

MESSAGE FROM THE PRESIDENT

MR. CHAIRMAN: I have received the following message from the President:

"Dear Mr. Chairman,

I have received with great satisfaction the expression of thanks by the Members of the Rajya Sabha for the address I delivered to both the Houses of Parliament assembled together on the 8th February, 1960.

Yours sincerely,

Sd/- RAJENDRA PRASAD."

**REFERENCE TO NOTICE OF MOTION
FOR PAPERS ABOUT THE
EVICTION IN MIKIR HILLS AREA**

SHRI BHUPESH GUPTA (West Bengal); Sir, I have given notice for a Motion for Papers about the eviction of refugees in the Mikir Hills area. Elephants are being used and force is being used. The matter came up in the other House also. The hon. Minister should come and tell us as to what the position is. Will you kindly ask him?

MR. CHAIRMAN: Yes, we have asked them.

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

DR. H. N. KUNZRU (Uttar Pradesh) : Mr. Chairman, before I speak on the financial position of the railways, I should like to refer to the information provided to us by the Railway Board in order to enable us to understand the causes that have led to an increase in railway expenditure. We have been supplied with "A Review of the performance of the

Indian Railways during the Second Plan Period". I am glad, Sir, that this has been done because it enables us to get a clearer picture of railway finances than we could before. We know that tractive power has been increased, that the cost of coal has gone up, that an excise duty has been levied on coal and so on but we have had no means so far of knowing what the total effect of all these factors on railway finances and railway-operation would be. Now, the review before us enables us to know with certainty for the first time what the effects are and we shall be now in a better position to make with adequate knowledge any remarks we may consider justified in these matters.

Sir, the causes that have brought about an increase in railway expenditure have been referred to in the Review and also in the speech of the Railway Minister himself. I have no doubt that the information that we have been given is absolutely dependable but this does not altogether remove our concern with regard to railway finances. Now, in order to illustrate what I have in mind, I shall refer to the figures for 1957-58 and 1958-59 which are in many respects comparable. I cannot say that they are exactly comparable and I cannot make the exact adjustments needed in order to make them fully comparable but I think that in view of what has been said in the Review, a comparison could be fairly made between the income and expenditure of the two

years I have referred to. 12 NOON
Now, Sir, if you take the

figures for gross earnings, first you find that while in 1957-58 the gross earnings amounted to Rs. 38142 crores, the corresponding figure for 1958-59 was Rs. 39077 crores. That is, the increase in earnings amounted to about Rs. 9.35 crores. If we take the total working expenses, we find that in 1957-58 they amounted to Rs. 30943 crores but in 1958-59 the corresponding figure was Rs. 32144 crores. That is, there was an increase of a little over Rs. 11^{1/2} crores. This

means that the increase in the working expenditure was more than the increase in gross earnings. Now I may probably be told that the year 1958-59 was not economically a satisfactory year. That is so, but I thought that the view of the railway authorities was that the effect of the unsatisfactory economic conditions that prevailed in 1958-59 was felt by the railways in the succeeding year, that is, in 1959-60. Whatever the causes of the increase may be, the position remains unsatisfactory. Now, what will be the result of the railways raising their freights and fares further in order to increase their revenue? The Railway Minister has actually come forward with a proposal to levy a supplementary charge of 5 nP. per rupee on coal and goods traffic except the railway's own traffic and some other items. What will be the effect of this supplementary charge? It is a small charge no doubt and he has jointed out that the effect would be about one-eighth of a paisa per seer but he knows that the increase in retail prices does not always correspond to the increase in wholesale prices. The effect of it, in view of the rise that has taken place now, will be inflation. From this point of view it is to be regretted that this charge has been imposed. We all know the reasons for the imposition of the charge. The most important reason is that on account of the recommendations of the Pay Commission the salary bill will rise by about Rs. 13 crores annually and that in the year 1960-61 a liability of Rs. 20 crores on this score will have to be met. I realise the difficult position of the railways but from the general economic point of view, the levy of the supplementary surcharge cannot be welcomed.

Sir, before I go further, I should like to congratulate the Railway Ministry and the Railway Board on the extent to which they have been able to provide for the manufacture of the equipment needed by railways in this country. The Railway Minister has referred to this question on page 13 of his

speech. He has told us that electric multiple units coaches have been manufactured indigenously for the first time, that arrangements are being made to 'start production of electric locomotives at Chittaranjan-and that the manufacture of diesel locomotives through private agencies-is also being planned. Apart from this, he has told us that during the current year new items of equipment, such as turbo-generators for locos, relays for train lighting etc. have been manufactured in the country. Again, Sir, the establishment of a productivity cell is something that has to be heartily welcomed. Before we can ask the railway workers to give of their best, we must tell them how much work they are required to do daily. Some standard must be fixed which will enable the railway authorities to guide them and this productivity cell is going to fix the norms according to which the labour should work in all the railway manufacturing establishments.

I may, Sir, also refer to the activities of the railway authorities in regard to-the provision for staff welfare. I am delighted to know, Sir, that in the matter of education the railway authorities are following an enlightened policy and that primary education has been made free in all railway schools in which instruction is given in an Indian language. I should like the railway authorities to go further and make primary education completely free in all railway schools. I grant that people who send their children to schools where instruction is given in the English language can pay the fees charged in the primary classes but this is a matter of principle. Since the action taken by the railway authorities is in pursuance of the Directive Principles of State Policy laid down in the Constitution, I think they may well be expected to go farther than they have done to make primary education, no matter in which language-it is given, completely free.

I should like just to refer to one more matter before I deal with the

[Dr. H. N. Kunzru.] operating efficiency of the railways. I think the Railway Minister has said that Parliamentary Consultative Committees have been appointed in order to enable Members of Parliament to meet the General Managers in the various zones. These Committees are zonal Committees. I should like to know how these zonal Committees have been set up. Are all the Members of Parliament in a zone members of this Committee?

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): Yes.

DR. H.N. KUNZRU: Now, the Railway Minister has said that two meetings of these Committees have been held but I do not remember to have received any notice of either of these meetings. I must be living in some railway zone and I should therefore have received an invitation from some General Manager or the other but I have not received any.

SHRI JAGJIVAN RAM: As a matter of fact, the Parliament Secretariat enquired from the Members which zone they would like to represent; and when the Members informed them, they invited them. The invitation comes from the Lok Sabha Secretariat. I will draw their attention to this.

DR. H.N. KUNZRU: Now, Sir, I will consider the statistics relating to the operating efficiency of the railways. The Railway Minister has claimed that the position in this respect has improved because he has referred not to the figures of 1958-59 but to the figures for the first six months or seven months of the current year, that is, 1959-60. But I am concerned. Sir, with the figures relating to 1958-59. I shall first, state what the figures are and then try to evaluate them in the light of the information that we have been supplied with. Let us take the speed of goods trains to which I refer year after year. It is claimed in the pamphlet called "Indian Railways" that has been supplied with the budget papers that the speed on the broad gauge has increased. But this

increase is due to the fact that diesel and electric engines have been lumped together with steam locomotives. If we take the steam locomotives only, we find that while the speed was—I am really referring to goods trains—9.28 miles per hour in 1957-58, the corresponding figure was 9.19 in 1958-59. The fact remains that there is a decrease. Take again the metre if you take the figures relating to all kinds of transactions, there is a setback here. The figure for 1957-58 is 8.23 and for 1958-59, it is 7.93. Now, take the wagon miles per wagon day. They have come down from 30'1 in 1957-58 to 288 in 1958-59. I shall quote only one more figure which relates to the net ton miles per wagon day. Now, on the broad gauge the figure has declined from 598 ton miles in 1957-58 to 573 net ton miles in 1958-59.

iNow, various reasons have been given for this. We have been told that better results could not be achieved on account of operational difficulties caused by heavy rains and flood³ resulting in diversion of trains and imposition of severe engineering speed restrictions, extensive line capacity and re-modelling works undertaken now, with the increasing traffic and the increasing density of traffic on the sections already working to full capacity. I do not deny that all these factors have been in operation. But some of these have been in operation almost every year. If I may quote from the Railway Minister's speech of the last year, he referred to a number of line capacity works on the North/ Eastern Railway and in the Olavakkot division, speed restrictions in a number of sections on account of track renewals, breaches that occurred on account of heavy rains in the Madras-Gudur Section, and so on. In a big country like this we cannot expect that everything will go on in accordance with our desires every year. Some trouble or other will occur every year. Consequently, while I give full weight to the reasons that have been given, I am not satisfied that they account fully for the low

performance of the railways. Another reason that has been given here is that the additional traffic did not materialise to the extent that was expected. Well, that is so. But why should the speed of goods trains have gone down? Does that really account for that also? If all this is true, we can never expect any increase in the speed of goods trains. But no railway authority has taken this view so far. The Railway Minister has told us year after year, after detailing the causes responsible for the decrease in speed, that the factors responsible would be examined with a view to improving the position. I have been supplied, by courtesy of the Railway Minister, with a note on the pooling of engines on the different railways. There it has been said that although the best mileage performance figures of 1941-42 have not yet been reached, the mileage averages on the broad gauge are now better than in the later war years. Similar is more or less the position on the metre gauge. And I draw the attention of the Railway Minister to these words: "It is nevertheless felt that the results attained in 1941-42 are capable of achievement and endeavours are constantly being made to that end." Take again the report of the Efficiency Bureau with regard to the speed of goods trains, which the Chairman of the Railway Board has been good enough to supply to me. Here again after an analysis of the difficulties, suggestions have been made for improving the speed. The Railway Minister, by referring to the figures for 1959-60, has himself admitted that further improvement is possible. He has claimed that improvement has been made. I am very glad to hear that. We shall be able to study the matter when we have the report for 1959-60 in our hands. But meanwhile, we have to deal with the year 1959-59. Apart from all these things, while mention is made of the difficulties in the way of the railway authorities, the improvements that have already been made and which ought to increase the speed of goods trains, to a certain extent, are seldom mentioned. These factors are: The

improvement of marshalling yards that has taken place, say, in the last five years. Then, again, new line capacity works have been carried out. To the extent that they have carried them out, they ought to make the position easier. Then again, take the pooling of engines. It appears from the note before me that this has increased on all the railways.

I should like to know what the total effect of all these improvements is, and I hope that a review like the one that we have been supplied with this year will be supplied to us annually, and that it will deal with this matter also. I ask, Sir, particularly that a chart showing the line capacity five years ago and the present capacity on the main trunk routes should be prepared. We are not anxious to blame the railway authorities. We are only anxious to know the main facts, know the effect of the totality of all causes on the working of the railways. Just as we have been enabled to know for the first time what the effect of the various financial measures that have been taken in the last three or four years is on the financial position of the railways, so we should be told what the effect of the various efforts made by the railways to improve the speed of the goods trains and to improve railway working generally has been so far.

Now, Sir, I have not got the time to deal with the report of the Efficiency Bureau on the speeds of goods trains. It is an important document. But I hope that I shall have an opportunity later of referring to its recommendations in some detail. I should like on this occasion to refer to one recommendation only, and that is that "the necessity of maintaining personal contact between the operating officers, inspectors and staff cannot be overemphasized. If the officers make it a point to personally inform those who are failing in their duties and tell them in what way they have failed and what they are expected to do, there will be many who will react favourably to this

[Dr. H. N. Kunzru.] method of approach." This is a very important recommendation. I cannot deal with it at length, but I wonder whether the closer touch here recommended between the operating officers and the staff is not equally necessary between the General Manager and the operating officers. If it is, the charge of a General Manager should be such as he can efficiently deal with. For this reason I asked the Railway Minister last year to have a chart prepared like the one prepared by the Efficiency Bureau four or five years ago showing the work load in each zone. I should like to know whether that suggestion has reached the Railway Minister's attention and, if so, when we may expect this chart. I think we are not asking, Sir, for any information that is either unnecessary or unimportant. This is a very important matter. Our traffic will go on increasing and the responsibilities of our officers also will become heavier in proportion to the increase in work. It is therefore absolutely necessary in such a state of things that the superior officers should be able to devote their personal attention to the difficulties experienced by their subordinates. More touch between them and their officers is required, and the burden of the work to be done by them and of the responsibilities that have to be fulfilled by them must be such as an industrious man can reasonably cope with.

[MR. DEPUTY CHAIRMAN in the Chair.]

Now, Sir, I have come very nearly to the end of what I was going to say. My time is nearly up. I shall therefore refer hurriedly to two or three matters. I refer first to the safety of women passengers. I am glad that the new device referred to by the Railway Minister, that is, the provision of a push button, is going to be taken up by the Railway Board, but I think, Sir, a little more than that is needed. People get on the footboard and then enter the

compartments when the train has begun to move. They do it generally when the women's compartment practically reaches the end of the platform. I think it is desirable that at the main stations at least the police should be asked to watch the passengers who get on to the footboards after a train gets into motion. The railway staff, I think, ought to be asked to be similarly watchful. I think this will help in reducing the cases that have unfortunately come to our notice. At roadside stations all this may not be possible, but at the principal stations I think this ought to be easily possible.

The last point that I shall refer to is about the consumption of coal. The Railway Minister himself has pointed out that the consumption of coal has increased because the greater proportion of the coal supplied in 1958-59 was of inferior quality. He has also said that an inspection organisation will be established in accordance with the recommendations of the Coal Committee in order to see that the coal provided by the collieries is of the requisite quality. I hope that this will be done as soon as possible. Apart from this, I think research on fuel should be intensified. Just as the responsibilities of the railways are going to be increased in regard to traffic, so the difficulties in regard to getting coal of a satisfactory quality by the railways will increase. I think therefore that it is necessary to be watchful in respect of this matter also, and the Railway Board should be able to set new problems to the research authority so that we may not be caught napping when we are faced with an emergency.

Sir, there are many other points I should have liked to refer to, but I do not want to detain the House with my remarks any further. There are many other matters; for instance, the report of the Special Officer who was placed on special duty in connection with the conversion of the metre gauge to broad gauge, the report of the Efficiency Bureau, the Research,

Designs and Standards Organisation, etc. But I shall be able to deal with these matters when the Railway Appropriation Bill comes before us.

MR. DEPUTY CHAIRMAN: Before I call the next speaker, I have to inform the House that there are still twelve speakers. So we have to sit through the lunch-hour.

DR. D. H. VARIAVA (Bombay): Mr. Deputy Chairman, Sir, with great pleasure, I will say a few words about the Railway Budget. It is a well known fact that during the last 12 years of independence, the railways have made tremendous progress and speaker after speaker have said that this progress has been well maintained and that they are satisfied with it. In my previous speeches on the Railway Budgets, I had always emphasised the progress that had been made. It is always good that we said good things about those who have been responsible for this progress, and I am sure if the same type of progress were made by the other Ministries like Planning, etc., India would have increased the *per capita* income of her people by this time not only by five or ten per cent, but by 25 or 30 per cent. The railways have always been doing their work thoroughly and efficiently. The amenities that are being provided by the railways to all classes of passengers—first class passengers or second class passengers or third class passengers or Members of Parliament—are very commendable. While these amenities are provided to the passengers, it is also the duty of the passengers themselves to see that they make good use of them. I think it is the duty of the Railway Users' Committee to induce the passengers to behave properly so that the railway properties are protected, the compartments are kept clean and the platforms are kept well, because this is a two way traffic. Whatever the railways may do to keep things clean, it is the primary duty of the users of the railways to see that these things are kept clean. I will give you one example. Once I was travelling in

one of the trains and there was an Italian officer with his son aged five. In the morning he gave a bath to his son in the bathroom. Then he took a towel and washed the whole floor of the bathroom. When one of the passengers said, "This is not your duty", he said, "Oh! it is my duty to keep this clean." He cleaned it. So, it is the duty of the passengers themselves to see that things are kept clean, even though they might have been cleaned by the railway staff once. It is a great pleasure nowadays to find cleaners at every important station. They clean the trains. It is also of great satisfaction that they never ask for any *bakshish* nowadays. Two months back, I was returning from Delhi to Bombay. There was a passenger with me. When the compartment was cleaned, he offered some money to the cleaner. He refused. I told my co-passengers, "Nowadays you cannot induce these people to take any *bakshish* like this, and you should never give it." Well, there may be a few examples where they are taking money. But generally, I have found that they have improved very much.

About the efficiency of the railways, I wish to say a few words. About a year back, a railway division was located at Rajkot and the amount of progress made in regard to housing and other amenities in that division is really surprising. I think that the Government of India and also the State Governments would do well to entrust the task of providing housing facilities, not only to the railway people but to the other people also, to the railways and this difficulty of housing would be very easily overcome. I do not know whether the Railway Minister will accept that position and undertake that responsibility.

SHRI JAGJIVAN RAM: If we accept . . .

DR. D. H. VARIAVA: I say that at least the other people should try to learn from the railways. The railways

[Dr. D. H. Variava.] may give them advice and that will be a great thing.

Sir, very good waiting rooms, long covered platforms, all these are supplied, but again, in some of the waiting rooms, there is dirt. It is the responsibility of both the users of those rooms and the railway staff to keep them clean. But the responsibility of the users is more because it is they who make the rooms dirty and they do not know how to use them. So, I think that the railways should also make propaganda among the public to keep things clean. The Railway Users' Committees in the different regions of India should impress upon the passengers that it is their duty to keep things clean.

Sir, about overcrowding in railways, I know that it is impossible to eradicate this all at once. There is a great increase of traffic on the railways and it is almost impossible to supply seats or accommodation to all. I will suggest one thing. The queue system is developing in India very fast, in ration shops and tramways, buses and in other places. Now people have learned the habit of queuing. So, I wonder why the railways also should not induce the passengers to queue before entering the trains, because it is one of the heart-rending sights that the third class passengers rush at each other. I will suggest one thing. They may be allowed to come on the platform about an hour before the train arrives. Railings may be put along so that they stand in a line and enter the compartment. Instead of ten people, you allow twenty people in the compartment, but let them enter the compartment peacefully so that there will not be any rush or any fight.

I will now say something about corruption. It is said that there is a lot of corruption on the railways. But who is responsible for this corruption? Why do people give bribes to the railway staff? Are not those who offer money to them responsible

for this evil? They are as much or more responsible than the railway staff who receive money. If we refuse to offer money and refuse to yield to this temptation, then it will be possible to eliminate this habit. How is it that in other countries like the United Kingdom they have not got this evil? I am talking of the United Kingdom; I do not know much about America. But I know of things in Europe also, where such corruption is not possible because people there think that it is not right to offer money to the railwaymen or anyone else. If we have some such system here and if we ourselves refuse to offer money, how long will they ask for money? Once they know that it is impossible to get anything from us, this practice will stop and it is our duty to see that we do not encourage corruption.

SHRI MOHAMAD UMAIR (Bihar): Is it not defending corruption on the railways?

DR. D. H. VARIAVA: I am not defending it. I am only saying that we are ourselves responsible for it and we must not encourage it. We are as much responsible or as criminal as the person who receives it. We cannot blame one side only. I say that it is our duty that we must impress upon the public about this; we must improve our standards. It is due to the lowering standard of morality that corruption goes on. I do not defend corruption in the railway. But at the same time, you cannot blame only one party. You are also blamable for giving any bribe. That is my contention.

