे। इस मौके पर प्लानिंग कमिशन के बाबत कुछ अज

किये बाँर में नहीं रह सकता। इस लिये कि मामूली तौर पर मिनिस्टर साहब यह जवाब दे सकते हैं कि प्लानिंग कमिशन ने आप के लिये नये लाइन्स मंजूर नहीं किये और न मौजूदा लाइन्स में कोई इसलाह और वसात की गुंजाइस फराहम की है, मेरी नाकिस दानिस्त में प्लानिंग कमिशन इस उसूल को नज़र अन्दाज़ कर रहा है कि कम तरक्की याफ़ता इलाकों की बतौर खाम कोशिश करके तरक्की दी जाय। जिसका नतीजा यह है कि कमजोर इलाके और कमजोर हो रहे हैं और ताकतवर स्टेट और ज्यादा ताकतवर हो रही हैं। इसका सबूत इससे ज्यादा और क्या हो सकता है कि गुजिस्ता दो प्लानों में बहैसियत मजमूई जनुबी इलाका को, खास तौर पर मैसूर और आंध्र को नज़र अन्दाज़ किया गया है और तीसरे मंसूबा में भी उसके लिये कोई गुंजाइस नहीं रखी गई है। मैं साफ तौर से यह कहना चाहता हूं कि इन इलाकों के बसने वालों में यह ग्रहसास आम तौर पर पैदा हो रहा है कि हमारी तरक्की के मुताल्लिक प्लानिंग कमिशन और रेलवे मिनिस्ट्री नवज्जह देखा नहीं चाहती।

मैसूर स्टेट की जरूरियात का ख्याल करते हुये, जहां की मैं नुमाइन्दगी करता हूं, मैं चन्द बातें वाला जनाब के सामने रखना चाहता हूं। हसन मंगलूर रेलवे लाइन निहायत जरूरी और ग्रहम है। इसके लिये मैसूर गवर्नमेंट की जानिब से और अभी थोड़ी देर हुई, इसी हाउस के एक मेम्बर की जानिब से वाला जनाब की खिदमत में एक गुज़ारिश पेश की गई कि इस लाइन के न होने से वेस्ट कोस्ट का डेवलपमेंट नहीं हो रहा है और आइरन और जो दूर दूर ले जा रहा कर दूसरे मुकामों से बाहर भेजा जाता है, वह महज रेलवे कनेक्शन न होने से जायद अखराजात का बाइस बनता है। दूसरे पूना ता मिराज मौजूदा मीटर गेज को ब्राड गेज में तब्दील किया जा रहा है और गुंतकल ता विसपेठ भी ब्राड गेज बनाई जा रही है। इसी लाइन का दमियानी हिस्सा

[श्री शेरखां]

जो मैसूर स्टेट में है और जिसकी स्टेट के डेवलपमेंट के लिये शदीद जरूरत है, वैसे ही छोड़ दिया जा रहा है। एक लाइन जिसके दोनों जानिब तो ब्राड गेज करें और दमियान में मीटर गेज करें, यह किस हद तक उसूली बात है और जायज है? तीसरे हसन से जाने वाली लाइन तालगुप्पा पर खत्म हो जाती है। तो इसमें शक नहीं कि वहां के फारेस्ट मैटीरियल को मुन्ताकिल करने में मददगार होती है। मगर आम तौर पर जो फायदा और मदद रेलवे से मिल सकती है वह यह कि इस लाइन को भारमा गोआ से आगे कर दिया जाय ताकि इस हिस्सा की तरक्की भी हो सके और इस रेलवे लाइन के डालने का मकसद पूरा हो। इसके बाद गुंतकल ता मंगलौर छोटी लाइन को बड़ी लाइन में तब्दील कर दिया जाय तो बराह रास्त बम्बई ता मंगलौर या देहली ता मंगलौर ट्रेन चलाई जा सकती हैं। इससे कल भी मैं एक दफा यह अर्ज कर चुका हूं कि बाडी ता हंगोली और बीदर ता गुलबर्गा नई रेलवे लाइन, जिसका सर्वे अर्सा दराज हुआ, किया गया है, उसको बनाने की शदीद जरूरत है और उस पसमांदा इलाके की तरक्की और वहां की भलाई के लिये यह मैं गुजारिश करूंगा आज भी वाला जनाब से कि उस पर ज्यादा तवज्जह दें और जिस कदर जल्दी मुमकिन हो उस लाइन को बनाने की कोशिश फरमायें।

[THE DEPUTY CHAIRMAN in the Chair]

वालाजनाब, पूरे मैसूर स्टेट में एक रेलवे स्टेशन भी ऐसा नहीं है जो ए क्लास कहलाया जा सके। दूसरे मुकामों का तो सवाल ही क्या है। स्टेट का सदर मकान बंगलौर सिटी रेलवे स्टेशन जैसा है वह साफ जाहिर है। आज तक वहां फर्स्ट क्लास का वेंटिंग रूम ही जैसा बनाया जा सकता है वैसा नहीं बनाया जा सका और न ही नया रिटायरिंग रूम बनाने का ख्याल हुआ। बंगलौर हिन्दुस्तान की सनअती

दुनिया का एक रोशन और चमकदार सितारा है, मुल्क के कोने कोने से रोज आने वाले और फारेन से वहां आने वाले बंगलौर रेलवे स्टेशन को देखते हैं तो ताज्जुब करते हैं कि आखिर क्या बात है और क्या वजह है जो इतने अहम शहर के रेलवे स्टेशन को ऐसा रखा गया है जब कि नार्थ के सारे रेलवे स्टेशनों को नया रूप दिया गया है, नये सिरे से बनाया गया है।

दूसरी बात। देहली से तकरीबन हिन्दुस्तान के हर स्टेट के सदर मुकाम से रास्त रेलवे कनेक्शन है। मसलन मद्रास ता देहली, हैदराबाद ता देहली, बम्बई, अहमदाबाद, पटना, लखनऊ, कलकत्ता, चंडीगढ़, जयपुर और भोपाल यह सारे के सारे सदर मुकाम दिल्ली से कनेक्ट हैं, मगर बंगलौर ही एक ऐसा स्टेट का सदर मुकाम है जो बावजूद हिन्दुस्तान में होते हुये और बहुत से एतबार से तरक्कीयाफता हो कर भी आज तक रास्त कनेक्शन को पा न सका, क्यों और किस वजह से? देहली आना हो तो तीन तीन दिन और रात रेल में गुजारना, कभी मद्रास तो कभी बम्बई, कभी दराबाद, बहरहाल सारे हिन्दुस्तान का चक्कर लगाना और फिर देहली पहुंचना रिआर्गेनाइजेशन के बाद जहां हैदराबाद और बम्बई, कर्नाटक के हिस्सों को मैसूर में मिलाया गया वहां आज तक रेलवे अधारिटी इन लोगों की हजारों तकलीफों पर तवज्जह देना नहीं चाहती। गुलबर्गा और बीदर वरायचूर व बीजापुर वाले अपने सदर मुकाम बंगलौर को चौबीस २ घंटे सफर करके पहुंचते हैं। गुंतकल से एक रास्त और ट्रेन का इजाफा हो जाय या गुंतकल से बंगलौर लाइन को बड़ी लाइन में तब्दील करके रास्त ट्रेन चलाई जाय तो बहुत बड़ा काम होगा और बहुत सहूलियत और आराम मिलेगा। आंध्र का सदर मुकाम हैदराबाद है, जिसके दो स्टेशन नामपल्ली और काचीगुडा है। दोनों में अब तक रिटायरिंग रूम का इन्तजाम नहीं है और फर्स्ट क्लास का वेंटिंग रूम भी वैसा नहीं है जैसा कि चाहिये।

नाम पल्ली रेलवे स्टेशन की तौसीह और तरक्की के लिये कई साल से सुना जाता है, मगर वह वक्त कब आयेगा और कब इस स्टेशन की सिगल लाइन को डबल लाइन किया जायेगा, वह समय में नहीं आता। महज थोड़ी सी डबल लाइन डालने से बहुत कुछ टाइम बच सकता है और सहूलियत हो सकती है।

वालाजनाब, हर छः माह बाद टाइम टेबिल की तब्दीली भी बाज वक्त अजीब और तकलीफदेह हुआ करती है। बाज हालात में अमदन रद्दोबदल किया जाता है। ताकि लोगों में हलचल पैदा हो। टाइम टेबिल की तब्दीली का अहम और साफ मंशा यह हुआ करता है कि ज्यादा से ज्यादा पब्लिक को सहूलियत मिले और जो खामियां हैं वह दूर की जायें, न कि जो सहूलियतें और आसानियां हैं वे भी छीन ली जायें। ताजा इसकी मिसाल हैदराबाद से जी० टी० को कनेक्शन देने वाली ट्रेन का दो बार तब्दील करना है। और एक अहम बात आम तौर पर यह देखी जा रही है....

श्री अकबर अली खां : इम्प्रूवमेंट किया गया है।

श्री शेरखां : इम्प्रूवमेंट ही सही, मगर तब्दीली दो दफा करनी पड़ी। आम तौर पर यह देखा जा रहा है कि टाइम टेबिल की तब्दीली के लिये पब्लिक और इंदारों की जानिब से जहां नुमाइंदगी होती है वहां उसकी परवाह नहीं की जाती है और अब नौबत इस हद तक आ गई है कि १२, १२ या १४, १४ एम० पी० मिल कर भी किसी ट्रेन को कहीं ठहराने की अपील करते हैं तो जो कि तकरीबन ७५ हजार से ले कर एक करोड़ आबादी की नुमाइंदगी करते हैं तो उसको भी नज़रअन्दाज किया जा रहा है और उसकी भी परवाह नहीं की जा रही है। सिकन्दराबाद-बम्बई एक्सप्रेस जो महज सिकन्दराबाद-वाडी लाइन के लोगों की

दरखास्त की बिनाह पर कि एक डाइरेक्ट ट्रेन चलाई जाय, चलाई गई। अजीब इतिफाक है कि जिनकी दरखास्त और जिसके मतालबे पर यह ट्रेन चलाई गई उन्हीं के लिये यह ट्रेन ठहराई नहीं जाती है—सिकन्दराबाद से वाडी २०० किलोमीटर है और वहां जो विकाराबाद और तंदूर और सेरम के अहम और तिजारती मुकाम हैं वहां यह नहीं ठहरती इसके कि वहां के लोगों ने हजारों दरखास्तें दीं और इस बारे में हजारों दफा रिप्रेजेंटेशन किया गया। इसी हाउस में थोड़े दिन कब अपनी स्पीच में जनाब डिप्टी मिनिस्टर ने यह एलान किया कि आइंदा रेलवे-टाइम-टेबिल की तब्दीली के वक्त इसका लिहाज किया जायगा लेकिन अब तक कुछ नहीं हुआ है। गवर्नमेंट वहां के लोगों की जायज मांग को टाले जा रही है और एक करोड़ की आबादी की नुमाइंदगी करने वाले एम० पी० की तहरीक को भी कोई अहमियत न दे कर रेलवे अथॉरिटी अपनी मनमानी चलाने पर तुली हुई है। न कोई दर्द है न कोई फरियाद। मिनिस्टर साहब तो सिर्फ अपने स्टाफ की रिपोर्टों को ज्यादा अहमियत देने की तरफ मायल हैं वरना एक एम० पी० की पोजीशन को ज्यादा अहमियत देते और उनकी तहरीरत पर ज्यादा तवज्जह देते।

श्री महावीर प्रसाद भार्गव : बड़े कमजोर एम० पी० हैं।

श्री शेरखां : यही मेरा भी मंशा है कि कम से कम मालूम हो तो जाय।

जनाब डिप्टी मिनिस्टर साहब इस अहसास को प्लानिंग कमिशन तक पहुंचायेंगे और यह कोशिश करेंगे कि वकाया थड फाइव ईयर प्लान मया फोर्थ या फिफथ फाइव ईयर प्लान में उन टेस्टों का जहां कि अब तक जिस हद तक रेलवे लाइन दी जानी चाहिये थी, नहीं दी गई है खास तौर पर खयाल रखा जाय ताकि हिन्दुस्तान की रोज़अफ़ज़ू

