

enough to give us a brief survey of the progress made by the Railways during the Second Plan period and also a separate note on the working of the Railways. In all that he has placed before us, he has given us facts in a straight matter-of-fact way, as is usual with him. He has not tried to paint a rosy picture of the Railways nor does the picture that emerges from the working results is a dismal one. It is a picture of the Railways which is a story of steady progress made by sustained effort. The House knows that the Indian Railways, the largest national undertaking in the country, have been playing a very important role and they are playing a crucial role since the time we embarked upon our planned programmes. While keeping the track and the rolling stock in form and providing for a normal increase both to meet the needs of a growing population and the developing economy within the resources available, without burdening the consumer or the user or the country unduly, it is the normal function of the Railways to look to these routine matters. But the Railways, since the Plan period, have been called upto to face more than the normal needs because the Plans have set before them great tasks. The Railways have to lay hundreds of miles of new track, double hundreds of miles of old track, equip themselves with rolling stock suitable to carry the increased freight of the country, remove bottle-necks in transport, build bridges over rivers, increase the line capacity, turn out more wagons, increase turn round of wagons and provide comfort with speed for the passengers. All these are things which the Railways are called upon to perform in a very short time and with very limited resources and when we consider the background on which the Railways have to fulfil these functions . . .

Mr. CHAIRMAN: Mr. Govinda Reddy, will you stop for a minute? Mr. Datar.

WITHDRAWAL OF PRESIDENT'S PROCLAMATION IN RESPECT OF THE STATE OF KERALA

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS
(SHRI B. N. DATAR): Sir, with your permission, I beg to place on the Table a copy of the Proclamation issued by the President. [Placed in Library. See No. LT-1916/60.]

Under clause (2) of Article 356 of the Constitution, he has withdrawn the Proclamation issued earlier in respect of the Kerala State.

THE BUDGET (RAILWAYS)— 1960-61—GENERAL DISCUSSION —continued.

SHRI M. GOVINDA REDDY: I was saying that the Railways have met this challenge of more than the normal needs in a very brave manner and have achieved very good results. So they can look back upon the progress they have made during the Plan period with pride and satisfaction and they deserve the nation's congratulations. Out of the Second Plan allocation of Rs. 1165.5 crores, so far Rs. 872 crores have been spent and this is the one Department in our Administration which has been spending without allowing many short-falls. They have laid 600 miles of new track and the strength of locomotives has increased by 14 per cent., of wagons by 27 per cent., of coaches by 15.5 per cent. and the whole machinery has been geared to carry an increase in traffic of over 30 million tons in the course of 3 or 4 years. All these have been done against a background of very hard conditions. There was the shortage of foreign exchange and there was the difficulty in getting rollingstock and also the adverse conditions in traffic that they had to meet on account of the fall in the rate of growth of industrial production in

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1957-58, particularly, owing to the unprecedented rainfalls and cyclones that were there as a consequence of which tracks were breached and damage costing over half a crore in one year alone resulted. There was also the background of accidents on account of the rains and cyclones and due to these 60 goods trains were stalled, thousands of wagons were stalled. There was loss of man-hours owing to unfortunate conditions and strikes also. And there was the psychological trouble and hardship resulting from unsocial activities of some people, by ticketless travelling, the wrong chain-pullings, by attacks on ticket-collectors, pilfering of railway stores and such things. And so the House will agree with me in paying a very handsome compliment to the Railways for having achieved these results under such conditions. I do not mean to say that there are no shortcomings in the Railways. Perhaps I myself, towards the close of my speech, will be pointing out some. But that does not mean that the Railways have not done their work well. As we progress more and more, we expect higher and higher standards of behaviour and efficiency and it is but natural that some may feel that the Railways have shortcomings, and there are shortcomings. But with all that, the Railways need to be congratulated for the splendid work that they have done.

Coming to the statement of receipts and expenditure for the year 1958-59 the working results show a gross earnings increase of Rs. 10 crores over 1957-58. The number of passengers originating, the tonnage originating and the ton-miles have set up new records. The net revenue is Rs. 59.2 crores as against 57.78 crores in 1957-58 and that is realised after payment of increased contribution to general revenues of nearly Rs. 6 crores over that of 1957-58. These results have been achieved after meeting additional costs on fuel, by the use of 11 per cent more of coal than what they

used in previous years and also at higher prices and also at a time when the imports declined by Rs. 158 crores and exports declined by over Rs. 19 crores from the 1957-58 level. Sixty goods trains and over 14,000 wagons were stalled, 11,173 man days were lost and high-rated traffic was diverted from the Railways to roads on account of the State Governments issuing liberal permits and long-distance permits to motor transport vehicle. Yet, we see an increase in the passenger train miles by 2331 in broad gauge, 2,335 in metre gauge and loading in broad gauge increased by 1.34 per cent. And coal loading increased by 7.1 per cent. Engine usage increased by 1.5 per cent in broad gauge, by 5.1 per cent in metre gauge. Engine miles increased by 1.4 per cent in broad gauge and by 3.13 per cent in metre gauge. One hundred and seventy new trains were introduced. Eighty-five trains were extended in their runs. The Railways have attended during this period to 116 station yards and they have either re-modelled them or altered them. Additional express trains and goods trains were introduced and crack goods trains were introduced.

The Railways were also successful in their self-sufficiency drive because the estimate of the imports shows that they have imported only 10 per cent of the normal imports, excluding basic steel and some raw materials. They have also, during this period, taken action on 45 of the recommendations of the Equipment Committee.

Now, I have a few questions, Sir, to put to the hon. Minister on the working in this period, mainly with a view to eliciting information. First of all, I would like to know how it is that out of the total of 11,173 man days lost, the Southern Railways' share comes to 10,299. This is an astounding figure. What is the reason for that? Then again, out of a total of 54,233 cases of chain-pulling, only 1,279 persons were apprehended. I am not unaware of the fact that there is lack of public co-operation in this

respect. But now that we have enhanced the penalty for the wrong use of the chain, may I know if in later years the situation has improved?

[MR. DEPUTY CHAIRMAN in the Chair.]

Coming to the cost of sleepers, I find that this ranges from Rs. 17 to Rs. 28. i.e., sleepers obtained from within the land. But sleepers obtained from the U.S.A., Burma and other countries cost less than Rs. 28. I want to know why we had to pay such high prices for indigenous sleepers and whether the Railways did not make any attempt to get into touch with the Chief Ministers of the States to see that arrangements are made by which sleepers can be supplied to them at reasonable prices.

Regarding passenger amenities, this question has been raised often, but I am not quite sure of our position. I also want to know whether things like re-modelling of platforms and the opening of some stations, come under passenger amenities. Here on page 125 of the Report of the Railway Board I find:

"Extending, raising, widening, surfacing, covering or other improvements including provision of seats, plantation, etc. at platforms.

Provision of new overbridges, sub-ways and extensions.

Improvement of approaches and circulating areas at stations including improved lighting.

Opening of new flag stations or conversion of halts into flag stations.

Conversion of narrow gauge lines into metre or broad gauge ones"

and so on. Now, do these come under passenger amenities? If the Railways maintain that they do come under passenger amenities, then, everything that they do come under passenger amenities. If this is so, then the real passenger amenities as such would not get more funds or

adequate funds. I would like to have a clarification of this point.

Next I come to the results of 1959-60. The notable features of the revised estimates are an increase of passenger earnings by Rs. 5.78 crores over the budgeted figure for the year, a shortfall in goods receipts by Rs. 8.58 crores as the 14 million target is not likely to be achieved. Nevertheless, the gross receipts remain unchanged. There is an increase by Rs. 8.21 crores in ordinary working expenses, Rs. 6 crores of which is, they say, unavoidable, owing to expenditure on items which were unavoidable or unforeseen, and due also to an increase in the price of coal and the excise duty paid for it. Still, a surplus of Rs. 14.79 crores will be left. A shortfall in the budget of Rs. 39.8 crores is seen and that is explained as being due to a drop in wagon manufacture and non-availability of overhead electrical equipment. There is then the expenditure which the Railways are called upon to incur on account of the implementation of the Report of the Pay Commission.

It is gratifying to note that during this period the Railways have put on the rails 117 new trains and have also extended the running of 118 trains. The budget estimates for 1960-61 provide for a small increase of Rs. 1.14 crores in the case of passenger traffic and Rs. 27 crores in the case of goods earnings if the seventeen million target is reached. Ordinary working expenses exceed the revised figures of 1959-60 by Rs. 34.98 crores, Rs. 20.19 crores being on account of the implementation of the Pay Commission's Report and the rest on account of increase in price and excise duty on fuel. To offset this increase, the hon. Minister has proposed a surcharge of five naye paise per rupee on freight charges. Nobody will grudge this. This is a very small surcharge but it will yield about Rs. 14 crores a year.

The self-sufficiency drive has yielded good results and we find from the

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hon. Minister's speech that we are not only self-sufficient but that we are in a position to export locomotives at competitive prices. This is a heartening fact indeed.

Overcrowding has been reduced from 30 per cent. in 1955 to 14.58 per cent. in metre gauge and from 16 per cent. to 13 per cent. in broad gauge. Now, this sounds too good to be real but then I am glad that they have achieved success and I dare say they are making further attempts to maintain this figure and to reduce it further.

There is also another happy feature, and that is the provision of sleeping accommodation for third class passengers without the payment of extra charges. Third class passengers would certainly like to avail themselves of this sleeping accommodation but the present rates are beyond their capacity to pay and I am glad now that they will get third class accommodation and sleeping accommodation also without extra charge. The ladies can sleep peacefully hereafter in their compartments because a push button is going to be installed in the compartments for purposes of safety.

There is this heartening factor of the provision of subsidised hostels for the children of railway employees. This is a much-needed amenity.

Provision has been made for the running of large capacity bogie wagons and 3,000 ton trains instead of the usual 1,900 tons. Trials are also being made to run 6,810 ton trains. I have seen in America goods trains twice or three times the length of the trains run here. It is a good thing that we are now trying to increase the train capacity for the carrying of goods traffic.

The 1954 convention will shortly lapse and the Minister will be coming before us with proposals for the constitution of a convention committee. It was observed on the floor of this

House as well as in the other House that there was over-capitalisation to the tune of about Rs. 100 crores. The convention committee also recognised this fact. I would like to know as to how this over-capitalisation would be assessed.

I do not find any additional contribution made to the Development Fund. In the normal years, this Fund goes on accumulating and in the lean years we draw on it. So, it is advisable that fresh contribution is made from year to year to the Development Fund. I do not know whether the Railways are seriously interested in making further contributions from year to year to the Development Fund. There is also the Depreciation Reserve Fund. This is kept at a stable figure of Rs. 45 crores or so. In view of the tremendous increase in Railway assets, would it not be advisable to add more and more to this Depreciation Reserve especially in view of increased assets which have risen from Rs. 800 crores at the beginning of the Plan to Rs. 1,500 crores now. Would a stable figure suffice to meet all the needs?

I am very happy to note that the Railways are making provision for the manufacture of diesel engines and also electric engines. This is very good because if we examine our fuel consumption and the hard conditions under which the Railways get their coal, it looks as if it would be a very bad job to go on using coal for all trains. During the first half of 1959-60 the increase has been of the order of 5.5 per cent. The gross expenditure on fuel in 1950-51 was Rs. 30.72 crores and in the year 1958-59 it was Rs. 59.58 crores. I am glad that they have now made arrangements to get good quality coal and also for getting coal supplies direct from the collieries instead of through the agency of the Coal Commissioner. In view of the increased consumption and the increased cost, coupled with the resulting depreciation in the rolling stock on account of use of bad quality coal, it would be advisable to explore ways of trying to increase dieselisa-

tion and electrification. They could not go in for more dieselisation in the past because of our dependence on foreign sources for the supply of oil but now that we have hopes of getting indigenous supply, I suppose that if we get diesel oil in sufficient quantity, we can take to more and more of dieselisation.

I am very glad that the Railway Minister has accorded to the All-India Railwaymen's Federation the same privileges as have been accorded to the other organisation. He made very strenuous attempts to reconcile the two organisations, to merge them into one but unfortunately our labourers have preferred to remain in two organisations and the Railway Minister, with a generous heart, has extended to them the same facilities, so that no section of Railway labour will have any grievance whatsoever.

Now, Sir, I should like to deal with some other points which are not major. They are small no doubt and they should not figure during the course of the discussion of the Railway Budget but this is the only occasion and I crave the indulgence of the Minister. I made attempts to get these things redressed but without success. Much attention is not paid to the branch lines. I want to draw the Minister's attention to a branch line, Chikjajur-Chitradrug. I do not think much attention is paid to this line because it happens to be a small branch line. I am concerned with this line. It runs for a distance of 21 miles. This is unfortunately an unremunerative line but the Railway administration have made it more unremunerative by providing a second train on this line. Formerly, both during and even after the War, there used to be only one train running from Chikjajur to Chitradrug and that train used to make four trips, sometimes even five trips. Because it is only 21 miles, it can go and come back. Now, there are two trains running necessitating running expenditure, employment of staff, double the running expenditure. This, in my

opinion, is entirely unnecessary. I wrote to the General Manager but I do not know whether the attention of the higher authorities has been drawn to this. One engine—the old engine in the war days—was doing these trips and if that old engine could do these given trips, why can't the new engine do them? The reason for running two trains was that the train reaches Chitradrug after connecting the Bangalore-Poona Mail train and it cannot come back and connect the Poona-Bangalore Express train. Formerly, it was connecting; there was no trouble. I do not know why it could not connect even now. There is one reason and that is also the grievance of mine. The Bangalore-Poona Mail arrives later than it used to. From Bangalore to Chikjajur it is only 174 miles. This Mail train which leaves Bangalore at 10.30 in the night reaches at about 7.30. The scheduled time is 7.05 or 7.10 but generally it reaches late. Now, it takes approximately 9 hours to do a distance of 174 miles. I do not think any other Mail train in the country has this grand speed of 19 miles per hour. I have taken the average speed. I suggested that the Divisional Superintendent should go on this line, if necessary, incognito, and to find out what the bottlenecks are which make this train run so slow but I am not satisfied about this to this day. So if the speed of that train could be increased and if it could be made to arrive about half an hour earlier at Chikjajur, you will be saving the cost of running one more train.

Now on the same line there are some small bridges and I think the greatest length of a bridge does not exceed 10 or 12 feet. There four bridges were under repairs and they were under repairs since six years. Now two have been repaired and the two are still to be repaired. I want to know whether the attention of the higher authorities has been drawn to this fact that these bridges which are very small remain under repairs for such a long time necessitating the

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Railway Administration to employ men at each bridge spot there to stop the train and allow it to go. One man or two, if they work on shift, will have to be at each bridge; I do not know if they work in shifts and if they do, it will mean that there are two men at each bridge. This is quite unnecessary expenditure, and I would like the hon. Minister to go into this because my persistent attempts in bringing this to the notice of the authorities have not improved matters. Of course, two bridges are repaired and two more are yet to be done. I do not know whether the engineering section is responsible for this state of affairs. Anyway, it would benefit them to go into this question.

In this line there is power which they can easily take and electrify the Chikjajur railway station but they have not done that and the result is that they have to employ 8 or 12 men to pump water at a distance far away from the station, nearly three-quarters of a mile. This means expenditure and, I think, each man is paid at least Rs. 80. All this is unnecessary expenditure. Now I think, they have installed a motor.

There is also another thing to be said in connection with Chikjajur station. There is a main line and there is a branch line. They run on both sides of the platform. There is no fence and, as Mrs. Yashoda Reddy was saying the other day, the station masters are not very generous in using the kerosene that is supplied to them for lighting. I myself have complained several times because it is pitch dark there and one cannot proceed from the Chitradrug train to the main station safely. There was an accident. I myself wrote a complaint and after my complaint the station master was taken to task, I suppose, but now also the situation has not improved. Therefore it is necessary to electrify the station and this is a union station at that.

Regarding complaints, I thank the Railway Administration for sending the copies of complaints to the Minister. I hope that this practice is still in vogue and if it is in vogue, I am very grateful to them. But while disposing of complaints no more than ordinary attention is being paid. I will place a typical case before the Railway Minister. I do not mean to say that such cases are many; it is an odd case but what is important in that case is the attitude of the authorities in disposing of the complaint. For several years there has been a complaint that the Bangalore-Poona Express was reaching Poona late so that the afternoon connection to Bombay was being missed. I myself missed this connection several times. One day I was travelling by this train and I noticed that the Guard was having transactions with those who wanted to book parcels in the train at every station. The train was going late and arrived and departed late from each station. After noticing this for some time, I got down at each station and noted the time of arrival from the station clock and also the time of departure. Like this I had the patience to note the timings at each station till I reached Poona and I wrote a complaint and can you imagine? I received a reply to the effect that the timings noted in the station registers were found to be correct. When a Member of Parliament takes the trouble of noting the timings and he states in the complaint that the timings are noted from the station clocks, and if such a reply is received, it means that the authorities do not believe the Member of Parliament and if the timings noted in their registers were really correct, then how did the train come to Poona late? There is no explanation for that. Sir, this sort of attitude is not very uncommon and, therefore, I would like them to instruct their machinery to give proper attention to the complaints. It is not easy to write a complaint. A person has to take pains and sit down and frame a complaint and that is why many complaints do not come in. So

when a citizen or a user does take the trouble to make a complaint, it should be given proper attention.

With regard to passenger amenities, in most of the stations which are not big stations, the waiting hall is a nau into which the entry from outside opens as also the entry into the station platform. It is no more than a wide passage for the passengers to pass through. As we know, villagers come much earlier than the scheduled timings of trains and they have to wait there for long. Now, there are no sanitary facilities in that place. First of all, there is no safety because anybody can come there at least from outside; of course, the gate to the station platform is locked. Now, there was a serious case but I do not wish to take the time of the House about that and point out how the people were molested by outsiders there in the waiting hall. That is not the point; the point I am making is, if they want to answer the calls of nature, they have to gain access into the platform to reach the station lavatory which they cannot do, because the gate will be locked, and there is no lavatory outside the station. If second class and first class passengers could get a waiting room with a bathroom and lavatory attached, why could not the third class passengers, who are our pay-masters, who pay large revenues to the Railways, also be given similar facilities?

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): They can go to the station lavatory after purchasing the tickets.

SHRI M. GOVINDA REDDY: But though the booking counters are scheduled to open one hour before the train timings, in most small stations the booking clerk does not come before one hour. So these people have to wait. If they go outside, there will be the policeman needing a cup of coffee or biscuits who will catch them. As I said, they cannot

get into the platform because the gate will be closed.