Sir, about danger to life and property on the railways, I would suggest one thing to prevent this. ■ Either the foot-boards should be completely done away with or the foot-boards should be so collapsible that when the train moves on, they go under, so that nobody can get a foothold. You may ask how the passengers will enter into the compartments if there are no foot-boards? Then I would suggest that you can raise the level of

the platform to that of the doorway so that passengers can get right from the platform into the train. And that will eliminate this footboard travelling and I think footboards are one of the greatest dangers facing the passengers, specially women passengers in women's compartments, as they facilitate the *goonda* elements to enter the compartments and then rob the passengers after stabbing or murdering them. I hope the Railway Ministry will give considerable thought to this matter, and I think it is possible to do away with these fixed footboards, and if that is done, there won't be any danger to the travelling public, of their being attacked and murdered also. So I request the Railway Minister to consider these things very minutely and see if this can be done.

Now, about the food supplied on the railways. I must say that railway catering is done well, but sometimes we see that the food supplied on even the Frontier Mail is not good, and I must say also that on the Delhi Mail, from Ahmedabad to Delhi, the food supplied is excellent, but on the Frontier Mail, on the contrary, it is rather of a poor type. Then the tea and the cakes supplied by the railway cafeteria at stations, I think, are very good, and to have a cup of tea for one anna, I think, is absolutely helpful and very convenient for the people, and I find the railways have done a great thing in thus supplying this good tea just for one anna only, when normally you are charged five annas for a cup of tea on a train and that too of a very low type—absolutely nothing but hot water. I do not want to take much time of the House but I should hope that the suggestions that I have made about cleanliness and safety on the railway will be taken into consideration and at the same time that the Railway Users' Committees will take note that they themselves should induce people to just behave in a way which will save railway property and which will keep things clean.

Then finally I have to say this Sometimes there is the "complaint that the railway staff is not courteous. Well, I have had no occasion when they have been discourteous to me and I can also say this that nowadays they are not discourteous unless the people themselves just talk in a manner which may induce the railway staff to be rather stiff in their attitude in return. This is a matter in which, we all can do something and I would request hon. Members of Parliament to induce the people in their constituencies to behave in a nice manner, and if they behave, then the behaviour of the railway staff also will be equally good.

Well, Sir, I thank you for giving me this time.

SHAH MOHAMAD UMAIR: Mr. Deputy-Chairman, Sir, it is a pleasure to discuss this popular Budget, I think, and it is because of this reason that I was compelled to break my silence after months. It was rather a vow which I had taken and that also is going to be broken today because of this splendid Budget.

SHRI KISHORI RAM (Bihar): Why a vow?

SHAH MOHAMAD UMAIR: There are reasons, I took the vow because I had felt certain things which I cannot discuss on the floor of the House. It is a matter of prestige.

Sir, the splendid achievements of the Railway Ministry and the Railway Minister, I can very boldly say, are such that they have given ample relief from former disadvantages and also pleasure for everyone who is experiencing the facilities and the privileges and the amenities of railway travel and the improvements in the railway administration are daily increasing; the comforts which are being provided by the railways are increasing.

Sir, I was surprised that certain of my friends mentioned yesterday about the Railway Minister coming from a particular community and I think that they omitted one very im-

[Shah Mohamad Umair.] portant thing, the omission of that part of the country he comes from. At least we feel proud that the Railway Minister comes from that part of the country to which the speaker also belongs. But let me say in the plainest possible terms that, in spite of this, the people of Bihar have never tried to take any undue advantage of the courtesy, greatness and goodness of the Minister, whose services benefit the entire country, the remotest corners of this country. There are many things that are lacking in Bihar, but simply because of a delicacy, namely that this proud soul, this great personality is coming from that part, the people of Bihar do not think it advisable—and also it does not look nice—that they should take advantage of his greatness and goodness and press Bihar's demands, and speaking for myself, I had frequent social contacts with him till such time as I had not come to this Parliament, but since coming to this Parliament, in spite of the fact that I am a great admirer of his greatness and goodness, I even stopped my social contacts with him lest I and he should be misunderstood and lest Bihar should be misunderstood. There are so many problems in Bihar which are known to him, and yet many of us do not want to go and worry him, and even a courtesy call on him may be misinterpreted by many of us, that the Bihar people are trying to take undue advantage of this great and good Minister.

SHRI KISHORI RAM: Bihar should be proud of it.

SHAH MOHAMAD UMAIR: Not only Bihar, the country should be proud that such a great soul has come from Bihar and shall I say that we are not hankering after taking undue advantage of him? Rather we are suffering I believe Shri Jagjivan Ram will not mind it when I say that although Bihar deserves his greatest attention and his greatest consideration, still there are some facts, some items which have not yet been at-

tended to. But Bihar believes in whatever he is doing for the whole country and whatever the railways are doing for the entire country. That gives great satisfaction to Bihar and we are proud of it.

Sir, this Railway Budget contains many items, but you have given us only a few minutes' time, and within this short time nobody can touch even the important items of this important Budget, within this twinkling of an eye. Therefore I confine myself to a very few points, such as overcrowding on the railways. I need not enter into a discussion on what has been said regarding overcrowding on the railways. So many things are spoken about it, but no philosophical or scientific view has been taken, to say how this overcrowding could be removed. There have been some suggestions and the Railway Minister might also be thinking that by adding to the number of trains or by adding to the number of locomotives or by altering the timings in the time table this overcrowding can be avoided. I want to impress on the Railway Minister that if he really wants that this overcrowding should be removed, there is only one way out, and I also draw the attention of the Planning Commission to this, that the Planning Commission should take into confidence the Railway Ministry and they both should find out a way to overcome this, and the way out is to extend the railway line to the different corners in the different parts of the country, small and big, so that the channels of travel may be diverted and there may be different channels near at hand instead of the channels being few and far away, just as the channels that carry the surplus water flowing through the Ganga and the Sone. Just as we have dug canals to save the people and the towns from the ravages of the floods in the Ganga and the Sone, and since such canals take away the surplus water to different parts of the area in addition to saving the people from the ravages of floods,

in the same way, Sir, I may suggest to the hon. Railway Minister, I may say it emphatically that if he wants to remove overcrowding, then this will not be possible by adding a few trains. It will be only possible if he adds to the number of railway lines. big and small, branch lines and other lines, but I see that even those lines which were proposed in the time of the Britishers, even they have not been undertaken by the Railway Ministry. I refer to those lines which fall in Bihar. The Railway Minister, who has been playing such a splendid part in the administration of railways, because he hails from that part of the country, feels shy of taking up even those things which were suggested by the Britishers. But I say, Sir, that this is one of the most important items you will have to take up if you want to avoid overcrowding. This Railway line from Bihta to Baruna was long before suggested during the times of the Britishers.

SHRI JAGJIVAN RAM: Arwal also.

SHAH MOHAMAD UMAIR: And also some parts of Shahabad district. I say it is a long-standing scheme which has not been attended to. This section will cover hardly 50 to 55 miles but it will give you a lot of foreign exchange besides giving a lot of relief to passengers who have to travel in overcrowded trains. Therefore, if you have not yet taken into consideration this very important item, I will impress upon you, the Railway Minister, to look into it now. Either there should be a line from Bihta to Baruna or a branch line from Jahanabad. Arwal comes on that line. At least these things should be taken into consideration.

Sir, what to speak about catering. The hon. Minister will pardon me for saying that I cannot congratulate him for the part that Railway catering has played. Many people, including Mr. Sapru, yesterday spoke very highly about the catering at the Allahabad railway station. He spoke very high • fly about the waiters and the supply.

But actually what happens? While going to Patna from Delhi, if I want to avoid any station it is the Allahabad station where I do not get even a cup of tea, no water is available. For a cup of tea I had even to flatter the manager on the platform there. In spite of that it was not available. This is the catering at Allahabad station about which Mr. Sapru spoke so highly.

You say that you have reduced private vending to the minimum for the good of the people. I say it is doing no good to anybody, either to the railways, the public or the people who were engaged in it. You will say that it is a part of your scheme of nationalisation. But I think you will not mind if I say that it is not consistent with the nationalisation scheme, it is not compatible with the nationalisation scheme because so many poor people who were living on that sort of vending are now loitering in the streets without any means of livelihood. You have earned losses on the other hand. You have neither earned the gratitude of the people nor have you given any relief to passengers.

श्री जगजीवन राम : आप कभी खाते हैं इन लोगों के यहां? आप तो अपना खाना लेकर के जाते हैं ?

SHAH MOHAMAD UMAIR: Many times when it happens that जब मैं अपना खाना लेकर नहीं चलता हूँ I have to starve on certain Lines.

श्री जगजीवन राम : मुगलसराय में खाइय किसी वक्त ।

SHAH MOHAMAD UMAIR: Besides, I do not understand the wisdom of removing the dining car from the Toofan Express. At least you could get some food but even that facility you have taken away from the Toofan Express. Nor you have added a dining car to the Howrah-Delhi Express.

श्री किशोरी राम : मैं यह जानना चाहता हूँ कि डाइनिंग कार के बारे में जो

[श्री किशोरी राम]

आप कह रहे हैं वह इस वजह से कह रहे हैं कि ये जो बेयरा लोग हैं वे किसी एक जगह पर रख दिये गये हैं या वाकई वहां खाना नहीं मिलता है इसलिये यह सब कह रहे हैं ?

SHAH MOHAMAD UMAIR: No, no. As my hon. friend said that I have no experience of catering and hotels, I say that you have also no experience of these bearers. I know how I have to natter them for a cup of tea. Therefore, I would insist upon the hon. Railway Minister to reconsider the scheme of catering. He should not take into consideration only the word nationalisation but what he should really consider is the spirit of nationalisation. The benefit which was shared by so many poor people out of that vending has now gone to one contractor. One contractor commands hundreds and hundreds of vendors who usually sell bananas and some fruit. These banana and fruit sellers do not get anything more than a few annas for themselves.

SHRI JAGJIVAN RAM: What is bad there?

SHRI FARIDUL HAQ ANSARI (Uttar Pradesh): Does my hon. friend want monopoly of private persons in catering over the railways?

SHAH MOHAMAD UMAIR: I do not oppose railway catering. What I say is that nationalisation should be for the benefit of the nation and for every individual, not for those who have high denomination currency notes in their pockets. That would not be beneficial to these poor people. Moreover, the railway is not earning any profit out of it; they are on the other hand showing losses after losses.

SHRI JAGJIVAN RAM: I may correct the hon. Member. He has got some incorrect information, because fruit stalls have never been depart-mentalised.

SHAH MOHAMAD UMAIR: But there is one particular individual who is entrusted with the sale of these things where other private persons cannot take advantage of it.

श्री जगजीवन राम : आप दोनों चाहते हैं ?

SHAH MOHAMAD UMAIR: Sir, as regards the efficiency of the railway administration, I congratulate the hon. Railway Minister, the officers and the railway staff who have improved very much. But in spite of this improvement there is something lacking here and there. For insubordination by any member of the staff anywhere, the officers take revenge to the point of retaliation. They should not retaliate like this. The subordinates should be treated sympathetically. They should be given proper care and courtesy as the hon. Railway Minister gives to others. They should learn from the hon. Minister. I would cite one instance. The Railway Minister himself passed an order about a certain individual whose eyes were defective. He could not read and write and the eye specialist had advised him not to do work involving very much reading and writing. The Railway Minister was kind enough to pass the necessary orders and asked the officers concerned to look to his grievance. But, Sir, you know what happened. That poor man was avenged upon. He was retaliated against by the officers and he again fell sick; his disease relapsed. He is suffering from eye disease again. I am referring to a case in Gaya. This sort of unsympathetic attitude of certain officers—I do not say that it is general—should go. It gives a bad name to the entire administration if one officer does something bad.

Coming to crime on the railways. Sir, the Railway Minister pointed out that he was taking the utmost care to reduce crime on railways. I quite agree that the State Government can help the railway administration very much in stopping these crimes because criminals come and take shelter inside railway stations. Therefore, the police of the States should be more alert. The railway police can help only when the crime takes place within the railway premises. I will give you one instance. At Jahanabad my

own handbag was stolen away from the waiting room in broad daylight. That crime was detected. The criminal was also caught. The civil police has been investigating into the whole thing. I thought that after a week of the culprit's arrest my things would be restored to me because it contained so many valuable articles. Now the civil police officer told me that that case has been taken over by the G.R.P. It is more than a year now but neither they have returned my articles nor have they been able to investigate the case fully. With some sort of checking of criminal activities within the jurisdiction of railway premises, crimes can be very much minimised. A sense of dutifulness should be infused in the railway police if you want to check crimes on the Railways. No other method will be helpful in that direction.

In the end I will again insist that the question of extension of railway lines in different parts of my State should be investigated forthwith specially when the hon. Railway Minister comes from that State of which we are proud.

1 P.M.

श्री अब्दुर रज्जाक खान (पश्चिमी बंगाल): जनाब डिपुटी चैयरमैन साहब, रेलवे बजट के ऊपर बहुत सी बातें कही जा चुकी हैं और मैं उनको दोहराकर हाउस का बर्बत नहीं लेना चाहता। इसमें कोई शक नहीं है कि जो तरक्कियां रेलवे के काम में हुई हैं वे इस काबिल हैं कि उनकी शायद दी जाये और उनकी तारीफ की जाय, जैसा कि लोकोमोटिव्हज, वैगंस, कोचेंज वगैरा की तैयारी में जो तरक्की—शानदार तरक्की मैं कहूंगा—हुई है वह इस काबिल है कि उस पर मुल्क फख्र करे। उसके साथ ही साथ लाइन बढ़ाने के काम में जो इजाफा हुआ है, यानी प्रायरिटी जिन लाइनों के मुताल्लिक थी, उनको करने में मैं समझता हूं बड़ी कामयाबी

हुई है। मुझे कुछ ऐसा अंदाजा था कि शायद वह काम पूरा न हो सकेगा और उसमें कुछ कमी पड़ जायेगी। यह देखकर खुशी हुई कि यह भी काम पूरा हुआ। लेकिन दूसरी लाइनें बढ़ाने के बारे में, जैसा कि इसके मुताल्लिक रिपोर्ट आई है उससे मैं समझता हूं और मुझे यह अंदाजा होता है, बल्कि खतरा हो रहा है, कि लाइन कैपेसिटी हमारी बढ़ नहीं पा रही है। अभी तक नयी लाइन की तामीर में जितनी कामयाबी होनी चाहिये थी, जैसी दूसरी कामयाबियों का रिपोर्ट में जिक्र किया गया है, वैसी कामयाबी का कोई जिक्र नहीं है। वे बन रही हैं और उसकी रफ्तार जो है, बहुत ही सुस्त है। बहरहाल, मजमुई तौर पर ये तरक्कियां ऐसी हैं, कि जिन पर हम फख्र कर सकते हैं। लेकिन उन तरक्कियों को देखते हुए, रिपोर्ट को पूरी तौर पर पढ़ते हुए मुझे एक खदशा नजर आ रहा है जिसको मैं "प्रॉब्लम आफ क्राइसिस आफ डेवलपमेंट" कहूंगा। वह क्राइसिस यह है कि लाइन कैपेसिटी उतनी नहीं बढ़ रही है। इसमें कोई शक नहीं कि बैंगन कैपेसिटी और लोकोमोटिव्ह कैपेसिटी तो बढ़ रही है लेकिन उसी लिहाज से उधर तरक्की नहीं हो रही है, यानी लाइन कैपेसिटी अगर उस लिहाज से न बढ़े तो एक प्रॉब्लम पैदा हो जाता है। यूं तो आप जानते ही हैं और रिपोर्ट देखकर आपको पता चलेगा कि बहुत सी ट्रेनों का इजाफा हो गया है और फिर भी उसमें और ट्रेन बढ़ाने की गुंजायश है जो कि नहीं किया जा रहा है। मुझे तो यह पता चल रहा है कि आनरेबल मिनिस्टर साहब इसकी तशरीह करते हैं। अगर यह बात है तो इस बात को साफ कर दें, बड़ी मेहरबानी होगी। ट्रेन कैपेसिटी भी कुछ नहीं बढ़ रही है और उसको बढ़ाने की भी मेरे खयाल में बहुत कम कोशिश हुई है। चुनांचे, कोचेज कहिये या लोकोमोटिव्हज कहिये, ये तो

[श्री अब्दुर रज्जाक खान]

ज्यादा से ज्यादा तादाद में तैयार होंगे लेकिन ट्रेन कैपसिटी बढ़ाने के काम में वे नहीं लगेंगे, फाजिल पड़े रहेंगे। चुनांचे एक्सपोर्ट का जिक्र गालिबन इसी गरज से किया जाता होगा। हम अपने यूज में, अपने इस्तेमाल में, ट्रेन बढ़ाने में उसको नहीं लगा सकेंगे। यह पहला खतरा, पहला प्रॉब्लम मेरे जेहन में है। मैं आनरेबल मिनिस्टर से इस्तदुआ करूंगा कि वे जरा इसकी तशरीह कर दें।

रेल उपमंत्री (श्री शाहनवाज खां) :

यह आपका खतरा बेबुनियाद है।

श्री अब्दुर रज्जाक खान : अगर बेबुनियाद है तो मुझे बड़ी खुशी है। ओवरक्राउडिंग इसीलिये है; क्योंकि ट्रेन कैपसिटी बढ़ नहीं रही है। रिपोर्ट में जिक्र किया गया है कि ज्यादा लोड की वैन हमको चाहिये जो कि ज्यादा तादाद में नहीं है। लाइनों में काफी इजाफा हुआ है और अगर गुंजायश है तो और भी दो चार बढ़ा दी जायें। ओवर-क्राउडिंग बढ़ती जा रही है, ओवरक्राउडिंग का मसला पेश है। अगर मिनिस्टर साहब कहते हैं कि यह गलत है तो ठीक है कोई मसला नहीं है। लेकिन इस मामले में हमारा खतरा यह है कि शायद हम जो लोकोमोटिव्हज, कोचेज वगैरह तैयार कर रहे हैं उनका इस्तेमाल नहीं कर पायेंगे चुनांचे कुछ फाजिल हो जायेंगी तो एक्सपोर्ट करने की जरूरत होगी। ऐसा खतरा जाहिर हो रहा है।

इसमें कोई शक नहीं कि पैसंजर ट्रैफिक में कमी हुई है लेकिन मेरे ख्याल में ओवरक्राउडिंग फिर भी काफी होती है। थर्ड क्लास का तो जिक्र ही नहीं, सेकेंड क्लास को भी छोड़िये अगर फर्स्ट क्लास को ही लिया जाय तो मेरे जैसे पार्लियामेण्ट के मेम्बरों को भी कभी कभी ऐसा भौका

आता है कि डिपुटी मिनिस्टर या कोई और साहब के पास दरख्वास्त करनी पड़ती है कि हम रुके हुए पड़े हैं। इस सिलसिले में एक नया सर्कुलर जो निकला है उसका जिक्र मैं इस वक़्त नहीं करता लेकिन उसकी असली वजह यह है कि आफिसर्स रेलवेज के बढ़ते जा रहे हैं और यह लाजिमी बात है और दूसरी तरफ जो मिलिटरी के हैं उनका अलग से स्पेशल रिजर्वेशन कर दिया जाता है। चुनांचे हम जैसे लोगों के लिए न फर्स्ट क्लास में और न सेकेंड क्लास में ही गुंजायश रहती है, तीसरे क्लास के लोगों का क्या जिक्र किया जाय। जिस डिब्बे में २५ लोगों के बैठने की जगह होती है उसमें ५० आदमी बैठते हैं, फिर भी लोगों को बैठने के लिए रेलों में जगह नहीं मिलती है। लोगों की परेशानी की कोई इंतहा नहीं है।