[श्री शेरखां]

तरक्की और खुशहाली में इन इलाकों के लोग भी बराबर से शरीक हो सकें और उससे पूरा इस्तेफादा कर सकें।

रेलवे के इंतजामात को बेहतर करने और मुक्तलिफ इलाकों को ज्यादा सहूलियत देने के लिये इसकी जरूरत है कि मौजूदा रेलवे के जो सर्कल बनाये गये हैं उनमें इजाफा किया जाय। मुझे को खुशी है कि जनाब रेलवे मिनिस्टर साहब ने इस जरूरत को अपनी तकरीर में और सवालात के जवाब में कबूल फर्माया है लेकिन हंगामी हालत और इमर्जेंसी के तहत उनको मुल्तवी रखना पसन्द किया है हालांकि मेरे ब्याल में हंगामी हालत में कारकदंगी और एफिशियेंसी बेहतर से बेहतर होनी चाहिये ताकि मुजाफाती हालत का ज्यादा बेहतर तौर पर मुकाबिला किया जा सके। मेरी जनाब रेलवे मिनिस्टर साहब से पुरजोर अपील है कि वह रेलवे सर्किल्स में इजाफा करने के मुताल्लिक जल्द से जल्द तबयजह फरमायें।

रेलवे के हादसात के सिलसिले में जो इन्क्वायरी कमेटी डा० कुंजरू के जेरेसदारत मुकुरर की गई थी उसने अपनी रिपोर्ट में बाज् अहम सिफारिशात की हैं। मैं भी चाहता हूं कि जल्द से जल्द उन सिफारिशात को रूएअमल लायें ताकि हतुलइमकान हादसात का सदबाब हो सके और हर साल जहां मैकड़ों जानें रेलवे पर भेंट चढ़ रही है और करोड़ों रुपयों का नुकसान हो रहा है उसका भी इसदाद हो।

इस ज़िम्न मे यह भी अज़ है कि रेलवे को मुकुरर वक्त पर पहुंचाने के लिये ज्यादा तबयजह की जरूरत है ताकि रेलवे की कारकदंगी बेहतर हो और आम लोगों में यह अहसास पैदा हो कि रेलवे में भी वक्त की अहमियत को महसूस किया जाता है और प्रोग्राम के मुताबिक अमल होता है। इसकी भी जरूरत है कि जहां वक्त बचाया जा सकता

है वहां उसको बचाने की पूरी पूरी कोशिश और तबयजह दी जाय। अभी जैसा कि एक मैम्बर साहब फर्मा रहे थे कि ग्रांड ट्रंक एक्सप्रेस जो कि आठ बजे दिल्ली पहुंचाई जा सकती है उसको ८ बज कर ४५ मिनट पर पहुंचाने के लिये अमूमन निजामुद्दीन रेलवे स्टेशन पर आध या पौन घंटा रोक लिया जाता है ताकि वह ८ बज कर ४५ मिनट पर दिल्ली स्टेशन पर पहुंचाई जाय। मैं उम्मीद करता हूं कि जो टाइमटेबिल एकुम अप्रैल से नाफिज़ किया जायगा उसमें इसका लिहाज़ किया जायगा और जो ० टी० एक्सप्रेस को आठ बजे दिल्ली पहुंचाने का इंतजाम किया जायगा।

मुझे बड़ी खुशी है कि रेलवे के मुलाजमीन और नज़म व नस्क के ताल्लुकात अच्छे रहे। मैं चाहता हूं कि इसी तरह से ताल्लुकात कायम रहें ताकि रेलवे की कारकदंगी में और इजाफा हो सके। मुझे यकीन है कि टिकटलेस, बिला टिकट के, मुसाफिरो की तादाद में कमी करने की जरूर कोशिश की जा रही है लेकिन वह जिस हद तक कामयाब होनी चाहिये नहीं हुई है। इस सिलसिले में मैं समझता हूं कि अगर उसी तादाद में टिकट जारी किये जायें, जितनी कि सीट हों तो बड़ी हद तक इसदाद हो सकती है। खसूसन ऐसे सफर के लिये जहां कि दो सौ मील से जायद सफर करना लाज़मी है वहां तो जरूर ही मुसाफिरो के बैठने के लिये जगह मुहैया की जाय जिससे कि मुसाफिरो का सफर भी आसानी से हो सके और बिला हद के मुसाफिरो का चलना रुक सके, उसका भी एक हद तक इसदाद हो सके।

इस ज़िम्न में मैं यह भी कहना चाहता हूं कि ऐसे मौके पर जब कि कोई यात्रा या उर्स हो तो रेलवे को इजाफा ट्रेन करना चाहिये या डिब्बा हस्ब-जरूरत लगाना चाहिये। चुनांचे, इस साल अजमेर शरीफ़ बे उर्स पर भी मैंने यह महसूस किया कि इजाफा ट्रेन का इंतजाम न करने से मुसाफिरो के

और जायरीन को बेहद तकलीफ उठानी पड़ी। मेरी दरखास्त है कि ऐसे मौके पर खास इंतजाम किया जाय।

दूसरे, कैटरिंग के बारे में अब तक इंतजाम मनफोबख्श नहीं है। सफाई का जैसा चाहिये वैसा लिहाज नहीं किया जाता है। इस बारे में इस हाउस में काफी चर्चा हो चुकी है। इसी तरह गर्मी के मौसम में बर्फ सफाई नहीं किया जाता है और खाने का और सालन का मियार भी दिन ब दिन घटना जा रहा है। इसलिये मैं उम्मीद करता हूँ कि इस जानिब रेलवे मिनिस्ट्री खास तवज्जह करेगी। उसको उसके लिये हर जगह अचानक मुआयने का इंतजाम करना चाहिये। मैं जनाब से अर्ज करूँगा कि वह बिगड़ती हुई हालत को ठीक करने के लिये एक सेपरेट बाडी मुकर्रर करे जो कि कैटरिंग के इंतजाम को ठीक ढंग से चलाने को देखें।

आखीर में मैं यह अर्ज करना चाहता हूँ कि तबील मुसाफिरत की सफर के लिये ये जो नये किस्म के डिब्बे कारिडर के साथ बनाये गये हैं, ये बिल्कुल सहूलियतवच्छ नहीं हैं। उस मुसाफिरत में जहाँ कि सफर ८ या १० घंटे में खत्म हो जाता है यह ठीक हो सकते हैं लेकिन यहाँ तो हमको तीन-तीन दिन और रात रेलवे में गुजारनी पड़ती है और हमको इस नये किस्म के डिब्बों से बड़ी तकलीफ होती है, सामान लाने और ले जाने में भी तकलीफ है और सफर करने में भी तकलीफ है। मुसाफिरों को काफी जहमत उठानी पड़ती है इसलिये मेरा यह मुतालबा है कि तबील मुसाफिरत के इलाके में बजाय इन डिब्बों के कदीमी तौर के डिब्बे जारी किये जायें और मुख्तसर मुसाफिरी के लिये नये डिब्बों को जारी रखा जाय तो बेहतर होगा।

रेलवे में दिन ब दिन चोरियाँ में इजाफा होता जाता है उसके इंसदाद के लिये मोअस्सर

इंतजाम करने के लिये भी जनाबवाला की तवज्जह मजबूल कराता हूँ।

एक और खास बात में जनाबवाला की तवज्जह में लाना चाहता हूँ। चन्द दिन पहले जब कि श्री जगजीवन राम साहब रेलवे मिनिस्टर थे, तो उन्होंने बड़े बड़े शहरों में यह कर दिया था कि गरीब टांगे वालों से टैक्स लेना माफ़ कर दिया था। गरीब टांगा चलाने वालों को—जिनकी गुजर बसर मुश्किल से होती है उन लोगों को—स्टेशन एरिया में आने-जाने की फ्री इजाजत थी। उस वक्त भी उन लोगों पर इसके लिये टैक्स नाफ़िज किया गया था और मैंने खुद भी इसके बारे में नुमाइंदगी की थी और मुख्तलिफ़ इदारों की तरफ से भी इसके लिये नुमाइंदगी हुई थी और उस वक्त श्री जगजीवन राम साहब ने उस टैक्स को माफ़ कर दिया था। अभी परसों १३ मार्च को जब कि आनरेबिल डिप्टी मिनिस्टर हमारे यहाँ मद्रास से तशरीफ़ ले जा रहे थे तो रेलवे स्टेशन पर टांगा वालों के सामने फिर मालूम हुआ कि दुबारा टैक्स लगाया जा रहा है। टांगा वालों की जिंदगी बड़ी मुश्किल है और उनकी गुजर बसर जैसा कि जनाब जानते हैं इतिहाई मुश्किल है। वे ऐसे गरीब हैं कि रात दिन काम कर के किसी तरह अपना पेट पालते हैं तो उन पर यह टैक्स का लगाना ठीक नहीं है जब कि वे म्युनिसिपैल्टी का टैक्स पहले से ही अदा करते हैं। यह उन गरीबों की मुश्किलों में इजाफा करने का बायस है। इसलिये मैं जनाबवाला से खास अपील करूँगा कि उन गरीबों की खातिर इस टैक्स को माफ़ कर दें। इन चन्द तहरीकात और गुजारिशात के साथ इस बिल की ताईद करते हुए मैं अपनी तकरीर खत्म करता हूँ।

SHRI M. RUTHNASWAMY (Madras): Madam Deputy Chairman, if I intervene again in the Railway Debate it is rather for the selfish reason that many of the points that I had raised in the Railway Budget Debate were crowded out of the mind

[Shri M. Ruthnaswamy.]  
and attention of the Railway Minister. Probably, this is part of the general overcrowding and traffic block which are a characteristic feature of our Railway Administration.

I do not want to repeat all the points but the important point in regard to Defence production I would like to raise again. What are our Railway Workshops doing for contributing to Defence production? In the last War, I learn from Railwaymen, the Railway Workshops were busy manufacturing shells and even other requirements of the Defence Department. Are all our Railway Workshops now being geared to fit in with Defence Production?

SARDAR SWARAN SINGH: It might interest the hon. Member that, when the Railway Workshops were producing Defence requirements, it was never publicised even during the last War.

SHRI M. RUTHNASWAMY: Never advertised, of course, not the details but we might be told that the Railway Workshops are now being used for Defence production. I do not want to know the location of the workshops but a general statement from the Railway Minister that the Railway Workshops are being used for Defence production would give confidence to the country that every source of Defence production is being exploited. When we are asking civil factories to gear themselves up to Defence production, it is only natural for us in Parliament to expect that the Railway Workshops are also geared up to Defence production.

All that we want is an assurance that the railway workshops are being geared to defence production.

SHRI AKBAR ALI KHAN: Not the details.

SHRI M. RUTHNASWAMY: And in this connection I would like also to suggest that every workshop do contribute something to the training of

technical personnel. Not only for defence purposes but for all industrial purposes we want as many technically trained men as possible and it is so easy to attach a small technical school to the railway workshops. I know that apprentices are being trained in railway workshops but that will not do. We want a large number of skilled workers not only for the railways but everywhere, in civil factories, in defence production factories and it would be well if every workshop had a technical school attached to it. It is so easy. The workshop is already there; there are the tools and there are all the facilities for workshop training and all that you want is a small technical training school to which the youth of the country could be invited to undergo technical training.