Now in some stations where drinking water taps have been provided and where they are exposed to sun, the passengers in the afternoon train get only hot water. So they should consider providing some shelters at such places. It is just a matter of imagination on the part of the station masters. I find such a thing particularly on the Poona-Bangalore metre gauge line. When the trains pass there, in the afternoons people will be feeling thirsty and when they go to the station tap, they only get hot water which they cannot drink. This is the case in many of the stations particularly in dry areas.

With regard to the Frontier Mail, there is a small point and I would seek the hon. Minister's pardon for mentioning it here. When the Frontier Mail comes to the platform it will have been so freshly washed that there is a pool of water in the compartments and anybody who has travelled in the Frontier Mail will bear me out. And when you want to get into the compartments, you have to wade through this pool of water and the trunks and the luggage also get drenched. It is a very small matter and the person in charge of supervision can just instruct the staff to wipe the floor of the compartments which they do not do now. This has gone on for years and it is still going on, in spite of my drawing the attention of the officers on the platform to these things, in spite of several other M.P.'s doing this. These are all small points, to which I only draw the attention of the hon. Minister.

On the whole, I am again glad to say that the railways have made a splendid contribution to the nation's economy and I hope they will continue to make this contribution and that they will have a very large share in the successful implementation of our Plan programmes.

SHRI K. L. NARASIMHAM (Andhra Pradesh): Mr. Deputy Chairman, the Indian Railways form the biggest nationalised undertaking in India. This is the life-line of our economic development. Everyone of us expects that this biggest national undertaking should be managed efficiently and economically and should keep pace with the national development.

If we examine the performance of the railways, we do not see that there is any case for complacency. At the same time, I have to state that this is not managed with the utmost efficiency and economy, keeping pace with the needs of the country today. Let us examine the performance during the Second Five Year Plan period. Taking the Plan allocation, which was Rs. 1121·5 crores, during the four years, upto March 1960, we would have spent about Rs. 872 crores, that is, 78 per cent. of the allocation. We hope to spend the remaining part in the current year, which is the last year of the Plan. If we take the physical targets, I have to say that we may not be able to fulfil the physical targets as fixed in the Second Five Year Plan. Let us take the physical targets one by one. Construction of new lines, they say, 842 miles. From the figures that I could collect from the material supplied to me, Railways finished only 500 miles. About electrification, out of 1442 miles, till now—there is no mention—but the figure, from all the reports that I could collect, upto now is only 675 miles. In regard to renewals, it is 8000 miles of track. Now, we see that the renewals are still in arrears. About doubling of lines, out of 1600 miles, upto now it is only 700 miles. About the conversion of 265 miles of broad-gauge, it is still in execution. As regards locomotives, coaches and wagons, which are expected to be put into use, as fixed by the Second Five Year Plan, out of 2364 locomotives, it is only 1,671 now, out of 11,575 coaches,

it is only 5194, out of 1,07,247 wagons. it is only 80,953. This shows that we have still to reach the physical targets during this year.

If you look into the position of over-age rolling stock as on 31st March 1951 and 1959, it will be as follows:—

	Broad Gauge	Metre Gauge
<i>Locomotives :</i>		
1951	23 %	31%
1959	27·32%	18·63%
<i>Coaching stock :</i>		
1951	29·5%	45%
1959	36·6%	29·6%

Except in the case of wagons, where there is some improvement, I have to say that the percentage of over-age locomotives and coaching stock still continues and that we should take note of. About rail renewals, in 1955-56, it was 2449 miles, and in 1958-59, it was 3621 for broad-gauge. For metre-gauge it was 3,000 miles and 2364 miles respectively. So, the rail renewals and sleeper renewals are still existing and it has to be done. As far as the claims position is concerned, we still pay claims to the extent of Rs. 3·13 crores. That is also too high a figure.

So, from all these things what I want to say is that the physical targets are yet to be fulfilled and the Minister should not be complacent that he can fulfil the targets with this rate of progress. We may exhaust the money, but the physical targets are yet to be completed and we may be in arrears in this respect. From this it will be seen that the performance

of the railways is not up to our expectations or up to our requirements. At the same time, explaining away the difficulties and giving the reasons for not electrifying this line or for not renewing that line, etc. are given in the explanatory notes.

Coming to operating efficiency, I have to say that it still needs much more improvement. I give below some figures:

	1955-56		1958-59	
	BG	MG	BG	MG
Engine miles per engine				
day on line	84	77	83	72
Wagon miles per wagon				
day	46.3	28.5	45.1	28.7
Percentage of loaded				
wagon miles to total and				
average load per wagon				
during the run	72	78.1	72.7	74.2

So, here also my conclusion is that it needs much more improvement. Effective use of the existing rolling stock, minimising the expenditure, increasing the speed of goods trains and heavier trains carrying more loads, are the necessity of the day. And this can be done if it is properly planned and coordinated at all levels, including the points where they change the goods from one gauge to another, by all the methods which can be employed.

Coming to the capital-at-charge, you will find that in 1955-56 it was Rs. 971.4 crores and in 1959-60, it is Rs. 1442.5 crores. What is the amount that they earn on the capital-at-charge? In 1955-56, it was Rs. 315.9 crores and in 1959-60, it is Rs. 423.3 crores. Out of the capital increase of

Rs. 471.1 crores, the net output in earnings we get is Rs. 107.4 crores. And here is a case of over-capitalisation. At the same time, we are not getting the return as per the capital invested or made use of. From these things my conclusion is that the operational efficiency needs much improvement. We need not be complacent and we must improve at different levels. This can be done with the co-operation of the workers, with the co-operation of the organised labour.

In a welfare State, with a socialist pattern of society as our objective, here the biggest national undertaking is managed without taking into consideration the active co-operation of the workers. One example is enough. Joint councils we thought of, not taking into consideration the workshops. In the workshops, the objective placed is the piece-rate system for increasing the out-turn. And by introducing the incentive system, workers at different levels and their organisations are not taken into confidence. Their active co-operation is also necessary for improving the efficiency of this undertaking. I shall deal with it later when I come to the portion dealing with railway labour as such.

If you examine the budget estimates for 1960-61, you will find that the Minister in his budget speech has placed a proposal for increasing the surcharge on goods. Sir, the travelling public have been spared on the present occasion. At the same time a surcharge of 5 per cent. is to be levied on goods and coal traffic beginning from April next which I expect will fetch about Rs. 14 crores a year. If you examine the goods traffic in detail, you will find that in 1958-59 an increase of 12 million tons was anticipated, but it turned out to be only 5 million tons. In 1959-60 the expected rise was 14 million tons, but this has

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been only 10 million tons. But with this rise in the freight on goods and coal traffic, there is a tendency for an inflationary trend. The prices are going up affecting at the same time the railway freight from coming to the railway. Now if you take into consideration the foodstuffs, I am more concerned about the foodstuffs going out of our State, the State of Andhra Pradesh, and a surcharge like this will naturally result in the consumer being hit by the prices going up. The prices will be going up by this method. I think it will not help the economy and the railways. I think the Railway Minister should have waited for one year more and seen the economic trends and then come out with a definite proposal. But at this stage in the name of more additional expenditure on account of the Pay Commission recommendations, he is putting this proposal forward and is at the same time expecting that some more freight will accrue. I am not able to see reason in this, but anyhow he is too optimistic about this proposition. Instead the objective should be to secure a larger revenue through a growing volume of traffic, rather than increasing the rates which is the proposition placed before us. It should be larger revenue by carrying more goods. That should have been the aim, making an effort to carry more traffic in that way and attracting more goods to that traffic, and it should have been better that a co-ordinated plan between rail and road transport was evolved for carrying more traffic and thus increasing your revenues. Increasing the rates, I think, is not necessary, and the Minister should have waited one more year when all the factors could have been taken into consideration in deciding about the increase in the freight rates.

Coming to the point of self-sufficiency, here also the Minister is very optimistic. He thinks that we are self-sufficient. I do not say that there

is no improvement. I say there is improvement, and I will also say that we are in the right direction, but at the same time I do not agree with the statement that we have come to a stage when we can export things. We have not come to that stage when we can think of exporting things. I am proud that we are producing more in the Integral Coach Factory at Perambur. I am proud that we are producing more at the Chittaranjan Works. We are also trying to have new plants. At the same time it is very optimistic to say that we are in a position to export things. When there are arrears, when we have to depend on imports and also local production, and also if you take into consideration the stores to be purchased from outside, I do not think that we are coming to that stage where we can talk in terms of a boom, in terms of a surplus that can be given to others, and in terms of exporting these things. In this connection I will only read out to you some figures about the stores purchased for the railway system. In 1955-56 stores imported direct were to the extent of Rs. 15.2 crores; in 1958-59 Rs. 43.9 crores. Imported stores purchased in India, 1955-56 Rs. 17.4 crores; 1958-59 Rs. 48.2 crores. I agree that when we work more, there is necessity for more stores being purchased, but at the same time 50 per cent. of the stores necessary is being imported. When that is the picture, you think that self-sufficiency is there and that we are in a boom period. It is only putting the whole thing in an exaggerated way.

The next point which I want to deal with particularly is about labour. Sir, the railway management is not following policy in dealing with the railway labour. I say that they are not even adhering to the tripartite decisions arrived at in the 15th Tripartite Labour Conference. The 15th Labour Conference evolved a code of discipline laying down duties obligatory on the management and duties obligatory on

the labour. I do not see any reason why the Railway Ministry should refuse to implement that even today. The Railway Minister has to recognize Unions of a representative character. He says that he has recognized two Federations, and that is good. But what about all the constituent parts of the Federations? I know the case of the Dakshina Railway Employees Union which claims a membership of 20,000 which is of a representative character, and which is affiliated to the All-India Railwaymen's Federation. Still it is not recognized. There is the Southern Railway Labour Union which is functioning in an organized way in a particular region, and it is not given all the facilities of a recognized Union.

Then, Sir, about the permanent negotiating machinery, a number of meetings are held at different levels, but what is the result? Are the Trade Unions satisfied with the present way of functioning of the machinery? I have to say that it needs much improvement. Decisions are not taken quickly. There is delay, and sometimes meetings are not held properly. All these things need much improvement.

Then about the question of wages, I have to say that the railway finances are improving. If you look at the figures for the years 1954 and 1960, you will find that the total earnings in 1954 were Rs. 274.29 crores, and in 1960 they are estimated at Rs. 423.28 crores. That means an increase of Rs. 138.99 crores, 50 per cent. increase. This is mainly contributed by the labour that works in a productive way. If you take the number of workers also, you will find that the number of persons working has increased. In 1954 it was 9,58,530. In 1959 it was 11,43,918. There is an increase in the number of workers and so the wage bill has increased, not because the wages have gone up but because there are more numbers

of workers, and there are annual increments, provident fund and other things. On account of the increase in the number of workers and the necessary increments, the wage bill is also going up. Some Rs. 5 increase in the dearness allowance, some arrears being paid, increments being paid, and all contributory factors are there. At the same time I want you to see here that the real wage of the workers is going down. Prices are going up, and there is no automatic adjustment in accordance with the rise in the cost of living index. So his real wage is now going down. If you take the average annual earnings of the Class IV employees who form the major part of the railway workers, you will see that their real annual earnings are going down. This will be clear if you take the cooperative societies and examine their figures. The amounts taken as loans are increasing year by year, and here is a case showing that their wages should be increased. Then, you will find another feature in the extra labour gang of the railways. I know personally people who work in the name of extra labour gang. Their wage is Rs. 1/4- per day, all inclusive. Even the Minimum Wages Committee at the State level fixed Rs. 1/12 per day. And here, 1 P.M. on the railways. You will find the extra labour gang men in the engineering department getting only Rs. 1-4-0 all inclusive. I made a representation in this connection to the Ministry and I got the reply that that was fixed at the market rate level. I do not know when the minimum wage was fixed, but I find that the minimum wage fixed on the railways for construction workers is only Rs. 1-4-0 all inclusive.

MR. DEPUTY CHAIRMAN: You can continue your speech after 2-30 P.M.

SHRI K. L. NARASIMHAM: Yes. Sir.

Mr. DEPUTY CHAIRMAN: The House stands adjourned till 2-30 P.M.

The House then adjourned for lunch at 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.

SHRI K. L. NARASIMHAM Mr. Vice-Chairman, Sir, I was dealing with the question of the railway management's attitude towards railway labour. You will see that the work-load is being increased on all the sections. I know of a case where the gang length of three miles has been increased to four miles especially on the Southern Railway and particularly in Vijayawada Division. So also in the running sheds, the number of fitters allotted to the engines in use also has decreased, and this has resulted in the work-load being increased. At the same time, the repairs are not attended to properly.

The next point is about the recommendations of the Tapasvi Committee which dealt with the question of promoting Class IV staff to Class III. These recommendations were not fully implemented and even in cases where the railway administration has agreed to implement them, the process is very halting and slow.

About the question of the implementation of the Pay Commission's recommendations in regard to the railways, which is an important topic and which is agitating the minds of the railwaymen throughout the country, I have to say a few words. Previously, Justice Rajadhyaksha inquired into the question of working hours, leave, etc. and he gave an award and that award was being implemented till recently. But after the recommendations of the Pay Commission, the railways unilaterally decided to increase the working hours in the administrative offices. This

has resulted in the railwaymen resorting to agitation and you can see the demonstrations on their behalf throughout the country. I will read out to you only a portion from a pamphlet issued by the All India Railwaymen's Federation. It says in paragraph 5 on page 33 :—

"Railwaymen alone lose about Rs. 10 crores by way of reduction in leave entitlements, by increase in working hours (Saturdays) of staff in Administrative Offices and curtailment in holidays and casual leave."

In the same pamphlet they also have mentioned the resolution which they have adopted on this question. It says:

"(a) It nullifies the policy relating to avenues of promotion evolved by the Joint Advisory Committee (1950), "New Deal (1957)", Justice Shankarasaran's Tribunal Award (1958), Class IV Staff Promotion Enquiry Committee (1958) and lays down a principle inimical to the interests of the railwaymen;

(b) Differentials have not been worked out on a scientific basis and taking into consideration the nature of duties, etc.;

(c) Reduction in the minimum and maximum of scales of pays, introduction of low rates of annual increments and unwarranted imposition of efficiency bar examinations even for the unskilled staff, and at more than one stage for others, results in substantial reduction of emoluments;

(d) Increase in the hours of employment and curtailment of leave and holidays is contrary to the provisions of the Adjudicator's Award."

Then it also mentions about the adverse recommendations on promotion and character rolls, service conduct.

rules, disciplinary and other departmental rules including the provision of Rules 148 and 1708 (para 2) of the Establishment Code, Volume I, whereby a railwayman can be removed from service without assigning any reason, a provision which is uncommon to other departments of the Central Government.

This is the opinion of the major organisation of the railwaymen in the country. So, it is natural that over this question railwaymen throughout the country are agitated, and they are appealing to the railway administration and the Government not to implement these adverse recommendations. In the same pamphlet they have also stated:

"It is earnestly desired at this critical time that the Government will rescind their decisions on Pay Body's Report adversely affecting Railwaymen and pave the way for a negotiated settlement."

So, I submit that there is a case for immediately not implementing these adverse recommendations and for sitting with the representatives of the organisation and seeing that a negotiated settlement is arrived at, so that the country is spared a major labour trouble on the Indian Railways.

Coming to the question of administrative zones, I have to say that the workload on the Southern Railway is great and there is necessity for a separate zone with Secunderabad as headquarters combining Vijayawada, Guntakal, Waltair and Secunderabad Divisions. That helps the flow of traffic in that region; also it helps in the passenger and goods traffic coming together in a consolidated manner. The entire people in Andhra Pradesh have been asking for this and I do not see any reason why this question should be brushed aside as only a parochial demand. This is not a parochial demand. I am putting it as a proposition that a smaller administrative unit will improve effi-

ciency and will help increase your earnings and this is necessary in the interests of the people of that region. So, a separate zone with Secunderabad as headquarters, which is a viable unit, can be considered now.

Coming to the question of passenger amenities, I have to say that overcrowding, at least in some pockets, is still existing. With personal knowledge of the Vijayawada Division, I can say that it is very difficult to get accommodation at Vijayawada Station even in the trains from Madras to Delhi or from Madras to Calcutta or from Madras to Hyderabad. It is very difficult to get accommodation at an intermediate station like Vijayawada and sometimes it is humanly impossible to enter into the trains. Even for the local traffic the trains are very few in number. So I suggest more local trains be introduced in that region and see that thus overcrowding is avoided.

Coming to accidents, Sir, mentioned in the pamphlet, 'A Review of Accidents on Indian Government Railways', given to us, I have to say that while the accidents in general are on the decrease, the figures for failures of engines and rolling stock are still considerable—they were 4881 in 1956-57 and 4794 in 1958-59. The figures of derailments for the corresponding periods were 1331 and 1473, and the figures for collisions were 111 and 134. It cannot be explained away by merely saying that because of the failure of human element these are occurring. When you ascribe them to the failure of the human element, you have also to go into the hours of work of the running staff and the hours of work of the railway staff in general, and the fatigue involved in their working so hard. All these factors account for the accidents, and special efforts must be made to see that the hours of work especially of the running staff are reduced and rest facilities are assured to them in the proper manner. Now, Sir, in the Vijayawada Division

[Shri K. L. Narasimham.]

I may tell you that recently within the last one year three major accidents took place, derailment of the Calcutta Mail and the Grand Trunk Express and averted collision of another train, and they happened in that Division only. And what is the reason? Has the Government fully inquired into it—into the statement given by the Divisional Superintendent of that Division? The Divisional Superintendent explained it away by saying that because the Kerala Ministry was removed from office by the Central Government, the Communists in that area retaliated by tampering with the railway track. That was a statement given by a very responsible person. I want a fuller enquiry into all those accidents in that Division. My information is that from the report in the running shed, from that book wherein the driver put in his remarks about the condition of the engine of that Calcutta Mail, which was involved in the accident near Chinnaganjam, that particular page which contained the driver's report, wherein the driver had mentioned that the engine had not been in order, was missing. The other facts revealed were the railways' efforts to increase the speed and the consequent intensification of the efforts of labour and their other efforts to see that things were somehow pushed through. In that way things were done in a hasty and chaotic manner and resulted in all these things. I think the Railway Ministry should enquire into these and I suggest that the public should be associated with all these events in that particular zone.