पैसेन्जर ट्रैफिक में मेरे ख्याल में कुछ हद तक तरक्की हुई है और कुछ ट्रेनें भी बढ़ा दी गई हैं, इस बात में कोई शक नहीं है। लेकिन जहां तक ओवरक्राउडिंग का मसला है वह फर्स्ट क्लास में ज्यादा बढ़ता ही चला जा रहा है। अब तक तो थर्ड क्लास में ओवरक्राउडिंग रहता था और अब फर्स्ट क्लास में भी ओवरक्राउडिंग होने से एक नई सूरत पैदा हो गई है।

जनाब वाला, आपने गुड्स ट्रैफिक में जो १६२ मिलियन का टार्गेट रखा था वह शायद पूरा हो जायेगा, लेकिन आपने आयन्दा प्लान के बारे में कुछ नहीं बतलाया कि इस चीज को किस सूरत से पूरा किया जायेगा। जैसा कि मेरा पहला अन्देश था कि जो हमने सेकेंड फाइव ईयर प्लान में टार्गेट इस बारे में रखा था उसे हम मुश्किल से ही पूरा करेंगे। इसलिए आगे के प्लान के लिए भी मुझे कुछ खतरा नजर आता है कि इसमें हमें आगे दिक्कत पेश आयीगी। यह मसला इसलिए पेश आ रहा है कि

हमारे काम में जो एफिशेंसी होनी चाहिये थी वह बढ़ नहीं रही है। जिस कदर एफिशेंसी की जरूरत है उस तरह से हम अपने काम में एफिशेंसी नहीं ला रहे हैं। हमें यह देखना चाहिये कि हमारे कामों में पूरी तरह से एफिशेंसी बढ़नी चाहिये, ऐसी कोई बात न हो जिससे कोई अटकल पैदा हो जाय। यह बात हमारे रेलवे के कामों को आगे बढ़ाने के लिए एक पेचीदा मसला बनकर रह गया है। इस बात के लिए रेलवे मिनिसट्री को खासतौर पर तबज्जो देने की जरूरत है। जिस तरह से हमने चितरंजन के काम की बुनियाद डाली है उसी तरह से हमारे सब काम होने चाहियें। जिस तरह से हमारे प्रोडक्शन का काम बढ़ता चला जा रहा है, जिस तरह से हमारे और इंडस्ट्रीज का काम बढ़ता चला जा रहा है, उसी तरह से रेलवे के और कामों में भी तरक्की होनी चाहिये। अगर रेलवे के काम में खराबी रही, उसकी एफिशेंसी न बढ़ी तो इसका लोगों पर बुरा असर पड़ेगा। रेलवे को पब्लिक सेक्टर में ऐसा काम करना चाहिये जिससे और लोगों को भी—पब्लिक सेक्टर की और इंडस्ट्रीज को भी इंसैन्टिव मिले। रेलवेज को इस तरह के काम का एक नमूना सारे देश के सामने रखना चाहिये लेकिन मैं यह ख्याल करता हूं कि ऐसा काम नहीं हो रहा है। बारबार कहा जाता है कि हम एक सोशलिस्टिक पैटर्न आफ सोसाइटी की बुनियाद रखना चाहते हैं। अगर हमने अपने कामों से इन चीजों में इसको बुनियाद नहीं रखी तो यह मसला हल होता जरा मुश्किल हो जायेगा। जो लोग इस मैदान में काम करते हैं उनके साथ ताल्लुकात बढ़ाने चाहियें, उनके काम करने का तरीका सुधारा जाना चाहिये, ताकि उन्हें हर तरह की मदद मिले, उनकी हौसला अफजाई हो और वे लोग हिम्मत से आगे बढ़कर अपना काम कर सकें। इस मसले को हल करने के लिए रेलवेज

को पार्लियामेंट के मेम्बरों और कंसल्टेटिव कमेटी के मेम्बरों की मदद लेकर सारे मुल्क में एक तहरीक चलानी चाहिये। इस काम में ज्यादा तेजी लाने के लिए रेलवेज को जगह-जगह सारे मुल्क में मीटिंग करनी चाहिये और लोगों को समझाना चाहिये कि अगर हम तेजी और एफिशेंसी से काम नहीं करेंगे तो हम इस काम में कामयाब नहीं हो सकेंगे। इस तरह से रेलवेज को लोगों के जज्बात को बढ़ाना चाहिये और इस काम में तेजी लानी चाहिये। जब हम इस तरह का काम करेंगे, तब ही हम इसमें कामयाब हो सकते हैं लेकिन इस तरह का काम नहीं किया जा रहा है।

पैसेन्जर ट्रेफिक के मुताल्लिक मैं कुछ बातें कहना चाहता हूं लेकिन कबल इसके जो मसला इस वक्त पेश है; यानी सरचार्ज में जो इजाफा किया गया है उस पर अपने ख्याल इजहार करना चाहता हूं। मेरे ख्याल में यह रेलवे ने बहुत बड़ी गलती की है और रेलवे फाइनेंस का कोई सवाल लेना नहीं चाहती है। इसके मुताल्लिक आज के स्टेट्समैन में जो आर्टिकल निकला है उसकी तरफ मैं आपका ध्यान दिलाना चाहता हूं। रेलवे फाइनेंस की जो बुनियाद है और इस वक्त जिस तरह से वह चल रही है, वह मेरे ख्याल में ठीक नहीं है। मैं इस बारे में आपका ज्यादा वक्त नहीं लेना चाहता हूं, लेकिन मजदूरों को फायदा पहुंचाने के लिए आप जिस तरह से टैक्स बढ़ा रहे हैं उससे आपकी एफिशेंसी का सबूत मिल जाता है। जब आपको मजदूरों की तनख्वाह बढ़ानी, रिहायश देना और उनकी वाजिब मांगों को पूरा करने का सवाल आता है तो लोगों पर टैक्स लगा देते हैं। जब पे कमीशन का सवाल आपके सामने आया तो आपने सरचार्ज लगा कर उसको पूरा करने की कोशिश की। इसका असर यह होगा कि अनाज, कोयला जो पहले से ही महंगा है और भी महंगा हो जायेगा। इसका असर यह होगा

[श्री अब्दुर रज्जाक खान]

कि गरीब लोगों को और भी ज्यादा परेशानी का सामना करना पड़ेगा। आपने ऐसी चीजों पर टैक्स लगाया है जिससे इनफ्लेशन बढ़ेगा। इस समय मुल्क में वैसे ही इनफ्लेशन है और इस चीज से और भी ज्यादा बढ़ जायेगा। मेरे ख्याल में यह एक गलत इकानोमी है और यह रेलवे के लिये एक धब्बा लगाने वाली बात है। रेलवे ने इस तरह का सरचाचं लगा कर कोई काबिले तारीफ बात नहीं की। यूँ तो उसने कई काबिले तारीफ बातें की लेकिन यह बात काबिले तारीफ नहीं कही जा सकती है।

अब मैं पैसेन्जर अमेनिटीज के मुताल्लिक कुछ कहना चाहता हूँ। ट्रेनों में पानी और ट्रेनों के जो सवाल हैं उनके बारे में कुछ नहीं कहना चाहता हूँ, ये मामूली बातें हैं, इन्हें मैं यहीं पर छोड़ देता हूँ। लेकिन मेरी नजर में ऐसा आया कि जहाँ हजारों पैसेन्जर रोज आते जाते हैं वहाँ स्टेशनों को देखिये तो बैठने की जगह नहीं है, चार की जगह पांचवीं सीट नहीं है। आनरेबल डिप्टी मिनिस्टर साहब यहाँ मौजूद हैं और उनको पता है कि कलकत्ता के नजदीक कलकत्ता-बनगांव लाइन पर एक मध्यमग्राम मुकाम है। वहाँ पर उन्होंने एक हॉल्टिंग स्टेशन की मंजूरी करा दी है। यह मध्यमग्राम मुल्क की तक्सीम से पहले एक मामूली जगह थी जहाँ पांच हजार लोग बसते थे। अब वहाँ ६० हजार आदमियों की आबादी हो गई है। उस स्टेशन के आसपास के हल्के में एक बड़ी कालोनी बन गई है और वह एक बड़ी अहम जगह बन गई है। वहाँ रेलवे की आमदनी एक नहीं, छः गुना बढ़ गई है। बावजूद इसके कि वहाँ चारों तरफ का समां एक तरक्की पजीर सूरत में है, वहाँ एक ऐसा रेलवे स्टेशन है जिसका घर वही पुराने आसार के तौर पर कायम है। वहाँ अगर बारिश हो या धूप ज्यादा हो तो पैसेन्जर स्टेशन मास्टर के कमरे में जा कर घुस पड़ते हैं। उस बेचारे की यह हालत है कि उसको खड़े खड़े काम करना पड़ता है। मुझे

खुद एक बार ऐसी मुसीबत में गिरपतार हो कर स्टेशन मास्टर के कमरे में जाना पड़ा और वहाँ जा कर मैं ने देखा कि उस बेचारे स्टेशन मास्टर की क्या हालत है। उसने बतलाया कि वहाँ फर्स्ट क्लास और सेकेंड क्लास बेंचिंग रूम है ही नहीं। सिर्फ एक खुली जगह है जहाँ पर एक छोटी सी बेंच है। उसने यह भी बतलाया कि वहाँ चार मर्तबा ट्रेन्स का क्रास होता है और उनको खड़े खड़े काम करना पड़ता है, टेबिल पर खाता रखने की जगह नहीं है। इस सिलसिले में मैं ने एक नोट तैयार किया था, लेकिन मैं उसे भूल आया हूँ, वरना मैं उसे आपके सामने पेश कर देता। तो यह पैसेन्जर अमेनिटीज की हालत है। जहाँ आपकी आमदनी बढ़ गई है, जहाँ शहर तैयार हो गया है, वहाँ एक स्टेशन को जरा बेहतर बनाने की तरफ कई साल से तबज्जह ही नहीं दी गई और उसे गैर जरूरी समझा गया। लोगों को बड़ी उम्मीद थी कि जब डिप्टी मिनिस्टर साहब खुद उस स्टेशन को देख गये हैं तो कोई बात जरूर होगी, लेकिन अफसोस है कि कोई बात हुई नहीं। इसी किस्म की हालत बहुत जगह है।

आखिर में वह जो सर्कुलर एम० पी० लोगों के मुताल्लिक भेजा गया है उसका मैं जिक्र करना चाहता हूँ। सर्कुलर में यह कहा गया है कि तीस दिन कल आप अगर रिजर्व कराते हैं तो ठीक है, उसके बाद आप अगर रिजर्व कराते हैं तो आपको कोई प्रायोरिटी नहीं मिलेगी, और वह भी आपको लिखना पड़ेगा कि पार्लियामेंटी काम के सिलसिले में आप जा रहे हैं। मैं समझता हूँ कि यह बहुत ही गलत बात है। एक महीना पहले कोई मेम्बर अपने जाने का प्रोग्राम मुकर्रर कर के बैठा रहे, ऐसा कैसे मुमकिन है? वे नहीं जानते कि तीन दिन बाद उनको क्या करना पड़ेगा, चार दिन बाद उन्हें क्या करना पड़ेगा। कभी ऐसा होता है कि यहीं से १५, २० रोज का नोटिस जाता है। इसके माने यह है कि बहुत से लोगों को दुश्वारियों का सामना

करना पड़ेगा। इसके अलावा लौटते वक्त कोई प्रायरिटी नहीं है। आते वक्त तो हम पार्लियामेंट्री काम लिख सकते हैं, लेकिन वापस जाते वक्त वे हमको प्रायरिटी में शामिल कर नहीं सकते और करते भी नहीं हैं। चुनावों का ऐसा हो रहा है। यह बहुत बड़ी तकलीफ की बात है। मैं चाहता हूँ कि पार्लियामेंट के काम के सिलसिले में आने जाने के लिये वैसी ही प्रायरिटी होनी चाहिये, जैसी कि पहले से थी। अगर मैं आनरेबल मिनिस्टर से इसका मतलिबा करूँ तो मेरे ख्याल में गलत नहीं होगा। अब इससे ज्यादा और कहने की गुंजाइश नहीं है।

श्री जुगल किशोर (पंजाब) : माननीय उपसभापति महोदय, पिछले महीने कांग्रेस सेशन के सिलसिले में मुझे बंगलौर जाने का इतिफाक हुआ और वहाँ से मैं धनुषकोटी और रामेश्वरम बगैरह चला गया। इस वजह से दिल्ली से ले कर भारतवर्ष के जनूबी किनारे तक मुझे रेल में सफर करने का मौका मिला और जनूबी हिन्द के खास तौर पर बहुत से मुकामात देखने में आये। वहाँ यह देखने में आया कि वाकई रेलवे में बड़ी तरक्की हो रही है। जगह जगह डबल लाइन बनाई जा रही है, नये नये स्टेशन बन रहे हैं, स्टेशनों पर शौड डाले जा रहे हैं और तरह तरह की हर एक किस्म की तरक्की हो रही है। एक बात जो और वहाँ देखने में आई वह यह थी कि वहाँ की मीटर गेज लाइन भी ब्राड गेज लाइन का मुकाबिला कर रही थी, रफ्तार में, स्पीड में और हर एक बात में। मैंने वहाँ देखा कि मीटर गेज का भी वही ऊँचा दर्जा है जो कि ब्राड गेज का है। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि दिल्ली के करीब हालत दिगरगूँ है। सुना करते थे कि चिराग के नीचे अंधेरा होता है, लेकिन अब तो बिजली का जमाना है और बल्ब के नीचे अंधेरा नहीं होना चाहिये, फिर भी वह कहानी अभी सब मालूम होती है।

[THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.]

हिसार स्टेशन दिल्ली से १३०, १३५ मील के फासले पर है, लेकिन अगर हम ट्रेन में सफर करें तो १० घंटे लगते हैं। इससे आप अन्दाजा लगा सकते हैं कि यहाँ की मीटर गेज लाइन जो रिवाड़ी हो कर जाती है वह कितनी फास्ट चलती है। उसके मुकाबिले में हिसार से अगर बस में सफर किया जाय तो साढ़े चार घंटे में सफर तय हो जाता है और किराया भी कम लगता है। मैं नहीं समझता कि रेलवे के हुक्काम रेलवे की आमदनी बढ़ाने के लिये क्यों नहीं इस लाइन पर तेज रफ्तार गाड़ी चलाते। मेरा तो ख्याल यह है कि उनको जरूर कोई फास्ट ट्रेन चलानी चाहिये। बड़ी कोशिश से एक डीजल कार उस साइड में चलाई गई थी, लेकिन मुझे अफसोस के साथ कहना पड़ता है कि वह डीजल कार भी एक साल के करीब से बन्द है। पहले तो यह कहा गया कि वह मरम्मत तलब है, मरम्मत हो रही है, मरम्मत होने के लिये थोड़ा बहुत वक्त चाहिये, लेकिन उसको साल भर हो गया है। पिछली दफा कंसल्टेटिव कमेटी में जब यह सवाल उठाया गया तो हमारे जनरल मैनेजर साहब ने यह कह दिया कि वह डीजल कार इस वास्ते चलना मुश्किल है कि उसमें लोग बहुत ज्यादा हो जाते हैं, मुसाफिर ज्यादा बैठ जाते हैं। इससे तो यह नतीजा निकला कि उस साइड में ट्रैफिक बहुत ज्यादा है और लोग यह चाहते हैं कि कोई तेज रफ्तार गाड़ी हो जिसमें वे सफर करें। अगर एक डीजल कार के चलने से काम नहीं चल सकता तो दो चलाई जायें, बजाय इसके कि उसको बिल्कुल बन्द कर दिया जाये। उसको बन्द कर देने से लोगों में एक तरह का बुरा खयाल पैदा होता है। वे समझते हैं कि रेलवे के हुक्काम को इस साइड के लोगों की परवाह ही नहीं है। तो मैं निहायत जोर के साथ यह अर्ज करूँगा कि अगर डीजल कार नहीं चल सकती तो कोई न कोई फास्ट ट्रेन उस ब्रांच लाइन पर, जो रिवाड़ी से फाजिलका तक जाती है, जरूर चलाई जाय।

[श्री जुगल किशोर]

इसके बाद मैं यह कहना चाहता हूँ कि रेलवे स्टेशन हिसार के दोनों जानिब अब बहुत आबादी हो गई है। एक साइड से दूसरी साइड को जाने के लिये वहाँ हर वक्त तांगे, गाड़ियाँ, मोटर और पैदल सवारियाँ खड़ी रहती हैं। हिसार रेलवे स्टेशन के दोनों साइड्स में लेवेल क्रॉसिंग्स हैं और वे लेवेल क्रॉसिंग्स दो दो, तीन तीन घंटे तक मुतवातिर बन्द रहती हैं। रेलवे क्रॉसिंग्स पर कोई पुल न होने की वजह से लोगों को बहुत देर तक ठहरना पड़ता है। कचहरी जाने वाले वकील और मोअविकल वक्त पर कचहरी नहीं पहुँच पाते हैं और कई दफ़ा इस वजह से उनके मुकदमात दाखिल दफ़तर हो जाते हैं। इसकी वजह से लोगों को बहुत दिक्कत है। मैंने इसके मुतालिक १२ सवाल किये और यह कहा जा रहा था कि १९५९-६० में जरूर पुल बन जायगा लेकिन १९५९ तो खत्म हो चुका है और १९६० शुरू हो गया है और अभी तक कोई काम शुरू नहीं हुआ है। कहा जाता है कि पंजाब गवर्नमेंट ने अपना हिस्सा नहीं दिया है। मेरी समझ में नहीं आता है कि पंजाब गवर्नमेंट और सेंट्रल गवर्नमेंट में फर्क क्या है? पंजाब गवर्नमेंट तो सेंट्रल गवर्नमेंट का ही एक हिस्सा है। सेंट्रल गवर्नमेंट चाहे तो पंजाब गवर्नमेंट को इसके लिये मजदूर कर सकती है और क्या पंजाब गवर्नमेंट की यह मजाल है कि वह रुपया न दे। दरअसल, मैं समझता हूँ कि रेलवे अथारिटीज़ की तरफ से वहाँ कोई ओवरब्रिज बनाने के लिये कोई खास तौर पर दिलचस्पी नहीं ली जा रही है। अगर इसके लिये दिलचस्पी ली जाती तो कभी का पुल तैयार हो जाता और लोगों को जो दिक्कतें हैं वे दूर हो जातीं।

[THE VICE-CHAIRMAN (PANDIT S. S. N. TANKHA) in the Chair.]