With regard to ticketless travel, the argument that it was due largely to overcrowding was brushed aside by the Railway Minister saying that overcrowding had nothing to do with it. But any observer standing on a platform and looking at the crowded third class carriages with men sitting on each other, men standing everywhere, inside a compartment would easily realise that any ticket examiner or the ticket collector would find it very difficult to squeeze his way through these large numbers of standing passengers in order to detect the people travelling without tickets. If the trains were increased in number, if third class carriages were increased in number, it would be possible for the booking clerks as well as for the ticket collectors and examiners to cope with the large passenger traffic. Madam, it may be that on account of some financial mystique the unspent balance of Rs. 16 crores in the Development Fund may be justified. I am not a financial expert but with the man in the street I would like to ask why this amount of Rs. 16 crores should be locked up as unspent balance to be put there in the Railway Budget at the end of the year when we require all the money that we can



get for the development of railways. When we require all the money why should not this amount of Rs. 16 crores be spent? A few more railway engines, a few more third class carriages could be financed out of these Rs. 16 crores.

With regard to the corridor coaches I must repeat the complaint voiced so often on the floor of the House that they are utterly unsuited to this country. For one thing, the compartments are very narrow and there are not enough lavatory facilities and people have to stand especially early morning in a queue in order to get into a lavatory.

With regard to metre gauge lines, I do not agree with the former Railway Minister, Mr. Santhanam, who said that all these metre gauge lines should be scrapped and converted into broad gauge lines because they are not paying. But these metre gauge lines, I remember, especially the former South Indian Railway, about 50 years ago, was one of the best paying lines. In fact, it was in the forefront of passenger traffic earners. Again if these metre gauge lines had more trains, had more third class carriages, I am sure they also would be paying.

With regard to thefts it is deplorable that railway thefts cause a loss of about Rs. 32 lakhs. Many causes have been brought out to account for the popularity of railway thefts. I am not suggesting it in any frivolous mood or with a party spirit but I wonder whether this popularity of railway thefts has anything to do with the theory of socialism sponsored by the Government. According to the theory of socialism all these things belong to the people and the people think that they are entitled to take away their property whenever they please. I remember a relative of mine telling me that when he was travelling he saw a railway passenger just when he was about to depart unscrewing a railway bulb or two and when he was asked why he did this

he said, 'Does not the railway belong to me? This is my property and why should not I take it when I like it? with regard to railway thefts as well as with regard to ticketless travel the Railway Minister found a way out and that was throwing the blame on the teachers and on public opinion. But what is the Railway Department doing in regard to the social education of the passengers? Here again the Railway Department, as most Government Departments, is neglecting the vast source of social education or education of the adults offered by the modern mass media of communication—the radio, oral propaganda and cinema. Through announcers at junctions the passengers could be made aware of the anti-social evils of thieving and ticketless travelling. For instance, before the railway trains arrive, the announcer could make use of the opportunity to tell the waiting passengers about the evils of travelling on the roofs of trains, of travelling without ticket and of the evil of thieving public property. This source of social education is neglected by the Railway Department. Posters, for instance, could be displayed at all railway stations about this or that evil from which the Railway Administration and the travelling public suffer. In this and other ways, Madam Deputy Chairman, the Railway Administration—could improve its performance. We are all congratulating the Railway Administration on its performance during the year that has come to an end but the performance of this year is only a promise of better performance next year and I hope and trust the Railway Administration will improve next year upon its record of this year.

SHRI N. M. LINGAM: Madam Deputy Chairman, the House has been unanimous that the performance of the Railways during the past year had been magnificent. Even so in a large undertaking as the Railways there are several ways of improving efficiency and one can never say that everything has been done and no

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more criticism is necessary. Madam, the Railway Administration in India during the past few years, especially since the inauguration of our Five Year Plans, has been working against tremendous odds. As one critic pointed out, the Railways after the Plan era were practically mortgaged to the exigencies of the Plan. They were not free to plan their own development. That was inevitable in an under-developed country geared to economic development of the country as a whole. Madam, during the past year we all have realised that the Railways have stood the strain not only of development but also of the emergency. It has exceeded the 4 P.M. targets laid down in the Plan

both in respect of goods and passenger traffic. The revenues have been looking up. But this should not make the Ministry or the Government complacent about the future of the Railways, because there are certain aspects which have not been sufficiently emphasised in the course of our examination of the finances of the Railways. It is agreed by the Ministry that all zones are not paying and even with regard to the movement of goods traffic, which contributes the bulk of our revenue, high-rated traffic is passing on to road transport and low-rated traffic is carried not as a commercial enterprise but as a public utility undertaking. Then, we know, apart from this competition with road transport, people are taking to air travel or there is a diversion of traffic from the upper classes of the Railways. So, with these developments, with passenger traffic as a whole not paying its way, with goods traffic being diverted to road transport, with the greater need for strengthening the Development and Depreciation Reserve Funds, the Railways cannot be content with what they have achieved. In other words, a long-term plan is necessary to strengthen the railway system and its finances. Perspective planning for the next ten years is strongly indicated. It is in this context that I would draw the attention

of the House to the preliminary Report of the Neogy Committee. That Committee said in its Report that unless there is co-ordination in the development of transport between the Railways and road transport, we cannot put to the maximum use our limited resources. It is unfortunate that this Committee has not been given all facilities to go ahead with its work. There is non-co-operation either from the States or from other departments. It had been appointed, if I remember right, about two years ago and apart from the interim report, no progress seems to have been made. Unless we have a co-ordinated system of transport, if we go on developing all forms of transport without reference to one another at an enormous cost, not only will each sector suffer, but the economy of the country as a whole is bound to suffer. I do not know what the Railway Ministry could do in the matter, but in view of the tremendous responsibility placed upon it by the planners and in view of the emergency, it is up to them to invite the attention of the Government to this important question and see that transport is developed according to plan in a co-ordinated way. That would release larger resources for the development of the Railways themselves. Although the Railways have stood the stress and strain of the emergency superimposed on our commitments for movement of goods and other traffic, they face a very critical future. Our entire border has now to be supplied by the Railways. Just as we started the border roads in strategic areas, we must have a network of railways, at least important life-lines, to feed the border roads. We have been concentrating so far on the development of Railways from the point of view of the growth of commerce and industry. Now, a new dimension has to be seen in the expansion of Railways and that is strengthening of the borders with supplies. The North East Frontier Railway, which unfortunately came under the greatest strain during the emergency, focuses attention on the impro-

vements that I have suggested. It is true that the Ministry has been thinking of developing that section for some time past, but a great liability rests on the Ministry now to develop that section alone with other strategic areas. Having regard to all these aspects, unless we have a grand strategy for the development of Railways, in the development of the transport system, the Railways will not be able to discharge their responsibilities in full.

Now, I come to a point which seems to have been overlooked by several Members. With regard to the operation of the system, the Railways have shown profit. They have shown operational efficiency. But it is an undertaking where, unless speed is ensured along with efficiency, it will not be in keeping with the times in which we are living. We have noticed, of late, that the speed of trains has tended to slow down. I am speaking of the express and mail trains. Their speed is not what it was a decade or two ago throughout the country. Take any trunk route. Take the Frontier Mail or the Grand Trunk Express or the Calcutta Mail or any of the other express and mail trains. The general speed has been lower. I do not refer to the speed of trains in the interior, connecting places which are not on the trunk route. Nor do I refer to the speed of goods trains. Even express and mail trains have slowed down for no valid reason. We are living in a period where speed has become part of a man's life. Unless the Railways are able to combine speed with efficiency, it will not be able to prevent the diversion of traffic from the Railways to road and other means of transport. Even here, trains, I am sorry to say, in the Southern Zone are less speedy than those in other zones of the Railway system. The average speed of a mail or express train on the Southern Railway is about twenty-five miles, whereas it is certainly higher in the other zones. Apart from the need to increase efficiency by increasing

speed, and thereby saving public time, it is necessary to see that in the interests of the Railways themselves punctuality and efficiency are made part of the speed of the trains. There is no risk of speed exceeding the speed limit in what I am suggesting. There are complaints that our trains are not better than bullock carts in some of the interior parts of the country. Speed must be geared not only to the tempo of the times but also to the emergency. There must be all-round alertness to see that there is improvement in this regard. Probably because there is deficiency in the tracks themselves the speeds are not uniform. One hon. Member referred to the poor state of the tracks in the Southern Railway. I heartily endorse his view. To my knowledge it is the Southern Zone—there may be other Zones also—where the track renewal has not kept pace with the increase in traffic. It is not surprising, Madam, that the largest number of accidents has taken place in the Southern Railway. Unless the Ministry devotes attention to all Zones, all sectors, and the tracks are renewed periodically, the general efficiency of the system is bound to suffer. I do not know whether the revenue of each Zone was taken into account in sanctioning schemes for track renewal in the various Zones but it is a vicious circle. Unless the tracks are renewed and the line capacity is improved, you cannot improve the finances of a particular Zone. With regard to the Southern Zone, the work lags far behind the minimum standard required, and I hope this matter is engaging the attention of the Ministry at the present moment.

In the preoccupation of the Ministry with the emergency and with the movement of essential supplies and the needs of planning, certain aspects of railway administration have tended to be neglected. There is, Madam, a Railway connecting the Nilgiri Hills. It is a hill Railway but it is so utterly neglected by the system that it has ceased to be paying. The track is not

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renewed properly, the engines are old, and it takes more than four hours to traverse a distance of about 30 miles. I am asking the hon. Railway Minister as to why they should have such an inefficient system. If there must be a railway, make it as efficient as possible. That Railway connects the Ordnance Factory at Aravankadu. There are new industries like the Hindustan Photo Films and other projects being established in the hills. Unless this line is strengthened, it will not serve the needs of the area. Why not try to electrify it? That is the place where electricity is generated for the whole State of Madras. If not at least introduce rail cars for the quick movement of passengers. As it is, it seems to be more relic of the past a line intended more to be an instance of achievement of the Britishers in the past than a system of fast communication and transport. These things have probably been ignored in the preoccupation of the Ministry with larger projects and greater problems affecting our development. At the same time I would urge the Ministry to look into these aspects of the railway administration which cumulatively will contribute to the greater efficiency of the Railways.

Then there is the question of Second Class travel. It has come to be an anachronism in the present day. We have heard much about the plight of the middle class, that they are being squeezed out, that their whole existence has become precarious, and so on. This Second Class in the Railways seems to be moving in harmony with the condition of the middle class in the country. Either make it sufficiently attractive so that more and more people may travel in it, those who cannot go in the higher Classes or in the lowest Class, or abolish it altogether. Its position is such that people enter it with the greatest dread. This I bring particularly to the notice of the hon. Minister.

One more point, Madam. We hear that extra increments have been sanctioned to Class II staff and that this privilege is not extended to the personnel of Classes III and IV. Probably the Ministry has valid reasons for such a thing. But to us, unless the Ministry clarifies, it looks rather odd that when our whole objective is to see to the amelioration of the lower strata of society, this class of people has not been extended this benefit.

Before I conclude, Madam, I would pay once again the tribute of the House to the achievements of the Ministry against very great odds. If I have pointed out some defects in the Railways, it is in view of the great responsibilities that are going to devolve upon the system and the need of the Ministry to be wary from now on and to take necessary steps towards that end. Thank you.