Now coming to the incidence of crime on the railways, Sir, I have to say that it is on the increase and the people are naturally agitated. Especially women travelling alone are afraid to travel in the upper classes. What is the reason? The reason is that the Railway Protection Force is not able to tackle this problem. You say that you can do so only with the

co-operation of the State Governments and the co-operation of the people. Take the co-operation of the people and tackle this problem, and unless you tackle it early, the safety of the travelling public will continue to remain endangered and the agitation in the public mind will grow more and more.

Then, Sir, at this time when we are seriously thinking about the Third Five Year Plan in its relation to the development of the railways, I think, it is necessary to think of extending the railway line to undeveloped regions. There are vast areas which are not linked by railway line. Such is the case in Andhra about which I know. Between Kazipet and Ongole there are vast areas which are not linked by railway line. Likewise in Andhra Pradesh from the metre-gauge to the broad-gauge there is no link. It may be the case in other parts of the country also. So this need must get priority. We must see that railway traffic improves, and if you examine our figures in comparison with those of other countries, you will find that it needs great improvement here. So more stress should be laid on this and at least such vast areas as are not covered by railway lines should be linked up by a network of railway lines as early as possible.

I conclude my remarks on this Budget by saying that the railways should not be complacent, should try to improve efficiency by intensive use of the material at their disposal and should also take the co-operation of the railwaymen in all that they do. It is not enough for you to say that you are following a progressive policy. I do not deny the welfare measures that you are putting through, the improvements that you have made. At the same time take the railwaymen into confidence. As the largest national undertaking, it is your duty to evolve a machinery wherein you associate the workers at all levels, in the workshops, in the running sheds and at the stations, and to have joint committees of labour and manage-

ment so that jointly you can go into the questions of production, pilferage, stealing, etc., curb the undesirable practices of those you think are responsible and see that the staff discharge their duties as respected citizens and serve the country by their efficient work.

श्री देवकीनन्दन नारायण (मुम्बई) :

सदर साहब, सबसे पहले मैं अपने माननीय मंत्री को और रेलवे बोर्ड को बधाई दूंगा कि गत वर्ष में रेलवे में काफी तरक्की हुई दिखाई देती है और इसी कारण से मैं अपना वक्त इसमें नहीं गंवाना चाहता हूं कि मैं कुछ तारीफ करूं और यह कहता हूं कि यह अच्छा किया और वह अच्छा किया। तो मुझे जो कुछ खास कमियां नज़र आती हैं और उनकी ओर ही मैं आपका ध्यान खींचना चाहता हूं।

आपने देखा होगा कि पैदाइश में खर्च बढ़ता जाता है, यानी पैदाइश तो बढ़ी है, ऐसा नहीं है कि वह नहीं बढ़ी है, लेकिन उसके साथ साथ खर्च बहुत ज्यादा बढ़ा है। इसका परिणाम देखा जाय तो पैदाइश से खर्च ही ज्यादा होता हुआ नज़र आयेगा। सन् १९५८-५९ में बकिंग एक्सपेंसेज में जो खर्च हुआ उससे १९५९-६० में करीब १५ करोड़ रुपया ज्यादा हुआ और अब जो अन्दाज़ किया जा रहा है उसमें ३६ करोड़ रुपया बढ़ रहा है। गत ३, ४ वर्षों को आप देखेंगे तो आपको पता चलेगा कि खर्च बढ़ता ही जा रहा है और उसकी जो वजूहात बतलाई जाती हैं उनमें बहुत सी बातें हैं। अब की बार तो उसका सबसे बड़ा कारण पे कमीशन कहा जाता है और उसके साथ में यह भी एक जगह बतलाया गया है कि जो हमें कोयला मिलता है वह अब बहुत नीचे दर्जे का मिलने लगा है।

“Supplies of inferior coal”—

यह भी उसका एक कारण बतलाया गया है। मैं जानना चाहूंगा कि इनफीरियर कोल लिया क्यों जाता है और यह गफलत क्यों पैदा होती है? यहां पर मैं यह सुझाव भी पेश करना चाहूंगा कि कोल माइंस रेलवे की अपनी क्यों न हों? अच्छा तो यह है कि रेलवे की अपनी कोल माइन्स हों।

रेल उपमंत्री (श्री शाहनवाज़ खां) :

एक वक्त था कि ये अपनी थी।

श्री देवकीनन्दन नारायण : वे अब गवर्न-मेंट के पास पहुंच गई हैं। जिस तरह से कि जिसको अपनी शुगर मिल अच्छी तरह से चलानी है उसके लिये यह जरूरी है कि वह शुगर केन अपने खेतों में ही पैदा करे, उसके लिये उसके पास खेती का होना जरूरी होता है, यानी पक्का माल बनाने वाले के पास कच्चा माल भी चाहिये, उसी तरह से जब कोयले से गाड़ियां चलती हैं, रेल चलती है, तब वह कोयला बाज़ार से मोल लिया जाय—यह कोई ठीक बात नज़र नहीं आती है। इसलिये मैं तो यही सुझाव दूंगा कि कोयले की खानें रेलवे की अपनी मिल्कियत की हों और अच्छी से अच्छी कोल माइंस ली जायें। यहां, एक दूसरी शिकायत यह भी की जाती है कि बहुत वक्त यह होता है कि कोल माइंस में कोयला इकट्ठा नहीं हुआ होता है और इसलिये वैगंस खाली पड़े रहते हैं। अगर आपकी कोल माइंस होंगी तो आपकी यह दिक्कत भी दूर हो जायगी और अब जो वैगंस ब्राइडल पड़े रहते हैं उनमें भी आप कुछ कमी कर सकेंगे। तो यह मेरा सबसे पहला सुझाव है कि कोल

[श्री देवकीनन्दन नारायण]

माइंस रेलवे की मिल्कियत की हों, ताकि अच्छे से अच्छा कोयला आप वहां से पैदा कर सकें।

उसके बाद दूसरी शिकायत यह है कि आपके लोकोमोटिव इंजिन, वैगंस वगैरा आइडल रहते हैं, यानी कुछ समय बिना काम पड़े रहते हैं। इसका कारण यह बतलाया गया कि सीजन में तो ये ज्यादा चलते हैं और ऑफ सीजन, यानी स्लैक सीजन में कम। इसलिये यह आवश्यक है कि एक ऐसी व्यवस्था बैठाई जाय ताकि वैगंस और लोकोमोटिव्स इस तरह आइडल न पड़े रहें। उसी तरह व्यापारियों के साथ, इंडस्ट्रियलिस्ट्स के साथ परामर्श किया जाय, ताकि ये जो चीजें आपकी बिना काम पड़ी रहती हैं वे उस तरह खाली न पड़ी रहें।

तीसरी बात मुझे खर्चा बढ़ जाने के बारे में कहनी है। अब के यह आपकी मेहरबानी है कि पैसेंजर रेट्स में कोई बढ़ावा नहीं किया। मैं इसके लिये माननीय मंत्री को और रेलवे बोर्ड को धन्यवाद दूंगा, परन्तु उन्होंने गुड्स पर जो रुपये पीछे पांच नये पैसे बढ़ाये हैं उससे एक तरफ १४ करोड़ ४०० रेलवे को फायदा होगा और दूसरी तरफ आम जनता के ऊपर बोझ बढ़ेगा। पांच नया पैसा बढ़ जाने से क्या होगा? जैसा आपने देखा होगा, आम जनता के साथ हमेशा होता है कि जब कोई टैक्स नाममात्र के लिये भी बढ़ता है तो चीजों के भाव में जो बढ़ावा होता है वह उस परिमाण में कभी नहीं हुआ करता, उस परिमाण से बहुत ज्यादा होता है। तो इस तरह से हिसाब करना कि पांच नये पैसा प्रति रुपया बढ़ जाने से प्रति सेर एक नये पैसे का अष्टम भाग बढ़ेगा, जैसा कि आपने कहा है, तो इस तरह से हिसाब करना कि १/८ नया पैसा बढ़ जाने से कोई नुकसान होने वाला नहीं है—यह ठीक नहीं है। एक गुणा आप टैक्स बढ़ाते हैं तो बाजार में उसका आठ गुणा बढ़ जाता है, यह आप न भूलें। इसलिये

आपने गुड्स पर यह जो रुपये के पीछे पांच नये पैसे का फ्रेट चार्ज बढ़ाया है यह मेरे ख्याल से आजकल ठीक नहीं है; क्योंकि आप ही एक एक जगह अपने भाषण में कहते हैं कि जो आपने फ्रेट स्ट्रक्चर इंकवायरी कमेटी कायम की थी, उसने १३ प्रतिशत बढ़ाने की सिफारिश की थी, परन्तु हमारे मंत्री महोदय ने हमारे देश की हालत को देख कर उसे मंजूर नहीं किया और ४ प्रतिशत मंजूर किया और वह इसलिये मंजूर नहीं किया जैसा कि उन्होंने स्वयं कहा है।

"I explain that in spite of an overall increase of about 13 per cent. recommended by the Committee, only an increase of 4 per cent. was being made to minimise the incidence on the general price structure."

यानी प्राइस स्ट्रक्चर को खयाल में रखते हुए मंत्री महोदय ने यह अच्छा ही किया कि १३ प्रतिशत की जगह सिर्फ ४ प्रतिशत किया। परन्तु आज प्राइस स्ट्रक्चर को देखियेगा, वह सब जगह बढ़ रहा है। मैंने जैसा कि अभी कहा, आप तो थोड़ा सा बढ़ाते हैं पर बनिये उससे चौगुना बढ़ाते हैं। इसलिये जबकि प्राइस स्ट्रक्चर दिन प्रति दिन बढ़ रहा है तो अच्छा होता यदि मंत्री महोदय गुड्स के ऊपर पांच नये पैसे प्रति रुपया नहीं बढ़ाते।

अब मेरी कुछ अपनी शिकायतें हैं जो कि आवश्यक हैं, जरूरी हैं और उनको आपके सामने रखना चाहता हूं। सबसे पहले तो मैं यह कहना चाहता हूं। मेरे ख्याल में पांच, सात वर्ष से यह चला आया है कि पैसेंजर एमिनिटीज के ऊपर कुछ निश्चित रुपया खर्च किया जाता है। शुरु में यह कहा गया था कि हर साल हम तीन करोड़ रुपये खर्च करेंगे परन्तु मैं दो, तीन साल से देख रहा हूं कि ये तीन करोड़ रुपये खर्च नहीं किये जाते। गत वर्ष मेरे ख्याल से दो करोड़ और कुछ लाख के करीब खर्च किया गया और

अब की तो बजट में २ करोड़ २० लाख रुपये ही रखे हैं और आखीर में एक जगह यह लिखा हुआ मैंने देखा कि द्वितीय पंचवर्षीय योजना के अन्त तक पांच वर्ष में, १५ करोड़ रुपये खर्च हुए होंगे। आप ही देखिये, चार वर्ष गुजर गये उसमें तीन तीन करोड़ के हिसाब से १२ करोड़ अभी तक खर्च नहीं हुए हैं। कभी किसी साल ढाई करोड़ रुपया खर्च हुआ है तो कभी सवा दो करोड़ रुपया। हो सकता है आखीर वर्ष में चार, पांच करोड़ रु० खर्च करें, परन्तु यह मुझे नामुमकिन सा दिखायी देता है। इस और मैं मंत्री महोदय का ध्यान खींचूंगा कि ये १५ करोड़ रुपये पांच वर्ष में पूरे हो जायें, उसमें से कुछ बचा न रह जाय, भले ही आखीर वर्ष में चार, पांच करोड़ रुपये खर्च क्यों न करने पड़ें।

अब मैं ओवरक्राउडिंग की बात पर आता हूँ। हर साल मंत्री महोदय ठीक ही कहते हैं इसको कम करना कठिन है, मुश्किल बात है; परन्तु कम करने की कोशिशें हो रही हैं। परन्तु उसके साथ ही साथ यह कहा जाता है कि ओवरक्राउडिंग पैसंजर ट्रेन्स में कम हुई, मगर “पापुलर ट्रेन्स आन दी मेन लाइन्स” में इसकी कमी नहीं हुई है। मैं नहीं कह रहा हूँ कि कमी तो नहीं हो रही है, ज़ाब, ओवरक्राउडिंग और बढ़ रही है। “पापुलर ट्रेन्स आन दी मेन लाइन्स”—इसका मतलब यह है कि एक्सप्रेस मेल्स और मेन ट्रेन्स में बड़ी जबर्दस्त ओवरक्राउडिंग है। कल मैं बम्बई से पठानकोट एक्सप्रेस में आया हूँ। इस तरह से थर्ड क्लास में आदमी चढ़े हुए थे जैसे भेड़ बकरे; बल्कि उससे भी बुरी हालत में एक के ऊपर एक ऐसे चढ़े हुए थे कि सफ़ो-केशन हो रहा था। कई जगह शिकायतें हुईं और चेन भी खींचे जाने की वारदातें हुईं। तो मैं मंत्री महोदय से कहूंगा कि जिन मेन लाइन्स की गाड़ियों में अधिक पैसंजर्स चलते हैं वहाँ आप मेहरबानी करके कुछ ज्यादा गाड़ियाँ

चलायें, जैसे कि दिल्ली से बम्बई को झांसी और आगरा हो कर दो गाड़ियाँ चलती हैं—एक पंजाब मेल और एक पठानकोट एक्सप्रेस। कई बार मैंने कहा है कि ये दो गाड़ियाँ बहुत कम हैं और मेरे ख्याल से सारे हिन्दुस्तान में अगर कहीं गाड़ियों में ज्यादा से ज्यादा ओवरक्राउडिंग होती होगी तो इस पठानकोट एक्सप्रेस और पंजाब मेल में हुआ करती है। इसलिये एक तीसरी गाड़ी चलाई जाय—या तो जनता एक्सप्रेस चलाई जाय दिल्ली से बम्बई को, या लखनऊ एक्सप्रेस एक अलग चलाई जाय—ताकि झांसी में जो जबर्दस्त भीड़ होती है, पूरब के लोगों की, वह कम हो जाय। इस लाइन पर ओवरक्राउडिंग कम करना आवश्यक है और उसको कम करने के लिये ज्यादा गाड़ियाँ चलानी चाहियें।

इसके साथ साथ यह कहा जाता है कि ओवरक्राउडिंग की वजह से ट्रेन्स लेट हो जाती हैं। पंकज अलिटी के बारे में मैं यह कहना चाहूंगा कि हालांकि आम तौर पर कुछ दुरुस्ती हुई है पर वहाँ भी यही आपको दिखायी देगा कि Mail trains and Express trains are running late आपकी ही रिपोर्ट में है कि आम तौर से जो पैसंजर गाड़ियाँ हैं उनको समूचा लिया जाय तो उसमें लेट चलने का परसेंटेज कम हुआ है, परन्तु एक्सप्रेस और मेल ट्रेन्स का परसेंटेज बढ़ा है। इसलिये जो गाड़ियाँ लेट कम होनी चाहियें, वे ही गाड़ियाँ लेट होती हैं। तो इस ओर खास अधिक ध्यान दिया जाना चाहिये कि जहाँ मेल्स और एक्सप्रेस ट्रेन्स चलती हैं वहाँ वे गाड़ियाँ ठीक टाइम से चलें।

अब रही स्लीपिंग कोचेज की बात। रेलवे बोर्ड और हमारे माननीय मंत्री जी धन्यवाद के पात्र हैं कि वे स्लीपिंग कोचेज की तादाद बढ़ा रहे हैं, परन्तु वहाँ भी मेरी दिक्कत यह है कि यहाँ से बम्बई जाने के वक्त, जब मैं घर जाता हूँ, एक रात और कभी कभी दो रातें काटनी पड़ती है। न पंजाब

[श्री देवकीनन्दन नारायण]

मेल में स्लीपिंग कोच है, न पठानकोट एक्सप्रेस में है, यानी दोनों गाड़ियां मेल लाइन पर पापुलर ट्रेन्स की लाइन पर चलती हैं, पर दोनों गाड़ियों में थर्ड क्लास स्लीपिंग कोच नहीं है।

3 P.M. इसलिए मैं यह कहूंगा कि स्लीपिंग कोचेज की जो आवश्यकता है वह खासकर मेन लाइन्स के पर है जहां पर मुसाफिरों को दो-दो रातें काटनी पड़ती हैं और दो-दो दिन गाड़ी में चलना पड़ता है।

श्री जगजीवन राम : आपके लिए इंतजाम कर दिया गया है।

श्री देवकीनन्दन नारायण : वन्यवाद यह सुनकर मुझे बहुत खुशी हुई है।

(Time bell rings)

आपने मुझ से पहले कह दिया होता तो मैं अपने भाषण में से कुछ बातें कम कर देता।

उप सभाध्यक्ष (श्री अकबर अली खान) : आपकी इस्तदुआ रेलवे मिनिस्टर साहब ने कबूल कर ली है।

श्री देवकीनन्दन नारायण : अब मैं आपके सामने केटरिंग के विषय में कुछ कहना चाहता हूं। मुझे यह देखकर खुशी हुई है कि बड़े स्टेशनों पर कई जगह डिपार्टमेंटल केटरिंग शुरू हो गया है, किन्तु मैं माननीय मंत्री जी से यह कहना चाहता हूं कि जिस तेजी से यह काम बढ़ना चाहिये था उस तेजी से नहीं बढ़ रहा है। इसका कारण यह बतलाया जाता है कि डिपार्टमेंटल केटरिंग मुनाफे पर नहीं चलते हैं। किन्तु मेरा यह कहना है कि मुनाफे तब चलेंगे जब यह विश्वास पैदा हो जाय कि रेलवे इस कार्य को आगे चलाना चाहती है और इसमें कोई तबदीली नहीं करना चाहती। मैं तो केवल यही कहूंगा कि इस कार्य को आगे बढ़ाना चाहिये और जहां जहां पर कांटेक्टर हैं वहां से उन्हें निकाल देना चाहिये। मैं माननीय मंत्री