मैं गवर्नमेंट की तबज़्जह इस ओर दिलाना चाहता हूँ कि अगर यही हालत रही कि सन्

१९६२ तक वहाँ ओवरब्रिज नहीं बना तो उस वक्त हम लोगों को बड़ी दिक्कत पेश आयेगी और हम किस मुँह से जा कर उनसे वोट माँगेंगे। इसलिये मैं कहना चाहता हूँ कि रेलवे अथारिटीज़ को इस तरफ़ खास तबज़्जह देनी चाहिये।

इसके बाद मैं एक और खास बात की तरफ़ तबज़्जह दिलाना चाहता हूँ। उसी लाइन पर भिवानी एक स्टेशन है और उसको रोहतक से कनेक्ट करना जरूरी है। इसके लिये प्रिपार्टीशन डेज़ में स्कीम तैयार हो चुकी थी और सब कुछ तैयार हो चुका था और वह लाइन बनने वाली थी, लेकिन अब इंडिपेंडेंस के बाद १२ साल हो चुके हैं और अब तक रोहतक को भिवानी से नहीं मिलाया गया है। अगर वह लाइन मिला दी जाय तो पंजाब का तमाम इलाका हरियाना के इलाके से मिल जाता है और ज़राअत म बड़ी तरक्की हो सकती है। एक और बात है। पिछले दिनों मैं दोपहर के वक्त उधर से आ रहा था तो मैंने देखा कि भिवानी स्टेशन पर दोपहर का करीब एक बजे दो गाड़ियाँ खड़ी थीं। उनका वहाँ कास होता है। मैंने देखा और लोगों ने भी मुझ से शिकायत की कि टिकट देने के लिये एक खिड़की है और उस खिड़की पर टिकट लेने के लिये सैकड़ों आदमी खड़े हुए हैं। दोनों गाड़ियाँ आ चुकी थीं और चलने के लिये तैयार थीं लेकिन तब तक लोगों को टिकट नहीं मिला था। इस तरह से एक रोज़ नहीं बल्कि हर रोज़ सैकड़ों आदमी टिकट न मिलने की वजह से भिवानी स्टेशन पर रह जाते हैं और इस वजह से उनको बड़ी दिक्कत होती है, क्योंकि दूसरी गाड़ियाँ उनको आठ आठ, दस दस घंटे के बाद मिलती हैं। उनको वहाँ आठ आठ, दस दस घंटे तक इंतज़ार करना पड़ता है। उस वक्त वे मुसाफ़िर जिनको कि टिकट नहीं मिला था वे गवर्नमेंट के लिये क्या क्या अलफ़ाज़ इस्तेमाल कर रहे थे, उनको मैं बयान अर्ज करूँ। मेरा दिल नहीं चाहता कि मैं उनको जनाब के रूबरू ज़ाहिर करूँ लेकिन

यह जाहिर होता है कि लोगों के दिलों में इस बात के लिये बड़ा ख्याल होता है कि उनको खरीदने पर भी टिकट नहीं मिलता है। मुझे उम्मीद है कि अब रेलवे हुक्काम भिवानी स्टेशन पर एक दूसरी खिड़की लगाने का या शहर में टिकट बिकवाने का कोई इंतजाम करेंगे और लोगों की तकलीफ को दूर करेंगे।

एक और बात की तरफ मैं आपकी तवज्जह दिलाना चाहता हूँ। डिप्टी मिनिस्टर साहब पिछले साल जब जाखल तशरीफ ले गये थे, तब उन्होंने खुद इस बात को देखा था और मौके को देखा था। मैं उनसे स्टेशन पर मिला था। वह बात यह है कि जाखल से मंडी की तरफ जाने का जो रास्ता है वह रेलवे लाइन को कास कर के है। लोग इस तरह जाते हैं और इसमें कई तरह के हादसे हो जाते हैं। कई आदमियों की हादसे में मौत भी हो गई है। वहां कोई ओवर-ब्रिज नहीं है और लाइन को कास कर के जाना पड़ता है। पुल न होने की वजह से हमेशा हादसे का खतरा रहता है। वहां डिप्टी मिनिस्टर साहब ने निहायत मेहरबानी से यह फर्माया था कि इस पुल को बना दिया जायगा, लेकिन अभी तक वह पुल नहीं बन पाया है। इस पुल की भी उतनी ही जरूरत है जितनी कि हिसार स्टेशन के लिये पुल की है, जिसका कि मैंने पहले जिक्र किया है।

इसके बाद एक और बात की तरफ आपकी तवज्जह दिलाना चाहता हूँ। ये मामूली मामूली बातें हैं। मैंने देखा है कि जनुबी हिन्द में मीटर गेज लाइन पर जो फर्स्ट क्लास के डिब्बे चलते हैं उनमें नहाने का आला इंतजाम है और उनमें कमोड भी देशी तरीके के लगे हुये हैं लेकिन यहां हम देखते हैं कि यहां के फर्स्ट क्लास के डिब्बों में नहाने का कतई कोई इंतजाम नहीं है, कोई भी चीज ऐसी नहीं है, जिसके जरिये मुसाफिर आसानी से नहा सके। पहले जो शावर बाथ लगे हुए थे वे सब भी तोड़ दिये गये हैं।

शावर बाथ न हो तो कोई बात नहीं है लेकिन जनुबी हिन्द की गाड़ियों में जिस तरह का इंतजाम है वह तो होना ही चाहिये। वहां पर एक रबड़ का पाइप लगा दिया गया है और उसमें यह सहुलियत है कि उसे जिस तरफ चाहे कर लें और जितना चाहे पानी ले लें। यहां शावर बाथ को भी बिल्कुल उड़ा दिया है और कोई वैसा रबड़ पाइप भी नहीं है। नहाने का कतई कोई इंतजाम नहीं है। फर्स्ट क्लास का मुसाफिर गाड़ी के अन्दर नहीं नहा सकता है। इसके अलावा जो उसमें कमोड है उस पर बैठ कर हाजत रफा करना मुश्किल हो जाता है और हाजत रफा करने के बाद अगर दस्तआब लिया जाय तो और भी दिक्कत हो जाती है। तो मैं आनरेबिल मिनिस्टर से अर्ज करूंगा कि यहां की गाड़ियों में भी नहाने का और कमोड बगैरह का वैसा ही इंतजाम किया जाय जैसा कि जनुबी हिन्द में मीटर गेज पर चलने वाली गाड़ियों में है। मेरे कई भाइयों ने जैसा कि कहा, स्टेशनों पर फर्स्ट क्लास और सेकंड क्लास के डिब्बों की सफाई का इंतजाम तो है लेकिन थर्ड क्लास के डिब्बों की लैट्रिस और बाथ रूम की कभी सफाई नहीं की जाती। ग्राम तौर पर देखा जाय तो थर्ड क्लास की लैट्रिस और बाथरूम की सफाई की ज्यादा जरूरत है। मैं अर्ज करूंगा कि उनकी सफाई कराने का जल्दी से जल्दी इंतजाम किया जाय।

इसके बाद मैं एक और बात की तरफ आपकी तवज्जह दिलाना चाहता हूँ और वह यह है कि फतेहाबाद जो जगह है वह अब तहसील हेडक्वार्टर हो गया है और अब वहां मंडी भी कायम हो गई है और नहर के आ जाने की वजह से वहां अनाज की बहुत ज्यादा पैदावार होती है। वहां से बहुत सारा अनाज ट्रकों के जरिये देहली और दूसरी दूसरी जगह जाता है। अगर फतेहाबाद को जाखल से भट्टू तक एक रेलवे लाइन बना कर मिला दिया जाय तो मैं कहूंगा कि इससे रेलवे एडमिनिस्ट्रेशन को बहुत ज्यादा

[श्री जुगल किशोर]

आमदनी होगी। वहां से रेलवे को माल की आमदोरफ्त से, माल को भेजने से, बहुत ज्यादा आमदनी हो सकती है। मैं कई सालों से उसके मुताल्लिक कह रहा हूं लेकिन इस तरफ कोई खास तवज्जह नहीं दी जाती है।

इसके बाद मैं यह अर्ज करना चाहता हूं कि हिसार से ब्राड गेज लाइन की एक गाड़ी साढ़े दस बजे के करीब अम्बाला के लिये चलती है और उसमें चंडीगढ़ के लिये एक डिब्बा लगाया जाता है। वह डिब्बा अम्बाला ८ बजे के करीब पहुंच जाता है लेकिन वह डिब्बा चंडीगढ़ दिन के दो बजे पहुंचता है। तो मैं पूछना चाहता हूं कि क्या कोई मुसाफिर ऐसा बेवकूफ होगा कि उस डिब्बे में सफर कर के दो बजे चंडीगढ़ पहुंचे जब कि पटियाला उतर कर और चंडीगढ़ में काम कर के दो बजे तक पटियाला वापस भी जा सकता है। तो ऐसी सूरत में अगर वाकई रेलवे अथारिटीज को मुसाफिरों की सहूलियत का कुछ भी खयाल है तो ऐसा इंतजाम करना चाहिये कि यह डिब्बा जो कि हिसार से चंडीगढ़ के लिये चलता है वह अम्बाला ८ बजे पहुंचने के बाद १० बजे तक चंडीगढ़ पहुंच जाय ताकि लोगों को सहूलियत हो जाय और लोग इसके जरिये सफर करने को ज्यादा तरजीह दें।

मैंने अभी तक उन बातों की तरफ तवज्जह दिलाई है जिन बातों की कमी मेरे उस इलाके में महसूस की जाती है और जिनकी वजह से लोगों को कुछ जरा परेशानी है लेकिन अब मैं रेलवे अथारिटीज की तवज्जह रेलवे मुलाजिमीन की एक बात की तरफ दिलाना चाहता हूं और वह ट्रेवलिंग टिकट एग्जामिनर्स के बारे में है। ये गाड़ियों के साथ चलते हैं, दिन और रात एक गाड़ी से दूसरी गाड़ी तक इधर उधर फिरते रहते हैं, सर्दी हो, गर्मी हो, उसको तो चलना ही पड़ता है। उसे एक गाड़ी से दूसरी गाड़ी में जाना पड़ता है, लेकिन न मालूम उसको

रनिंग स्टाफ में क्यों नहीं शुमार किया जाता। उसको वह भत्ता नहीं दिया जाता जो कि गार्ड या ड्राइवर को मिलता है। मेरे खयाल में वह ज्यादा रनिंग करते हैं बनिस्बत गार्ड या ड्राइवर के। इसके अलावा न उसके लिये कोई क्वार्टर का इंतजाम है। वह बेचारा बगैर क्वार्टर के दूसरे के मकान में किराया दे कर रहता है। न क्वार्टर का इंतजाम है, न रनिंग अलाउंस उसको मिलता है और फिरता है सबसे ज्यादा। तो ऐसी सूरत में जो ट्रेवलिंग टिकट एग्जामिनर्स काम करते हैं वे कैसे संतुष्ट हो सकते हैं। अगर एक मुलाजिम अपनी जगह पर संतुष्ट नहीं है तो मैं समझता हूं, वह अच्छी तरह से काम नहीं कर सकता है। अगर टी० टी० ई० अपने महकमे की तरफ से संतुष्ट हों तो वे ज्यादा आदमियों को जो बगैर टिकट के सफर करते हैं, पकड़ कर रेलवे की आमदनी में बहुत इजाफा कर सकते हैं। इसलिये मैं आनरेबिल मिनिस्टर साहब से यह अर्ज कलंगा कि अपने ट्रेवलिंग टिकट एग्जामिनर्स को संतुष्ट करने के लिये उनके वास्ते क्वार्टरों का इंतजाम किया जाय और अगर कायदे के मुताबिक रनिंग स्टाफ में उनको शुमार किया जाय तो उसमें शामिल करके उनको वह अलाउंस दिया जाय, जो दूसरे स्टाफ वालों को दिया जाता है।

एक बात अभी मेरी नोटिस में लायी गयी कि रेलवे कोड में कोई पैरा २ है, और वह पैरा २ क्या है, दरअसल एक तरह का रौलर है। पैरा २ से रेलवे के हुक्काम को यह अख्तियार दिया गया है कि वे किसी मुलाजिम को, खाह वह परमानेंट हो, खाह टेम्परेरी हो, बगैर किसी किस्म का नोटिस दिये, बगैर किसी किस्म का शो काज दिये, बिना पूछे उसको बरखास्त कर सकते हैं। अगर वाकई यह सच है कि ऐसा पैरा रेलवे के कायदे में है, तो मैं समझता हूं कि वह आज इस जम्हूरियत के जमाने में शोभा नहीं देता, उस पैरा २ को रेलवे कोड से उठा देना चाहिये और उन

मुलाजमीन रेलवे को, जो कि वफादार मुलाजमीन हैं, उनमें से किसी को बरखास्त करना है तो कम से कम उसको अपनी सफाई पेश करने का मौका जरूर मिले। यह तो आजकल निहायत जरूरी है और मैं समझता हूँ, इस तरफ खास तवज्जह रेलवे हुक्काम देंगे।

इसके अलावा एक और बात की तरफ भी मैं तवज्जह दिलाना चाहता हूँ और वह यह है कि, जैसा कि मैंने पहले जिक्र किया, टाइम के मुताल्लिक, हिसार से चंडीगढ़ को जो गाड़ी चलती है उसमें जो बोगी लगायी जाती है उस बोगी में दो थर्ड क्लास, एक लेडीज के लिए, एक जेंट्स के लिये और दो सेकेंड क्लास, एक लेडीज सेकेंड क्लास और एक जेंट्स सेकेंड क्लास होता है, तो उस जेंट्स क्लास में सिर्फ छः सीटें होती हैं, रात को सफर करने के लिये छः बर्थ उसमें होती हैं जिन पर छः आदमी बैठ सकते हैं। मैं समझता हूँ चंडीगढ़ हमारी कैपिटल है पंजाब सूबे की और हिसार वहाँ के एक जिले का हेडक्वार्टर है, तो जिले का हेडक्वार्टर होने से वहाँ अमूमन हर रोज छः नहीं तो छः से ज्यादा तादाद में आदमी चंडीगढ़ को जाते रहते हैं, इसलिये मैं इस तरफ भी मुसाफिरों की दिक्कत को रफा करने के लिये आपकी तवज्जह दिलाना चाहता हूँ कि कोई ऐसी बोगी उस गाड़ी के साथ लगायी जाय जिसमें छः से ज्यादा सीटें हों ताकि मुसाफिर ज्यादा सहूलियत के साथ सफर कर सकें।

इन बातों के अलावा मैं रेलवे मिनिस्टर साहब की तवज्जह एक और बात की तरफ दिलाना चाहता हूँ कि अब जमाना वह नहीं रहा कि हम अबाम को ज्यादा बेवकूफ बना सकें। जहाँ हम लोगों को सहूलियत पहुंचाने का दम भरते हैं और कहते हैं कि रेलवे में हर तरह की

सहूलियत दिलाने की कोशिश की जा रही है—मैं भी जानता हूँ कि आजकल रेलवे प्लेटफार्मों पर शेड लगा दिये गये हैं, वहाँ पंखे हैं, बिजली है, तरह तरह की सहूलियतें हैं; लेकिन अब भी आम मुसाफिर से, थर्ड क्लास मुसाफिर से वह सलूक रवा नहीं रखा जाता जो कि रखा जाना चाहिये। अब भी उनको वे सहूलियतें नहीं मिलती, जो कि मिलनी चाहियें। आम तौर पर देखा जाता है कि जहाँ टिकट बंटता है वहाँ उन गरीबों के साथ वही पहले जैसा सलूक होता है। आजकल एक और दिक्कत पैदा हो गयी है कि जो ये नये पैसे बने हैं, इन नये पैसे को गिनने में बड़ी दिक्कत होती है। बहुत से गरीब देहाती भाई अब भी नहीं जानते हैं कि नये पैसे का क्या हिसाब बनता है। जब वे बुकिंग आफिस पर टिकट खरीदने के लिये रुपया देते हैं, तो बीज ओकात ऐसा होता है कि उनके हाथ कम पैसे पकड़ा देते हैं और जब वे शिकायत करते हैं, तो उनकी सुनवाई नहीं होती। इसलिए मैं अर्ज करना चाहता हूँ कि जहाँ सरकार ने नये पैसे का रिवाज चलाया है वहाँ कोई न कोई ऐसा तरीका भी निकालना चाहिये कि जिससे वे गरीब देहाती, जो अनपढ़ हैं, उनको अच्छी तरह से मालूम हो सके कि मुझे कितना पैसा देना है, कितना पैसा लेना है।

श्री गोपीकृष्ण विजयवर्गीय (मध्य प्रदेश) : नये पैसे का रेलवे से क्या ताल्लुक है?

श्री जुगल किशोर : वाज दफा हम देखते हैं, कितना पैसा हमें देना है, कितना हमें लेना है, यह उनको मालूम नहीं रहता और उससे शिकायत पैदा होती है।

श्री शाहनवाज खां : यह तो तालीम की बात है, हिसाब किताब की बात है।

श्री जुगल किशोर : लेकिन हिसाब किताब के बुकिंग क्लर्क ठीक तो रखें।

[श्री जुगल किशोर]

इसके बाद मुझे हिसार के इलाके के बारे में कहना है। वह इलाका बहुत बेकवर्ड रहा है। अंग्रेजों के जमाने में वहाँ लोगों को तालीम कम दी गई, इसलिये वहाँ कम लोग तालीमवाफता थे। अंग्रेजों के चल जाने के बाद वहाँ तालीमी स्कूल खुल जाने की वजह से लोग तालीम पाने लगे हैं। तालीम पाने के बाद उनकी स्वादिष्ट होती है कि मुलाजिमत मिले।

श्री शाहनवाज खाँ : तो फिर पैसे क्यों नहीं गिन सकते हैं ?

श्री जुगल किशोर : अभी तो जो पढ़ने लगे हैं उनकी संख्या थोड़ी है, लेकिन अनपढ़ ज्यादा हैं, इसी वास्ते दिक्कत होती है। लेकिन जो पढ़ लिख चुके हैं वे सरकारी मुलाजिमत में आना चाहते हैं और इसी वास्ते उसका मौका चाहते हैं कि अपने भाइयों की मदद कर सकें। इसलिये मैं अर्ज करूंगा कि जो उस तरफ के नौजवान मुलाजिमत के लिये रेलवे में दरखास्त दें, उनकी तरफ खास ब्याल रखें और उनकी इमदाद की जाय। इन अफाज के साथ मैं रेलवे मिनिस्टर को शुक्रिया अदा करता हूँ कि हम उनके बहुत मशकूर हैं।

श्री मुहम्मद अली (मध्य प्रदेश) : उप-सभाध्यक्ष महोदय, सदन में १९६०-६१ का रेलवे बजट विचाराधीन है। ४६५.५० करोड़ आय, ३८८.८० करोड़ व्यय और १८.४३ करोड़ शुद्ध बचत का अनुमान किया गया है। ये आंकड़े चालू वर्ष के आंकड़ों से अधिक हैं और हमारे लिये उत्साहवर्द्धक हैं।

वेतन आयोग की सिफारिशों पर सरकारी निर्णय लागू करने से जो १३ करोड़ ६० वार्षिक व्यय बढ़ने का अनुमान है उसे कोयला और दूसरे माल पर भाड़े में पाँच प्रति शत वृद्धि कर के पूरा किया जाना है। भाड़ा बढ़ने का सीधा प्रभाव जनता पर पड़ने का है।

ऐसी बात नहीं है कि जनता नया बोझ बर्दाश्त करने को तैयार नहीं है। दरअसल बात यह है कि जनता में ऐसी शक्ति ही नहीं कि वह अधिक बोझ सहन कर सके। होता यह है कि जब हम किराया या भाड़ा तय करते हैं तो दूसरे देशों की तरफ अधिक देखते हैं और अपने देश की गरीब जनता की आर्थिक स्थिति की ओर कम। मानते हैं कि रेलवे को वेतन आयोग की सिफारिशों को पूरा करने के लिये रकम की जरूरत है, पर क्या यह रकम रेलवे अपने में अधिक क्षमता बढ़ा कर, सरते भाड़े पर माल ढोने का प्रबन्ध कर के और अधिक मुसाफिरों को लाने के जाने की क्षमता बढ़ा कर नहीं पूरा कर सकता था। देश में नये नये विकास के कार्य हो रहे हैं, जनसंख्या बढ़ रही है और इसके साथ साथ बेकारी बढ़ रही है। रोटी के लिये और दूसरे कामों के लिये लोगों को एक जगह से दूसरी जगह जाने के लिये बाध्य होना पड़ता है। तो ऐसा नहीं है कि रेलवे को ढोने के लिये माल और सवारी न मिले। रेलवे को अपनी कार्य क्षमता बढ़ा कर ही आमदनी बढ़ानी चाहिये ॥

यह प्रसन्नता की बात है कि रेलवे ५०० मील से अधिक दूरी की यात्रा करने वाले तीसरे दर्जे के यात्रियों के लिये बिना किसी अतिरिक्त कर के रात में सोने के लिये स्थान का प्रबन्ध कर रही है। इससे लोगों को अवश्य राहत मिलेगी, परन्तु हमें रेलों में भीड़ की ओर भी अधिक ध्यान देने की आवश्यकता है। एक बात कही गई है कि रेलों में भीड़ कम होने लगी है। मैं समझता हूँ कि प्रायः गाड़ियों में यात्रियों को बैठने के लिये जगह मुश्किल से ही मिलती है। यह बात ठीक है कि नई नई गाड़ियाँ चलाई जा रही हैं लेकिन उसी अनुपात से यात्रियों की संख्या में भी वृद्धि हो रही है। जहाँ कहीं कुछ भीड़ कम हुई है, वहाँ बसों को श्रेय अधिक है। आबकल बस की यात्रा सुविधाजनक अधिक हो रही है और लोग कम दूरी वाली यात्रा बसों से करना अधिक पसन्द करते हैं। जहाँ सड़कें

हैं वहाँ बसों की सुविधा का लोग उपयोग कर लेते हैं, परन्तु जहाँ यह सुविधा नहीं है वहाँ भीड़ दिन प्रति दिन बढ़ रही है। रेलवे को ऐसे भागों में नई गाड़ियाँ चलाने में प्राथमिकता देनी चाहिये। नई गाड़ियाँ चलाने में रेलवे पहले उन स्थानों को देखे जहाँ बसेज का प्रबन्ध नहीं है।

रेलवे केन्द्रीय राजस्व से कर्ज तो ले रही है लेकिन वह विश्व बैंक से भी कर्ज ले रही है। उसने सन् १९५८ में ८ करोड़ ५० लाख डालर कर्ज लिया है और ५ करोड़ डालर और कर्ज लेने की चर्चा है। ३ करोड़ डालर अमरीकी विकास ऋण निधि से मिलने की आशा है यानी दो वर्षों में १६ करोड़ ५० लाख डालर—८२ करोड़ ५० लाख रुपये—विदेशी कर्ज बढ़ने की आशा है। इस तरह से कर्ज बढ़ाना देश के लिये कहां तक हितकर होगा ?