شری عبدالغنی - (پنجاب) :

ڈپٹی چیئرمین صاحبہ - مجھے صرف دو چار گزارشیں آپ کے ذریعہ آنریبل ممبر سے کرنی ہیں۔ آج ہندو سرکار ان کے اور ان کے ساتھ ہونے کے کام کی خوبی اور کامیابی پر اتنا مطمئن ہے کہ ان کے ذریعہ ایک بہت بڑا کام پاکستان سے بات چیت کا دے رکھا ہے۔ جو کہ توہینک لیس ٹاسک ہے۔ لیکن بہر حال چونکہ اتنا اطمینان ہے کہ سہیڈوں کی روز روپیہ جہاں اس ایمرجنسی کے د میں خرچ ہونے جا رہا ہے اور اس سے سہیڈوں کی روز کی انکم کا بھی بلڈریسٹ کیا جا رہا ہے وہاں وہ اسپر کر سکتے ہیں

انریبل منسٹر کو یہ بڑی خوشی کی بات ہے۔ اس کا مطالبہ یہ ہے کہ ان کے کام میں انڈی خوبیاں آگئی ہیں کہ ان کو دیوے کے بارے میں زمانہ وری کرنے کی ضرورت نہیں ہے۔

بہر حال مہری ایک درخواست تو یہ ہے کہ دیوے میں جیسا کہ میں نے کہا تھا ایسے چیلنجز آنے چاہیے جن کو دیولوشنری انقلاب کہتے ہیں۔ دیوے کو ڈر انگریز اپنی فوجی ضروریات کے لئے استعمال کرتا تھا اور اس نقطہ نگاہ سے اس نے دیلوں کا چال بچھا ہوا تھا۔ ہماری سرکار کو بھی آج ضرورت پڑ گئی ہے ایمرجینسی کی وجہ سے چائنا کی زیادتی کی وجہ سے کہ وہ بھی اپنی دیلوں کو اپنی ملٹری سپلائی کے لئے پورا پورا استعمال کرے۔ فوجوں کو لہجائے کے لئے اور لانے کے لئے۔ میں نے ایک سوال کیا تھا کہ نیفا کے ایڈیا میں آپ کتنی لائڈیں اور قال دے ہیں۔ تو اس کے جواب میں ہمارے انریبل منسٹر نے فرمایا کہ قیغیلس منسٹری نے ایسی کوئی مانگ نہیں کی ہے۔ مجھے اس کا کوئی علم نہیں ہے کہ آیا مانگ کی ہے یا نہیں لیکن اس میں مجھے کوئی شک نہیں کہ جہاں ہماری سپلائی کے لئے فوجوں کو بہتر مدد مل سکے وہاں مناسب لائڈوں کا چال بچھانا مہری رائے میں بہت ضروری ہے اور اس طرف سرکار کو توجہ دینی چاہیے۔ ابھی میرے انریبل فرینڈ

منسٹر پیارے لال نے کالکوت ہوکر شری نگر تک لائن بنانے کی طرف دعیمان دلایا ہے اور کہا کہ کشمیر میں بھی ریل لہجائے کی کوشش کی جائے۔ وہ ریل سرنیگر تک چائے نہ جائے مادعوپر تک چائے گی ہی۔ میں یہ عرض کرنا عوں کہ تھیک ہے دوستی کا ہاتھ پاکستان بڑھائے یا ہم بڑھائیں اس کی طرف اور اس میں خدا کرے میرے محترم دوست سردار سورن سنگھ کامیاب ہوں۔ لیکن یہ حقیقت ہے کہ جہاں ۹۹ پرسنٹ انہیں کامیابی کی توقع ہے وہاں ایک پرسنٹ ایسا چانس بھی ہے کہ کسی وقت ان سے ہمارا جھگڑا بھی ہو سکتا ہے۔ تو ہماری دیلوے لائن بنانے کا کام چاہے تکلیف اٹھا کر ہی کیوں نہ کرنا پڑے بالکل وار بیسس پر اگر ہوگا تو اس سے یقیناً کشمیر کی حفاظت کھٹے زیادہ سے زیادہ کام لیا جاسکے گا۔ میں علس پورا جب پیارے لال کھٹے لگے کہ یہ چونکہ مسلم اسٹیٹ سے بن گئی ہے کہیں ریل بھی مسلم نہ ہو جائے۔ میں نے کہا کہ نکاح کرانے والے سردار سورن سنگھ ہوں گے۔ تو ایسی بات ہونے والی نہیں ہے۔ بہر حال کشمیر کی طرف توجہ ضرور دی جائے۔

اب میں یہ چاہتا ہوں کہ دیلوے میں کچھ چیلنجز انہیں اور کوئی انقلابی قدم اٹھائے جائیں۔ یہ دیلوے

[شری عبدالغلی]

ملیکٹی کی سپلائی کے لئے اور ملیکٹی کو لہجانے اور لانے کے لئے جہاں ضرورت ہے وہاں اس ریل کو انڈسٹری کی ترقی کے لئے اور فوڈ گریں کی قیمتوں کو کم کرنے کے لئے ضرور کام میں لایا جائے جس سے ہر جگہ فوڈ گریں کی قیمتوں میں بہت کم فرق رہ جائے۔ بھارت کے کسی حصہ میں اگر فوڈ گریں زیادہ ہوتا ہے تو وہاں کے مقابلہ میں دوسرے حصہ میں جہاں نہیں ہوتا ہے فوڈ گریں کو لہجانے میں اتنی آسانی پیدا کی جائے اور کوئی ایسی اسکیم بنائی جائے جس کے ذریعہ فوڈ گریں کی قیمتوں میں بہت کم فرق رہ جائے۔ کسی ملک میں جس میں بھی مصیبت پڑ جائے کسی نیکے ہمسایہ سے واسطہ پڑ جائے جیسا کہ ہمارے بھارت کو پڑا۔ باوجود ہمدردی تمام اس مدد کے جو ہم نے دیو-این-او میں کی جانے لگا ہے ہمارے ساتھ ریاستوں کی - ایسی حالت میں جہاں ہمدردی فلسفے کے تمام ہتھیاروں کی اور سب کی ضرورت ہے وہاں اس بات کی بھی ضرورت ہے کہ کھیتی اچھی ہو - کھیتی سے جو پیدا ہو اس سے سارا دیس فائدہ اٹھائے تاکہ دیر میں اس میں اضافہ پیدا ہو - تو آنریبل منسٹر اس بات کی اور بھی دھیان دیں -

دوسری بات یہ کہنا چاہتا ہوں جیسا کہ مہرے سے پہلے کچھ ممبران صاحبان نے فرمایا ہے کہ جہاں اور معاملوں میں ریلوے تمام اپنی رفیق منسٹریوں کی مدد کرتی ہے وہاں وہ ریلوے کی ایڈووکیٹس کے معاملہ میں مدد کریں - سب منسٹریوں کا کروڑھا روپیہ ایڈووکیٹس کے خرچ ہوتا ہے اور وہ سرکار کے ذریعہ سے ہوتا ہے یا سرکاری اداروں کے ذریعہ سے ہوتا ہے - آنریبل منسٹر صاحب کوئی ایسا ذریعہ سوچیں جس سے کہ زیادہ سے زیادہ ایڈووکیٹس ریلوے کے ذریعہ سے ہو سکیں - وہ کوئی ایسا ذریعہ نکالیں - میں نہیں کہتا کہ اخباروں کو یہ نہ دیا جائے - اخباروں میں خوبیاں بھی ہیں حالانکہ نکمپن بھی ہے - قیصر چورمیں صاحبہ میں نے آج اخبار پڑھا تو مجھے ہلسی آئی - جو صارا ایمان ہوا ہے اس کی وجہ سے جو ٹیکسیشن آیا ہے اس کو تو میں نے پورے زور سے سپورٹ کیا تھا اور اس لئے سپورٹ کیا تھا کہ دیس کے ایمان کا مقابلہ کرنے کے لئے کوئی بھی قریبی دیلی پڑے تو وہ دیلی چاہیئے - مہاراجہ پٹھالہ صاحب کے کہنے پر جوان صاحب بللہ گئے تھے اور وہاں لاکھ سے زیادہ بھیڑ تھی تو میں نے وہاں زوروں سے کہا کہ اس وقت جو ہنی ٹیکسیشن لگے اس کو خوشی، خوشی برداشت کرنا چاہیئے -

لیکن مجھے یہ دیکھ کر کے حیرانی ہوئی کہ اخباروں میں یہ نکلا کہ عبدالغنی صاحب نے ایڈٹ رائٹ اس مہی تھکسیشن پر حملہ کیا - تو میں حیران ہو ا - یہ ایک ذمہ دار اخبار ترمیموں میں دیا گیا - تو میں عرض کر رہا تھا کہ ان اخباروں کی مدد کھجئے کوئی ہرج نہیں ہے لیکن جہاں مسگری ان اخباروں کو اپنی پاپولرٹی کے لئے استعمال کرے وہاں یہ بھی کرے کہ ریلوے کے ذریعہ سے جتنے ایڈورٹائزمنٹس کر سکتے ہوں اتنے زیادہ سے زیادہ کریں - جو ایڈورٹائزمنٹس ریلوے کے ذریعہ سے ہو سکتے ہوں وہ کئے جائیں اور اس کا فائدہ ریلوے کو پہنچائیں تاکہ ہماری ریلونوں میں اضافہ ہو -

اب میں ایک بات بڑے دھم کے ساتھ عرض کرتا ہوں اور وہ بات میں نے پہلے کہ نہیں اور اس طرف آج آریمل مسگری کی توجہ دلانا ہوں - وہ بات یہ ہے کہ انگریزوں کے زمانہ میں تھوک کلاس کی جو حالت تھی اس سے آج اس کی بدتر حالت ہے - وہ بدتر کہوں ہے - اس لئے کہ وہ بہت ہی کراؤ ہے - حالانکہ اس میں بلکے لگے ہیں اور پائی کا بھی کافی انتظام کیا گیا ہے - انگریزوں نے تو انڈسٹری کو بالکل نباہ کر رکھا تھا - اس سال اسکیل انڈسٹری انگریزوں کے

زمانہ میں نہیں تھی - لیکن آج ہم نے کافی ترقی کی ہے اور اس سال اسکول انڈسٹری کے ترقی کرنے سے یہ ہوا ہے کہ ترمیم بہت کراؤ ہو گئی ہیں - جہاں تک مسافروں کا تعلق ہے ہم ان کے لئے جلد ترمیمیں تک مہیا نہیں کر سکتے ہیں جتنی کہ ضرورت تھی - جلد ترمیموں کی طرف اٹنا دھیان نہیں دیا گیا ہے -

(Time bell rings.)

میں بالکل ختم کئے دیتا ہوں - صرف دو ملت میں ختم کرتا ہوں -

تو میری عرض یہ ہے کہ جلد ترمیمیں اگر آپ نہیں بڑھ سکتے ہیں اور تھوک کلاس کی بوکیاں بھی آپ نہیں بڑھا سکتے ہیں تو کچھ اور انتظام کیجئے - جیسے کہ مسگری جہازوں پر ڈیک ہوتے ہیں ویسا ہی کچھ انتظام کیجئے - ساری بوکیز کو قبل استوریز نہیں بلا سکتے ہیں تو ادھر جنکل کا کوئی انتظام کیجئے جس سے کہ اکوموڈیشن بڑھ سکے - کوئی راستہ نکالئے - اندر نکالئے اور چھت پر نکالئے مجھے اس سے کوئی بحث نہیں ہے -

اس طرح جہاں مسافروں کو اچھی اکوموڈیشن کی ضرورت ہے جہاں مسافروں کو اچھا کھانا ملنے کی ضرورت

[شری عبدالغلی]

ہے جہاں مسافروں کو اچھی چائے وغیرہ ملنے کی ضرورت ہے وہاں ایک اور بہت بڑی بھوک مسافروں کو ہوتی ہے اور وہ یہ ہے کہ ان کو تازہ سے تازہ خبیر ملے۔ ہڈم ڈپٹی چیئرمین - آپ نے دیکھا ہوگا کہ آجکل ہر ایک آدمی صبح صبح سب سے پہلے اخبار پر نیوز پیپر پر اپنی نظر ڈالتا ہے - جو لوگ سفر کرتے ہیں ان کے لئے یہ ایک بڑی مشکل بات ہے کہ ان کو تازہ سے تازہ خبیر نہیں مل پاتی ہے - میں یہ نہیں کہتا کہ آپ ہر ایک ذہ میں ریڈیو سیٹ لگائیں کیونکہ شاید وہ مشکل ہو اور آپ کہیں کہ عبدالغلی ایسی بات کہتا ہے جو کہ مناسب نہیں ہے - لہکن کوئی اور انتظام کیجئے جس سے کہ کم سے کم ایسے ریلوے اسٹیشنوں پر یا ایسی جگہوں پر جس میں کہ لوگ لمبا سفر کرنے والے ہیں جیسے کہ بنگلور والے بھائی نے کہا کہ وہ کافی لمبا سفر کرتے ہیں ان کو تازہ سے تازہ خبریں مل سکیں -