महोदय का ध्यान उस कंपनी की ओर खींचना चाहता हूं जिसे ब्रैंडन कम्पनी कहते हैं। मेरी समझ में यह बात नहीं आती कि यह कम्पनी करीब ४० वर्ष से केटरिंग का काम करती चली आ रही है और बड़े बड़े स्टेशनों में इसके रिफ्रेशमेंट रूम्स अब भी मौजूद हैं। बहुत से कांटेक्टर तो बदल गये हैं लेकिन इस कांटेक्टर की मोनोपली अब भी वैसी ही है। मैंने डिपार्टमेंटल केटरिंग का खाना भी देखा और इस कम्पनी का भी खाना, जो पंजाब मेल में दिया जाता है, उसको भी देखा और मैं यह कह सकता हूं कि इस कम्पनी का जो खाना है वह बहुत ही रद्दी है। इसलिए मैं माननीय मंत्री जी से यह कहूंगा कि इस ब्रैंडन कम्पनी के जो डाइनिंग कार्स और रिफ्रेशमेंट रूम्स हैं उन्हें जल्दी से जल्दी बंद कर दिया जाना चाहिये। जिस तरह से और गाड़ियों में डिपार्टमेंटल डाइनिंग कारें चल रही हैं उसी तरह से पंजाब मेल में भी प्रबन्ध कर देना चाहिये।

दूसरी बात मुझे बुक स्टाल के बारे में माननीय मंत्री जी से कहनी है। इस संबंध में मेरे पास कई शिकायतें आई हैं और मैं समझता हूं कि माननीय मंत्री जी की साहानुभूति मेरे साथ इस सवाल पर होगी। परन्तु फिर भी मैं माननीय मंत्री जी का ध्यान उस कंपनी की ओर दिलाना चाहता हूं जो कि व्हीलर कंपनी के नाम से मशहूर है और जिसकी कई वर्षों से इस कार्य में मोनोपली है। इस कंपनी के करीब ४०० स्टाल्स हैं और पांच सौ से ज्यादा कर्मचारी हैं। उनकी एक यूनियन बनी हुई है। इस यूनियन ने भी कई शिकायतें भेजी हैं जिनकी और मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूं। इस कम्पनी के मालिक को २५ से ४० टका तक कमीशन मिलता है और जो सर्वेण्टस यानी जो बेचारे स्टेशनों पर किताबें बचते हैं उन्हें सवा छः से दस टका तक बित्री पर कमीशन मिलता है। ये

लोग नाममात्र के दुकानदार हैं, मगर इनकी स्थिति सर्वोष्ठम में कम नहीं है। इस तरह से यह मालिक बीस से पच्चीस टका तक घर बैठे कमीशन प्राप्त कर लेता है और लाखों रुपया कमाता है। मेरी समझ में नहीं आता कि इस तरह से एक कंपनी को क्यों मोनोपली बराबर दी जा रही है? इसलिए मैं माननीय मंत्री जी से फिर कहूंगा कि वे इस ओर खास ध्यान दें, क्योंकि वे गरीबों के साथ और विशेषकर निम्न श्रेणी के लोगों के साथ सहानुभूति रखते हैं। रेलवे में इस तरह की मोनोपली नहीं चलने देनी चाहिये। इस बात की ओर माननीय मंत्री जी विशेष ध्यान देंगे।

एक बात मैं आखिर में कहना चाहता हूँ और वह यह है कि द्वितीय पंचवर्षीय योजना में, जहाँ तक मुझे याद है, इगतपुरी और भुसावल लाइन का इलैक्ट्रिफिकेशन दाखिल था, परन्तु अभी तक इस लाइन में कोई काम नहीं हुआ है। यह वर्ष द्वितीय पंचवर्षीय योजना का आखिरी साल है और आपने इस कार्य के लिए केवल पाँच लाख रुपया अबके बजट में रखा है जबकि इसमें कई करोड़ रुपये की आवश्यकता है। तो मैं यह जानना चाहूंगा कि इस कार्य में इतनी देरी क्यों हो रही है? जबकि आप सब जगह इलैक्ट्रिफिकेशन कर रहे हैं तो भुसावल इगतपुरी लाइन को क्यों नेगलैक्ट कर रहे हैं?

श्री जगजीवन राम : वहाँ पर बिजली नहीं है।

श्री देवकीनन्दन नारायण : मैं माननीय मंत्री जी को एक और बात के लिए भी धन्यवाद देना चाहता हूँ और वह बात यह है कि रेलवे के लिए जो सामान खरीदा जाता है उसमें उसने कॉटेज इंडस्ट्री और स्मॉल स्केल इंडस्ट्रीज को बढ़ावा दिया है—१५

टका अधिक दाम दे करके दिया है। परन्तु मैं माननीय मंत्री जी का ध्यान एक बात की ओर खींचना चाहता हूँ और यह बात मेरे ध्यान में बिहार में लाई गई है। आप रेलवे के लिए करीब ५० लाख रुपये की खादी खरीदते हैं, और जो आफिसर यह कार्य करता है उसके दिल में खादी के प्रति कोई प्रेम नहीं होता। यह देखा गया है और यह शिकायत मेरे पास आई है कि जिस तरह से फैक्टरी इन्स्पेक्टर अपना काम करते वक्त व्यवहार करते उसी तरह से यह आफिसर भी करता है। आप जानते हैं कि फैक्टरी इन्स्पेक्टर की तरह यह आफिसर भी आशा करते हैं। खादी वाले तो कुछ देना नहीं चाहते हैं और न खादी का कपड़ा मिल की तरह का होता है। यह कपड़ा तो हाथ से बनाया जाता है और यह कपड़ा मिल की तरह एक-मा नहीं होता है और कभी कोई ज्यादा अच्छा नहीं होता है। इसका नतीजा यह होता है कि खादी वालों को रिजेक्शन के कारण काफी नुकसान उठाना पड़ता है। इसलिए मेरी माननीय मंत्री जी से यह प्रार्थना है कि जब रेलवे के लिए कोई आफिसर खादी खरीदने जाता हो तो इस बात का ख्याल रखा जाय कि ऐसा ही आदमी भेजा जाय जिसके दिल में खादी के प्रति प्रेम हो, जो खादी को जानता हो और जो फैक्टरी इन्स्पेक्टर की तरह फायदा न उठाना चाहता हो।

आखिर में, मैं एक बात एडवर्टाइजमेंट के संबंध में कहना चाहता हूँ। रेलवे को करीब १८ लाख रुपया सालाना एडवर्टाइजमेंट से प्राप्त होता है। यह ऐसी चीज है जिससे उसे बहुत ज्यादा मुनाफा हो सकता है। रेलवे आफिसर और कर्मचारी इस बात की ओर ज्यादा ध्यान नहीं देते हैं और न वे कोई ऐसा उपाय करते हैं जिससे एडवर्टाइजमेंट द्वारा रेलवे की आमदनी बढ़े। मैंने कई स्टेशनों में देखा है कि जो एडवर्टाइजमेंट २५ वर्षों से चले आ रहे हैं वे अभी तक लगे हुए हैं, बदले नहीं हैं। रेलवे

[श्री देवकीनन्दन नारायण]

अधिकारी इस बात की कोशिश नहीं करते कि इन एडवर्टाइजमेंटों को बदल दिया जाय और नये एडवर्टाइजमेंट प्राप्त किये जायें। जिस तरह से अखबार वाले इडवर्टाइजमेंट के लिए एक अलग विभाग खोल देते हैं और एडवर्टाइजमेंट प्राप्त करने की कोशिश करते हैं उसी तरह से रेलवे को भी इस संबंध में एक खास आफिस खोलना चाहिये और जगह जगह से एडवर्टाइजमेंट प्राप्त करने की कोशिश करनी चाहिये। इस से रेलवे को एक करोड़ रुपए से कम की आमदनी नहीं हो सकती है। रेलवे के हर विभाग में स्टेशनों प्लेटफार्मों, गाड़ियों, रिफ्रेशमेंट रूम्स और बहुत सी जगहों में एडवर्टाइजमेंट से एक करोड़ रुपया प्राप्त किया जा सकता है। इसलिए मेरी रेलवे मंत्री जी से यह प्रार्थना है कि वे इस कार्य के लिए एक अलग विभाग खोलें।

अब थोड़ी सी बात मुझे पाचोरा जाम-नेर लाइन के संबंध में कहनी है। यह लाइन एक नैरोगेज लाइन है और मैं माननीय मंत्री जी से प्रार्थना करूंगा कि वे इस लाइन को जल्दी से जल्दी ब्रॉडगेज में बदल दें।

मेरे जिले के केलों के संबंध में माननीय मंत्री जी को बहुत सहानुभूति है और आपने आज तक अपने रेलवे भाषण में मेरे जिले और केलों का उल्लेख नहीं दिया था, परन्तु हमारे महामान्य मंत्री जी ने अपने इस साल के भाषण में मेरे जिले के केलों का जिक्र किया है जिसके लिए मैं उन्हें धन्यवाद देना चाहता हूं। अंत में, मैं माननीय मंत्री जी से प्रार्थना करूंगा कि वे भविष्य में भी केलों के सम्बन्ध की शिकायतों की ओर अधिक ध्यान देते रहेंगे।

(Time bell rings.)

PROF. A. R. WADIA (Nominated).
Mr. Vice-Chairman, Sir, the debate on the Railway Budget is an important occasion because the Railways play an important part in our lives. Recently the constitution of the Consultative

Committees has given us an opportunity for ventilating some of our grievances at these meetings and that saves the time at the time of the Railway Budget discussion here. I think it is a very good innovation and we are particularly thankful to the Railway Minister and his colleagues for all the courtesy and attention that they extended to us.

There are many good points on which the Railways can honestly congratulate themselves. The increase in the number of wagons and coaches, extension of railway lines, extension of the number of stations, waiting rooms, introduction of mobile libraries, all these are welcome. I note that the manufacture of locomotives has come to a figure where the hon. Minister even expects the locomotives to be exported. All that is for the good. The provision of janata meals at sixty-two naye paise is also something to be glad about but I regret to say that catering, in spite of my friend, Shri D. Narayan's experience, seems to have deteriorated and something ought to be done about it. Whether it is private management or departmental management, I am not concerned with it, so long as we get good food at reasonable prices. I find the prices have been steadily rising, but the quality is not keeping pace with the price. Particularly I note that the dress of the servers requires attention. It is getting very dirty. I do not know, but years ago when Brandons and Spencer & Co. were the contractors, I think, this sort of dirty dress would not have been tolerated. Once the dress was so dirty that I was tempted to ask the man whether there was nobody to check it. I think that requires a little attention.

Sir, the Railways constitute the largest industry in our country and they also employ the largest number of individuals. It becomes a little army and I find from the hon. Minister's speech that the latest figure is 11,43,918. No wonder if they cost a lot and I can understand the difficulties of the Railway Minister, especially

when he has to carry out the recommendations of the Pay Commission, which means an extra expenditure of Rs. 13 crores. I am surprised that the shortage of gross traffic receipt has not been bigger than what it is. It has been mentioned as Rs. 4.17 crores and to make this good a surcharge of 5 naye paise has been levied on goods and coal traffic. Well, things could have been easily worse on this point.

In this connection—I cannot blame the Railway Ministry by itself, because the whole tax structure has to be considered in this connection—I am not sure whether the Government is on the right lines in connection with the tax structure. Of course, this is a matter to be discussed at the time of the Budget. What I have in mind is that there is a perpetual struggle on the part of the labouring classes demanding higher wages. And these demands are justifiable, because the cost of living has certainly risen and is certainly rising. And to that extent they go on asking for higher wages and Government goes on imposing more taxes. I am not sure when this vicious circle will ever be overcome. I think the Government should have tackled the problem of food to the right extent and unless the prices of food are controlled, the cost of living is bound to rise higher and higher and they will be demanding higher and higher wages and this cost of living will go still higher. I do not know how this vicious circle is going to be overcome, but it seems we are attacking it at the wrong end. In this connection, Sir, I was surprised to find, in a recent speech of the President of the Coal Consumers' Association, a complaint that one important coal company's unpaid bills by the Railways had accumulated to about Rs. 40 lakhs. That is extremely surprising. I can understand, and anybody can understand, the President's anxiety about this when so much capital is locked up. It naturally prevents the development of business.

Another point which I welcome in the hon. Minister's speech is the en-

couragement of small scale industries which he is emphasising. At the present moment, a very interesting exhibition is being held in Bombay—the American Small-scale Industries. We always associate with American large industries and I myself was very much surprised to find from the figures given there that 65 per cent of the needs of America were really supplied by the small scale industries. In a country like ours, the development of small scale industries deserves all the more attention and I congratulate the Railway Minister on the encouragement that he is promising for the development of the small scale industries.

There are one or two small things to which I would like to draw attention. One of them concerns loud-speakers at the Stations. Now, that is a real convenience, provided the people speaking there speak in a way which could really be heard and understood by the persons concerned. But my unfortunate experience is that a good deal of the instruction and the information sought to be given by these speakers is purely wasted. Probably the reason is that the persons selected to speak are not of the right type, they have not got the right type of voice, and probably they have not also been trained as to where exactly they should speak. Some people imagine that the nearer they speak in the mike, the better they will be heard, but they only succeed in making more noise. Therefore, if the Railway Minister really wants the public to be benefited by these loud-speakers, I think, a certain amount of care has to be taken in the selection of speakers and also a certain amount of training has to be given to them as to how to speak and at what distance to speak. In this connection I have to pay a tribute to the members of the opposite sex that they make much better loud-speakers. I recognise that at every station you cannot afford to have a lady speaker particularly for this purpose; but whenever it could be done, it might be done.

SHRI JAGJIVAN RAM: All ladies do not have sweet voice.

PROF. A. R. WADIA: Many of them have, and I think so far as the particular men who speak now are concerned, they can easily be beaten.

There is a perpetual complaint about ticketless travel and the pulling of chains. Last year, I ventured to make a suggestion which, I find, has not been carried out, that ticketless travel, especially at peak hours, could be easily controlled if all passengers were compelled to hold up their tickets or passes, so that they could be checked very quickly. It is not done, it is impossible to check tickets at peak hours. For example, in the trains in Bombay—the suburban trains—there is no enough of room for people to stand and still less is there any room for a ticket-collector to enter the compartment and move about. Therefore, the checking of tickets on these trains is absolutely impossible and ticketless travel is all the greater at these peak hours.

I am particularly happy to find the Railway Minister referring to the device of press-button in ladies compartments, especially when we find that advantage is taken of ladies travelling alone and they are being attacked. It is a great shame, and if this device succeeds here, I do not see why it should not be extended to other compartments also and I hope it will be, in course of time. The menace of robberies and stabbings is becoming a very serious matter. One reason for this, I think, is that our railway carriages are divided into definite compartments. If we had corridor trains on a much larger scale than we have at the present moment, this evil could be considerably checked, because the entrances would be limited and the exits also would be limited and the very fact that there is somebody else in the next compartment who could be approached even when the train is running would be a source of great comfort and of great consolation even to the lonely ladies travelling. I wonder why this type of corridor

trains have not been encouraged on our railways. In Western countries these corridor carriages are quite common and I do not know why they should not be introduced in our country as well. That will be a very great comfort and a very great source of strength. There is another evil of unpunctuality and I am afraid our trains are specialising in that. Things are improving; I find Mr. Ramaswamy shaking his head, but there is considerable room for improvement. In this connection, I will give the example of Japan. Railways in Japan are remarkably punctual; they will not tolerate even the delay of a minute and if a train is late by even one minute, whoever is responsible for it, whether the driver or the station master or whoever it is . . .

SHRI P. S. RAJAGOPAL NAIDU (Madras): What is the size of Japan and what is the size of our country? What is the normal distance that a train travels in Japan and what is the normal distance that a train travels here in India?

PROF. A. R. WADIA: But Japan is equally overcrowded. Although it may be smaller in size than our country, still I think it is the system that counts. There is a tendency in our country even on the part of railway servants and those above them to take things easily. Somebody gets down for a smoke, somebody gets down for a drink and nobody cares about the delay. They are taken for granted. In this connection, I would particularly like to mention a very interesting and very instructive example. During the visit of Marshal Tito to Japan he happened to pass by a railway crossing and the railway pointsman was so taken by that visit—naturally he was looking up at the distinguished visitor—that he performed his task a little late and the train was delayed by a minute. Immediately the next day, the papers announced that the pointsman concerned was punished and Tito had to write a letter to the railway authorities to take a lenient view and forgive this pointsman. Well,

Sir, perhaps that is making too much of punctuality, I admit, but our natural tendency—almost a national characteristic—is to take time as unreal because there is infinity before us. We could be more punctual, I am perfectly certain of it. I think unpunctuality ought to be lessened and if a little strong action is taken by the administration, this evil will stop in course of time.

One more point, Sir, and I have done. The Minister, in his speech, has made a good deal of the third class sleeper coaches. It reads very well and one is pleased to read about it, but when we take into consideration our practical experience, as my hon. friend, Mr. Deokinandan Narayan, just pointed out, one feels like being a little cynical about this. I am reminded of any interesting story of Marie Antoinette in the days of the French Revolution. When the people were rioting, the Queen asked as to why they were rioting and she was told that they had no bread and the Queen who never had known any want naively asked: "If they have not got bread, why don't they eat cakes?" Now, I am reminded of this story when I read of the Minister's generosity in providing sleeping accommodation when he is unable to provide sitting accommodation. I think that is much more necessary. A few people may travel in comfort—comfortably—but the vast majority of the people are simply cramped together.

SHRI JAGJIVAN RAM: I wish Mr. Wadia will read once more that paragraph about sleeping accommodation.

PROF. A. R. WADIA: I know, Sir, that overcrowding cannot be overcome and all that difficulty but I think first things come first. It is no use trying to do . . .

SHRI JAGJIVAN RAM: That is not my point. These sleeper coaches do not cost any extra space. We will have as many berths as there are seats and

so there will be encroachment on sitting accommodation.

PROF. A. R. WADIA: I have read that. You will, I am perfectly willing to concede, have as many berths as there are people but even the first class is crowded. I know that in the Bombay suburban trains even in the first class people have to stand usually. Even if you provide seats, these seats are going to be occupied during the day and there will be overcrowding. A few people may be able to sleep on the upper berths. Anyway, I do not feel particularly happy or I am at least not in so generous a mood as to congratulate the Minister on this just now. I would rather congratulate him when the day comes when every Indian can travel in fair comfort and I think that is what we are really anxious to have.

Well, Sir, these difficulties apart, I appreciate the great work that has been done by our Railways and I appreciate the desire on the part of the Railway Minister and his colleagues to do as much as they can for the benefit of the travelling public but there is one warning that I should like to give and it is against being complacent. Never rest content. There is always room for better and better.