यह एक बड़े संतोष की बात है कि अब हम इस स्थिति में पहुंच रहे हैं कि कुछ दिनों बाद रेल के इंजन और माल और सवारी के डिब्बे बाहर भेज सकेंगे। राउरकेला, दुर्गापुर और भिलाई के कारखाने जब पूरी तरह से काम करने लग जायेंगे, तब हमारी क्षमता और भी बढ़ जायेगी। चित्तूरंजन में ६५० से अधिक इंजन बन चुके हैं और ४८ घंटे में एक इंजन बन कर निकल जाता है। पहले हमें काफी पुर्जों बाहर से मंगाने पड़ते थे, अब कुल इंजन के ५,३३० पुर्जों में १४ पुर्जे ऐसे हैं जिन्हें हम बाहर से मंगाते हैं। हम यह आशा करते हैं कि शीघ्र ही हम ऐसी स्थिति में पहुंच जायेंगे जबकि हम देखेंगे कि हमारे यहां के इंजनों में शत प्रतिशत भारतीय पुर्जे होंगे। रेलवे बोर्ड ने इस तरह का एक निर्देश निकाला है कि केवल वही पुर्जे आयात किये जा सकेंगे जिन्हें यहां बनाना असम्भव है।

बिना टिकट यात्रा करने वालों से रेलवे की आय को नुकसान तो होता ही है, पर साथ ही गाड़ियों में भी भीड़ बढ़ती है। सब से बड़ा नुकसान नैतिक पतन बढ़ने का है, जिसे हमें अवश्य रोकना चाहिये। जो आदमी एक बार

रेलवे को धोखा देने में सफल हो जाता है वह बारबार इस चीज का प्रयत्न करता है। वह धोखा तो देता ही है पर इसके साथ साथ अपने दोस्तों में इसकी चर्चा करता है और उनमें भी इस तरह की बात फैलाता है। कुछ ऐसे भी लोग हैं जो गरीबी के कारण टिकट नहीं ले पाते हैं और कुछ ऐसे भी लोग हैं जो किसी खास कारण से टिकट नहीं खरीद सकते हैं। मैं समझता हूं कि बिना टिकट यात्रा करने वालों में ऐसे लोगों की संख्या अधिक होती है जो या तो रेलवे कर्मचारियों से मिले होते हैं या उनकी आंखों में धूल झाँककर बिना टिकट यात्रा करना चाहते हैं। ऐसे लोगों को जब तक कड़ी सजा नहीं दी जायेगी तब तक इस समस्या का हल नहीं होगा। जो टिकट चैकर ऐसे आदमियों से मिले होते हैं उन्हें भी कड़ी सजा दी जानी चाहिये। लेकिन इसके साथ ही साथ जो टिकट चैकर ईमानदारी के साथ अपना कार्य करते हैं उन्हें प्रोत्साहन दिया जाना चाहिये। इस काम के लिये रेलवे प्रोटेक्शन फोर्स के आदमियों को साधारण कपड़े में रखा जाये और जब कभी आवश्यकता हो, वे ईमानदार टिकट चैकरों की मदद करते रहें।

मैं ने देखा है कि जब सरप्राइज चैकिंग होती है तो इसकी इत्तिला लाइन में काफी पहले पहुंच जाती है। जिस दिन सरप्राइज चैकिंग होती है उस दिन लोग सतर्क हो जाते हैं। इसका नतीजा यह होता है कि जो गरीब आदमी हैं वे पकड़े जाते हैं और जो हमेशा रेलवे को धोखा देते हैं वे पकड़ में नहीं आते हैं। तो मेरा निवेदन यह है कि जब भी रेलवे अधिकारियों द्वारा सरप्राइज चैकिंग हो उसे ज्यादा से ज्यादा गुप्त रखा जाये। प्लेटफार्म में जाते समय और प्लेटफार्म से बाहर निकलते समय चैकिंग का अच्छा प्रबन्ध होना चाहिये।

जहां तक रेलवे लाइन का सम्बन्ध है, मैं यही कहूंगा कि मध्य प्रदेश की ओर उचित ध्यान नहीं दिया जा रहा है। यह प्रदेश खनिज पदार्थों से भरा पड़ा है। सीधी जिला मध्य

[श्री मुहम्मद अली]

प्रदेश में है और यह जिला खनिज पदार्थों का भंडार कहलाता है। देश के विकास के लिये इन पदार्थों का उपयोग में आना अत्यन्त आवश्यक है और जब तक वहां पर रेलवे लाइन नहीं होंगी तक तब उनका प्रयोग किया जाना असम्भव है।

कोरवा क्षेत्र में नई नई कोयले की खदानें खुल रही हैं। शहडोल जिले में कई विकास के कार्य हो रहे हैं। इस क्षेत्र में रेलवे पर अधिक दबाव पड़ेगा ही। इसलिये अनूपपुर और कटनी के बीच दोहरी लाइन बिछाने का प्राविधान किया गया है। परन्तु बिरसिहपुर और उमरिया, चदियां और आलावार के बीच अभी कोई काम शुरू नहीं हुआ है। यहां भी दोहरी लाइन बिछाने का कार्य शीघ्र प्रारम्भ किया जाना चाहिये।

जैसा कि मैंने निवेदन किया है कि जहां कहीं सड़कों की सुविधा न हो, बसेज का प्रबन्ध न हो, वहां पर नई गाड़ियां चलाने में रेलवे को प्राथमिकता देनी चाहिये। कटनी से बिलासपुर के बीच कोई सड़क नहीं है और न यहां कोई बस चलती है। मैं रेल मंत्री जी से यह निवेदन करूंगा कि वे इस लाइन में एक एक्सप्रेस गाड़ी चलायें तब ही यहां की समस्या हल हो सकती है। एक समय से कटनी और बिलासपुर के बीच चलने वाली गाड़ियों में काफी भीड़ रहती है। सन् १९३२ में जितनी गाड़ियां चलती थीं, उतनी ही आज भी हैं।

श्री शाहनवाज खां : मालगाड़ियां तो काफी बढ़ा दी गई हैं।

श्री मुहम्मद अली : मालगाड़ियां तो बढ़ा दी हैं अगर उन में सफर करने की इजाजत दे दी जाये, तो भीड़ कम हो सकती है।

श्री शाहनवाज खां : फिर माल कैसे जायेगा ?

श्री मुहम्मद अली : यह तो आपको इंतजाम करना चाहिये कि माल और मुसाफिर किस तरह से जायें। अनूपपुर एक जंक्शन

स्टेशन है, मगर यहां पर छाया का कोई प्रबन्ध न होने के कारण लोगों को विशेष कष्ट उठाना पड़ता है। मैं माननीय मंत्री जी से निवेदन करूंगा कि वे वहां पर छाया का प्रबन्ध जल्दी से जल्दी कर दें, ताकि लोगों को वर्षा में जो कष्ट उठाना पड़ता है, वह न उठाना पड़े। शहडोल व बुंदार में वेटिंग रूम है लेकिन वहां पर पानी का कोई प्रबन्ध नहीं रहता है जिससे मुसाफिरों को काफी कष्ट उठाना पड़ता है।

दूसरी बात जो मुझे कहनी है, वह यह है कि जबलपुर में प्रदेश का हाईकोर्ट है, परन्तु बिलासपुर कटनी पैसेन्जर से आने वालों के लिये कटनी में जबलपुर जाने के लिये कोई कनेक्शन नहीं है। यह गाड़ी सुबह कटनी पहुंचती है और शाम को बिलासपुर के लिये लौटती है। मैं निवेदन करूंगा कि इस गाड़ी को एक्सप्रेस कर के बीना तक बढ़ा दिया जाये। यह गाड़ी ७ बजकर ५२ मिनट पर कटनी पहुंचती है। बीना जबलपुर पैसेन्जर १ बजकर ४० मिनट पर कटनी पहुंचती है और कटनी में ५ घंटे ३५ मिनट खड़ी रहने के बाद जबलपुर के लिये ७-१५ पर छूटती है। यदि यह गाड़ी बिलासपुर से आने वाली गाड़ी की सवारियों को ले कर छूटे, तो लोगों को बड़ी सुविधा मिल सकती है।

मैं पुनः बुंदार में ओवर ब्रिज की मांग करूंगा, क्योंकि वहां ओवर ब्रिज की अत्यन्त आवश्यकता है। इसके साथ मैं यह भी मांग करूंगा कि बिलासपुर और कटनी के बीच में जो फ्लेग स्टेशन है वहां पैसेन्जर गाड़ियां खड़ी की जायें और टिकट भी मिलने लगें, ताकि मुसाफिरों को चढ़ने उतरने की सुविधा हो जाये।

अन्त में मैं यह निवेदन करूंगा कि माननीय उपमंत्री जी ने भोपाल स्टेशन के सम्बन्ध में जो हाल ही में आश्वासन दिये हैं, उन्हें शीघ्र पूरा किया जाये।

श्री निरंजन सिंह (मध्य प्रदेश) : उप-सभाध्यक्ष महोदय, पहले मैं आपसे यह निवेदन

करना चाहता हूँ कि मध्य प्रदेश के सम्बन्ध में मुझे ज्यादा कहना नहीं है, पर इतना जरूर कहना है कि जो यहां पर प्रोग्राम बनाया गया है, उस में उसको इग्नोर किया गया है।

चूँकि थोड़ा समय है, इसलिये मुझे दो चार बातें ही कहना आवश्यक मालूम पड़ता है। माननीय मंत्री जी को दिखाने के लिये मैं यह एक पीली इकट्टी लाया हूँ। गवर्नमेंट की तरफ से यह सक्क्यूलर है कि पोस्ट आफिसेज में और रेलवे में पीली इकट्टी ली जायें, लेकिन स्टेशन मास्टर या जो टिकट देने वाला है वह यदि पीली इकट्टियां ले लेता है तो परिणाम यह होता है कि सेंट्रल आफिस में जब वे जाती हैं तो उनको काट करके लौटा दिया जाता है। इस प्रकार एक एक बुकिंग क्लर्क को महीने में करीब करीब ७, ८ और कभी कभी दस दस रुपये का भुगतान करना पड़ता है। हम नहीं जानते कि यह किस की लापरवाही है। लेने वाला यदि बेईमानी से भेजता है तो बात दूसरी है। लेकिन जब ऐसी इकट्टी आपके पास आ गई तो उसमें उस छोटे से क्लर्क का क्या कसूर है। इसके अलावा वह इकट्टी काट दी जाती है और उससे बसूल भी को जाती है। हो सकता है कि वह कौंटरफीट क्वाइन हो, लेकिन कौंटरफीट क्वाइन के लिये आपको ऐसा प्रबन्ध करना चाहिये कि बुकिंग क्लर्क उसको न ले। उस रोज सभा भवन में एक प्रश्न के उत्तर में माननीय मंत्री जी ने बताया था कि हमने कोई ऐसा आर्डर नहीं दिया है कि पीली इकट्टी न ली जाये। इस तरह एक तरफ सरकार का आर्डर यह है कि पीली इकट्टी को लेना चाहिये और दूसरी तरफ जब कोई क्लर्क पीली इकट्टी ले लेता है तो उसको काट करके लौटा दिया जाता है और उसकी तनख्वाह में से काट लिया जाता है। यह उसके साथ ज्यादाती है। तो मेरा कहना यह है कि सरकार जो इंस्ट्रक्शन दे वे ऐसे दे जिनका उल्लंघन न हो और जिनसे दूसरों को नुकसान न उठाना पड़े।

एक्सीडेंट्स के बारे में जो रिपोर्ट दी गई है उसको यदि आप पढ़ेंगे तो आप यह पायेंगे कि रोलिंग स्टॉक और इंजन की खराबी के कारण एक्सीडेंट्स का नम्बर सब से ज्यादा है। ४,७६४ एक्सीडेंट्स इंजन और रोलिंग स्टॉक की खराबी के कारण हुये। रेलवे अथॉरिटीज का सक्क्यूलर यह है कि यदि कोई इंजन जा रहा हो और बीच में उसमें कोई खराबी हो जाये तो उसकी जिम्मेदारी उस ड्राइवर पर पड़ती है, जो उस इंजन को चलाता हो। इसका परिणाम यह होता है कि इंजन चाह खराब हो चाहे अच्छा हो, ड्राइवर उसी को चलाये जाता है, और वह उसको सिक कह कर उसकी रिपोर्ट नहीं देता है चाहे ट्रेन लेट हो, चाहे एक्सीडेंट हो, चाहे कोई चीज हो। तो जहां तक इंजन को सिक कह कर रिपोर्ट देने की बात है, जब तक आप रूल्स में चेंज नहीं करते तब तक यह चीज चलती रहेगी। एक तो पहली बात यह है कि जहां पर इंजन लगते हैं, वहीं पर इंजन को देखना चाहिये। कभी कभी तो वहां इंजन देखा ही नहीं जाता है। यदि वहां पर देख भी लिया जाता है और फिर भी रास्ते में इंजन बिगड़ जाय, तब भी इसमें ड्राइवर का कसूर नहीं है। अगर उसकी कभी नेगलिजेंस हो तब आप उसके ऊपर कह सकते हैं कि यह इंजन तुम्हारी वजह से सिक हुआ है। Therefore you will have to suffer. जब किसी जंक्शन से कोई इंजन लगता है और जंक्शन से इंजन लगने के बाद तुरंत खराब हो जाता है तो उसमें ड्राइवर का कसूर नहीं है। ड्राइवर को तुरन्त उस इंजन को हैंड ओवर कर देना चाहिये ताकि गाड़ी लेट न हो और इस तरह के एक्सीडेंट्स न हों। तो आज जो एक्सीडेंट्स हो रहे हैं और गाड़ियां लेट हो रही हैं उसका सब से बड़ा कारण इंजनों की खराबी है और इंजनों की खराबी का यह कारण है कि उसकी जिम्मेदारी कौन ले। जब इंजन लोको शेड में जाता है तो वहां के जो सुधारने वाले हैं वे अपने ऊपर जिम्मेदारी लेना नहीं चाहते और जब इंजन ड्राइवर के पास जाता है तो

[श्री निरंजन सिंह]

वह भी जिम्मेदारी लेना नहीं चाहता । इस तरह खराब से खराब इंजन चलाये जाते हैं और उसका परिणाम यह होता है कि गाड़ियां लेट होती रहती हैं और ऐक्सीडेंट्स होते रहते हैं । तो यह जो आपके फिगर्स हैं, वे बिल्कुल ठीक हैं, और इसका अंदाजा उन शिकायतों से भी लगता है जो समय समय पर की जाती हैं । एक बार मैं स्वयं आ रहा था तो गाड़ी आठ घंटा लेट हो गई और उसके लिये ड्राइवर से भी कहा गया । वास्तव में ऐसी रेलवे लाइनों, जो साइड ट्रैक में पड़ जाती हैं, जो ब्रांच लाइनों हैं, वे उसी तरह से हैं जैसे एक धानेदार बिल्कुल इंटीरियर में पहुंच जाय और वह चाहे किसी को पकड़ ले, चाहे किसी को दंड दे दे, चाहे कुछ कर डाले, लेकिन उसके विरुद्ध कोई सुनने वाला नहीं होता है । तो ऐसी ब्रांच लाइनों में ड्राइवर, गाइड और स्टेशन मास्टर के अलावा और किसी का अधिकार नहीं होता है और कोई कुछ सुनने वाला भी नहीं होता है । हर कोई यही कहता है कि ठीक है, जो कुछ चल रहा है, चलने दो । यह कहने का मेरा मतलब यह है कि ब्रांच लाइनों का भी आपको थोड़ा बहुत सुपरविजन करना चाहिये ।

दूसरे मैं आपके सामने वेट्स एंड मेजर्स की बात कहना चाहता हूं । हुआ यह कि हमारा जो सेक्शन है, उसमें हर एक स्टेशन पर आ तो गई मशीनें, लेकिन वह मशीन किस तरह से चलती है, कौन चलाता है, कैसे चलनी चाहियें, यह अभी तक किसी को पता नहीं है । इसके अतिरिक्त जो वहां से पुरानी मशीनें लाई गई, उनको डिस्पोज आफ करने के लिये क्या किया गया, उसका भी कुछ पता नहीं है कि उनको स्कैपड गुड्स में भेजा गया या क्या किया गया । लेकिन जो नयी मशीनें वहां भेजी गई हैं, उनकी जानकारी दे दी गई है । इसके साथ साथ जब कि आपकी स्कीम पूरी तरह से बन भी नहीं पाई थी, एक दम से मशीनें चेंज कर दी गई । दूसरे सेक्शंस में यह चीज

उतनी नहीं हुई है, जितनी कि हमारे सेक्शन में हुई है, और इस से काफी आदमियों को परेशानी हो रही है । इस से न तुलवाने वालों को ही फायदा होता है और न स्टेशन मास्टर्स को ही ठीक फिगर्स का पता लगता है । पहले बड़े बड़े जंक्शन स्टेशंस पर यदि आप ऐसी मशीनें लगाते तो ठीक होता, लेकिन छोटे स्टेशंस पर पहले ऐसा कर देना अच्छा नहीं मालूम पड़ता ।

कैपेसिटी आफ रनिंग ट्रेन्स के बारे में अभी माननीय मंत्री जी ने बीच में कहा था कि हमारी रेलवे लाइनों की कैपेसिटी इतनी है कि हम ट्रेनें चलाये जाते हैं, कोई लिमिटेशन नहीं है । मुझे मालूम है कि एक बार यह कहा गया था कि हमारी रेलवे लाइन की कैपेसिटी नहीं है, इसलिए हम ट्रेन नहीं चलाते । कल या परसों मेरे सवाल के उत्तर में यह कहा गया था कि चूंकि हमारे पास इलेक्ट्रिक इंजिन नहीं हैं इसलिये उस ट्रेन को अभी चलाने में देरी कर रहे हैं । लेकिन मैं माननीय मंत्री जी से यह साफ कहना चाहता हूं कि यहां अकेले इंजिन का ही सवाल नहीं है । इस सिलसिले में मैं आपको इलाहाबाद—इटारसी सेक्शन का उदाहरण देना चाहता हूं । वहां ३० से ज्यादा ट्रेनों की रनिंग कैपेसिटी नहीं है और अगर २, ३ ट्रेनों का और मार्जिन किसी तरह से निकाल लें, तो ज्यादा से ज्यादा ३५ ट्रेनों की रनिंग कैपेसिटी उस सेक्शन में है, इस से ज्यादा ट्रेनें वहां नहीं चला सकते हैं । इस सेक्शन में २६ ट्रेनें चल रही हैं । जो आपका रिकार्ड है उस से मालूम पड़ता है कि सिगिल लाइन में ३५ से ज्यादा ट्रेनें नहीं चला सकते हैं । अब जब आलरेडी २६ या २८ ट्रेनें तक नम्बर पहुंच गया है तो कैसे और ट्रेनें चलायेंगे । यों हमारे यहां ३० ट्रेनें से भी कम कैपेसिटी है । इसलिये जब तक लाइन को डबल नहीं करते, पुल नहीं बनाते, बड़ी जगह को छोटी जगह से मिलाने के लिये १० या १२ मील के डिस्टेंस पर क्रॉसिंग स्टेशन नहीं बनाते

तब तक आप लाइन की इस कैपेसिटी को बढ़ा नहीं सकते हैं। (Time bell rings) अभी तो थोड़ा ही टाइम हुआ है।

THE VICE-CHAIRMAN (PANDIT S. S. N. TANKHA) : Your party was left "with only six minutes. You have itaken ten minutes actually.