اس طرح سے ڈیفنس نے ایمرٹ کو بڑھانے کے لئے فوج طاقت کو بڑھانے کے لئے اڈا ہوسکے تو ایسا انتظام کیجئے کہ جو تھوڑے کلاس میں سفر کرتے ہیں ان کی بوگیز میں کچھ سڈیما سلائڈز وغیرہ دکھائی جائیں یا چھوٹے پیمانے پر سڈیما کی فلمیں دکھائی جائیں - جو لوگ سفر

کرنے والے ہیں اور لمبا سفر کرنے والے ہیں ان کے لئے کچھ ایسا انتظام ہونا چاہئے - ان کے لئے اکوموڈیشن کی پریشانی ہے اور تدریں وقت پر نہیں چلتی ہے یہ پریشانی ہے تو کم سے کم یہ ہی ہو جائے کہ وہ سرکار کی خوبیاں دیکھ سکیں - اپنی تصویروں کو بھی دکھائے تو اس سے بھی متوجہ کوئی تکلیف نہیں ہوگی - کافی خوبصورت ہیں مہدی طرح بد صورت تو ہیں نہیں - آپ کی تصویر بھی اچھی خوبصورت ہوگی - تو کچھ ایسا انتظام ہو جس سے کہ اس ایمرجنسی کے زمانہ میں ان کو کچھ بتا سکیں اور جب ایمرجنسی نکل جائے تب بھی انڈسٹری کی ترقی کے لئے یا سوشل کموڈی جو ہے اس کو دور کرنے کے لئے کچھ بتا سکیں - تو ایسا انتظام کیجئے جس سے کہ مسافروں کی دلچسپی بلی رہے -

میں ایک بات اور عرض کرنا چاہتا ہوں اور وہ یہ ہے کہ جو آپ کے ڈرائیورس ہیں فائرمین ہیں ان کی تو آپ فکر کرتے ہیں تو آپ ریلوں میں چلنے والے ٹکٹ چیکرس کی ٹکٹ کاہیکٹرس کی فکر کیجئے - جو ٹکٹ لیس ڈرائیورس ہیں ان کی وہ چیکنگ کرتے ہیں اور ان کی جیب سے روپے نکالتے ہیں تو ان لوگوں کا بھی آپ کو ذرا تھوڑا سا خیال کرنا



چاہیئے - جو دوبارہ جاری ہونے والے ٹکٹ دیکھتے ہیں یعنی ایک بار جاری کئے ہوئے پھر سے جاری کرتے ہیں یا ہوگس ٹکٹ جاری کرتے ہیں ان کی طرف بھی توجہ دیجئے - ویسے تو مہدم ڈپٹی چہر مہن یہ زمانہ ہی ایسا ہے کہ اس رجیم میں ڈپٹی کھیت بیلٹ پھر چھپ سکتے ہیں تو پھر میں ڈپٹی کھیت ٹکٹ کے بارے میں کیا اور کہوں - بہر حال مہرا یقین ہے کہ آنریبل منسٹر اس طرف بھی توجہ دیں گے -

ایک بات اور کہہ کر میں ختم کرتا ہوں - جتنے ریلوے ملازمین ہیں ان کو تو آپ اپنا حصہ دار بنا نہیں سکتے ہیں تو جو ریلوے میں کام کرتے ہیں اور اینڈ جان لوائے میں کم سے کم ان کا آپ زیادہ سے زیادہ انشورنس تو کر سکتے ہیں - انعام کے طور پر کہہئے یا جو انہوں نے ایمرجنسی کے دور میں ہوا کام کیا ہے اس کے انعام کے طور پر کہہئے یا کچھ کہہئے ان کا جتنا زیادہ سے زیادہ فوری انشورنس ہو سکے اتنا کیجئے ۔  
تھمبک یو مہدم ۔

†[آئی اے بھول رانی (پنجاب) : ڈپٹی چیرمین ساہیبا ۔ مجھے صرف دو چار گوجاریاں آپ کے جریے آنرےبل منسٹر سے کہنی ہے ۔ آج ہندو سرکار ان کے

اور ان کے ساتھیوں کے کام کی خوبی اور کامیابی پر اتنا متامین ہوں کہ ان کے جیمے ایک بہت بڑا کام پاکستان سے باتچیت کا دے رکھا ہے ۔ جو کہ ایک ٹاسک ہے ۔ لیکن بھرہال چونکہ اتنا ایتمینان ہے کہ سیکڑوں کروڑوں روپا جہاں اس امجیسی کے دوران میں خرچ ہونے جا رہا ہے اور اس سے سیکڑوں کروڑوں کی انکم کا بھی باندوبست کیا جا رہا ہے وہاں سے وہ سپیر کر سکتے ہیں آنرےبل منسٹر کو ۔ یہ بڑی خوشی کی بات ہے ۔ اسکا मतलब یہ ہے کہ ان کے کام میں اتنی خوبیاں آ گئی ہیں کہ ان کو ریلوے کے بارے میں زیادہ وری کرنے کی جرات نہیں ہے ۔

بھرہال میری ایک درکھااست تو یہ ہے کہ ریلوے میں جیسا کہ میں نے کہا تھا، اسے چنچے آنے چاہیئے جن کو ریویولوشنری انکلاو کہتے ہیں ۔ ریلوے کو اگر انگریز اپنے فوجی جریات کے لیے ایتمال کرتا تھا اور اس کے نوکاتیناگاہ سے اس نے ریلوں کا جال بیکھایا تھا، ہماری سرکار کو بھی آج جرات پڑ گئی ہے، امجیسی کی وجہ سے، چاہنا کی زیادتی کی وجہ سے کہ وہ بھی اپنی ریلوں کو اپنی میلٹری سپلائی کے لیے پورا پورا ایتمال کرے فوجیوں کو لے جانے کے لیے اور لوانے کے لیے ۔ میں ایک سوال کیا تھا کہ نفا کے اریا میں آپ کیتنی لائیں ڈال رہے ہیں ۔ تو اس کے جواب میں ہمارے آنرےبل منسٹر نے فرمایا کہ ڈیفنس منسٹری نے اسی کوئی مانگ نہیں کی ہے ۔ مجھے اسکا کوئی علم نہیں ہے کہ آیا مانگ کی ہے کہ نہیں لیکن اس میں مجھے کوئی شک نہیں کہ جہاں ہماری سپلائی کے لیے فوجیوں کو بہتر مدد مل سکے وہاں مناسیخ لائینوں کا جال بیکھانا میری رای میں بہت جری ہے ۔ اور اس طرف سرکار کو توجہ دینی چاہیئے ۔ ابھی میرے آنرےبل فرنڈ منسٹر پیارے لال نے کالاکوٹ ہونگر شینگر تک لائن بنانے کی طرف دیان دایا ہے اور کہا کہ کشمیر میں بھی ریل لے جانے کی کوشش

[श्री प्रबुल गनी]

की जाये। वह रेल श्रीनगर तक चाहे न जाये माधोपुर तक जायेगी ही। मैं यह अर्ज करता हूँ कि ठीक है कि दोस्ती का हाथ पाकिस्तान बढ़ाये या हम बढ़ाये उसकी तरफ और उसमें खुदा करे मेरे मोहतरिम दोस्त सरदार स्वर्ण सिंह कामयाब हों। लेकिन यह हकीकत है कि जहाँ ९९ परसेन्ट उन्हें कामयाबी की तबको है वहाँ एक परसेन्ट ऐसा चान्स भी है कि किसी वक्त उनसे हमारा झगड़ा भी हो सकता है। तो हमारी रेलवे लाइन बनाने का काम चाहे तकलीफ उठा कर ही क्यों न करना पड़े, बिल्कुल वार बेसिस पर अगर होगा तो उससे एककीनन काश्मीर की हिफाजत के लिये ज्यादा से ज्यादा काम लिया जा सकेगा। मैं हंस पड़ा, जब प्यारे लाल कहने लगे यह चूँकि मुस्लिम स्टेट सी बन गई है, कहीं रेल भी मुस्लिम न हो जाये। मैंने कहा कि निकाह कराने वाले सरदार स्वर्ण सिंह होंगे तो ऐसी बात होने वाली नहीं है। बहरहाल काश्मीर की तरफ तब्वजो जरूर दी जाये।

अब मैं ह चाहता हूँ कि रेलवे में कुछ चेंजेज आये और कोई इन्कलाबो कदम उठाये जायें। यह रेलवे मिलिटरी की सप्लाय के लिये और मिलिटरी ले जाने और लाने के लिये जहाँ तक जरूरत है वहाँ इस रेल को इंडस्ट्रि का तरक्की के लिये और फूड ग्रेन का कोमतों को कम करने के लिये जरूर काम में लाया जाये, जिससे हर जगह फूड ग्रेन का कोमतों में बहुत कम फर्क रह जाये। भारत के किसी हिस्से में अगर फूड ग्रेन ज्यादा होता है तो वहाँ के मुकाबले में दूसरे हिस्से में जहाँ नहीं होता है, फूड-ग्रेन को ले जाने में इतनी आसानी पैदा का जाये और कोई ऐसी स्कीम हथपाई जाये जिसके जरिये फूड-ग्रेन का कोमतों में बहुत कम फर्क रह जाये। किसी मुल्क में, जिसमें मुस्बत पड़ जाये किसी निकम्मे हमसाये से वास्ता पड़ जाये जैसा कि हमारे भारत को पड़ा—बावजूद हमारी तमाम उस मदद के जो हमने यू० एन० ओ० में का

चाहना ने हमारे साथ ज्यादा तो का। ऐसा हालत में जहाँ हमें डिफेन्स के तमाम हथियारों का और सब का जरूरत है वहाँ इस बात का भी जरूरत है कि खेतों अच्छे हो। खेतों से जो पैदा हो उससे सारा देश फायदा उठाये ताकि देश में इतमांतान पैदा हो। तो आनरेबल मिनिस्टर इस बात का और भी ध्यान दें।

दूसरी बात यह कहना चाहता हूँ जैसा कि मेरे पहले कुछ मੈम्बरान साहबान ने फर्माया है कि जहाँ और मामलों में रेलवे तमाम अपनी रफाक मिनिस्ट्रियों का मदद करता है वहाँ वह रेलवे को एडवर्टाइजमेंट के मामले में मदद करें। सब मिनिस्ट्रियों का करोड़ों रुपया एडवर्टाइजमेंट पर खर्च होता है और वह सरकार के जरिये से होता है या सरकारा अदरों के जरिये से होता है, तो आनरेबल मिनिस्टर साहब कोई ऐसा जरिया सोचें जिससे कि ज्यादा से ज्यादा एडवर्टाइजमेंट रेलवे के जरिये से हो सके। वह कोई ऐसा जरिया निकालें। मैं नहीं कहता कि अखबारों को यह नहीं दिया जाये। अखबारों में खुबियां भी हैं हालांकि निकम्मापन भी है। डिप्टी चेयरमैन साहिबा, मैंने आज अखबार पढ़ा तो मुझे हंसी आई। जो हमारा अपमान हुआ है उसका वजह से जो टैक्सेशन आया है उसको तो मैंने पूरे जोर से सपोर्ट किया था। और इसलिये सपोर्ट किया था कि देश के अपमान का मुकाबला करने के लिये कोई भी कुरबानी देना पड़े तो वह देना चाहिये। महाराजा पटियाला साहब के कहने पर चौहान साहब भटिंडा गये थे और वहाँ लाख से ज्यादा भीड़ थी तो मैंने वहाँ जोरों से कहा कि इस वक्त जो भी टैक्सेशन लगे उसको खुश, खुश। बरदास्त करना चाहिये। लेकिन मुझे यह देखकर हैरानी हुई कि अखबार में यह निकला कि अब्दुल गनी साहब ने लेफ्ट और राइट इस हैव टैक्सेशन पर हमला किया, तो हैरान हो गया। यह एक जिम्मेदार अखबार ट्रिब्यून में दिया गया। तो मैं अर्ज कर रहा था कि इन अखबारों की मदद काजिये। कोई हर्ज