SHRI S. C. DEB (Assam): Mr. Vice-Chairman, I rise to congratulate the Railway Minister and the Railway Board for the good work that they have done during the last year. It is a very happy sign, Sir, that goods and passenger traffic are both showing good earnings and these are going to increase also. This was a depressing factor last year and we are now very much hopeful for the future. It is also encouraging to find speedy movement of goods. The hon. Minister is very hopeful about punctuality but so far as we are concerned punctuality is a matter of dream. The trains are always late; there is no punctuality and people are crying every now and then. There has been good improvement because of the construction of

[Shri S. C. Deb.]

the bridge over Brahmaputra and passengers from that area have some convenience now but even there, trains are very late with the result that passengers are held up at Barauni Junction where there are no proper facilities as regards accommodation and other things. What we see is that trains start and arrive at destinations in time. In between, they are not punctual at all. If punctuality is to be observed properly, then trains must reach and depart from every station in time and always in time. Then only can we say that punctuality is being observed.

It is a matter of gratification, Sir, that the manufacture of steam locomotives, coaches and wagons has gone on improving. We find from the Railway Minister's speech that we will be in a position to enter the export market in respect of these things. That is a good thing and we want it. Self-sufficiency should be there but in my part of the country, all rotten coaches are put on the rails. I do not know for how long they have been there. The Railway Minister should consider the possibility of giving new coaches and new engines for that section. This is also a factor in making the trains unpunctual.

There was a lot of controversy about our transport policy and many Members expressed their opinions this way or that way. Now it is a good thing that a committee has been appointed to formulate an integrated transport policy for the benefit of the nation. That is a good idea and we hope that in all our future development road transport and rail transport will co-operate with each other for mutual benefit and for the good of the country at large.

As regards passenger amenities we find that in the main lines the supply of electricity and water supply are generally satisfactory but in branch lines and in far off corners neither electricity is there nor water supply, and the position in such areas is very

unsatisfactory; it is not a question of a day or of a particular time. It is in a most unsatisfactory condition always. I hope, therefore, the Railway Ministry would kindly give their attention to this matter of supply of electricity and water supply. Sir, you will hardly find any water in third class compartments.

[MR. DEPUTY CHAIRMAN in the Chair.]

One train may run from one station to another station for two or three days but there is no water. This thing should not be there.

About productivity cell and utilisation of scrap much work has been done. It is an appreciable improvement. For some time past this was a matter of worry to me as to why this scrap was not being utilised. Now I am very happy to find that the condition is being improved.

As far as chain pulling is concerned, this is a very distressing thing. We travel in the train, the train is running but suddenly the train stops and if we enquire we find that somebody has pulled the chain. It is also mentioned in the speech of the hon. Minister that our students are not behaving properly. Proper steps should be taken to find out why our students and young persons should misbehave like that.

About goods earnings, I would like to draw the attention of the hon. Minister to Appendix VII in the Explanatory Memorandum—Statement of Revenue Receipts and Expenditure. I would only refer here to North Eastern Railway and the North East Frontier Railway. We find that for North Eastern Railway the Budget Estimates for 1960-61 for coaching earnings is about Rs. 10 crores and for goods earnings also it is more or less the same figure. But in the North East Frontier Railway the estimate of goods earnings is a little more than Rs. 8 crores and the passenger earnings show a very low figure. The goods earnings in this Railway are comparatively very satisfac-

tory and if that be the fact I think proper attention should be given to developing and strengthening this route all along—not in some places but along the whole route—from Katihar to Tinsukia. The whole length of this line should be doubled; it is an utmost necessity. When industries are developing there—and we have also the oil refinery—the doubling of this line is an utmost necessity and the Railway Board should give proper attention to that.

Now, coming to my area, Sir, the hon. Minister knows very well that the Lumding-Badarpur section of the North East Frontier region is a very complicated section. The Railway Board knows this very well. Much development is necessary, especially when you are concentrating on Tripura and Manipur, to link up all these areas. If that is to be done, proper attention to this section must be given because by the creation of Pakistan it has become a pocket. As the Railway Board have decided, from Kalkalighat to Dharmanagar a new line is going to be constructed and it may be extended up to Agartala. If that is to be done proper attention should now be given to this Lumding-Badarpur section. There are 37 tunnels in that particular section and engineering difficulties are there and the trains do not move properly. Last year in one of the tunnels a goods train got derailed and much inconvenience was felt by passengers because the whole section was dislocated and there could be no movement in that part of the country. So this is an important section and proper attention should be given. Whatever difficulties exist they should be removed.

Now I would like to draw the attention of the hon. Minister to one fact. In that section Badarpur is a big linking junction station, and sometimes three or four trains reach the station at the same time and there is difficulty in receiving them in a proper way and the passengers have to undergo a lot

of difficulties because of that. So I would request that they should arrange to have a marshalling yard for Badarpur. Not only for Tinsukia and other stations but for Badarpur a marshalling yard is a necessity.

Coming to the Third Five Year Plan programme may I humbly suggest that the Railway Board should consider the development of that area comprising Cachar, Tripura, Manipur, etc. and the whole area should be linked up with railways. This is a dangerous area. Famine condition is there in the Lushai Hills District which is called Mizo District now and there for lifting one maund of rice you will have to pay more than Rs. 20 and you can imagine how horrible the conditions are there. There is no proper road and there is no railway line. Of course, some air-lifting is done, but that cannot cope with the situation. So proper attention should be paid to link up that area. Every district, every part of that locality, of that pocket should be linked up with the railways. From now it should be given. So, I suggest from Katakhal-Lalaghat section, the line should be extended up to the border of Lushai hills, and then from Badarpur to Silchar. Silchar is the terminus. The line should be extended up to Imphal, to connect the Capital of Manipur State. And one thing more. Whether it is a mistake I do not know. They are saying in all their literature that the new line that is going to be constructed is Patharkandi-Dharmanagar. I think it should be Kalkalighat, not Patharkandi as you are mentioning it. Here I would request our hon. Minister to give proper attention so that the line may be extended up to Agartala, to avoid all these transport difficulties there. To Agartala goods are being moved by air. That thing cannot continue for long. So, from now it should be considered that the line should be extended from Dharmanagar up to Agartala. Similarly, the line should be extended from Silchar to Imphal, and link up that part of Lushai hills district, that is, Lungle, which is very isolated. The people

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are feeling so much difficulty. So, I suggest that the line from Patharkandi via Lowairpoa should be extended up to the border, Lungle. Then, this State can be connected by rail. In these days we are experiencing difficulties in our borders. It is very important that if we want to have efficient administration in that part of the country, the railway system should be extended to that locality. It should be done. It should be considered by the Planning Commission. The Planning Commission is meeting and discussing everything. I request them with all humility to connect that pocket of India with the other parts. As we are seeing now, Assam oil is a bottle-neck. It is matter of satisfaction that when we have the Brahmaputra project constructed, the bottle-neck will be removed. But we should not be satisfied with that. We should have a phased programme to develop every locality, which is under-developed or which has no regular railway system properly. So, it should be seen in that perspective. When we are finding difficulties in our border areas, I beseech them humbly that proper attention should be given to this question so that Tripura and Manipur would be linked with the railway system. Thank you.

SHRI ROHIT M. DAVE (Bombay):

Mr. Deputy Chairman, as one tries to understand the budget estimates for 1960-61, which the hon. Railway Minister has presented to the other House and to this House, one is handicapped because of the fact that one can appreciate the estimates regarding the current year and the estimates regarding the budget year only in terms of the actuals of the last year. In this particular case, the actuals available refer to the year 1958-59. Unfortunately this was rather an abnormal year. It was a year in which there was economic depression. Industrial production was not rising at the rate at which it should have risen. Agricultural production had fallen. There were restrictions on imports with the result that the railways had

to face difficulties, which they were not expected to face normally. When we try to compare the actuals of 1958-59 and try to guess what will be the revised estimates for 1959-60 and the budget estimates for 1960-61, we are somewhat in the dark. I, therefore, do not know to what extent the revised estimate of Rs. 108 odd crores in respect of third class passenger earnings and Rs. 109.95 crores for 1960-61 budget estimate for the same, as well as the revised estimate for the current year of Rs. 264 crores in respect of goods earnings and Rs. 305 crores budget estimate for 1960-61 for goods earnings will come to be true. There seems to be one clear trend and that is with reference to the rise in expenses. Therefore, when we are told in the budget that the working expenses of the Indian Railways are likely to be Rs. 291.92 crores in 1959-60 and might rise to Rs. 326.90 crores in 1960-61, perhaps we are on surer ground, because here the trend is quite visible. There are no abnormal factors to explain this rise in working expenses and the trends are well stabilised and normal. Therefore, it is better to concentrate on the working of the railways as we find in 1958-59, try to understand the trends that are developing in the working of our railway system and see if that can be improved.

In this connection, we are thankful to the Railway Board for circulating to us the very interesting booklet which reviews the performance of the Indian Government Railways during the Second Five Year Plan period in the background of the prevailing economic conditions. It is a very valuable document and not only does it throw interesting light on the working of our railways, but also it gives us some idea of some of the trends in our economy. I would, therefore, like to dwell at some length on the picture of the working of the railway system, as it emerges out of this review of the Indian Railways for 1958-59 and the Report of the Railway Board for the same year. The first conclusion that one draws from the

various figures that have been supplied to us is that the efficiency of our railways seems to show an increasing trend. There is a definite increase in the efficiency of our railway system and I would not agree with my hon. friend, Shri Narasimham, that the railways have not done well during the three years for which we have got actuals. Whatever was expected of them during the Second Plan period is likely to be realised. Sir, according to the Indian Railways, in 1958-59 the locomotives that were received, were 1,493 as against the planned target of 2,161 which shows a figure of 69 per cent in three years, quite a commendable figure. Similarly, as far as the coaching stock is concerned, against the Second Plan target of 8,708 the actual receipt was 4,322, which is rather a depressing figure. But we hope that as a result of the increased production in Chittaranjan, perhaps the Railways will be in a position to fulfil this target also. Then as far as the wagons are concerned, against 1,11,739 which is the Second Plan target, the actual receipt was 75,612—again 67.5 per cent which is a commendable figure for three years. It seems, therefore, that as far as renewal and modernisation are concerned, the Railways are actually fulfilling the task which the Second Plan has placed before them.

It was rather intriguing to find from the figures given by the hon. Railway Minister in this connection in his Budget speech where it was said that during a period of four years the fleet of rolling stock would have increased by 14 per cent. in locomotives, 27 per cent. in wagons and 15.5 per cent. in coaches over the holding at the beginning of the Plan. I tried to work out these percentages in terms of actuals by referring to the Second Plan. In the Second Plan it has been stated that the stock on the line at the end of the First Plan would be 9,262 locomotives, 23,779 coaches and 2,66,049 wagons. If the percentages are worked out on this basis the receipts would be 1,297 locomotives, 169 RSD—5.

71,833 wagons and 3,686 coaches. Sir, perhaps these figures can be reconciled by assuming that the percentages which have been given by the hon. Railway Minister are the net increases in the rolling stock, and, therefore, the difference between the two figures represents replacements arising out of condemnation of the overaged stock. If this be true, Sir, then again we have got some consolation because the overaged stock is slowly being replaced, and to that extent the working efficiency of the railway system becomes better and better.

Similarly, Sir, with reference to renewals also, they seem to follow the targets that have been placed before them. I would not tire the House by reading all the relevant figures, but I have tried to check up all the figures and personally I am satisfied that the targets are being fulfilled. While this is true, I would also like to mention that the operational efficiency which is improving and for which rather impressive figures have been given to us in the review to which I have just mentioned, seems to be due as much to the replacement of old stock as to the administrative efficiency. The entire increase in efficiency cannot be explained in terms of renewals, because the Railway Board is good enough to have given us figures which are comparable, and even from those comparable figures it becomes quite apparent that their performance in many respects is keeping pace with expenditure. We are told that the repair shop outturn has more or less been keeping pace with the indices of expenditure in the case of locomotives and that in the case of carriages and wagons the outturn has even exceeded the rate of increase in expenditure. Similarly, the performance of the operating staff correlated with train miles was generally ahead of expenditure except in 1958-59, the setback in that year being due to an anticipation of increased traffic which did not materialise. Similarly, Sir, there are very impressive figures of efficiency index measured as a ratio

[Shri Rohit M. Dave.]

of average pay load of goods trains to the average tractive effort of locomotives, engine miles per engine day on line, net ton miles per goods engine hour and net ton miles per goods locomotives day, etc. I would concede that these figures are impressive and they show that the Railway Board is doing its best in order to improve the efficiency of the railway system. At the same time I would like to submit for the consideration of the House the proposition that when we are considering the performance of the Railways, we are not only concerned with the increase in efficiency in terms of physical targets and in terms of physical performance, but we are also concerned with the financial results. If the financial results do not show an improvement which is expected of a commercial concern like the railway system, mere increase in efficiency and efficiency in the fulfilling of targets would not suffice. It is here, Sir, that the picture is rather depressing. We find that the operating ratio of working expenses to gross traffic receipts expressed as a percentage has shown a steady rise during the first three years of the Second Plan. We also find that the capital at charge has increased from 1955-56 to 1959-60 by 48.5 per cent., while gross earnings have increased only by 23.79 per cent. Even if one were to take the equity capital, after allowing for increases in wages and prices, one finds that the increase from 1955-56 to 1958-59 shows 16 per cent., while for freight tons originating the increase is only 18 per cent. As far as the passengers originating are concerned the ratio is only 11 per cent., and as far as the passenger miles are concerned the ratio is only 9 per cent. This shows that in terms of the expenses or the capital at charge and the actual performance of the Railways in terms of originating freight as well as in terms of originating passengers, the performance is not very creditable.

If one were to see the earnings, one finds that while the goods earnings have risen by 33.58 per cent., passen-

ger earnings have risen only by 8.36 per cent. These again show that there is some imbalance between the earnings from the passengers and the earnings from the goods that are being carried by our Railways.

This fact of the depressing picture of our finances is reflected in our Funds. As far as the actual closing balance of the Depreciation Reserve Fund is concerned, it is steadily going down from year to year. At the beginning of the Second Plan period, it stood at Rs. 103.47 crores; it has fallen to Rs. 17.75 crores. There were withdrawals to the extent of Rs. 320 crores. The point that I would like to understand is this: When the Second Plan had provided for only Rs. 225 crores of the Fund for renewals and expansion in our railway system which were to come from the railways themselves, how is it that we have already drawn Rs. 320 crores from our Depreciation Reserve Fund? Does it mean that our financial targets as far as this particular Fund is concerned, have exceeded the calculations of the Planning Commission, or does it mean that this sum of Rs. 320 crores also represents some items of expenditure which are not taken into consideration in the Second Plan Report?

Then, Sir, there is the question of the Development Fund. As far as the Development Fund is concerned, at the beginning the Second Plan period it stood at Rs. 12.97 crores and it fell to Rs. 1.85 crores in 1957-58; in 1958-59 it took a loan of Rs. 10.78 crores from the General Revenues; in 1959-60 it is estimated to take a loan of Rs. 14.85 crores and in the 1960-61 Budget, a loan of Rs. 7.63 crores is proposed. And in this way, as far as the Development Fund is concerned, it is indebted to the General Revenues. The hon. Railway Minister has mentioned in his Budget Speech that he expected that this could happen, but I doubt if the Planning Commission expected such huge and continuous withdrawal from the

General Revenues for the purposes of developing our railway system. All that I want to suggest is that as far as these Funds are concerned, this shows certain tendencies which will have to be checked because if these tendencies are not checked, it is possible that we will find ourselves in difficulties when we enter the Third Plan period where the expansion of the railway system and the expected performance by the railway system will be all the greater.

In this connection, I would also like to draw the attention of the hon. Railway Minister to the Railway Freight Structure Inquiry Committee's Report. The hon Minister has referred to this Report in his speech and has said that while this Committee has recommended an increase of 13 per cent., in the first instance, he increased the freight only by 4 per cent. and that he now proposes to increase it further by 5 per cent. But at the same time, it needs to be remembered that the Railway Freight Structure Inquiry Committee had certain allocations to the various Funds in mind when it had made the suggestion or recommendation for the increase of 13 per cent. As far as the Depreciation Fund is concerned, the Railway Freight Structure Inquiry Committee has stated:

"On a rough basis, we conclude that the depreciation for the assets at the end of 1955-56 would have been about Rs. 52 crores and this amount would increase progressively year by year, as railway assets are added, till in the year 1960-61, the final year of the Plan period, the amount would be about Rs. 66 crores."

It is an obvious fact that though in October, 1958, the 4 per cent. increase had already taken place and there have not been further allocations or increased allocations to our Depreciation Reserve Fund as has been advocated by the Railway Freight Structure Inquiry Commit-

tee. Again, the hon. Railway Minister has said that he is proposing to place this matter before the Convention Committee. I would like to submit that it would have been much better if more allocations were made to the Depreciation Reserve Fund as the railway assets were increasing year by year.

Coming now to the explanation of this state of affairs as far as the railway finances are concerned, we have got a very interesting paragraph in the Review of Performance. We are told that:

"While during the last 21 years, as against 69.3 per cent. and 96.7 per cent. increases in the passenger fares and freight rates respectively, the average wage paid to each Railway employee registered an increase of 192.6 per cent., the price of coal increased by 372 per cent. and the prices of other important items of stores consumed by the Railways also registered sharp increases."

This seems to be the sort of explanation given by the Railway Board that because the wages have increased, because the prices of stores have increased and because the passenger fares and the freight rates have not increased, our finances are in this depressing state. If this be so, it would be worth while considering if it would help us in any way if we increase either the passenger fares or the freight rates. It is very doubtful whether it would be possible for the railways to bring down the expenses especially as regards the wages and also as regards the expenses due to higher prices. The increase in wages and the rising prices are due to forces which are beyond the control of the railway system. Therefore, when we are trying to concentrate our attention on the fortunes of the railway finances, we will have to try to find out some ways whereby it will be possible to put

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these finances right by only concentrating on those aspects of our economy that are within the control of the railway system. If we were to view the problem from this angle, there is a temptation to suggest that an increase in the passenger fares and in the freight rates is one of the solutions. But, in that connection, I would like to point out some of the figures that have been given in this very review, which have to be pondered over before any such step is taken. We have been told that "passengers originating have steadily increased since 1955-56 but passenger miles are decreasing indicating a decline in the average load of passengers. The passenger mileage under upper classes has increased while the passenger mileage of third class which accounts for the bulk of the traffic has recorded a decline. This is responsible for the drop in earnings. The suburban passengers who account for more than one-third of the total number of passengers have been steadily increasing at a substantial rate." When one reads this, one is compelled to come to the conclusion that the passenger fares, as they are existing even today, are exerting a depressing influence on the desire of the people to travel.