श्री निरंजन सिंह : तो फिर मुझे जो कुछ कहना है, वह एप्रोप्रिएशन बिल के वक्त कहूंगा :

मौलाना अब्दुल शकूर (राजस्थान) : जनाब वाइस-चेयरमैन साहब, हमारे देश की खुशहाली और उसकी तरक्की को और अवाम के आराम और सहूलियत को सामने रख कर हमारे आनरेबिल रेलवे मिनिस्टर साहब ने जो बजट पेश किया है उसके लिये मैं उनको मुबारकबाद देता हूं।

देश के आजाद होने के बाद जहां हमने देश के हर भाग में काफी तरक्की की है और करते जा रहे हैं, वहां रेलवे के शोबे या भाग में भी की है और करते जा रहे हैं। आजादी के बाद रेलवे के शोबे में जो तरक्की हुई है और यहां की जनता को जो आराम और सहूलियतें मिली हैं उस से कोई भी इंकार नहीं कर सकता, लेकिन उसके साथ साथ मैं ज्यादा तफसील में नहीं जाते हुए अपने आनरेबिल मिनिस्टर साहब का ध्यान सिर्फ ज्यादातर रेलवे मजदूरों की तरफ मबूजल कराना चाहता हूं। हम बड़े बड़े स्टेशन बना लें या बड़ी बड़ी गाड़ियां चला लें और जनता को ज्यादा से ज्यादा सहूलियतें दे दें—इसे देना चाहिये, यह हमारा कर्तव्य है—लेकिन इसके साथ साथ रेलवे महकमे की जो जान है और बुनियाद है, रेलवे मजदूर और खास करके तीसरे और दूसरे क्लास के मजदूर, जो कि वर्कशाप्स में मशीनों के पास खड़े हो कर के धूप और गर्मी में काम करते हैं और अपनी मेहनत से, अपनी हुब्बूलबतनी से इस देश को आगे

बढ़ाना चाहते हैं और खुशहाल देखना चाहते हैं, उन्हें हमें अपने सामने रखना पड़ेगा। जब तक कि हम उन मजदूरों को कम से कम इस काबिल नहीं बना देते हैं कि अगर वह दूसरे देशों के मजदूरों की मानिन्द बड़े आला पैमाने की जिन्दगी नहीं गुजार सकें, तो भी कम से कम इस देश की स्थिति को देखते हुए, इस देश की हालत को सामने रखते हुए इस काबिल बन जाय कि गरीबाना तौर से अपनी जिंदगी गुजार सकें, उनको मोटा खाने को मिल सके, मोटा कपड़ा पहिनने को मिल सके, रहने के लिये मकान मिल सके, वे अपने बच्चों की एजुकेशन का इंतजाम कर सकें, वे अपनी फेमिली की दवा दारू का इंतजाम कर सकें और जब तक हम उनको इस तरफ से मुतमईन नहीं कर देते हैं, उस वक्त तक हमारे देश की और हमारे रेलवे की बुनियाद मजबूत नहीं हो सकती है।

श्री शाहनवाज खां : मैं बताना चाहता हूं कि रेलवे कर्मचारियों की दवा का बन्दोबस्त और उनके बच्चों की प्राइमरी एजुकेशन का बन्दोबस्त हम करते हैं और उनको इसके लिये कोई दिक्कत नहीं है।

मौलाना अब्दुल शकूर : मैं इस सिलसिले में अर्ज करूंगा कि बेशक आपने बहुत सा इस सिलसिले में इंतजाम किया है लेकिन आपको उन रेलवे शफाखानों की जांच पड़ताल करनी चाहिये कि रेलवे शफाखानों में जो अधिकारी हैं, डाक्टर हैं या इसी किस्म के जिम्मेदार लोग हैं, उनका रेलवे मजदूरों के साथ क्या बर्ताव है और रेलवे मजदूरों के लिये करोड़ों रुपयों की कीमती से कीमती दवायें जो आप मुहैया करते हैं, वे दवायें उनको आसानी के साथ मिल सकती हैं या नहीं मिल सकती हैं। मैं अपने आनरेबिल मिनिस्टर की तबज्जह इस तरफ दिलाऊंगा

[मौला. अ. अ. अ. अ. अ.]

कि वह इसकी जांच पड़ताल करें और इसकी रोक थाम के लिये कदम उठायें।

मैं इससे आगे बढ़ कर कहूंगा कि हमें ज्यादातर तबज्जह रेलवे मजदूरों की खुशहाली की तरफ इस बास्ते देनी चाहिये कि वही रेलवे की जान हैं, वही रेलवे की बुनियाद है। हम अगर उनको मुतमईन कर देते हैं, तो वे आसानी के साथ काम करेंगे। मैं उनके अन्दर बड़ा भारी हुबुलबतनी का जजबा महसूस करता हूं और बाज वक्त तो ऐसा होता है कि ये रेलवे मजदूर अपनी जान को खतरे में डाल कर के भी काम करते हैं। तो मैं आपकी तबज्जह इस तरफ दिलाऊंगा कि आप ज्यादा से ज्यादा बिर्लिङ्गों को बनाने के बजाय, बड़ी-बड़ी ट्रेनों को चलाने के बजाय, बिजली के पंखों को लगाने के बजाय उन मजदूरों की खुशहाली की तरफ, उनकी माली हालत को मजबूत करने की तरफ अपनी तबज्जह दें। मैं इसलिये यह अर्ज कर रहा हूं कि मैं अजमेर में, एक ऐसे शहर में रहता हूं, जिसको कि हकीकत में रेलवे मजदूरों का शहर कहना चाहिये, जहां पर कि ज्यादातर आबादी रेलवे मजदूरों की है। मैं आपकी तबज्जह जिस एक खास मसले की तरफ दिलाना चाहता हूं वह मसला यह है कि वहां पर छः हजार मजदूरों की सर्विस को ब्रेक कर दिया गया है, उनसे बहुत सारी सहूलियतें छीन ली गई हैं और यह महज इसलिये कि वहां के जो अधिकारी हैं, उन्होंने अपनी गलती को छिपाने के लिये हड़ताल और स्ट्राइक का नाम दे करके उनके साथ यह सलूक किया है। हकीकत केवल इतनी है कि पिछले महीने की १४ तारीख को एक मजदूर जो कि मशीन के नीचे दब करके कैरिज में मर गया था उसके लिये मजदूरों ने मुतालबा किया कि उसकी लाश की हमारे हवाले किया जाये। लेकिन मजदूरों को

इत्मीनान दिलाया जाता रहा कि लाश आ रही है, लाश आ रही है? मजदूर बैठे रहे उसकी इंतजार में और आखिर उनको लाश नहीं दी गयी और जब देर हो गई तो वर्कशाप के मैनेजर ने उनसे कहा कि आप अपने गेट पास बना कर जाइये और वे गेट पास बनाकर चले गये। इसके बावजूद भी उनकी सर्विस ब्रेक कर दी गई है।

इसी तरह से पिछली १४ दिसम्बर की बात है कि कैरेज की जो व्हिसल थी वह नहीं बजी, साढ़े छः बजे उसमें कुछ खराबी हो गयी थी और मजदूर इस गलतफहमी में रहे कि शायद कोई वाकया हो गया है जिसकी वजह से आज वर्कशाप बंद है और घंटी नहीं बजी। कुछ मजदूर आये और कुछ नहीं आ सके। आठ बजे वह व्हिसल बजाई गई जो कि खतरे की व्हिसल थी। उसमें भी मजदूरों को गलतफहमी हुई। उसके बाद कुछ मजदूर आये, कुछ नहीं आ सके। यह गलती अफसरों की है कि उन्हें उस व्हिसल को, उस सीटी को पहले से देख लेना था कि ठीक है या नहीं और अगर वाकई ठीक नहीं थी, तो एक रोज पहले उनको लिख कर यह चीज लगा देनी चाहिये थी कि सीटी खराब हो गई है, बज नहीं सकेगी और मजदूरों को वक्त पर काम में आ जाना चाहिये, जैसा कि पहले अंग्रेजों के जमाने में हुआ है। मेरा खुद उन रेलवे मजदूरों से ताल्लुक था। मैंने देखा है कि कभी कैरेज की सीटी खराब हो गई या लोको की खराब हो गई तो एक दिन पहले लगा दिया जाता था ताकि मजदूरों को जानकारी हो जाय और उनमें कोई गलतफहमी न रहे। लेकिन ऐसा न करके, जब मजदूर काम पर नहीं आ सके, तो उसको हड़ताल डिक्लेयर करके उनकी सर्विस को ब्रेक किया गया और उनको तमाम जो सहूलियतें दे रखी थीं, वे सब छीन ली गई जब कि उनमें से तीस तीस साल, पच्चीस पच्चीस साल, बीस बीस साल काम किये

हुए मजदूर थे जो उस वर्कशॉप में काम किये थे । तो उनके साथ इस किस्म का सलूक किया गया । मैं आनरेबल मिनिस्टर से यह गुजारिश करूंगा और इस सिलसिले में मैं आनरेबल मिनिस्टर को खुद भी लिख चुका हूँ और तबज्जह दिला चुका हूँ कि छः हजार मजदूरों की रोजी का सवाल है, उनकी फेमिली का सवाल है, जिनमें बेहतरीन कारीगर हैं, मिस्त्री हैं, बेहतरीन चार्जमेन हैं, उनके साथ इस तरह से सलूक किया गया है । मैं फिर तबज्जह दिलाऊंगा कि आप खुद इस मसले की तरफ तबज्जह दें ।

श्री जगजीवन राम : आपने कहा उनकी रोजी का सवाल है । क्या उनमें से कोई हटाया गया है ?

मौलाना अब्दुल शकूर : नहीं, हटाया नहीं गया है । उनकी सर्विस ब्रेक कर दी गई है और उनकी पासेज वगैरह की सहुलियतें जो थीं, छीन ली गई हैं ।

श्री शाहनवाज खां : इल्लिगल स्ट्राइक का यही नतीजा होता है ।

मौलाना अब्दुल शकूर : वह आफिसर की गलती थी कि अगर सीटी खराब हो गई थी तो एक दिन पहले लिख कर लगाना चाहिये था जैसे कि पहले होता आया है । तो मैं यह अर्ज करूंगा कि सब यह चीजें जो पैदा होती हैं वे इसका नतीजा नहीं हैं कि मजदूरों के दिल में इस मुल्क से मोहब्बत नहीं है या मजदूर इस देश को खुशहाल देखना नहीं चाहते, इसके लिये प्रोडक्शन बढ़ाना नहीं चाहते । नहीं, यह बात नहीं है । मजदूरों के दिल में इस देश को खुशहाल बनाने के लिये हुबहुलवतनी है । लेकिन हमारे जो ऊँचे दर्जे के अधिकारी हैं उनके रवैय्ये से, उनके तरीकेकार से, वे जिस ढंग से मजदूरों के साथ पेश आते हैं, उससे मजदूरों में इश्तियाल पैदा होता है और उसी इश्तियाल का नतीजा यह होता है । फिर हमारे बहुत सारे ऐसे दोस्त, जिनको

मजदूरों के साथ हमदर्दी भी है लेकिन मजदूर काज के साथ ही साथ उनको अपनी पालिटिकल स्ट्रेन्थ भी बनानी है, वे मजदूरों को उभाड़ते हैं और मजदूरों को गलत रास्ते पर डालने की कोशिश करते हैं । अगर हमारे रेलवे के जो बड़े ऊँचे किस्म के अधिकारी हैं वे अपने रवैय्ये को थोड़ा बदलें, अपने अखलाक को थोड़ा बदलें, मजदूरों के दिल को अपने हाथ में लें तो ये सब चीजें आज देश से खत्म हो सकती हैं और मजदूर एक चट्टान की मानिंद देश की खिदमात कर सकते हैं ।

लिहाजा मैं आपकी तबज्जह इस तरफ दिलाना चाहता हूँ कि हमें ज्यादा से ज्यादा कोशिश रेलवे के मजदूरों को खुशहाल बनाने की करनी चाहिये ।

DR. NIHAR RAN J AN RAY (West Bengal): Mr. Vice-Chairman, Sir, many bouquets have already been showered on the hon. Railway Minister and I am here to extend one more bouquet to him as well as to the persons who have helped him throughout the difficult year. He has presented us with a very comforting picture of all round improvement of our railway system. He has given us a statement of facts in which we find that the physical targets of the Second Five Year Plan have been fulfilled, passenger amenities have been improved, staff relief measures have also been taken to a considerable extent and extra-curricular activities, especially educational activities, have been improved upon. Not only that, as an educationist I personally feel very happy that the administration has maintained standards in the railway schools.

I have particular reasons to be happy and for being thankful for the attention that has been paid to the eastern zone to which I personally belong. Many of the measures that we have been crying for during the last three or four years have been attended to. Much more than that, I have been pleased very much with his speech because of his choice of phrases

[Dr. Nihar Ranjan Ray.] and the sentiments that have been expressed therein. Again and again he has pointed out that the railway administration, despite improvements on all fronts, are not complacent. Again and again they have emphasised that they themselves think that there is enough scope for further improvement. I need, therefore, hardly add anything to the words of thankfulness and the general atmosphere of happiness that his Budget and his speech have created in this House.

Sir, some criticisms and some suggestions have been made on the floor of this House and I would say a few-words in reinforcement of those suggestions and criticisms. The Railway Minister has himself admitted that there has been a slight drop in traffic

, receipts because of road competition.

, Again and again it has been emphasised in this House that with increasing and expanding economy, this question of road competition will again and again come up before the railway authorities. It is better not to look at it from the point of view of competition at all because, after all, improve-

- ment of transport facilities along the network of roads is going to improve, and with increasing industrial expansion much more load will be carried along our roads. Therefore, what is needed is an integrated policy between road transport and rail transport. The word "competition" should not be used in this context at all. Both are national enterprises and they have to

' be looked at from the point of view of co-ordination and integration.

Sir, I agree with most of the critics that the 5 per cent, increase in railway freight charges will fall on the consumers. But my worry is more because of the fact that the day the Budget was presented, coal prices went up in the city of Calcutta. It went up by 2 annas in the rupee, and this increase in coal prices will affect our industrial production because the main fuel in our industries comes from coal. This is a matter which may please be gone into a little

bit. The Railway Minister has admitted that there is no complacency in the railway administration in respect of accidents. I agree with my friend, Dr. Gour, that many of the accidents are due to the railway crossings. I have some personal knowledge of this. At least two small accidents round about Calcutta took place and both these were due to bad arrangement in respect of railway crossings. There is need for improvement on the catering side as well. I might say one thing. Of course, we users, are also responsible to a very great extent but there is also something to be said in criticism of the cleanliness of the dining cars. I do not mind a khadi cloth being placed as a table cover but that cover must be very clean. The food must be cleanly served and those who serve should also be clean. I know that we are individually a very clean people. Individually we have consciousness of cleanliness. We lack in social consciousness of cleanliness and the railways, being one of the biggest industries, should set an example in respect of community cleanliness, not in respect of individual cleanliness. Yesterday there was a question answered on the railway thefts which have caused a considerable loss. A suggestion was made by a friend of ours on this side that there should be some co-ordination between the Railway Protection Force and the ordinary police force. Crimes are not infrequent in the trains and the safety of women passengers travelling alone is, more often than not, in jeopardy. This should be a little more rarely looked into and if we could do something in that direction, that would be very welcome.

Restrictions on speed have not altogether been eliminated and bottlenecks have not been altogether removed. Many trains run late including some mail and express trains. The Madras Mail is a classical example and I have personal experience of another train. I was once travelling on the Bina-Katni line going towards Bombay from the Saugor University. There the train from Saugor could not catch the

connecting train and I had to wait for long hours.