नहीं है। लेकिन जहाँ मिनस्ट्री इन अखबारों को अपनी पोपुलरटी के लिये इस्तेमाल करे वहाँ यह भी करे कि रेलवे के जरिये से जितने एडवर्टाइजमेंट कर सकते हों उतने ज्यादा से ज्यादा करें। जो एडवर्टाइजमेंट्स रेलवे के जरिये से हो सकते हों और उसका फायदा रेलवे को पहुंचाये, ताकि हमारे रेवेन्यू में इजाफा हो।

अब मैं एक बात बड़े दुःख के साथ अर्ज करता हूँ और वह बात मैंने पहले भी कही थी और इस तरफ आज फिर आनरेबल मिनिस्टर को तबज्जो दिलाता हूँ। वह बात यह है कि अंग्रेजों के जमाने में थर्ड क्लास की जो हालत थी उससे आज उसकी बदतर हालत है। वह बहुत बुरी है। इसलिये कि वह बहुत कराउंडिड है। हालांकि उस में पंखे लगे हैं और पानों का भी इंतजाम किया गया है। अंग्रेजों ने तो इंडस्ट्री को बिल्कुल तबाह कर रखा था। स्माल स्केल इंडस्ट्री अंग्रेजों के जमाने में नहीं थी, लेकिन आज हम ने काफी तरक्की की है। और स्माल स्केल इंडस्ट्री का तरक्की करने से यह हुआ है कि ट्रेन्स बहुत ही कराउंडिड हो गई हैं। जहाँ तक मुसाफिरों का ताल्लुक है हम उन के लिये जनता ट्रेनों तक मोहिया नहीं कर सके हैं जितनी की जरूरत थी। जनता ट्रेनों की तरफ इतना ध्यान नहीं दिया गया है।

(Time bell rings.)

मैं बिल्कुल खत्म किये देता हूँ। दो मिनट में खत्म करता हूँ।

तो मेरी अर्ज यह है कि जनता ट्रेनों अगर आप नहीं बढ़ा सकते हैं और थर्ड क्लास की बोगियां भी आप नहीं बढ़ा सकते हैं तो कुछ और इंतजाम कीजिये। जैसा कि समुद्री जहाजों पर डेक होते हैं। वैसा ही कुछ इंतजाम कीजिये। सारा बोगीज को डबल स्टोरो नहीं बना सकते हैं तो ऊपर जंगले का ही कोई इंतजाम कीजिये जिस से कि एकोमेडेशन बढ़ सके। कोई रास्ता निकालिये। अन्दर निकालिये

ऊपर छत पर निकालिये मुझे इससे कोई बहस नहीं है।

इसी तरह जहाँ मुसाफिरों को जहाँ अच्छी एकोमेडेशन की जरूरत है, जहाँ मुसाफिरों को अच्छा खाना मिलने की जरूरत है, जहाँ मुसाफिरों को अच्छी चाय वगैरह मिलने की जरूरत है, वहाँ एक और बड़ी भूख मुसाफिरों की होती है और वह यह है कि उन को ताजा से ताजा खबर मिले। मैडम डिप्टी चैयरमैन। आप ने देखा होगा कि आजकल हर एक आदमी सुबह सुबह सबसे पहले अखबार पर, न्यूज पेपर पर अपनी नज़र डालता है। जो लोग सफर करते हैं उन के लिये एक बड़ी मुश्किल बात है कि उनको ताजा से ताजा खबर नहीं मिल पाती है। मैं यह नहीं कहता कि आप हर एक डिब्बे में रेडियो सेट लगाये क्योंकि शायद वह मुश्किल हो और आप कहें कि अब्दुल गनी ऐसी बात कहता है जो कि मुनासिब नहीं है। लेकिन कोई और इंतजाम कीजिये, जिससे कि कम से कम ऐसे रेलवे स्टेशनों पर या ऐसी गाडियों पर जिसमें कि लोग लम्बा सफर करने वाले हैं जैसा कि बंगलौर वाले भाई ने कहा कि वह काफी लम्बा सफर करते हैं उनको ताजा से ताजा खबरें मिल सकें।

इसी तरह से डिफेन्स एफरट्स को बढ़ाने के लिये, फौजी ताकत को बढ़ाने के लिये अगर हो सके तो ऐसा इंतजाम कीजिये कि जो थर्ड क्लास में सफर करते हैं उनकी बोगीज में कुछ सिनेमा सलाइड्स दिखाई जायें या छोटे पैमाने पर सिनेमा की फिल्में दिखाई जायें जो लोग सफर करने वाले हैं और लम्बा सफर करने वाले हैं उन के लिये कुछ ऐसा इंतजाम होना चाहिये। उनके लिये एकोमेडेशन की परेशानी है और ट्रेन वक्त पर नहीं चलती है यह परेशानी है। तो कम से कम यही हो जाये कि वह सरकार की खूबियां देख सकें। अपनी तस्वीरों को भी दिखाइये तो उससे भी मुझे कोई तकलीफ नहीं होगी। वजीर काफी

[ श्री अब्दुल गनी ]

खूबसूरत हैं मेरी तरह बदनूरत तो हैं नहीं । आप की तस्वीर भी अच्छी खूबसूरत होगी । कुछ ऐसा इंतजाम हो जिससे कि एमर्जेंसी के जमाने में कुछ उनको बता सकें और जब एमर्जेंसी निकल जाये तब भी इंडस्ट्री के लिये या सोशियल कमजोरी जो है उसको दूर करने के लिये कुछ बता सकें । तो कुछ ऐसा इंतजाम कीजिये जिससे कि मुसाफिरों की दिलचस्पी बनी रहे ।

मैं एक बात और अर्ज करना चाहता हूँ और वह यह कि जो आप के डाइवर्स हैं, फायर मैन हैं उनकी तो आप फिफ्ट करते हैं तो आप रेलों में चलने वाले टिकट चैकर्स की, टिकट क्लेक्टरस की फिफ्ट कीजिये जो टिकटलैस ट्रवल्स हैं उनकी वह चैकिंग करते हैं और उन की जेब से रुपया निकालते हैं तो उन लोगों का भी आप को थोड़ा सा ख्याल करना चाहिये । जो दोबारा जारी होने वाले टिकट देखते हैं, यानी एक बार जारी किये हुए फिर से जारी करते हैं या बोगस टिकट जारी करते हैं, उन की तरफ भी तव्वजो दीजिये । वैसे तो मैडम डिप्टी चेरमैन यह जमाना ही ऐसा है कि इस रिजिम में डुप्लीकेट बिल्ट पेपर छप सकते हैं, तो फिर मैं डुप्लीकेट पेपर के बारे में क्या और कहूँ । बहरहाल मेरा यकीन है कि आनरेबल मिनिस्टर इस तरफ भी तव्वजो देंगे ।

एक बात और कह कर मैं खत्म करता हूँ । जितने रेलवे मुलाजिमीन हैं उन को तो आप अपना हिस्सेदार बना नहीं सकते हैं तो जो रेलवे में काम करते हैं और अपनी जान लड़ाते हैं कम से कम उनका आप ज्यादा से ज्यादा इशारेस तो कर सकते हैं । इनाम के तौर पर कहिये या जो उन्होंने एमर्जेंसी के दौर में बड़ा काम किया है उसके इनाम के तौर पर कहिये, या कुछ कहिये उनका जितना ज्यादा से ज्यादा फ्री इशारेस हो सके उतना कीजिये । थैंक यू मैडम । ]

SARDAR SWARAN SINGH: Madam, Parliament is now at the end of its labours so far as the subject of Railway Budget is concerned. There has been a General Discussion in this House, there has been a General Discussion in the other, and the Demands and Appropriation Bill have been debated at considerable length in both Houses of Parliament. At this stage it is not my intention to repeat what I placed before this august House when I was replying to the debate after the House had discussed generally the Budget provisions. I had occasion at that time to make a reference to certain general aspects, financial, operational, and the like, and I would therefore at this stage be content to refer to some of the specific points which have been referred to by hon. Members. Before I do so I would like to acknowledge on behalf of the 11½ lakhs of railwaymen at various levels, from the humblest position of a gang-man to the Members of the Railway Board, the generosity that has been shown by Parliament as a whole and by this honourable House, the words of appreciation that their humble performance has evoked from the hon. Members will go a long way not only towards giving the railwaymen a great deal of encouragement for what they have been able to do so far, but will also be a source of great inspiration for undertaking with devotion the hard and arduous work that railwaymen have to face. This is one of those activities where the wheels continue moving all the twenty-four hours, the wheels of this railway system go on and on irrespective of the time of the clock, or the vagaries of the weather, unless of course it becomes physically quite impossible to run the railways on any section when floods or other major things happen. There is another aspect of the railway system. It is essentially a service organisation; there is very little of what could be broadly described as a Governmental administrative activity in the railway system. There are some regulatory provisions which have to be restored to

when there is scarcity in the availability of transport, but essentially the Railway is an organisation oriented and worked as a service organisation to meet the requirements of our vast country in the matter of movement of goods, luggage and of passengers. The Railways have the privilege of serving this vast country with different climatic conditions, carrying very large quantities of goods and a very large number of passengers. From the very nature of the activity carried on by the Railways there are bound to be occasions when this service organisation does not come up fully to the expectations of its patrons. The only way to continue making improvements is to take note of those deficiencies when they are thrown up either from the experience of the users, or the chosen representatives of the people who have the opportunity of knowing rather intimately the working of the system and therefore are in a position to throw up the shortcomings so that suitable measures may be devised to remove those shortcomings. It is in that spirit that I view this debate at the present stage. Whatever the railway system has been able to do, particularly at the time of emergency, creates a great deal of confidence in our system, in our men, in our organisation, about the country's capacity to handle difficult tasks. When a particular situation arose, the employees did not mind working long hours. They worked with a heart and therefore they are now in a position where there is such a great appreciation of their hard work throughout the country. Moments of stress and strain are difficult moments, anxious moments, but there is this redeeming feature that such occasions bring out the best in us; they are occasions when all of us forget our small differences, and we try to get over our normal shortcomings and are enthused to undertake heavy burdens and heavy responsibilities. Therefore, such moments hold out the hope and the promise that in cases of emergency, during occasions of stress and

strain, we are people who, with determination and perseverance, are capable of facing courageously and with fortitude and effectiveness, the difficult situations with which we may be faced. Now the emergency requirements have dominated the discussions here and in the other House. It is quite natural, and various aspects of the emergency requirement have been mentioned, for example, are we taking good care to ensure that increasing requirements of transport availability arising out of the emergency would be met? Are we taking good note of development in certain areas where the emergency requires their development? Are the railway workshops being utilised for defence requirements? My humble reply to all these would be that, at a time when the country is faced with external danger everything else has to be subordinated to the one purpose of meeting that challenge. Railways, therefore, are not an exception, and it has to be remembered that the railway system as such is so vital for any defence requirements and emergency requirements, that it has to be properly geared and has to be kept functioning in such a way that it may meet any emergencies that might arise. Such emergencies, it has to be remembered, do not arise only on the front line where the actual trouble may be, but it really seeps very much deeper into the country, and is interlinked with the entire economic structure and the way of life. It would perhaps be a superficial thing to say that undertaking a new line to meet any particular unserved corner, or direct switching over for defence production, are the only essential responsibilities of a vast system like the Railways. It is much more than that. The quantum of transport in men and materials that the Railways had to undertake all over the country highlighted even with greater effectiveness what was generally known to us that the entire system almost all over has to be activated in order to produce results in any particular aspect. I would,

[Sardar Swaran Singh.]  
therefore, request that this overall aspect should always be kept in view.

With regard to the specific requirements of any particular parts of our country, the emergency requirements have altered our concept, and we are already initiating action at several places keeping in view the emergency requirements, and before long, I may have to come before this House and Parliament as a whole with specific proposals for undertaking certain works in different parts. We are altering and modifying some of our original concepts and intensifying our augmenting capacity at various places. We are also undertaking new constructions keeping in view the emergency requirements. I would leave it at that, without trying to labour this further.