It is quite obvious that the figures regarding the passengers originating are showing an increase because of the fact that the suburban traffic is on the increase. Now suburban traffic is bound to be on the increase because of the fact that urbanisation is going on. As a result of this urbanisation people have to stay in the outskirts of the town and they have to go to the town for their various works and various businesses. Naturally therefore, whether people like it or not, they will have to travel by the suburban trains, and, therefore, the real indication as to whether the rise in fares is exerting any depressing influence on the desire of the people to travel can only be had by looking at the general passenger miles, and here we find that

the passenger miles are continuously decreasing. Sir, the situation is all the more interesting in the case of goods and we are told that almost the entire output of coal, cement, iron and steel, iron ore, manganese ore, etc., is transported by rail. Then we are told that coal and iron ore, which amongst themselves account for roughly 30 per cent. of the revenue-earning traffic carried by rail, are low-rated commodities. Products like foodgrains, oilseeds, sugar, cotton manufactures, jute manufactures, salt, etc. show a decline in the volume of goods transported and most of these are high-rated commodities. Here again, Sir, the conclusion is inevitable that the high freight rates are exerting a depressing influence on the desire of the people to move their goods by the railway system. If today a certain amount of goods is diverted to the road system in preference to the railway system, perhaps the explanation for it is in these high rates of freight which are being charged by the railway system, and I would again urge the hon. the Railway Minister and the Railway Board to consider whether there would not be more business attracted as a result of lowering of freights rather than trying to get more money by increasing the fares and increasing the freights. Naturally, Sir, it may be asked as to what would be the remedies to change, for the better, the present depressing state of finance of the railways and it may be asked, if the fares and freights are decreased still further, would it not have the effect of further decreasing the revenue receipts and thereby raising the operating ratio? Well, it is a very legitimate issue which you will no doubt have to take into consideration. My whole submission, however, is that the real remedy lies in still increasing the efficiency of our railways.

Sir, as far as the fuel consumption is concerned, we find that the position is not at all what it should be.

The Railway Minister has himself stated that the coal that they are receiving today is of an inferior quality and the quality is becoming lower and lower as the years pass. This is exactly what the Expert Committee had already predicted, and the Expert Committee had pointed out that the only way out was to establish washeries in our country. Nearly two years have passed since the Expert Committee presented its report, and we are told by the hon. the Railway Minister that they are still in correspondence with the Ministry of Steel, Mines and Fuel in order to find out whether it would be possible to establish these washeries in India or not. This, Sir, is a state of affairs which cannot be allowed to continue, especially in view of the fact that the Expert Committee was appointed by the Railways, and this Committee had reported that by 1960-61 the railways would not be able to have any first-grade coal that is required by them. Therefore, Sir, the Committee suggested that if they were to economise on fuel, they would have to establish more washeries. Further, Sir, the same Expert Committee had also stated that dependence on steam traction should decrease and there should be more and more dieselisation and electrification of our railway system. There again, Sir, the figures for dieselisation and electrification, that have been given by the hon. Railway Minister, show that the Railway Board has still not taken the recommendation of this Expert Committee very seriously. There may be difficulties—difficulties with reference to foreign exchange—there may be difficulties with reference to power. I understand all that but, as far as the Railway Ministry is concerned, the Railway Board is in the very happy position to get the foreign exchange that it requires through the World Bank where it has established a very high reputation both of performance and of return on the loans. If that be the case, it is desirable that special

attention should be given to this recommendation of dieselisation and electrification and, if need be, special loans should be negotiated, because we notice that it will be very difficult for us to keep our expenses down, and even if we increase the passenger fares and freight rates, I have my own doubts whether the railway finances would be put on any sound basis.

Lastly, Sir, there is the question of renewal and modernisation of our rolling stock. Something has been done in this connection and what has been done has shown good results. If more efforts are made in terms of rehabilitation and in terms of modernisation, if we can increase our output in our coach factories and wagon factories and locomotive factories and make use of the increased output of a variety of components for the rehabilitation and modernisation of our railway system, there again a very desirable result might be expected. Again I know that it requires capital, that it requires expenditure, but cannot the railways, being one of the departments of the Government of India, where any investment is likely to bring quick results and is likely to help the economy of the whole country, arrange for it, because unless the railway system is made more efficient and is able to discharge the responsibility of an expanding economy, it will not be possible for the economy also to expand? Therefore, any investment which is attracted to the railways would be worth having and would bring quick results. Therefore, it is only by modernisation, by rehabilitation and by fuel economy, by turning to those fuels which are cheaper in the long run, that we will be able to put our railway finance on a sound footing, and any short term measure of increasing the passenger fares or of increasing the freight rates will not take us anywhere near it and will, on the other hand, bring certain depression in the railway finance. I would, therefore, urge upon the Railway Minister to give consideration to some of these suggestions that I have made,

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so that it may be possible for us to have a very sound railway finance which we all desire to have.

Sir, I thank you.

DR. W. S. BARLINGAY (Bombay):
Mr. Deputy Chairman, Sir, I shall begin by congratulating the hon. Railway Minister on having introduced so many reforms on our railways. I had occasion to say once that it was really a very fortunate thing that our Railway Minister came from, what may be called, a depressed community; and I believe that, that makes all the difference in the world for the very simple reason that those people who are in affluent circumstances are not usually in a position to understand the difficulties of the common man, especially of those people who belong to the backward communities in our society.

Sir, if you read the entire speech of Shri Jagjivan Ram, for whom I have got a personal admiration, you will see that it bears the stamp of two things: (i) that here is a person who has got sympathy for the poor people from his very heart, and (ii) at the same time he is perfectly conscious of the fact that mere sympathy for the poorer classes in our society is not enough but all the sympathy that we have for the poor classes has got to take practical shape, and in their lives the poorer sections of our society have got to be made more efficient in their work and in their day to day life.

Sir, I would begin, if you kindly permit me, by quoting only a few passages from the speech of the hon. Railway Minister just to indicate that what I have been saying presently was not merely a sort of theoretical praise which his party-man is bound to bestow on him, but that it is really embedded in the facts and figures that the hon. Minister has given us. Sir, he stated:

"The Railways' Plan allocation was Rs. 1121.5 crores. During the four

years upto March 1960, we would have spent about Rs. 872 crores out of the total allotment; we hope that we would cover the balance by the end of the Second Plan period."

Sir, I am glad to say that I am not the only person who has bestowed praise on the hon. Minister—and after all, any praise that his party-man would bestow on him is not really very important; it has got always to be taken, if I may say so, with a grain of salt—but fortunately, my predecessor, Mr. Dave, who has just spoken, had told us—and quite rightly with facts and figures—that to quote his own words, "there is a definite increase in the efficiency of the running of our Railways". Sir, I have got great respect for the opinion and the views of my friend, Mr. Dave, and I feel that the facts and figures which he has just given would show, and show conclusively, that what I have been saying is not merely a sham praise, but it is what our hon. Minister really deserves.

Sir, the second passage which I should like to quote from his speech is at page 5, where he says:

"Considerable chasing has been done to improve the turnround of wagons, and about 10 per cent. more traffic than in 1958-59 is now being carried with only 3 per cent. increase in wagon supply."

That is another evidence of the fact that efficiency on the Railways has increased.

The third thing that I should like to point out is the question of self-sufficiency on Railways. There the hon. Minister says:

"An endeavour towards self-sufficiency has been the key-note of the policy pursued by the Railways. The Chittaranjan Locomotive Works produced 165....."

Now, all this shows that all that an ordinary Member of Parliament could have said in a Budget speech on Railways has already been present to the mind of the hon. Minister.

Sir, when I have said all this, it does not mean that we have got to be complacent. There are things which ought to have been done and which are not yet done on the Railways. While speaking on corruption, at page 18 of his speech, the hon. Minister says:

“The problem of weeding out corruption, as the Hon’ble Members will appreciate, is no small task, and is a reflection of the general standard of morality in the country.”

I respectfully agree with him. But considering the fact that Railways play a very important role in the life of this country, that they spend a large amount of money, that they employ a very very large number of people in this country and so on, I feel that just as corruption on the Railways is an index of the general levelling down of the morality of the people in this country, in the same way if any progress is achieved on our Railways, that is also an index of the possibility of achievement of general progress of this country as a whole. And it is from this point of view that I should like to speak of certain things which need an improvement on our Railways.

Sir, the first thing, that I should like to draw your attention to, is the delays on the Railways. Sir, my predecessor, Prof. Wadia, quite rightly pointed out that delays on the Railways have not to be taken as a sort of isolated item out of the life of the country as a whole. These delays on the Railways are an index, also of our general character.

SHRI J. S. BISHT (Uttar Pradesh): What is wrong with the character?

DR. W. S. BARLINGAY: What is wrong with the character is that we tend to become very inefficient, and that has got something to do with our character. Sir, I will give you certain concrete instances. I had occasion to travel on the Bina-Jabalpur line very recently. There I was amazed to find that delay on that line has become almost chronic. When I enquired into the matter I was told that there was only one engine there—I speak subject to correction; I do not vouchsafe for the correctness of the statement. But I was told that there was only one engine on that line per train or something and that engine has got to be properly repaired every time that it comes to Bina and it has to be marshalled into service every time it goes back on that line. I have also found many a time that just because the guard of these trains or some Railway official or somebody else has to take a cup of tea or has some private work of his, that only for his being able to drink a cup of tea or for some private work of his, the train is delayed. This happens especially on the branch lines. I specifically refer, for instance, to the Pulgaon-Arvi line. I am sorry to say that, that particular line is not properly run at all.

There is another point in which I happen to be particularly interested and that is with regard to Research Designs and Standards Organisation. I happen to be particularly interested in sanitation and it is not once, twice or thrice but perhaps a hundred times that I have been saying that the designs of the sanitary structures in our coaches leave a good deal of room for improvement. I have made concrete suggestions and I have spoken, if not to Mr. Jagjivan Ram himself, perhaps to some of his Deputy Ministers and to his predecessor also and when I explained what I felt ought to be the kind of design of our sanitary structures, they seemed to agree with me perfectly. It is, I think, about 5 or 6 years now since those suggestions had been made and I find that there

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is a general reluctance on the part of our experts to carry out those suggestions for the very simple reason—I am sorry to say this—that our experts sometimes begin to feel that the ordinary man in the street ought not, so to speak, to poke his nose in matters concerning the experts. Now I feel that, if this statement of mine is correct, this is not at all a very desirable thing. With regard to sanitary structures, I feel that the common man has got as much right to make suggestions and as much right to be able to be heard as any expert who can design a proper sanitary structure. I will take only one instance. There are several things which I have suggested but take for instance only one thing. You know that water in our latrines ought not to soil the floor which we ordinarily use. It ought to be channelled in a proper way and it can easily be done without any additional expense. What happens is that all these various taps open on the floor of the latrine and that wets the floor completely and you know what havoc it causes so far as the amenities of the third class passenger are concerned. This sanitation in the third class coach is as important as availability of drinking water at a way-side station. What happens when the floor becomes wet is that people wet their feet or their chappals or their shoes and will you believe it, with those wet chappals they almost cross over our beds and soil them. Those chappals soil you and they soil our clothes. That happens every day especially when women are travelling with small children who do not know how to use the latrine properly. It may appear to be a very unimportant matter but I say that, that is perhaps the most important matter which ought to be attended to by the proper designing of latrines in these Railway coaches.

Then I would say something regarding food. The other day I had occasion to complain to the hon. Deputy Minister about this and I have given it in writing to him and I do not

know whether he has received this letter in that connection. At one station, probably it was at Agra, I asked for some milk at the station—I have given this in writing also—and I asked for some coffee decoction along with it because mere milk does not suit my taste and also my stomach. Milk was brought to me. I found that it was not really milk but milk poured into water. I asked the bearer what the matter was and, believe me, the gentleman concerned had the audacity to tell me that it was a rule in the Railways that no pure milk should be served but that it ought always to be added with water. I have made a written complaint about this to the hon. Deputy Minister.

SHRI JAGJIVAN RAM: Was it at Agra?

DR. W. S. BARLINGAY: I believe it was at Agra. Unfortunately I did not keep the slip with me, I am sorry to say.

Then I want to draw your attention to the fact that the prices of curd and other articles of food are different on different railway lines. Probably the best railway line so far as this is concerned is the Grand Trunk route. There you get better food with lesser cost but if you take the Bombay-Calcutta line—I have also made a written complaint to the Deputy Minister—you will find that for a quantity of curd which, on the G.T. route, will cost you only four annas, on the Calcutta-Bombay route, for that very quantity, of much inferior quality, if I may say so, you have to pay about eight annas. There is also written proof about this which I have given to the hon. Deputy Minister. I feel that this is absolutely a wrong state of affairs.

Then I would draw your attention to the booking offices. I happen to be a democrat in my habits. I like to stand in the booking office queue and I have done so both because I feel that I ought to feel like a common man and behave like a common man and also because I like to do some experiments: so far as the efficiency of the working of the railways is concerned:

Sir, would you believe it that at the Nagpur Railway Station and in the booking office there—this is a very specific instance and I have given the case and reported the matter to the Station Superintendent—you will find that while tickets are being issued, while the money is being exchanged and so on and so forth, the men in charge talk about everything else, all except the purchase of tickets and so on. For the issue of one ticket the man at the counter usually takes about two minutes on an average, if not more. So, if I am tenth in the queue, it means that I will not be able to get my ticket for twenty minutes or so. Now, that really is a very unfortunate state of things and I feel that something has got to be done in this connection.

Reverting again to sanitary habits, as I said, the state of things or the progress on our Railways is also an index or an indication of the progress that we are likely to achieve in the country as a whole. Now, take this very simple question of sanitary habits. Take the question of spitting. The Railways employ a lot of employees and I presume that it should be the duty of the Railways also to teach their staff proper sanitary habits, because they are, so to speak, an example and a living example to the people who come into contact with the Railways. If you examine the figures of traffic, you will find that the traffic is such that in one year, those in the Railways come into contact with as many people as there are citizens in this country. So they have got very large contacts. Therefore, these people who are employed by the Railways, if they are not properly trained in proper sanitary habits and so on, they are likely to leave a very bad impression on the travellers themselves. I have found hundreds of your very responsible staff, including station masters and assistant station masters, spitting on the railway platform, not into the spittoons but on the railway platform itself. It is really a very extraordi-

nary thing for a cultured man to go on spitting on what otherwise would be a very clean floor. This is a very simple matter. But apart from this, what is the example you set to the ordinary traveller? If you yourself spit and if tomorrow I begin to spit anywhere I like, what sort of an example would I make to the ordinary man, I mean to an unsophisticated person who comes from the countryside?

SHRIMATI YASHODA REDDY (Andhra Pradesh): They only preach, but not practise.

DR. W. S. BARLINGAY: With regard to food, I have got a suggestion to make and I feel that, that is a very important suggestion from the point of view of amenities to passengers. Sir, take into consideration the substance, namely, what we in English call "bread". This bread, wherever you go—whether you go to Calcutta, or to Nagpur, Bombay or any other part for that matter—you will always get bread of a particular pattern and of a particular sanitary standard and so on. That you will always get, for it has a standard; it is standardised. What I suggest is that if this bread could be standardised, why could not our food products be standardised also? There is a lot of improvement so far as food is concerned and that I am admitting. For instance, you have introduced the "Janata meals". It is a great improvement. But this is not what is so very important. There are other items of your food. Take, for instance, rice. Why should you get one type of rice in Calcutta and another type of rice in Bombay and yet another type in Nagpur? Why can't you get a standard rice preparation? Why can't you get a standard dal preparation? Why can't you get a standard for some of these vegetable preparations? Why can't you completely standardise them? It is quite possible and if proper measures are taken, I believe that you can evolve out of the various items,

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a standardised meal. We ought to have certain national standards in all these matters and I believe it is quite possible. Take for instance the *dosa* or *idli* of the south. They have virtually become standardised. You can get *idli* of the same type and of the same standard whether it is in Madras or on the railway lines.

SHRI JAGJIVAN RAM: Ask a Madrasi.

DR. W. S. BARLINGAY: I do not know, I am not an expert in all this and if you cannot get *idlis* of the same standard, well, you ought to get them. That is what I say.

SHRI JAGJIVAN RAM: May I know what the hon. Member means by standardisation of rice? I am trying to follow him, but I want to know what he means by standardised rice?

DR. W. S. BARLINGAY: I will explain what I mean by that. Usually I have found—and I have found that in Brandons also—what they do is this. Suppose you want rice—a plateful of rice. They will have a boiling cauldron and into that boiling cauldron they will put whatever rice you wanted. Then after it is cooked fully, it is put in what is called a “jali” just to strain off the water and then it is put on the plate. What I am saying is that this is a very incorrect way of boiling rice because it takes away all the valuable substances that are there in the rice itself and ultimately after the rice becomes cold, it becomes very hard to digest. It does seem to me that this particular system ought to be changed. The second thing that I mean by this is that if I ask for rice, then the standard of rice, the quality of that rice, ought to be the same everywhere.

AN. HON. MEMBER: How is that possible?

SHRI P. S. RAJAGOPAL NAIDU (Madras): There are six hundred varieties or more.

DR. W. S. BARLINGAY: If there are two different qualities I am prepared to accept the two different

qualities—I mean a lower type and the other of the higher type. But let me have the choice of the kind of rice that I want. Suppose I am a rice-eater. If I am required to eat hard rice, then surely that will upset my stomach and I will not be able to digest it. If on the other hand I get good quality rice properly cooked and so on, then it will certainly suit my stomach and stomach is an extremely important matter when one travels.

SHRI JAGJIVAN RAM: More important than the passenger.

DR. W. S. BARLINGAY: It is a very important matter. Sir, there are several other things which I would have liked to say, but since the time has run short, I feel that I must end here. Thank you very much.