I should make some reference to the financial side. I am not a financial expert but I have a little common-sense that I can claim to possess and with that commonsense I read the financial implications of some of the items. So far as I know, at the end of the Second Five Year Plan period the number of average locomotives in respect of renewals of over-aged rolling stock will only be slightly smaller than at the beginning of the period, that of the coaching stock will also be more or less the same; it may be slightly more. The tempo of renewals of over-aged rolling stock and also clearance of arrears in track renewals will perhaps substantially increase. It will certainly increase on the broad gauge though not on the metre gauge. In fact, I have seen, especially on the suburban lines and on relatively unimportant lines, that there are many carriages that are in a relatively dilapidated condition. The question of the renewal of these stocks will come up. This is slightly depressing in view of the disturbing position of the Depreciation Reserve Fund. This fund had an opening balance of Rs. 98 crores in 1956-57 but the fund has been rapidly declining. If this decline rate is maintained at the end of 1960-61, the fund will stand at about Rs. 15 to Rs. 20 crores, which will not be enough. Indeed it will be very much less than a single year's calculated Depreciation Fund. This is the fund that has to meet the full cost of replacement of over-aged rolling stock as also arrears in track renewals. The renewals and replacements of the Railway assets will be much larger, to my mind. They will be of a much larger magnitude during the Third Plan period and, if this is so—I may be wrong—where are the funds to come from? The hon. Minister has claimed that he has met not only all the charges including the annual appropriation to the Depreciation Fund and the increasing dividend to the General Revenues, but he has also earned a good amount of surplus

which has been credited to the Development Fund. This fund, as it was pointed out by Pandit Kunzru last year, is only a budgetary and accounting head for bringing together expenditure for various amenities and welfare schemes for passengers and stocks. The amount which the Minister calls surplus does not seem to be enough to cover the expenses of all the amenities and all the safety works that are and have been considered necessary. I find that they have been drawing for this purpose, and the Minister has admitted it, from the Development Fund which, I believe, is all but exhausted and they have also been borrowing from the General Revenues in addition to spending the entire surplus. This would mean, so far as the railway administration is concerned, a policy of deficit financing. Of course, in our national scheme, on all fronts practically, we have adopted deficit financing but to what extent we can adopt it so far as the Railway administration is concerned, which is one of our biggest national industries, I do not know. I would like to be enlightened. I am no expert but I place these facts very humbly before the Minister and I would like to be enlightened on the two financial points I have just talked about. I had already been thinking about it as I was listening to the Budget speech and as I was going through the various very informative reports for the supply of which we are really very grateful. All these reports give a very complete and satisfactory picture. As I was going through these big reports—and they take a considerable time for a layman to digest—I was feeling a little bit disturbed so far as the Depreciation Reserve Fund as also the financial situation of the Development Fund were concerned. Thank you.

SHRI T. BODRA (Bihar): Mr. Vice-Chairman, this is the first time I feel that I have nothing but appreciation for the good work that has been done by the Railway Ministry, especially in that part of the country which happens to be our constituency. When I go about I find new railway

[Shri T. Bodra.] lines right from Raj Kharsawan to Gua which has been doubled. In addition to that there is the electrification scheme which was started and which is nearing completion. Again I find new lines to Banspani and there is the doubling of the line right from Tatanagar to Rourkela and also the electrification scheme going on. There are new lines right from Gomoh to Mori and from Mori to Ranchi. Again, I find vast stretches of area, right from Ranchi to Bunda Mundi, where one of the biggest marshalling yards is to be constructed, is going to be joined up very soon. This picture of new railway lines in backward parts like Chotanagpur fills the hearts of the tribal people and other backward people with life, because they are finding new environments, new avenues of livelihood and new employments and they find backward areas becoming the very hub of activity. Therefore, I say I have nothing but congratulations for the Railway Ministry, especially for the Railway Minister and the Deputy Minister, and above all, for the staff of the South Eastern Railway, which has been taking the heaviest burden during the Second Plan.

Along with these remarks, Sir, I have some suggestions also to make, and the first of them is this. As everyone knows, in the history of our railways, it is the Anglo-Indian community which was found very efficient and very diligent in the performance of their duties. It is a hardy community as we all know. I do not want—and nobody will want—that this community of Anglo-Indians who are used to service in the railways, should be wiped out for want of employment. Of course, I know that directives have been given by the Railways Ministry to give preference to them up to a certain percentage in almost all employments, so far as the railways are concerned, to Anglo-Indians and to the Scheduled Tribes and the Scheduled Castes. But apart from this, Sir, I feel that this race of Anglo-Indians should be given a sort of a monopoly in the matter of rail-

way jobs, especially those in which you want hardy men, because this community is willing and they have always been found useful for very hard jobs on the railways. But we find that the Anglo-Indian railway colonies which used to be there now look deserted and when we go deep into the history of such deserted railway colonies, especially those for Anglo-Indians, we are told that for want of jobs, for want of employment the Anglo-Indian community had left the place. So I want to make this humble request to the hon. Minister, that he will kindly give thought to this question of employment of Anglo-Indians. So far as the Scheduled Castes and the Scheduled Tribes are concerned, I am again grateful for the directives and circulars which have been sent to almost all the General Managers of the different railways, to give preference to those belonging to the Scheduled Castes and Scheduled Tribes. Not only that, the Railway Ministry has asked the General Managers of the different railways to give promotions to them and to find out if there has been any omission or commission in the nature of ignoring the past services of these people, whether the Scheduled Caste and Scheduled Tribe hands have been superseded by others. The history of their records have been dug out and I now find that the Scheduled Castes and the Scheduled Tribes are getting their due place in the railways, especially in the South Eastern Railway. In this connection, I humbly submit that the Scheduled Castes and the Scheduled Tribes should be given a sort of monopoly for class IV and class III posts. In suitable cases they may be taken for class I and class II posts also as doctors, engineers and so on. But so far as other posts in class III and class IV are concerned, I feel that these may kindly be confined to communities like the Scheduled Tribes and the Scheduled Castes who are also dying races for want of employment, because they are fast becoming a class of landless-labourers due to the rapid industrialisation of those areas.

So far as Adibasi boys are concerned as you are aware, Sir, they are very hardy and their health is superb and they can very well be utilised for the Railway Protection Force. So far as Adibasi girls are concerned, they are now taking to nursing and hundreds of them are being trained as nurses and if such trained Adibasi girls are utilised as nurses in the railway hospitals, I think that will go a long way in ameliorating the condition of the Adibasis.

SHRI JAGJIVAN RAM: I will take as many trained nurses as you are able to offer.

SHRI T. BODRA: Thank you.

SHRI H. P. SAKSENA (Uttar Pradesh): But I fail to understand what affinity the hon. Member has got with the Anglo-Indians.

SHRI T. BODRA: I think I had better not answer that question, because I have got great respect for Mr. Saksena's age and he is an old parliamentarian and I do not want to injure his feelings.

Next, I come to the question of compensation for the lands acquired from the people for the doubling of the railway lines and for the new lines. I know that the Railway Ministry has placed sufficient funds—lakhs and lakhs of rupees—for payment of compensation to the people whose lands have been acquired for these purposes. But I am extremely sorry to have to bring it again and again to the notice of the Railway Ministry, of the hon. Railway Minister and of the hon. Deputy Minister, that they have failed to press the State Government of Bihar and the State Government of Orissa also, to see to it that this compensation money is paid to the people whose lands have been acquired. Whenever I raised this question on the floor of this august House, I have been given the assurance and I have been told that the entire responsibility is that of the State Government concerned. Of course, I know

that the entire responsibility to pay the money to the people rests with the State Government or rather with the Land Acquisition Officers of the State Governments of Orissa, Bihar and also West Bengal. But I am not satisfied because the money for payment to those people who are entitled to get that compensation for the land taken away from them is kept as a revenue deposit in the treasuries at Chaibasa, Ranchi and other headquarters. I feel that the Railway Ministry must press the Governments of Bihar and Orissa to see that the money is actually paid to the people whose lands have been acquired for railway purposes.

I have one last suggestion to make. While I was roaming about the World Agricultural Fair, I went into the question of the coir industry and it struck me as to why we should not help the coir industry. We could at least provide coir cushions in all the wooden seats in the mail and express trains. Passengers have to travel 700 or 800 or even 900 miles sitting in those seats and provision of coir cushions will give them a lot of relief. It will go a long way in giving them some sort of comfort.

श्री कामता सिंह (बिहार) : श्रीमान् उपसभाध्यक्ष महोदय, रेलवे बजट पर बहस चल रही है और मेरे चन्द साथियों ने अपनी अपनी राय जाहिर की। कुछ तो उसकी कामियाबी पर फ़ख़र कर रहे हैं, कुछ उसकी कामियाबी को नाकामियाबी मान रहे हैं। वास्तव में कामियाबी या नाकामियाबी का फैसला कैसे किया जाये ? मैं तो यह कहूँगा कि रेलवे विभाग के द्वारा जो रकम हम लगाते हैं, उससे जितना काम होना चाहिये, अगर उतना काम होता है मौजूदा परिस्थिति में भी, तो मैं कहूँगा कि उस हालत तक कामियाबी है। अगर उतना काम नहीं होता है तो मैं कहूँगा कि नाकामियाबी है। यूँ तो कुछ काम होगा ही, लेकिन कुछ चन्द कामियाबियों पर पूरी कामियाबी मानना और सही माने में

[श्री कामता सिंह]

कामियाबी मानना, मैं समझता हूँ कि मुनासिब नहीं होगा। यह तो कसौटी की बात है।

समय केवल पांच मिनट है, इसलिये रेलवे विभाग की जो चन्द नीतियाँ हैं उन पर ही प्रकाश डालूंगा। मैं बिहार का रहने वाला हूँ और मुझ प्रायः गया से गोमोह जाने का मौका आता है। आज एक नीति यह है कि इसकी जरूरत महसूस की जाती है कि पैसेंजर गाड़ियाँ बढ़ाई जायें लेकिन मेरे यहां कुछ और बात है। गया से गोमोह के लिये सन् १९४२ के पहले दो पैसेंजर गाड़ियाँ थीं लेकिन उसके बाद एक हो गई और आज तक एक ही पैसेंजर गाड़ी गया से गोमोह तक के लिये है। ग्रेड कार्ड के अन्दर आसनसोल से गोमोह तक के लिये पैसेंजर गाड़ियाँ बढ़ीं और इधर गया से मुगलसराय तक के लिये पैसेंजर गाड़ियाँ बढ़ीं लेकिन न जाने कौन सा पाप और कसूर गया से गोमोह तक के पैसेंजरो ने किया है कि सन् १९४२ से पहले तो वहाँ के लिये दो पैसेंजर गाड़ियाँ थीं लेकिन १९४२ के बाद से और आजाद होने के बाद से भी उनके लिये आज तक एक ही पैसेंजर गाड़ी है। मैं ने यह सवाल उठाया था तो जवाब यह दिया गया कि चूँकि मालगाड़ी का प्रेशर बहुत ज्यादा हो गया है इसलिये पैसेंजर गाड़ी नहीं बढ़ाई जा सकती। ताज्जुब होता है कि एक ही ग्रेड कार्ड लाइन में जो कि आसनसोल से मुगलसराय तक है, आसनसोल से गोमोह तक पैसेंजर गाड़ियाँ बढ़ा दी गई हैं और गया से मुगलसराय तक पैसेंजर गाड़ियाँ बढ़ा दी गई हैं लेकिन बीच में गया से गोमोह तक एक ही पैसेंजर गाड़ी रखी गई है और वह बढ़ाई नहीं गई है। यह बात मेरी समझ में नहीं आ पाती है।

अब, जब मैं रेलवे विभाग की नीति पर गौर करता हूँ तो दूसरी बात एक और आती है। यह छोटी सी बात जरूर है लेकिन मैं समझता हूँ कि कर्मचारियों के लिये

वह एक बड़ी सी बात हो सकती है। वह बात यह है कि रनिंग स्टाफ के साथ एक यूनिफार्म पालिसी होनी चाहिये, जब कि वे सब एक ही नेचर का काम करते हैं। इधर मैं आ रहा था तो मेरी गाड़ से भी बात चीत हुई और टी० टी० ई० से भी बात चीत हुई। टी० टी० ई० ने कहा कि मुझे तो फिक्स्ड टी० ए० मिलता है और मैं भी रनिंग स्टाफ में हूँ। गाड़ ने कहा कि नहीं साहब, मुझ को तो माइलेज मिलता है। मैं ताज्जुब में पड़ गया कि गाड़ को माइलेज और टी० टी० ई० को फिक्स्ड, जब कि दोनों रनिंग स्टाफ में हैं। तो मुझे यह एनामोली मालूम पड़ी। नीति ऐसी होनी चाहिये कि अगर एक ही प्रकार के स्टाफ हों तो उनके साथ यूनिफार्मिटी बरतनी चाहिये।

तीसरी एक और नीति की बात है। मैं इधर वेंडर्स वगैरह को कांट्रैक्ट देने के सवाल पर गौर कर रहा था। मुझे हावड़ा जाने का मौका मिला और वहाँ मेरी एक फैंसी गुड्स के वेंडर से भेंट हुई। एक ओर तो मैं ने देखा कि राष्ट्रीयकरण की नीति चल रही है कि खुद रेलवे विभाग सब कुछ ले, और दूसरी ओर मैंने देखा कि कांट्रैक्ट सिस्टम भी है, वह भी चल रहा है और तीसरी ओर यह भी देखा कि यह नीति भी है कि एक आदमी को ही सब कांट्रैक्ट न दिया जाय और इंडिविजुअल्स को ही लाइसेंस दिया जाय। तो मैं ताज्जुब में पड़ गया कि सब इंडिविजुअल्स को तो लाइसेंस दिया गया लेकिन उस बेचारे फैंसी गुड्स के वेंडर को कोई लाइसेंस नहीं दिया गया। उसके लिये कोई लाइसेंस का प्रबन्ध नहीं है और वह कांट्रैक्टर का एक शिकार हो रहा है। मैं ने इस बारे में बार बार डिपार्टमेंट को लिखा और यहां तक कि मैं ऊँचे ऊँचे अफसरों तक से मिला और उन्होंने आश्वासन भी दिया लेकिन उसके बाद भी वही हरकत जारी रही और अंत में करीब करीब सभी बेचारे जो कि इस तरह के वेंडर्स थे निकल

गये। तो इस बारे में जो नीति बरतनी चाहिये वह साउंड नीति होनी चाहिये।

श्री जगजीवन राम : आप नीति को समझिये तब न। आप नीति को समझ ही नहीं रहे हैं।

श्री कामता सिंह : चौथी बात मैं यह कहना चाहता हूँ कि मैं गौर कर रहा था कि रेलवे विभाग की जो रकम है वह एक तरीके से कांस्ट्रक्शन विभाग में सब से ज्यादा लगी है। पिछली बार भी जब राष्ट्रपति के अभिभाषण के सम्बन्ध में मैं बोला था तब मैं ने कहा था कि हमें देखना है कि कांस्ट्रक्शन विभाग में जो रकम लगती है उसमें से कितनी काम में आती है और जैसा कि मैंने उस बार कहा था कि वहां इंजीनियरों में लीगलाइज्ड ब्राइवरी है, तो उससे रेलवे अछूता नहीं है। वह रेलवे में भी उसी तरह चलती है। मुझे ताज्जुब हुआ कि गया का स्टेशन जो कि अभी हाल ही में बना था वह अब चूने भी लगा है। तो कांस्ट्रक्शन की तरफ मैं आपकी तबज्जह दिलाता हूँ कि उसमें इस तरह से भ्रष्टाचार बढ़ रहा है। एक बार रेलवे मंत्री महोदय ने कहा कि समाज में भ्रष्टाचार है इसलिये यहाँ भी रहेगा। ठीक कहते हैं कि जब समाज में भ्रष्टाचार है और उसी के लोग इसमें आते हैं तो यहाँ भी रहेगा लेकिन सब से ताज्जुब की बात यह है कि भ्रष्टाचार जो है वह बढ़ रहा है। इसका कोई सर्वे होना चाहिये, इसकी कोई रिपोर्ट होनी चाहिये कि भ्रष्टाचार बढ़ रहा है या घट रहा है। अगर भ्रष्टाचार बढ़ रहा है तब तो नाकामियाबी है और अगर घट रहा है तो ठीक है। भ्रष्टाचार तो रहेगा लेकिन उसकी मात्रा घट रही है या बढ़ रही है, इस पर ही सचमुच में कामियाबी और नाकामियाबी मुनहसर करती है। तो मैं यह कहूँगा कि कांस्ट्रक्शन के काम में जिसमें खास तरीके पर बड़ी लागत जाती है उस पर खास तरीके से तबज्जह दी जाय ताकि उसमें लगी हुई रकम ज्यादा से ज्यादा काम में आये।

पांचवीं बात जो मैं कहना चाहता हूँ वह यह है कि इधर क्लेम कम्पेनसेशन बढ़ता जा रहा है और चोरियां बढ़ती जा रही हैं। गवर्नमेंट का कोई काम तब चलता है जब कि किसी लेविल पर कोई रिस्पांसिबिल होता है लेकिन मैं देखता हूँ कि चोरी का माल पकड़ा गया, तिलैया में जा कर के पकड़ा गया, लेकिन फिर भी उसका कोई ट्रेस नहीं करने वाला होता है और अन्त में छोड़ देना पड़ता है। किस लेविल पर कौन रिस्पांसिबिल है, कुछ मालूम नहीं पड़ता, न कोई अफसर पकड़ा जाता है और न कोई क्लर्क पकड़ा जाता है और इस तरीके से लोगों का क्लेम दिनों दिन बढ़ता जा रहा है और चोरी भी बढ़ती जा रही है। जब तक कहीं रिस्पांसिबिलिटी फिक्स नहीं की जायगी तब तक कुछ नहीं होगा। कहीं रिस्पांसिबिलिटी फिक्स्ड रहनी चाहिये। यह चीज कुछ अंश तक रोकी जा सकती है; वरना एक दम नहीं रोकी जा सकती है। अगर क्लेम का कम्पेनसेशन इस तरह बढ़ता गया और चोरी इस तरह बढ़ती गई और कांस्ट्रक्शन के काम में जो रुपया लगता है वह भी इसी तरह गंवाते रहे और उसका बेकार इस्तेमाल होता रहा तो फिर कोई भी रेलवे डिपार्टमेंट के अन्दर कामियाबी नहीं ला सकता है। इसलिये मैं उस विभाग की तबज्जह इस ओर दिलाता हूँ।

SHRI AKBAR ALI KHAN (Andhra Pradesh); Mr. Vice-Chairman, we are at the tail-end of the discussion on the Railway Budget. We are anxious to hear the Railway Minister answering and explaining certain points that have been raised. I join in the compliments that have been paid to the Railway Minister with all my sincerity. The first compliment that I would like to pay is regarding the cordial atmosphere that the management and labour have maintained. It is a matter of real gratification that during the past year there has been very close co-operation between the

[Shri Akbar Ali Khan.] management and labour. It has been, if I may say so, a family atmosphere with the Railway Minister as the *paterfamilias* or the *karta* of a joint Hindu family. I am very happy over this and I do hope that this family atmosphere will grow from strength to strength. Here, I would also like to compliment all the people, starting from the gangman and the peon to the Railway Board and the P.M. Minister and his two colleagues. I would also compliment my friends on the side opposite—those who very legitimately take the cause of the labour—that they have also not done anything which would disturb this family atmosphere and may I appeal that this attitude should continue in the future as well?

The second point that I would refer to is about the industrial side. I am very happy that the railway administration has kept itself fully in touch with the developments that are taking place and with the Second Five Year Plan and I think it is one of those departments or organisations which have fully utilised the amount allotted to them under the Plan. They have fully achieved the targets and it is really a happy augury that we are not only able to satisfy our own needs but we are also in a position to export locomotives and other things. But I do hope that this desire for export—a very legitimate one—to earn foreign exchange and other things will not stand in the way of the development of our railways because as you know—and I know and everybody knows—the congestion in the railways is still there in spite of the best endeavours that the hon. Minister and his colleagues have made.

Now, Sir, we had the pleasure of "having a talk with the Foreign Minister of the Federal Republic of Germany day before yesterday. We asked him, what is the real secret of such a grand success and progress that they have made after the Second World War?

DR. R. B. GOUR (Andhra Pradesh): He must have said, exploitation of labour.

SHRI AKBAR ALI KHAN: When the name of the Federal Republic of Germany comes up, I know my friends will feel restive but let them be a little patient.

Sir, he said that the main thing was the cordial atmosphere between the labour and the management. I am sure we all take our hats off to the progress that Germany has made. Sir, I would suggest that somebody may be sent there to study in greater detail how this closer and friendly relationship commensurate with the progress in industrial development is going on there.