Now, Madam, another point has been raised with regard to the utilisation of railway workshops for defence requirements. My simple answer is that, to keep the railways running, to see that the maintenance of its rolling stock is kept at a high level, to see that maintenance, repairs, overhaul and the rest is undertaken with great expedition and efficiency, is itself a great contribution to the defence effort. But apart from that, the Railways are subject to the overall consideration which I mentioned earlier, namely, that everything has to be subordinated to defence requirements as such; it will be a matter of judgment as to what spare capacity, that exists in the railway workshops, can be switched over to the manufacturing requirements for defence production as such in the form of articles that might be required directly by the defence forces. Whether they are actually war material and the rest, on that also the policy is clear. Defence requirements have precedence and many items in that direction are being done. I hope the House does not expect me

to give details. The defence aspect is fully kept in view, and this is not just a paper decision. Actually such production is being done at places more than one.

Some other points have been raised, Madam. I would like to briefly touch upon some of them. Mention has been made by more than one hon. Member about the size of the Railway zones. I have often tried to explain this position. We have to have a fresh look at the whole problem, both in its history as well as from the point of view of the present structure. Originally we had a very large number of railway systems with very separate complicated accounting and procedures. A great many of these were amalgamated and a certain number of zones were created initially. Later from time to time, as the efficiency and performance requirements necessitated the rearrangement or reorientation of these zones, the Railways have created new zones. I would not cite particulars. They are known to the House. I would only like to reiterate what I said earlier, namely, that this aspect is constantly under review, and dependent upon the transport requirements and to ensure efficient performance, Government will not hesitate to have another look at the zones as they exist today; and if it is necessary to create a new zone or zones we would not hesitate to do that. This will, however, be on operational grounds, for reasons of efficiency, rather than on regional considerations.

Madam, there is one other matter which I would like to mention. We have talked a great deal about railway employees, railwaymen and the administration. But we do not always give concentrated thought to the importance of the pattern of railway transport the importance of the user in relation to the railway facilities, namely, the passenger and the person for whom the Railways carry goods. These relationship between the two is of extreme impor-

tance from the point of view of the efficiency of the Railways. If the passengers start co-operating with the Railways in their desire to bring great orderliness, greater cleanliness, in the railway coaches and on the railway platform and at stations, I have no doubt in my mind that the picture will change and change very rapidly. It is in this context that the various suggestions that have been thrown up by hon. Members, of trying to create the pride and the prestige, of making a better and a cleaner use of the railway coaches and the railway platforms are important. In this respect, if we succeed in creating all this type of feeling amongst the railway users, it will go a long way towards improving the railway system, whether it is ticketless travel or the wanton pulling of chains. In some form or the other, these are all exhibitions of the same trait, because after all the railway traveller is a cross-section of the entire community, not only a cross-section but a major part of our community.

When we look at the large number of passengers that we carry in a year, the number of passengers that we carry roughly in a year is four times the entire population of the country. So, when we are dealing with such vast numbers, a slight shift in attitude and approach can make a great deal of difference. I was amazed when the honourable Principal, who is a distinguished member of the Swatantra Party, said that perhaps the socialist policies of the Government are responsible for generating a feeling among the railway users to pilfer away the railway fittings or commit thefts. So far as most of us know, theft, I think, is very much opposed to the socialist ideas. If anything, it is entirely capitalist in its approach of which the Swatantra Party is the biggest exponent. Now, it is that possessive sense which is the essence of capitalism that is responsible for this instinct of theft. There may be other reasons of an economic nature and the like.

But you thought anything with you is yours which is the essence of capitalism that inspires . . .

(Interruptions)

SHRI M. RUTHNASWAMY: In socialism, it may not be called 'theft' it would be called 'appropriation'

SARDAR SWARAN SINGH: I am concerned with a much less and obvious physical aspect of removal from one place to another, with the object of spoiling an asset or appropriating to oneself. So whether it is appropriation—I am prepared to accept the amendment, if that pleases the Swatantra Leader—but I think this sense of capitalism even among the poorest sections of the society is nothing but one form of motive force behind committing theft. Maybe that our system is such that we have to put up with this for a long time, whereas, on the administrative side, I am all for tightening the administration both administratively as well as to extend the arm of law. That responsibility is mine; but whether it is on account of capitalism or socialism, I think it has really got not much to do with either. It is just a lapse; and in this again, if we were to depend to a very large extent upon the co-operation of the customer, I think it will go a long way towards improving the situation.

Then, take the user of the Railway for whom we carry goods or other freight traffic. His cooperation, whether it is in terms of Dr. Parmanand, in reducing the size of the box which can be pushed under the seat or carry the luggage properly in the coaches and compartments so as not to inconvenience others, or even in the case of consumers of larger quantities, if they could cooperate both at the time of booking and at the time of unloading and taking deliveries, I have no doubt in my mind that the efficiency of the Railways and the performance of the Railways will be

[Sardar Swaran Singh.]

considerably stepped up. It is in this connection that public opinion, or the cooperation of the people and even mention in the Parliament, will have a greater effect. We will be able to make significant improvements.

Many staff matters have been referred to of which there are one or two that require some mention. I had something to say about recruitment to the Railway Service Commission and the like. One point has been mentioned by my esteemed friend and colleague, Shri Sapru, when he said that the Railway Service Commission should also be given some authority in the matter of punishment and disciplinary matters. To a certain extent this is already assured because after the first appeal in cases of class III staff is decided, in the serious cases of dismissal and removal, reference can be made to the Rates Tribunal which is an independent body and the recommendation made by that body is accepted normally by the administration.

My friend, Shri Chettiar, said something about self-sufficiency in the Railways in the matter of dependence on foreign imports and the like. I was somewhat surprised because I feel that the Railways as a whole have bestowed a great deal of thought to this aspect and have succeeded by and large in attaining the objective of self-sufficiency, if you look at the locomotives, coaches, wagons and a number of other items that are required by way of railway stores and equipment. Constant attention has been devoted to increasing indigenous capacity, so that our dependence on imports may be reduced progressively. I think what confused Shri Chettiar a little were certain figures, and he was not quite clear in his mind as to the implication of what are called foreign loans. Foreign loans are nothing but a means of financing the foreign exchange components. If for some reason there is a component or a part which cannot be made in the

country, it has to be purchased from abroad. If it has to be purchased from abroad, we have to pay the price. We have to pay in the form of foreign exchange. In view of the foreign exchange difficulties, we do not have foreign exchange from our normal trade balances or the like. Therefore some of the foreign countries are helping us by advancing loans to enable us to utilize the foreign exchange for financing some of our purchases abroad. There is nothing more in this and the percentage that has been given with regard to foreign exchange component in relation to our overall procurement expenditure is the correct one; the loans, which might be required to finance our foreign exchange requirements covering more than a year, should not be related to the actual quantum of foreign exchange content with reference to our overall purchase requirements in one year.

Mention has been made by my friend, Shri Kumaran, who generally speaks with intimate knowledge of the working of the Railways about payments made to certain private Railways worked by Government. This again is not a basic or substantive matter, but only an accounting matter. There are certain Railways which the Government Railway Administration runs and all the revenues come under the gross earnings of the Government Railways as a whole. Under the relevant worked line contracts, the worked lines have to be paid their net earnings after the Railways appropriate, from the gross earnings, the amount taken as covering the expenditure involved. Now that is shown as payment to the worked line and that expenditure, therefore, is nothing but discharging an obligation which is inherent. That need not be a sort of subsidy in every case. There may be an element of subsidy in the private system, as there is an element of subsidy in certain Government Railways where the total quantum of traffic is less but still service has to be maintained not from the profit point of view but as



a public utility. But the matter primarily is more of accounting than a substantive matter and we need not feel worried on this score.

On the general question as to what Railways should be taken over by the Government, the position is reviewed when the period of renewal of each contract expires; at that time all relevant factors are taken into consideration in taking a decision as to whether a railway should be taken over by the Government or should be permitted to run on an arrangement where the actual operation is undertaken by the Government Railways, as in certain cases, or as in certain other cases, the railways are run by the private companies themselves.

Mention has been made about second class accommodation in the Railways. I think I made it clear, when I intervened at Question Hour some days ago, in this House, that we have taken a decision that the second class will remain, because we feel that it serves a class of people who cannot afford first class fare but who are expecting a somewhat better standard of travel as compared to third class. Now that this decision has been firmly announced, we will take steps to improve the second class, both in quality and in quantity.

SHRI M. RUTHNASWAMY: But the second class does not offer sleeping accommodation.

SARDAR SWARAN SINGH: I agree that at the moment it does not. We will see whether we could implement this suggestion further and whether there is a case for providing second class sleeping accommodation. In a sense, the class of people who travel in this class can make use of the sleeping accommodation that is provided in the third class on most of the longer-route trains; but still I do not have a closed mind on the matter. To say frankly, the Railways were not quite clear as to whether they should continue with the second class. This matter has been the sub-

ject-matter of considerable controversy, if I may use that expression, but now we have taken a decision that this class should continue. With this decision I think we should be able to sort out all the related problems. I have nothing much to add about the problems of ticketless travel and overcrowding. I would, however, like to make it clear that I do not agree that ticketless travel is primarily due to over-crowding, we are aware that ticketless travel is prevalent in many branch lines and there unfortunately it is much worse in certain cases than even on the trunk routes. On those branch lines, there is very much less over-crowding, still a great deal of ticketless travel continues.

’ شری عبدالغنی : لیکن کیا  
آنریبل منسٹر یہ بتائیں گے کہ جو  
ریلوے پولیس کمپارٹمنٹ ٹرین کے ساتھ  
ایک قبہ چلتا ہے اس میں جو ہر  
روز ٹکٹ لیس ٹریولنگ کرتے ہیں  
اس کے سمبندھ میں کیا قدم اٹھائے  
گئے ہیں -

†[श्री अब्दुल गनी : लेकिन क्या आनरेबल  
मिनिस्टर यह बतायेंगे कि जो रेलवे पुलिस  
कम्पार्टमेंट, ट्रेन के साथ एक डिब्बा चलता है  
इस में जो हर रोज टिकटलेस ट्रेवलिंग करते  
हैं इस के सम्बन्ध में क्या कदम उठाये गये  
हैं ?]

सरदार स्वर्ण सिंह : आपने क्या  
फर्माया ?

’ شری عبدالغنی : ریلوے پولیس  
کی حفاظت کے لئے ریلوے پولیس  
کا قبہ ہوتا ہے اس میں ٹکٹ لیس  
ٹریولر سفر کرتے ہیں اس کے بارے  
میں کیا کیا گئے ہیں -

†[Hindi transliteration.

†[श्री अब्दुल गनी : रेलवे पंजाब की हिफाजत के लिए रेलवे पुलिस का डिब्बा होता है। इस में टिकटलैस ट्रेवलर सफर करते हैं। उनके बारे में क्या उपाय किया जाये।

सरदार स्वर्ण सिंह : मैं समझता हूँ कि अगर वे ऐसा करते हैं तो बिल्कुल ग़लत बात करते हैं, बहुत ग़लत बात करते हैं, जुर्म करते हैं और उन पर कड़ी आँख रखनी चाहिये।

These cases, Madam, have come to my notice. There have been complaints and in certain cases very strong action has been taken and people have even lost their jobs, I mean those who have been found responsible for carrying persons in the crew compartment. Whether it is the Railway Protection Force or the G.R.P., very strong action is always taken. But the difficulty is not about our desire to take action or our capacity to take such action. The difficulty is in the matter of detection of these lapses. But I can assure the hon. Member that, wherever such cases are discovered, very strong and stringent action is taken.