سودا، بدھہ سلگم (جموں ایلڈ)

کشمیر): جناب قیٹی چیرسین صاحب - چونکہ وقت بہت تھوڑا ہے اس لئے میں نے یہ جو کچھ نوٹ کئے ہیں وہ ہی عرض کرنا چاہتا ہوں -

آج بھی دیلوے کا نقشہ ہماری ریاست جموں کشمیر میں ایک گز دیلوے لائن دکھانے کے قابل نہیں ہے - اس کو میں کس طرح اپنے بدقسمت لوگوں کو دکھا سکتا ہوں - سات سال کی متواتر کوشش اور ایپلوں کے بعد دیلوے منسٹر صاحب نے جموں کشمیر میں دیلوے لیجنے کی اشد ضرورت کو تسلیم کرتے ہوئے مہربانی کر کے ہماری ریاست کی حد میں جیسا کہ انہوں نے زبانی کہا ہے کہ دیلوے لائن بنانے کا کام شروع کیا ہے اس کے لئے ہم شکر گزار ہیں -

اگرچہ ریلوے بجٹ اور منسٹر صاحب کی تقریر میں اس بات کا ذکر نہیں ہے کہ کہاں تک کام لیجایا جائے گا اور کب ختم ہوگا مگر منسٹر صاحب نے کہا ہے کہ کٹھوعا تک ریلوے لائن بدلائی جائیگی -

امید ہے کہ وہ اس بات کا یقین دلا دیں گے کہ جلدی کم از کم دو تین سال تک جموں تک ریلوے لائن بدلائی جائیگی اور سروے کا کام اودھم پور تک کیا جائیگا - اگر تیسری پینج سالہ سکیم میں صرف چھ سات میل تک یعنی کٹھوعا تک لائن پہونچانی ہے اور اس سے آگے نہ معلوم کتنے سالوں میں لائن جموں تک بدلائی جائیگی ہمیں معلوم ہونا چاہئے - ایسا نہ ہو کہ جس طرح مادھوپور تک لائن کئی سال تک بنی ہوئی ہے مگر استعمال نہیں ہو سکتی اسی طرح کٹھوعا تک لائن بنانے میں صرف خاص کٹھوعا کے لوگ تو اس کا فائدہ اٹھائیں گے بشرطیکہ وہاں سے ریل پٹھانکوٹ کیلئے بدلے بغیر آگے جاسکے ورنہ چند میل میں پٹھانکوٹ تک جا کر پھر ریل بدلتی ہے تو اس کا کیا فائدہ - اگر اسی رفتار سے لائن کے بننے کا کام رہے گا تو موجودہ جلیبریشن میں جموں تک ریل کا پہونچنا مشکل ہے - جہاں دیگر ریاستوں میں سات آٹھ سو میل کی نئی لائن بنانے کا خیال

ہے وہاں ۳۰ میل لائن بنانے میں کیا مشکل ہے -

یہ مجھے کہنے کی ضرورت نہیں کہ ریلوے لائن بنانے کیلئے کن خاص باتوں کا لحاظ کیا جاتا ہے کیونکہ وہ ریلوے منسٹر صاحب بطوری جانتے ہیں کہ تجارت میں سہولیت اور آمدورفت میں آرام کان ہائے کا نکالنا اور فائدہ اٹھانا - انڈسٹری پراجیکٹس میں ترقی کرنا - زراعت اینگریکلچر اور غلہ کو جہاں ضرورت ہے پہونچانے کیلئے - غرضیکہ ان تمام باتوں کے پیسے نظر ریلوے لائن بنانا اشد ضروری ہے - علاوہ ازیں جنگی سامان اور افواج کی آمد و رفت و ضروریات سامان پہونچانے کے لئے ہمیں فکر کرنا ہے - ہماری ریاست کی سرحدات کے سلسلہ بڑا پیچیدہ اور خطرناک ہے اور آجکل اور بھی سخت ضرورت اس بات کی ہے کہ جتنی جلدی ہو سکے ضروری سامان - جنگی مشینری و سڑکات پلون اور چھاونیوں کے لئے پہونچانا ضروری ہے - جب بمقابلہ ہمارے پاکستان کو سرحدات پر ہر ایک چھڑ پہونچانے اور خصوصاً جنگی سامان پہونچانے میں کم خرچ ہوتا ہے کیونکہ سرحدات کے ساتھ یا لوڈیک ریلوے لائن ان کی موجود ہے اور چند میل تک سڑک پر موٹر ٹرک وغیرہ لیجھانے کے بعد وہ منزل مقصود پر پہونچ جاتے ہیں - مگر ہمیں پٹھانکوٹ سے آخری سرحدات

[سردار بدھ سنگھ]

تک جو پانچ سو میل لمبی اور چار سو میل چوڑی ہیں سامان ہر قسم پہونچانا بہت مشکل ہے اور کروڑوں روپیہ پٹرول پر خرچ کرنے کے علاوہ تکلیف اٹھانا ہوتا ہے اور خاصہ وقت خرچ ہوتا ہے -

لاکھوں روپیہ کا ہر سال ہمیں نقصان اٹھانا پڑتا ہے کیونکہ جہاں ہم پہلے جموں خاص ریل پر بیٹھ کر ہندوستان کے ہر حصہ میں جا سکتے تھے وہاں اب جموں سے پٹھانکوٹ تک ۶۶ میل جا کر ریل کے دوشن ہوتے ہیں اور صرف ایک ہی راستہ ہے - کیا آپ محسوس نہیں کرتے کہ سیکڑوں میلوں سے مسافران بڑی مشکل سے تکلیف اٹھا کر کئی دنوں کی مسافت کے بعد ریل تک پہونچتے ہیں - اور ریل کے کرایہ کے مقابلہ میں بس کا زیادہ کرایہ دینا پڑتا ہے - سری نگر کشمیر سے پٹھانکوٹ پہونچنے پر بیس سے پچیس روپیہ تک خرچ کرنا پڑتا ہے اور راستہ کے موسم برسات و برفباری میں کئی دن تک بند رہنے یا فلد وغیرہ کی وجہ سے رک جانے کی جو مصیبت برداشت کرنی پڑتی ہے وہ بیان سے باہر ہے -

سامان خوردنی، غلہ، اناج، کھانڈ، کپڑا، کک اور عمارتی سامان، لوہا، سمنٹ، مشینری وغیرہ بمقابلہ ہندوستان زیادہ گران مہنگا پڑتا ہے اور اس میں لاکھوں کا نقصان اٹھانا پڑتا ہے - کیا آپ کو

معلوم ہے کہ پٹھانکوٹ سے تین سو سے پانچ سو میل تک خوردنی چیزیں اور ضروریات زندگی کس نرخ پر پڑتی ہیں - وہاں تو دو چھٹانک روپیہ کی کھانڈ اور سیر بھر نمک بمشکل ملتا ہے اور چاول، غلہ وغیرہ ایک سیر روپیہ کا ملنا مشکل ہوتا ہے - اس لئے جہاں تک جلد ممکن ہو سکے کم از کم تیسرے پانچ سالہ سکیم میں جموں اور اودھم پور تک ریلوے لائن بن جانی چاہئیے - کیونکہ ہم برابر بارہ برس سے عظیم نقصان و تکلیف برداشت کر رہے ہیں - اگرچہ ہم ہر سال بڑی دردناک اپیلیں کرتے رہے ہیں اور شکر ہے کہ ہماری ریاست میں لائن بنانے کی اہمیت کو تسلیم تو کیا گیا ہے - مگر یہ افسوس کی بات ہے کہ صرف کتھوے تک ہی ریلوے لائن بنانے کا پروگرام ہے - ہماری آج تک کی تمام مصائب نقصانات اور تکالیف کو دور نہیں کیا گیا اور اس کے لئے ہم بدستور چلاتے رہیں گے کہ سردست جلدی کم از کم جموں تک ریل پہونچانی چاہئیے -

اگر پاکستان بن جانے سے جموں کا ریلوے اسٹیشن ختم ہو گیا تو ہمارا کیا قصور ہے - جہاں ہمارے جموں کشمیر کی حفاظت اور ترقی اور مطالبات کے لئے آپ کروڑوں روپیہ خرچ کرتے ہیں اسی طرح سردست جموں تک ریل کا پہونچانا نہایت ضروری ہے - ریل جو آخر سرینگر کشمیر تک پہونچانی

نہایت ضروری ہوگی ورنہ ہماری ریاست کی سرحدات جہاں ہر وقت پاکستان کی فوجیں تیار کھڑی ہیں اور چائنا کے ساتھ سرحدات کی حفاظت کرنے اور وہاں کے لوگوں کے جان و مال بچانے اور آئندہ ہر قسم کی ترقی کا سامان پیدا کرنے کیلئے ہندوستان کے ساتھ اتوارے مضبوط اور مستقل رشتہ قائم رکھنے کے سلسلہ میں ریل کا لیجانا بہت ضروری ہے ورنہ عوام کو شکایت دے گی کہ ان کو ویسی ہی سہولتیں اور ترقی کے سامان مہیا نہیں کئے گئے ہیں جیسا کہ دیگر ہندوستان کی ریاستوں کے لئے ہیں۔ مخالف طاقتیں طرح طرح کے سوالات پیدا کر کے پروپیگنڈا کرتی ہیں تو ان سب کا جواب یہی ہے کہ وہاں ریل بنائی جائے۔ جہاں آپ نے بانہال ٹنل بنایا جسکے لئے ہم نہایت شکرگزار ہیں اور اس سے مخالفین کا اعتراض سب خاک میں مل گیا اور ہمارا سال بھر کے لئے راستہ کشمیر تک کھلا رہا۔ اسی طرح لاکھوں کروڑوں کے نقصانات اور مصائب و تکلیف کو دور کرنے کے لئے ریلوے لائن کا ہونا نہایت ضروری ہے۔

ہم اس بات کو خاص طور سے آپ کے نوٹس میں لانا چاہتے ہیں کہ ٹنل تک پہنچنے میں ہمیں جی دشواریوں تکلیف اور نقصان کا متحمل ہونا پڑتا ہے وہ بیان سے باہر ہے۔ خاصکر موسم

برسات میں اور برفباری اور فلد کے دنوں جو حالت ہوتی ہے وہ آپ سے پوشیدہ نہیں ہے۔ بڑا خطرہ ہے اور خرچ و نقصان اٹھانا پڑتا ہے۔ ہم کو ہر قسم کی تھوس ترقی صنعت و حرفت۔ مکانات۔ پلوں کی تیاری پراجیکٹس اور زراعتی ترقی کیلئے نہروں کی تعمیر، دریاؤں کے بند باندھنے، تہیم بنانے اور درجنگ کا کام پانی نکالنے کیلئے اور غلہ پہونچانے اور لداخ کی سرحدات تک چیزیں پہونچانے اور سامان ضروری جنگی وسول آبادی کی ضروریات زندگی میں کسی قسم کی ترقی و سہولیت حاصل نہیں کو سکتے جب تک ریل نہ لائی جائے۔ آخر ہم کب تک دوسری ریاستوں میں ہو رہی ترقی کی سکیموں کو اور خوبصورت ریلوے کے نقشہ کر دیکھتے دھینگے اور کب تک لاکھوں کے نقصان و تکلیف کو برداشت کرتے دھینگے۔ مہربانی کر کے ریلوے منسٹر و ٹیفنس منسٹر اور پرائم منسٹر جو فارن منسٹر بھی ہیں یہ سب مل بیٹھ کر ہماری ریاست میں کشمیر تک ریلوے لائن لیجانے کے سوال کو ایک دفعہ پھر سے زیر غور لائیں اور بدلتے ہوئے حالات کے مدنظر جتنی جلد ہو سکے کم از کم اودھم پور تک یا جموں تک تو لائن دو تین سال میں ضرور پہونچا دیں۔ کشمیر تو ابھی دور ہے۔ اگرچہ خرچ کافی کرنا پڑیگا مگر جو نقصان کروڑوں روپیہ کا پٹرول

[سردار بدھ سنگھ]

خرچ کرنے میں اور سیول آبادی کو جو لاکھوں کا نقصان برداشت کرنا پڑ رہا ہے اور ہر وقت کا خطرہ کا سامنا ہے اس مقابلہ میں ریلوے لائن پر زیادہ خرچ نہیں ہوگا اور ریلوے لائن پہنچانے میں کشمیر و ہندوستان کا مستقبل اتوت رشتہ دائمی و مضبوط ہو جائے گا اور کسی قسم کی کوئی شکایت نہ رہے گی اور اربوں روپیہ کی کانپیں اور کافی تعداد میں معدنیات اور دولت موجود ہے اس طرح ریلوے کو نقصان نہیں ہوگا بلکہ فائدہ ہوگا۔

بمقابلہ دیگر ریاستوں کے ہمارے ریاست کے حالات اور سرحدات کے نازک صورت حال کے پیش نظر اور غریب اور پسماندہ ملک ہونے کے نہایت ضروری ہے جس طرح بھی ہو سکے ریلوے لائن کم از کم اودھم پور تک ضرور پہنچائی جائے۔ اودھم پور کی اہمیت فوجی نکتہ خیال سے آپ خوب جانتے ہیں۔ ڈیفنس منسٹر صاحب سے دریافت کیجئے۔ صرف کٹھوعا تک لائن لیجانے کے لئے کئی سال تک ہمیں انتظار میں رکھنا ٹھیک نہیں ہوگا صرف اس سے لاکھوں انسانوں کی آمد و رفت اور مال و اسباب تجارت سے کیا فائدہ و سہولیت ہو سکتی ہے۔ ایک ہی دفعہ سروے کی جانی چاہئے اور لائن بنانے کا کام شروع ہو کر پہلے جموں اور پھر اودھم پور تک پہنچایا

جائے اور اسے بلد نہ کیا جائے جب تک ان مقامات بالا پر لائن نہ پہنچ جائے۔

جہاں ہم ادب سے اب تک دردناک اپیلیں کرتے آئے ہیں اور درخواستیں کرتے رہے ہیں وہاں ہم اپنا حق بھی سمجھتے ہیں کہ ہم یہ مثل دیگر ریاستوں کے ہندوستان سے ایک اہم اور خوبصورت ریاست جموں کشمیر کا آپ کے ساتھ مستقل دائمی الحاق و رشتہ جوڑ چکے ہیں۔ اب اس پسماندہ ریاست کی ہر قسم کی ترقی اور حفاظت و خوشحالی کے لئے آپ اپنا فرض پہنچائیں گے۔ کشمیر ہندوستان کا سرتاج ہے اگر ریلوے لائن کشمیر تک پہنچ جائے اور ہر قسم کی ترقی کے سامان پہنچا کر وہاں جلدی کام شروع ہو جائیں تو نہ صرف کان ہائے کی خاص دولت ہاتھ آئے گی بلکہ ہندوستان کی شان ترقی و اقتدار اور اہمیت میں جو کشمیر کی پرفضا وادیوں آب و ہوا اور شہرت کی وجہ سے اضافہ ہوگا اور دنیا اسے آرام و خوشی کی حالت میں دیکھے گی۔ رونق دے گی، عوام کو کام ملیگا، خوش حالی ہوگی اور آپ کو ہم سب کو فخر اور خوشی ہوگی۔

اب میں آپ سے یہ عرض کرنا چاہتا ہوں کہ ہم سالوں سے اپنے یہاں ریل لائن لیجانے کی اپیل کرتے آئے ہیں لیکن اب میں یہ گستاخی نہیں کرتا۔ اب ہم حق سمجھتے ہیں اور یہ ہمارا حق ہے جب کہ کئی سال

پہلے سے جس بات کو کہتے آ رہے ہیں کہ ہندوستان تک آنے جانے کے لئے ہمیں ریل کی سہولیت دیجئے وہ پوری ہونی چاہئے - اس سے ہمیں ابھی تک محروم رکھا گیا ہے - ہمیں بار بار بہلا دینے سے کام نہیں چلیگا - اب آپ وہاں جلدی سے جلدی ریلوے لائن بنانے کا کام کریں - ہم مجبور ہیں پسماندہ ہیں، غریب ہیں غربت کے مارے ہوئے ہیں۔ آپ جانتے ہیں کہ کشمیر اور چین کی سرحد کا معاملہ آپ کے سامنے درپیش ہے اور یہ مسئلہ دھیرے دھیرے آہستہ آہستہ چلنے سے حل نہیں ہو سکتا ہے - اس میں خرچ کرنے میں بڑے پین سے کام نہیں چلیگا - مخالف طاقتیں سامنے ہیں اور زندگی اور موت کا سوال ہے - ہم لوگ لاکھوں کروڑوں روپیہ کا نقصان اٹھا چکے ہیں، اربوں روپیوں کا مال چھوڑ کر آئے ہیں اور دو چار لاکھ روپوں بن کر یہاں آئے اور کئے ہیں - تیرہ تحصیلیں پاکستان میں چلی گئی تین ضلع چلے گئے اور دس لاکھ آدمی پاکستان میں ایک طرح قید ہو گئے اور کروڑوں کا مال و سامان جنگلات پاکستان چلا گیا - باقی وہ ہی کہا گیا اب ایک ریل بھی نہیں چلتی - میں آپ سے پوچھنا چاہتا ہوں کہ ہندوستان میں اتنی مصیبت زدہ عظیم جانی و مالی نقصان برداشت کر چکی اور کون سی ریاست ہے جتنی کہ جموں کشمیر ہے - منسٹر صاحب تو خود دیکھ چکے ہیں - لیکن مشکل

تو یہ ہے کہ جو لوگ ہوائی جہاز سے وہاں جاتے ہیں انہیں کیا معلوم کہ نیچے کیا ہو رہا ہے - اگر برسات میں جاتے تو انہیں معلوم ہو جاتا کہ کشمیر کے لوگوں کے اوپر کتنی مصیبت ہے پہاڑ گرتے رہتے ہیں -

श्री जगजीवन राम : मैं हवाई जहाज में नहीं गया ।

سردار بدھ سنگھ : اگر آپ برسات کے دنوں میں جاتے تو آپ نو نو دس دس دنوں تک رکے رہتے - برسات سے اور بارش سے وہاں لاکھوں روپیہ کا نقصان ہو گیا ہے - ہمارے ملک کی فصل تباہ ہو گئی ہے - سوال یہ ہے کہ کشمیر جو سارے ہندوستان کا سرتاج ہے اس کو ہر طرح بچانا ہے اور اس کے لئے روپیہ خرچ کرنے میں ہمیں کلجوسی نہیں کرنا چاہئے، بدھاپن نہیں کرنا چاہئے بلکہ ذمہ دار افسران کو مل بیٹھ کر وہاں کیلئے جلدی سے جلدی ریلوے لائن بنانے کا انتظام کرنا چاہئے - کشمیر کا ملک چین اور پاکستان کے درمیان گھرا ہوا ہے - مصیبت زدہ ہے - مہربانی کر کے فکر کیجئے - اس کے حال پر رحم کیجئے - ہم یہ اعلان کر چکے ہیں کہ کشمیر ہندوستان کے ساتھ شامل ہے اور اسکی ایک ریاست ہے - ہم آپ سے بار بار عرض کر چکے ہیں کہ ہم مصیبت زدہ ہیں ہماری مدد کیجئے ورنہ ہم اپنا حق سمجھ کر آپ کو مجبور کرینگے

अगरचे रेलवे बजट और रेलवे मिनिस्टर साहब की तकरीर में इस बात का जिक्र नहीं है कि कहां तक काम ले जाया जायेगा और कब खत्म होगा, मगर मिनिस्टर साहब ने कहा है कि कठपुता तक रेलवे लाइन बनाई जायेगी।

† [] Hindi translation.