There are two small points about which I would like to make a brief mention before I conclude. A number of hon. Members have again raised the question of punctuality of trains. I think punctuality has improved to a certain extent, particularly in certain Railway. I will not name these, but there are hon. Members in this House who come from different regions and they know. I cannot, however, say that it has uniformly improved, and the parts of the Railway system where punctuality has not improved, are receiving pointed attention, and we will see if we cannot improve matters still further. I am a great believer in this, that passenger trains should run punctually and that there is no falling from that standard. Where there is a

failure, I have no defence. My endeavour will be to see that these cases of falling off from the right standard are as few as I can make them.

On the question of accidents, I have little to add to what I said on the last occasion. We are grateful to Pandit Hriday Nath Kunzru and his Committee for the great deal of the thought given in producing their report. The preliminary report has been examined by the Railway Board, and we have already taken action in broadly accepting the recommendations. Orders have either already issued, or are in the process of being issued, to implement the acceptance of the various recommendations. It is hoped that these will help the Railways in eliminating accidents to a great extent. It is hardly necessary for me to say that nothing upsets the Railway Administration more than these unfortunate accidents and it will be our constant endeavour to make railway travel increasingly safe.

With these words, Madam, I think the hon. Members who have given such detailed a consideration to all the various aspects of railway working and I am sure that the Railway Board and the Railway Administration will be greatly benefited by the observations of hon. Members.

SHRI N. M. LINGAM: What about the general slowing down of speed?

SARDAR SWARAN SINGH: About that, I may say that the policy is that the speed should not be slowed down. If slowing has had to be resorted to in certain cases, it was on account of certain engineering works or the like that were undertaken in certain sections. Unfortunately, it was the result also of inferior grade coal being used, as the better quality coal has to be switched over to the steel plants. But the position is constantly under review, and at the time of any new time-table that may be framed, this factor will be kept in view.

SHRI BHUPESH GUPTA: Madam, on another occasion I brought to the notice of the hon. Minister that on

†[ ]Hindi transliteration.

certain Railways union workers had been arrested under the Defence of India Rules and I charged those who were responsible for the arrests and said that they were doing so in order to break the union or to weaken the union. May I know whether such matters are brought to the notice of the Railway Minister because here unions are concerned and so it involves industrial relations. Recently on the eastern parts of the Railways, on the Eastern Railway and South Eastern Railway, such arrests have taken place and I would like to know if the papers come to the hon. Minister. Mr. Nambiar, as you may know, is on the Railway Union and is a Member of Parliament also, and he is under detention. So I want to know whether such matters come to the hon. Minister for his reflection.

**SARDAR SWARAN SINGH:** With regard to the individual case, Mr. Nambiar is a Member of Parliament, and who am I to comment upon what he has done or what are the circumstances which have resulted in the unfortunate position where the Executive had to take this unpleasant action against him? I do not comment upon the merits of that case. But as far the general charge which the hon. Member has been pleased to level, I would say that the Government is very much interested in keeping the Unions happy and satisfied and our policy is not to break them. We would not recognise them, if we had the object of breaking them. Therefore, it pains me personally if any office-bearer of a union finds himself on the wrong side of the law and therefore, suffers any consequences thereof. But so far as the Government policy is concerned, it is incorrect to suggest, or even to insinuate, that action is taken to break any union. That, I think, is a charge which is not fair, and I repudiate that with all the strength I can command.

**SRI BHUPESH GUPTA:** But my question is this—whether papers are placed before you. I am not asking for my satisfaction at the moment. I

know that on the Eastern Railway some people have been arrested, persons who are union functionaries and they have been arrested under the Defence of India Rules. So I want to know whether papers connected with these arrests have been sent to you for you to see as the head of the Railway Administration whether these people have been arrested rightly or wrongly.

**SARDAR SWARAN SINGH:** Normally, Madam, if any action is taken for railway activity, I would know, whether the papers immediately come to me, or whether the matter is reported later. But if in the case of a person, even though connected with a railway union or a railway employee, some action is taken against him under the law of the land, then it is a matter which is not a railway matter, although in the process the railways may also be indirectly affected, whatever may be the effect. But I do not think that it is usual or customary to divulge the internal processes that are carried through in the Government before coming to a conclusion or decision in any particular matter or case.

**THE DEPUTY CHAIRMAN:** The question is:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration.”

*The motion was adopted.*

**THE DEPUTY CHAIRMAN:** We shall now take up the clause by clause consideration of the Bill. There are no amendments.

*Clauses 2 and 3, and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SARDAR SWARAN SINGH: Madam, I beg to move:

"That the Bill be returned."

*The question was proposed.*

SHRI BHUPESH GUPTA: Madam, I would like to say a few words. It was not my intention to participate in the debate but the reply that the hon. Minister gave compels me to avail of this opportunity, in the third reading, to draw the attention of the Administration to certain matters connected with the persecution of the members of the Railway Unions whether they are recognised or not, I am not concerned with for the moment. The hon. Minister himself has said, who is he to say, when a Member of Parliament, a railway workers' leader is in prison, in detention without trial; Mr. Nambiar I have in mind, leader of the railwaymen in the South. Now, he was arrested when he was here engaged in activities in Parliament, when Parliament was in session.

THE DEPUTY CHAIRMAN: How is this relevant?

SHRI BHUPESH GUPTA: It is absolutely relevant. I am coming to it. It has repercussions on the railway workers and hence on industrial relations in the Railways. He was taken from here and he has been detained. He was collecting money here for the Defence Fund and he himself gave his contribution, as I pointed out, and he has been collecting from other sources. Even in jail he has been seeing to it that the railwaymen fulfil their responsibility with regard to the Fund. Is it proper, Madam Deputy Chairman, that such a man should be arrested and detained? It is better that the hon. Minister intervenes in the situation and finds out exactly . . .

SHRI M. RUTHNASWAMY: On a point of information, Madam Deputy Chairman, may I ask whether there

people are arrested as citizens or as railwaymen?

SHRI BHUPESH GUPTA: Well, they do not cease to be citizens because they are railwaymen. Every railwayman is a citizen, not necessarily every citizen is a railway man.

श्री महावीर दास (बिहार) एक बात में जानना चाहूंगा कि जो एरेस्ट्स हुए हैं वे क्या रेलवे ऐक्ट के अंदर हुए हैं या कि होम मिनिस्ट्री के आदेश से ?

SHRI BHUPESH GUPTA: I am not concerned with by which Ministry this has to be dealt with.

THE DEPUTY CHAIRMAN: You have been talking of one person, Mr. Nambiar, who is a Member of Parliament.

SHRI BHUPESH GUPTA: Yes, and a leader of railwaymen.

THE DEPUTY CHAIRMAN: How is that relevant? He is a leader of railwaymen, not a railwayman.

SHRI BHUPESH GUPTA: Naturally, Madam, when a leader is arrested, there are repercussions on the workers and that affects industrial relations. Naturally, Madam, we have not accepted the situation that a union leader must necessarily be an employee or a worker of that particular line of industry. That is not the law of the land. Others, who may not be industrial workers, outsiders can also be leaders. That is the position. We had here some Congressmen who were leaders.

THE DEPUTY CHAIRMAN: What is your point? What is the clarification that you want?

SHRI BHUPESH GUPTA: I am saying this only because you raised the point. It is not necessary to explain the obvious. Strangely enough, a question was asked, how does the union come in? He is a union leader

but he is certainly a citizen also. We do not have denizens as leaders in our country. It has very serious repercussions on the workers. The workers are very unhappy and they are resentful. They feel that they have been unfairly treated in this matter in the arrest of Mr. Nambiar and, therefore, I say that when such matters come up which affect the workers, it is the task of the Railway Minister to go into it, take it up with the appropriate Ministry or authority responsible and do the needful. I am dealing with the Government here. The hon. Minister is also part of the Government and when he talks of the executive, he must remember that he is also part of that executive and that is why I say that such things should be taken up. Similarly, recently we found that two railwaymen, union people, in the Calcutta region, my part of the country, were arrested under the Defence of India Rules, suddenly taken away. Naturally, this action has a very bad effect on the workers and the workers feel that. The Union leaders have been seeing to it that the workers put in more so far as National Defence was concerned, so far as extra time was concerned but then the workers find that the leaders are being taken away when they are not doing anything not even remotely prejudicial to the Defence efforts. People are being whisked away.

THE DEPUTY CHAIRMAN: I think you have made yourself perfectly clear. Please wind up.

SHRI BHUPESH GUPTA: Time is there

THE DEPUTY CHAIRMAN: Take a minute more and please finish.

SHRI BHUPESH GUPTA: I will not wind up because . . .

THE DEPUTY CHAIRMAN: Then I shall have to . . .

SHRI BHUPESH GUPTA: You will continue the debate tomorrow.

THE DEPUTY CHAIRMAN: It cannot be continued because there is no relevance.

SHRI BHUPESH GUPTA: Then I shall come to other points. I can speak about railway amenities and so on.

THE DEPUTY CHAIRMAN: But you are not speaking on this.

SHRI BHUPESH GUPTA: I will speak on . . .

THE DEPUTY CHAIRMAN: I think the Minister has replied and clarified the position about those who have been arrested. I will give you a minute to wind up.

SHRI BHUPESH GUPTA: This is not how it is done. I do not beg for time. Then I will deal with other subjects. I will come to surcharge, third class fares, compartments, line, muleage and various other things, a general discussion. Would you like that?

THE DEPUTY CHAIRMAN: Please come to the point.

SHRI BHUPESH GUPTA: You must know that I know the trick of the trade. If you ask me to finish, then I shall deal with the third class passengers and I shall go on till the time is over. What I was saying was that I strongly protest against the action of the Government and also the failure of the Railway Minister to intervene. It is his task to see that the railwaymen and the leaders of railwaymen are not thus persecuted and it is his task to intervene in order to find out whether there is any substantial case against such people or not. They are not tried before the court of law and all I am demanding is that the Railway Minister should look into the papers himself. I say this thing because I have some faith in the hon. Minister, his sense of justice and he would be interested, I believe, in maintaining good industrial relations in the Railways and hence I think he should kindly look into this matter.

[Shri Bhupesh Gupta.]

This is all that I am saying and over that I had many interruptions for nothing. I certainly can ask the hon. Minister, who is the head of the Railways, to look into the matters which concern industrial relations and the Union leaders. I am not talking about general arrests and so on. I gave a concrete case and I can give other concrete cases. I hope the hon. Minister, in future at least, will personally look into these matters and take up with such authorities as he considers proper.

SHRI SHEEL BHADRA YAJEE (Bihar): One minute, Madam.

THE DEPUTY CHAIRMAN: No, the Minister will reply.

SARDAR SWARAN SINGH: The reply, Madam, is quite simple. If the suggestion is that any action taken against the railway employees, about which the hon. Member made a reference, was against a Union leader who does not happen himself to be a railway employee, for any Union activities, that is not correct. The essence in the argument is that, whatever any action is taken against any railwayman or any Union leader, even as a citizen, then the Railway Minister, howsoever strongly he might feel about the repercussions or the effect of that upon the working of the railways, still has to accept the position that there is such a thing as equality in the eyes of law; a Union leader or a railway employee who transgresses any law, has to face the consequences.

SHRI BHUPESH GUPTA: Without trial.

SARDAR SWARAN SINGH: Whether I like it or not . . .

SHRI BHUPESH GUPTA: They are detained without trial.

SARDAR SWARAN SINGH: Action has been taken under a law, under which persons can be detained without trial, and therefore this is perfectly legal and valid action; if there are any remedies, they are not with the Railway Minister, but with the courts of law and with the tribunals.

SHRI BHUPESH GUPTA: We cannot go to courts.

SARDAR SWARAN SINGH: Even with all the sympathies that I may have as a Railway Minister, when any action is taken against railway employees, it does not give the Railway Minister any pleasure because when any action is taken against a railway employee, at any rate the Railway Administration is deprived of his services.

But it is for the railway employee also to conduct himself in such a way that he does not compel the Administration to take action according to law, because the law has to prevail. That is the simple reply.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

*The motion was adopted.*

THE DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty minutes past five of the clock till eleven of the clock on Tuesday, the 19th March 1963.