उम्मीद है कि वे इस बात का क़ीन दिला देंगे कि जल्दी—कम से कम दो-तीन साल तक जम्मू तक रेलवे लाइन बनाई जायेगी और सर्वे का काम उधमपुर तक किया जायेगा । अगर तीसरी पंचसाला स्कीम में सिर्फ़ छः सात मील तक यानी कठुआ तक लाइन पहुँचानी है और उससे आगे न मालूम कितने सालों में लाइन जम्मू तक बनाई जायेगी, हमें मालूम होना चाहिये । ऐसा न हो कि जिस तरह माधोपुर तक लाइन कई साल से बनी हुई है, मगर इस्तेमाल नहीं हो सकती, इसी तरह कठुआ तक लाइन बनाने में सिर्फ़ खास कठुआ के लोग तो उसका फायदा उठायेंगे, बशर्ते वहाँ से रेल पठानकोट के लिये बदले बगैर आगे जा सके, वरना चन्द मील में पठानकोट तक जाकर फिर रेल बदलती है, तो उसका क्या फायदा ? अगर इसी रफ़्तार से लाइन के बनने का काम रहेगा तो मौजूदा जनेरेशन में जम्मू तक रेल का पहुँचना मुश्किल है । जहाँ दीगर रियासतों में सात आठ सौ मील की नई लाइन बनाने का ख़याल है वहाँ ६० मील लाइन बनाने में क्या मुश्किल है ?

यह मुझे कहने की जरूरत नहीं कि रेलवे लाइन बनाने के लिये किन खास बातों का लिहाज किया जाता है; क्योंकि वह रेलवे मिनिस्टर साहब बखूबी जानते हैं कि तिजारत में सहुलियत और आमदोरफ्त में आराम, कानहाय का निकालना और फायदा उठाना, इंडस्ट्री प्रोजेक्ट्स में तरक्की करना, ज़रायत एग्रीकल्चर और गल्ला को, जहां जरूरत है, पहुंचाने के लिये । गर्ज के इन तमाम बातों के पेशेनजर रेलवे लाइन बनाना अशद जरूरी है । अलावा अज़ीं जंगी सामान और अफ़वाज के आमदोरफ्त व जरूरियात सामान पहुंचाने के लिये हमें फ़िक्र करना है । हमारी रियासत की सरहदात का सिलसिला बड़ा पेचीदा और खतरनाक है; और आजकल और भी सख्त जरूरत इस बात की है कि जितनी जल्दी हो

सके जरूरी सामान, जंगी मशीनरी व सड़-कात, पुलों और छावनियों के लिये पहुंचाना जरूरी है। जब बमुकाबिला हमारे, पाकिस्तान को सरहदात पर हर एक चीज पहुंचाने और खसूसन जंगी सामान पहुंचाने में कम खर्च होता है, क्योंकि सरहदात के साथ या नजदीक रेलवे लाइन उनको मौजूद है और चन्द मील तक सड़क पर मोटर ट्रक वगैरह ले जाने के बाद वे मजिले मकसूद पर पहुंच जाते हैं। मगर हमें पठानकोट में आखिरी सरहदात तक जो पांच सौ मील लम्बी और चार सौ मील चौड़ी है, सामान हर किस्म पहुंचाना बहुत मुश्किल है और करोड़ों रुपया पेट्रोल पर खर्च करने के अलावा तकलीफ उठाना होता है और खासा बड़ा खर्च होता है।

लाखों रुपये का हर साल हमें नुकसान उठाना पड़ता है; क्योंकि जहां हम पहले जम्मू खास में रेल पर बैठ कर हिन्दोस्तान के हर हिस्से में जा सकते थे, वहां अब जम्मू से पठानकोट तक ६६ मील जाकर रेल के दर्शन होते हैं और सिर्फ एक ही रास्ता है। क्या आप महसूस नहीं करते कि सैकड़ों मीलों से मुसाफिरान बड़ी मुश्किल से तकलीफ उठा कर कई दिनों के मुसाफिर के बाद रेल तक पहुंचते हैं और रेल के किराये के मुकाबले में बस का ज्यादा किराया देना पड़ता है। श्रीनगर काश्मीर से पठानकोट पहुंचने पर बीस से पच्चीस रुपये तक खर्च करना पड़ता है और रास्त के मौसम बरसात व वर्षबारी में कई दिन तक बन्द रहने या पलड वगैरह की वजह से रुक जाने की जो मुसीबत बर्दाश्त करनी पड़ती है, वह बयान से बाहर है।

सामान खुर्दनी, गल्ला, अनाज, खाड, कपड़ा, कनक और इमारती सामान, लोहा, सीमेंट, मशीनरी वगैरह बमुकाबिला हिन्दोस्तान ज्यादा गरा-महंगा-पड़ता है और उसमें लाखों का नुकसान उठाना पड़ता है। क्या आपको मालम है कि पठानकोट में तीन से पांच छः

सौ मील तक खुर्दनी चीजें और जरूरियात जिन्दगी किस निख पर पड़ती है? वहां तो दो छटाक रुपये की खांड पौर मेर भर नमक बमुश्किल मिलता है और चावल, गल्ला वगैरह एक मेर रुपये का मुश्किल होता है। इसलिये जहां तक जल्द मुमकिन हो सके कम से कम तीसरे पंचसाला स्कीम में जम्मू और उधमपुर तक रेलवे लाइन बन जानी चाहिये; क्योंकि हम बराबर १२ बरस से अजीम नुकसान व तकलीफ बर्दाश्त कर रहे हैं। अगरचे हम हर साल बड़ी दर्दनाक अग्रीले करने रहे हैं और शुक है कि हमारी रियासत में लाइन बनाने की अहमियत को तसलीम तो किया गया है। मगर यह अफसोस की बात है कि भिर्फ कठुआ तक ही रेलवे लाइन बनाने का प्रोग्राम है। हमारी आज तक की तमाम मुसायब नुकसानान और तकालीफ को दूर नहीं किया गया और उसके लिये हम बदस्तूर चिल्लाते रहेंगे कि सरेदस्त जल्दी कम से कम जम्मू तक रेल पहुंचनी ही चाहिये।

अगर पाकिस्तान बन जाने से जम्मू का रेलवे स्टेशन खत्म हो गया तो हमारा क्या कसूर है? जहां हमारे जम्मू-काश्मीर की हिफाजत और तरक्की और मुतालबात पर आप करोड़ों रुपया खर्च करते हैं इसी तरह सरेदस्त जम्मू तक रेल का पहुंचाना निहायत जरूरी है। रेल तो आखिर श्रीनगर काश्मीर तक पहुंचानी जरूरी होगी; वरना हमारी रियासत की सरहदात जहां हर वक्त पाकिस्तान की फौजें तैयार खड़ी हैं और चाइना के साथ सरहदात की हिफाजत करने और वहां के लोगों के जानो-माल बचाने और आइन्दा हर किस्म की तरक्की का सामान पैदा करने के लिये हिन्दोस्तान के साथ अटूट, मजबूत और मुस्तकिल रिश्ता कायम रखने के सिलसिले में रेल का ले जाना बहुत जरूरी है; वरना अबाम को शिकायत रहेगी कि उनको वैसी ही सहूलियत और तरक्की के सामान मुहैया नहीं किये गये हैं, जैसा कि दीगर

1960-61

[सरदार बुधसिंह]

हिन्दुस्तान की रियासतों के लिये है। मुखालिफ ताकतें तरह तरह के सवालात पैदा कर के प्रोपैगन्डा करती हैं तो उन सब का जवाब यही है कि वहा रेल बनाई जाये। जहां आप ने बनिहाल टनल बनाया, जिसके लिये हम निहायत शुक्रगुजार हैं, और उससे मुखालिफ़ीन का एतराज सब खाक में मिल गया और हमारा साल भर के लिये रास्ता काश्मीर तक खुला रहा। इसी तरह लाखों करोड़ों के नुकशानात और मुसायब व तकलीफ को दूर करने के लिये रेलवे लाइन का होना निहायत जरूरी है।

हम इस बात को खास तौर से आप के नोटिस में लाना चाहते हैं कि टनल तक पहुंचने तक हमें जिन दुश्वारियों, तकालीफ और नुकसान का मुतहम्मिल होना पड़ता है वह बयान से बाहर है। खाम कर मौसम बरसात में बर्फवारी और फलड के दिनों में जो हालत होती है वह आपसे पोशीद नहीं है। बड़ा खतरा है और हर्ज व नुकसान उठाना पड़ता है। हमको हर किस्म की ठोम तरक्की सनतोहरफत, मकानात, पुलों की तैयारी, प्रोजेक्ट्स और जरायती तरक्की के लिये नहरों की तामीर, दरियावों के बन्द बांधने—डैम बनाने—और ड्रिजिंग का काम पानी निकालने के लिये और गल्ला पहुंचाने और लद्दाख की सरहदात तक चीजे पहुंचाने और सामान जरूरी जगी व सिविल आबादी की जरूरियात जिन्दगी में किसी किस्म की तरक्की वह सहूलियत हासिल नहीं कर सकते, जब तक कि रेल न लाई जाये। आखिर हम कब तक दूसरी रियासतों में हो रही तरक्की की स्कीमो को और खूबसूरत रेलवे के तर्कों को देखते रहेंगे और कब तक लाखों के नुकसान व तकलीफ को बर्दाश्त करते रहेंगे? मेजरबानी करके रेलवे मिनिस्टर व डिफेंस मिनिस्टर और प्राइम मिनिस्टर—जो फारेन मिनिस्टर भी हैं—ये सब मिल-बैठ कर हमारी रियासत में काश्मीर तक रेलवे लाइन ले जाने के सवाल को

एक दफा फिर से जेरे गौर ला और बदलते हुये हालात के मद्दे-नजर जितनी जल्दी हो सके कम से कम उधमपुर तक या जम्मू तक तो लाइन दो तीन साल में जरूर पहुंचा दें। काश्मीर तो अभी दूर है। अगरचे खर्च काफी करना पड़ेगा मगर जो नुकसान करोड़ों रुपये का पेट्रोल खर्च करने में और सिविल आबादी को जो लाखों का नुकसान बर्दाश्त करना पड़ रहा है और हर वक्त के खतरे का मामना है, इस मुकाबिला में रेलवे लाइन पर ज्यादा खर्च नहीं होगा और रेलवे लाइन पहुंचाने में काश्मीर व हिन्दुस्तान का मुस्तकबिल—अटूट रिश्ता दायिमी व मजबूत हो जायेगा और किसी किस्म की कोई शिकायत नहीं रहेगी। और अरबों रुपये की कानें और काफी तादाद में मदनियात और दौलत मौजूद है, इस तरह रेलवे को नुकसान नहीं होगा, बल्कि फायदा होगा।

बमुकाबिला दीगर रियासतों के हमारी रियासत के हालात और सरहदात के नाजुक सूरतहाल के पेगेनजर और गरीब और पशमादा मुल्क होने के निहायत जरूरी है कि जिस तरह भी हो सके रेलवे लाइन कम से कम उधमपुर तक जरूर पहुंचायी जाय। उधमपुर की अहमियात फौजी नुक्ताख्याल से आप खूब जानते हैं। डिफेंस मिनिस्टर साहब से दरियाफत कीजिये, सिर्फ कठुआ लाइन ले जाने के लिये कई साल तक हमें इन्तज़ार में रखना ठीक नहीं होगा। सिर्फ इससे लाखों इन्सानों की आमदोरफत और माल व असबाब तजारत से क्या फायदा व सहूलियत हो सकती है? एक ही दफा सर्वे की जानी चाहिये और लाइन बनाने का काम पहले जम्मू और फिर उधमपुर तक पहुंचाया जाय और उसे बन्द न किया जाय, जबतक उन मुकामात बाला पर लाइन न पहुंच जाय।

जहां हम अब से अब तक दर्दनाक अपीलें करने आये हैं और दरबवास्ते करते रहे हैं वहा हम अपना हक भी समझते हैं कि हम बमिसल दीगर रियासतों के हिन्दुस्तान में एक अहम

और खूबसूरत रियासत जम्मू-काश्मीर का आपके साथ मुस्तक़िल दायिमी इलहाक व रिश्ता जोड़ चुके हैं। अब इस पसमांदा रियासत की हर किस्म की कोई तरक्की और हिफाजत और खुशहाली के लिये आप अपना फर्ज पहचानेंगे। काश्मीर हिन्दुस्तान का सरताज है। अगर रेलवे लाइन काश्मीर तक पहुँच जाये और हर किस्म की तरक्की के सामान पहुँचा कर वहाँ जल्दी काम शुरू हो जायें तो न सिर्फ कानहाय की खास दौलत हाथ आयेगी बल्कि हिन्दुस्तान की शान, तरक्की व इस्तेदार और अहमियत में जो काश्मीर की पुरफिजा वादियों, आबोहवा और शोहरत की वजह से इजाफा होगा और दुनिया उसे आराम व खुशी की हालत में देखेगी, रौनक रहेगी, अवाम को काम मिलेगा, खुशहाली होगी और आपको, हम सब को फ़ख्र और खुशी होगी।

अब मैं आप से यह अर्ज करना चाहता हूँ कि हम सालों से अपने यहाँ रेल-लाइन ले जाने की अपील करते आये हैं, लेकिन अब मैं यह गुस्ताखी नहीं करता। अब हम हक समझते हैं और यह हमारा हक है जबकि कई साल पहले से जिस बात को कहते आ रहे हैं कि हिन्दुस्तान तक आने जाने के लिये हमें रेल की सहूलियत दीजिये, वह पूरी होनी चाहिये। इससे हमें अभी तक महरूम रखा गया है। हमें बार बार बहला देने से काम नहीं चलेगा। अब आप वहाँ जल्दी से जल्दी रेलवे लाइन बनाने का काम करें। हम मजबूर हैं, पसमांदा हैं, गरीब हैं, ग़ुरबत के मारे हुए हैं। आप जानते हैं कि काश्मीर और चीन की सरहद का मामला आप के सामने दग़पेश है और यह मसला धीरे धीरे—आहिस्ता आहिस्ता—चलने से हल नहीं हो सकता है। इसमें खर्च करने में बनियेपन से काम नहीं चलेगा। मुखालिफ़ नाकतें सामने है और जिन्दगी और मौत का सवाल है। हम लोग लाखों करोड़ों

रुपये का नुकसान उठा चुके हैं अरबों रुपये का माल छोड़ कर आये है और दो-चार लाख रिफ्यूजी बन कर यहाँ आये और गये हैं। तेरह तहसीलें पाकिस्तान में चली गईं, तीन जिले चले गये और १० लाख आदमी पाकिस्तान में एक तरह कैद हो गये और करोड़ों का माल व सामान जंगलात पाकिस्तान चला गया। बाकी रह ही क्या गया? अब एक रेल भी नहीं चलती। मैं आप से पूछना चाहता हूँ कि हिन्दुस्तान में इतनी मुसीबतजदा अजीम जानी व मानी नुकसान बर्दाश्त कर चुकी और कौन-सी रियासत है जितनी कि जम्मू-काश्मीर है? मिनिस्टर माहब तो खुद देख चुके हैं। लेकिन मुश्किल तो यह है कि जो लोग हवाई जहाज से वहाँ जाते हैं उन्हें क्या मालूम कि नीचे क्या हो रहा है? अगर बरसात में जाते तो उन्हें मालूम हो जाता कि काश्मीर के लोगों के ऊपर कितने मुसीबत के पहाड़ गिरते रहते हैं।

श्री जगजीवन राम : मैं हवाई जहाज से नहीं गया।

सरदार बुध सिंह : अगर आप बरसात के दिनों में जाते तो आप नौ-नौ दस दस दिनों तक रुके रहते। बरसात से और बाढ़ से वहाँ लाखों रुपये का नुकसान हो गया है। हमारे मुल्क की फसल तबाह हो गयी है। सवाल यह है कि काश्मीर जो सारे हिन्दुस्तान का सरताज है उसको हर तरह बचाना है और उसके लिये रुपये खर्च करने में हमें कञ्जूसी नहीं करनी चाहिये। बनियापन नहीं करना चाहिये। बल्कि—जिम्मेदार अफ़सरान को—मिल बैठ कर वहाँ के लिये जल्दी से जल्दी रेलवे लाइन बनाने का इन्तजाम करना चाहिये। काश्मीर का मुल्क चीन और पाकिस्तान के दरमियान घिरा हुआ है—मुसीबतजदा है। मेहरबानी कर के फ़िक्की कीजिये। इसके हाल पर ग़हम कीजिये। हम यह एलान कर चुके हैं कि काश्मीर हिन्दुस्तान के साथ शामिल है

[सरदार बुधसिंह]

और इसकी एक रियासत है। हम आप से बार बार अर्ज कर चुके हैं कि हम मुम्बई-जदा है, हमारी मदद कीजिये, वरना हम अपना हक समझ कर आप को मजबूर करेंगे और आप से अपनी बात—रेलवे लाइन की—मनवायेंगे। हम कोई गैर-वफादार नहीं है, हम कोई ऐजीटेशन नहीं करते। लेकिन बर्दाश्त की और सब्र की भी कोई हद होती है। हम बारह वर्ष तक इन्तजार करते रह गये। हमारा करोड़ों रुपये का माल वा सामान जायदाद चला गया है।

मगर अभी तक हमें एक पैसा मुआवजा नहीं मिला। न इलाका वापिस मिला। इसलिये हमारी आप से यही गुजारिश है कि सरेदस्त जम्मू तक लाइन मुकम्मिल करें और आप काश्मीर तक रेल पहुँचाने के लिये सर्वे करें, वरना इन्कार कर दें।]

MR DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow, Tuesday, the 23rd February, 1960.

The House then adjourned at Five of the clock till eleven of the clock on Tuesday, the 23rd February, 1960.