So far as big projects are concerned, they have been referred to but many hon. Members have also referred to many minor things, as for instance, the provision of drinking water, waiting halls, arrangements for flush latrines, etc. at smaller stations and all these require your greater attention. I am sure if these facilities are provided to the users, things will improve considerably and the country will also appreciate and realise that even in the public sector we can not only do good work but even better work than can be done under other sectors.

I am glad that you have in your speech referred to the Third Five Year Plan also.

[MR. DEPUTY CHAIRMAN in the Chair.]

DR. R. B. GOUR: The Deputy Chairman did not make any speech.

SHRI AKBAR ALI KHAN: I meant the hon. Minister. I was saying that the hon. Minister referred to the Third Five Year Plan and I would suggest that while framing the Plan he should not forget the undeveloped areas which have been forgotten during the last two plans, particularly—and here at least my hon. friend, Dr. Raj Bahadur Gour, will fully agree with me—the development of the railway line between Ramagundam and Nizamabad as also the other line near Nagarjuna-

sagar connecting Guntur and Hyderabad. I hope these two lines will receive top priority in the Third Five Year Plan.

SHRI J. S. BISHT (Uttar Pradesh). This long preface was for this purpose?

SHRI AKBAR ALI KHAN: It was one of the things I wanted to say but certainly those who are in undeveloped areas have got a right to say much more than my friend who comes from Uttar Pradesh. No comment is needed.

Now, I would make a few observations because I know my time is limited. Now, so far as complaints are concerned, I must say that whenever we write a complaint or letter to the hon. Minister or to other authorities, we receive prompt acknowledgement. I am very glad about it but, Sir, it stops there. So far as its implementation is concerned, we hear very little about it. For instance, last time while going from Delhi in the rainy season we were delayed for 36 to 48 hours. I wrote a letter to the hon. Minister saying that the guard and the engine driver must be rewarded because although we were delayed they really worked hard and they averted a greater tragedy. Similarly, I mentioned that the work of certain engineers who came on the spot should also be appreciated. I hope the Railway Ministry has done that though they have not informed me about it. But if they have not done it, I would request them to give their kind attention to that matter.

So far as crimes—and particularly assaults in ladies' compartments—are concerned, we are all concerned about this matter and I would add two suggestions in this connection to those that have already been made. This push button should not only alarm the guard but it should also alarm the next compartment because generally speaking the guard's compartment is very far away but if the next compartment is alerted, then there can be some prompt or immediate aid by somehow pulling the chain or stopping

the train. I also hope that the suggestion of Prof. Wadia about corridor trains will also be looked into very seriously.

The other point about these crimes is this: The hon. Minister said that a letter has been issued by the Home Ministry and so on and so forth. Merely saying that it is the Home Ministry's charge does not absolve him of his responsibility or merely saying that it is the State's charge also does not absolve him. What I would suggest is that in States where these crimes occur frequently there should be a permanent committee and the Home Minister of that State should head that committee which should consist of the I.G.P., the senior railway officer and some non-official member. That committee should work continuously meeting once or twice a month so that we may have an effective control on these crimes, assaults, etc. So far as operational efficiency is concerned, I have got one suggestion which will go a long way to improve and that suggestion is about smaller railway zones—which has been supported by the Opposition; that suggestion was given to the Railway Ministry by the Chief Minister of Andhra Pradesh. Not only that, the Andhra Pradesh Assembly passed a Resolution requesting you to have a separate zone. I need not go into it. I was really surprised that he had not touched it at all in his speech relating to the zones. This request has been made repeatedly to him. It may be that he may have very good reasons to differ. I would suggest that there should be an immediate conference, after he finishes the budget session, between the Government of Andhra Pradesh and the Minister and his colleagues and other State Governments also, if such a demand has been made by them. It is a very urgent matter and I hope that it will receive his earnest consideration.

Now, Sir, so far as the funds are concerned, he has shown—although they have been spent in a very good way—that the Reserve Fund, the Depreciation Fund and other funds are not in a very happy position. May I suggest

[Shri Akbar Ali Khan.] to him that the other day, two days back, the Prime Minister presented a statement saying that he had been able to effect economy to the extent of Rs. 6 crores in administration? Will it be too much if I expect some economy from the Railway Minister and his staff. They should also sit together and let the thing begin from the Railway Board Members and the General Managers, the highest paid officers. We appreciate their services, we appreciate their ability. But this is a time when the country is in a very tight corner. We are asking everybody to tighten the belt. Will it be too much if I tell the Railway Board Members: Let them have as much salary as the Railway Minister gets, putting all the emoluments and other things that he has and a little more. I will not grudge it. I would not stress it so far as the Executive Engineers and Deputy Secretaries are concerned. To that extent there should be no curtailment in their salary. But so far as the highest paid people are concerned, I think in the interests of the country it should be done. And I have no doubt that they would respond to this appeal when you make it in a very friendly way and very soon he will also present a statement to Parliament saying that he has also been able to effect economy in This thing and that.

SHRI J. S. BISHT: What effect will it have on the Railway Budget?

SHRI JAGJIVAN RAM: I am afraid perhaps the hon. Member did not follow the Prime Minister. The Prime Minister would have never suggested that he had effected economy of Rs. 6 crores by curtailment of salaries or by voluntary cuts in the salary of the officers.

SHRI AKBAR ALI KHAN: No. It is not only the salary cut. I say all round economy.

SHRI JAGJIVAN RAM: That we are doing.

SHRI AKBAR ALI KHAN: But I have given this suggestion that you may begin with the high officers.

Now, lastly, so far as your supplementary surcharge is concerned, I have got nothing to say, because we have to foot a heavy bill so far as the Pay Commission is concerned, and quite correctly so. But *one* thing I want to say. This should not be levied on foodgrains. We are in a very difficult position so far as foodgrains are concerned. If you levy this supplementary charge on foodgrains also, then a vicious circle will begin. It would not help anybody. If the prices of food-grains go up, then the whole thing will become a very complicated problem. I thank you.

MR. DEPUTY CHAIRMAN: There are four more speakers. I am calling the Railway Minister to reply at 4 o'clock. So, please take ten minutes each and finish your speech. Mr. Kailash Bihari Lall.

SHRI KAILASH BIHARI LALL, (Bihar): Sir, first of all I must thank you that I have come within the turn of ten minutes at least.

MR. DEPUTY CHAIRMAN: You were not here during the lunch hour.

SHRI KAILASH BIHARI LALL: It was my misfortune. Nobody can change my fate. It is all my fate.

SHRI JAGJIVAN RAM: It is his fate that he got ten minutes.

SHRI KAILASH BIHARI LALL: I have been waiting for the last three days. Sir, I thank you for affording me this opportunity and I join my hon. friends who have congratulated the Railway Minister. The load of congratulations and thanks must be so heavy that I did not like to add to that, but . . .

SHRI JAGJIVAN RAM: I have to share this with more than a million persons working on the railways.

SHRI KAILASH BIHARI LALL: It is natural that as he hails from the same part of the country to which I belong and as he is so near to us, I cannot suppress the feeling of pride for him in that he has contributed his mite to the administration of the country in that way.

Now, Sir, I purposely refrain from entering into the field of any kind of figures because with the specialised knowledge of the officers of the department, I cannot be, in any way, a match even to offer any suggestion to change this or that. So, I will confine myself to some of the common man's points of view, points which occur to me. I find from the speech of the hon. Minister that there are certain acts of indiscipline, obstruction to trains by passengers, thefts from railway yards and other railway installations, damage to railway equipment, and nuisance of beggars and hawkers. It is a very regrettable feature that some students, who will be leaders in future in various fields of our national life, at times, indulge in undesirable activities like ticketless travel and alarm chain pulling, thereby putting many people to inconvenience. So, this is the most important part of his speech in my view. I feel that, if some of my suggestions can be helpful, then I have done my mite by speaking in this House. I think perhaps the most regrettable case of student indiscipline is pulling the alarm chain. On some other occasion also I had the opportunity of offering my suggestions. If the co-operation of the State Governments is taken, it would help. Of course, I have been hearing that the co-operation of the State Governments is also taken. But the way in which I suggested it was that the State administration should take up the matter, in consultation with some officers of the railway administration, and they should both take the help of the Education Minister. They should devise rules in such a way that if the students of any school are found indulging in pulling the chain or any other kind of indiscipline, their aid should be stopped. If such steps are taken, then the teachers of the school, the headmaster of the school, the principal of the college, will also be alerted and they will take the matter seriously. Today they think as if they owe no duty either to build up the character of the students or to help the administration in this respect. If such a

measure is taken and the principals and headmasters take it into their heads, they can bring round their unruly students who indulge in such acts.

श्री साहूनाथ खाँ : कभी कभी प्रिंसिपल भी पिट जाते हैं ।

श्री के० बि० लाल : इसलिए प्रिंसिपल साहब की काबुलियत पर भी ध्यान दिया जाना चाहिये ।

Then, the other point that I wanted to raise was with regard to catering. Catering is a subject which was touched upon by my other friends here. In this regard the hon. Minister has said that departmental catering has now come to stay. He has said:

"I appreciate that much remains to be done, but it shall be our constant endeavour to effect further developments in regard to this important aspect of service to the travelling public."

I understand that much remains to be done. Perhaps it is a fact that this department is not being run properly, efficiently or economically. I remember that some time back there was some question or some discussion here about this question, and it was divulged that something to the tune of Rs. 20 lakhs or something like that was the loss caused to the Government under this head. Of course this undertaking is quite all right and it is in accordance with the trends of the times. The more things are nationalised the better. But we should not go at such a break-neck speed. It may be neither economical to the nation nor to the individuals in whose interests the administration is run. You heard, Sir, that so many people are thrown out of employment and that they have no business to do.

SHRI JAGJIVAN RAM: Where?

SHRI KAILASH BIHARI LALL: know of cases. It will take away a my time if I were to relate them. 1

[Shri Kailash Bihari Lall.] you like, I will tell you those cases later on. Perhaps there might have been hundreds of representations made to you in this regard. If you nationalise catering establishments like Messrs, Vallabhdas who have the monopoly of a whole zone, that is something understandable. But if you take up the business of those people who are vendors of a few things, if you take up their business, it is not profitable either to you or to the persons whom you are depriving of their business. It is better to leave them untouched. I have suggested this thing to you. Of course you can bring to bear on this subject your experience and knowledge, but I feel that it would be better if the small vendors are left untouched.

Then the third point I wanted to touch was with regard to education. I came across in the hon. Minister's speech remarks about the opening of schools and providing education to the children of the railway employees. I find that the hon. Minister has said:

"I have decided that full remission of fees in primary classes should be allowed to children of railway employees in all railway schools where the medium of instruction is an Indian language."

That is good. I am not against giving free education to anybody. But what about the children of the officers who are drawing Rs. 2,000 or Rs. 1,500 or Rs. 1,000? Will their children also read free in those schools? Now, the hon. Minister nods his head. I think it is so, and if it is so, is not a distinction being made between the ordinary people and the children of the railway employees? According to me it gives a bad taste that the children of the railway employees, the children of the government servants should be so treated in this matter, that even the railway servants themselves should be treated as to tempt other people to be only thinking of becoming such servants? This is a very pitiable thing.

SHRI SHAH NAWAZ KHAN: Primary education is free in the States.

SHRI KAILASH BEHARI LALL: Exactly. That should be so. I do not grudge giving free education to anybody. What I mean to say is it is in bad taste to say that the children of the railway employees should be given this thing. Why should you make a distinction like that? You make it free to all children. I do not object to giving free education to anybody. But when you say these things, it smacks of bad taste, it leaves bad taste on our lips and in our minds, so much so that our nation is going to be branded as a nation of servants. (Time bell rings.) I would have expanded the subject further and given you a good treat on what is happening in the country. But I am reminded of my ten minutes.

SHRI JAGJIVAN RAM: You are confused.

SHRI KAILASH BIHARI LALL: So, I do not feel that it will be in good taste for the Government to do that. The general suggestion that I am making is—I fear to speak of the word "advice", it is such a high-sounding word—my general suggestion to the Government is that they should not by their attempt, by their policy or by their action do anything that will accelerate this tendency in the people to become servants. Today it is a matter which is understood by all that if there is one vacancy, there are thousands of applications. This is what is happening. Now, you are thinking of stopping admissions in the colleges, and in that way thinking of stopping education to the people, because you have now begun to feel that education means supplying them with jobs. (Time bell rings.)

Sir, are my ten minutes over?

MR. DEPUTY CHAIRMAN: You can take two more minutes.

SHRI KAILASH BIHARI LALL: All right, Sir. I will leave this point and go to the next. One thing I want to

say, and it is this. Although it pertains to my place, it is in the interests of the railway administration also. I had suggested some time back that the Bhagalpur-Mandak line should be extended up to Deoghar. It will be in the interests of the administration if that link is brought about. It will then push up the traffic, passenger traffic as well as goods traffic, and it will bring more revenue to the Government. Besides, it will help the people also if that link is established. That is one thing. The other point was, what about the replacement of the metre gauge in the Bakhtiarpur-Bihar Light Eailway? There was a proposal to make it a broad gauge line, and it should be expedited as quickly as possible to help the people.

Sir, there is another thing. I have been always complaining and writing in the complaint books and telling the parties concerned that this old system of providing European type commodes should be replaced by Indian type commodes. I have had talks also with a great many people wearing European costumes, and they have told me that although they wear that dress while in service, they would have very much liked the Indian type ones. They said, "We are not accustomed to use European type commodes". I do not understand why this thing is persisted in in the rains. I was informed by one authority that they had decided to introduce 50 per cent. Indian type commodes. But in some of the trains, though I have said that I should be given that compartment which contained the Indian type commode, I have never found it. With some difficulty I had to enter a second class or a third class compartment where there was an Indian type one.

Another suggestion of mine which is an old one is that there should be classless railways. I would have expanded the subject. Perhaps the Railway Minister's predecessor, Shri Lai Bahadur Sastri, had attempted something in that direction, and perhaps there might have been practical difficulties due to which he might not have been able to do anything in that

direction. But he had held out hopes that that was the direction in which he wanted to go, namely to introduce classless travel in the Indian railway system. Perhaps the Railway Minister will bear this in mind because he hails from a class of people with whom he can mix and we all can mix. Those who are believing in high class living and in an aristocratic way of life may not appreciate this, but he is the one man who can appreciate this. If there is classless travel, it will surely take the people in the right direction.

MR. DEPUTY CHAIRMAN: Please sit down. You have taken fifteen minutes. Mr. Bisht.

SHRI KAILASH BIHARI LALL: Thank you very much, Sir.

SHRI J. S. BISHT: Mr. Deputy Chairman, Sir, I am very happy to read paragraph 37 at page 15 of the hon. Minister's Budget speech wherein he has forecast that the matter which was the subject-matter of considerable controversy last year—the diversion of high-rated traffic to road transport—has been referred by the Planning Commission to a Committee presided over by Mr. K. C. Neogy. It is a very good suggestion, and I hope that the Committee will be able to reconcile the conflicting interests in these two modes of transport. In a country like ours which is lagging behind so much in transport facilities, it is a pity that there should be some such controversy because we want to harness every means of transport to the best possible advantage of the users of transport. Moreover, it must never be forgotten that the railways are a monopoly in this country and whenever there is a monopoly, whether it is in the private sector or in the public sector, very great care has to be taken that the rights of the users or the consumers are not trampled upon, whether by way of the amenities that they are likely to get or by way of the rates and freights that are charged by the railways. Therefore, as I said before, it is a very welcome suggestion.

[Shri J. S. Bisht.]

The second point is this. Many suggestions have been made by Members from Andhra Pradesh and other States that separate zones should be formed. I am not in favour of creating such haphazard zones in this manner unscientifically and without any proper system. But I am one of those who feel that the present arrangement of having very large zones is really not good, because when six zones were created, every zone consisted of 6,000 route miles. It is too much for any General Manager, however, efficient and competent he may be, to travel all the way, and also to be in close contact with all the subordinates placed under his charge. Therefore, the best thing would be to reduce the number of zones to an average route mileage of 3,000. You may have eleven or you may have twelve zones as you think fit. In that way, the General Manager will be in very close contact with all his subordinates and when a man is in close contact with his subordinates, knows everybody and knows what kind of work he is doing, he has a good chance to supervise every little bit of the territory under his jurisdiction, and efficiency goes up. And all these little complaints that we hear about these days will automatically disappear once you have a system wherein the head of the zone is in a position to put it in good shape. Recently, I had considerable experience of travelling in the North Eastern Railway. I do not know who the General Manager is, I do not know even his name. But I find that he has managed to run the trains in the North Eastern Railway on time, and that is a very great improvement. I say that, when the General Manager puts his heart into the work, very considerable improvement can be effected. But we should also make arrangements to see that they can do something which is humanly possible, and I think that the route mileage should be reduced to 3,000 and the zones should be increased from the present eight to about eleven or twelve at least.

Then, Sir, there is one thing which I note. There are certain zones that are consistently running at a deficit, and I should like to know whether any enquiry has been made as to why it is that these particular zones are always imposing a sort of financial burden on the railway system. For instance, take the three zones—the North Eastern Railway, the North-east Frontier Railway and the Southern Railway. I can understand about the North-east Frontier Railway running at a deficit. But I do not understand why the North Eastern Railway and the Southern Railway should run at a deficit, because the old R. & K. Railway was paying very good dividends. The B. & N. W. Railway was also paying good dividends, I believe. Therefore, there is no earthly reason why under our reorganised system the North Eastern Railway should be running at a deficit, and similarly, there is also no reason why the Southern Railway should be running at a deficit. If there are any particular difficulties, they should be gone into. But every zone must pay its way. Let us treat them as if they are so many independent commercial companies which must pay dividends, which must pay their way. After all, these are organizations which do not pay any income-tax to any government. In the old days, the R. & K. Railway the G.I.P. Railway or the B.B. & C.I. Railway were paying income-tax. But our railway system does, not pay any income-tax and yet if there are certain reasons why they should be running at a deficit, they should be certainly corrected. There must be something wrong about it.

Then there is the point about financial conditions. I am not happy at the figures of the railways. Many friends have praised the construction work that has gone on in the railways in the various parts of the country. I have myself been to Madras and seen the Perambur Integral Coach Factory. It is a very fine establishment doing very good work. But what we want to see is that these ventures must be financially sound

because it is not a great achievement if you put up a factory. You can always put up a factory. It is a question of money. The question is that it should be able to pay its way. Otherwise, how long can you run any commercial undertaking at the cost -of the general tax-payer? Whenever there is a loss, we just raise the rates or the freights. That is not the commercial way, because after all, there is a limit to the raising of these rates and freights, and the net result is, for instance, the traffic will be diverted to the roads. Last year,¹ the railways were complaining about it, that the high-rated traffic was going to the roads, this or that. Why can't the railways think of a system by which they can also undertake door-to-door delivery of articles? If a man wants to send an article from Delhi to Bombay or wants to get something from Bombay to Delhi, why can't they arrange this system? They should have a railway motor truck service from station to the door in order to beat down road traffic. That is the advantage of a competitive system by which the railway gets the benefit of the competitive system. You should not force the user only to your system unless you can show better results in that way. Therefore, you should go that way to meet the needs of the railway user by giving him the same facility, the same service, that any other mode of transport can give, whether it is by rail or by road.

I agree with my friend, Mr. Bodra— he is not here—when he said that Anglo-Indians are not coming forward in large numbers for employment. I know that they are very good in railway service and wherever they are employed, they render very good service. I know also from that large railway book that has been presented to us with the Railway Budget, that a certain number of vacancies are reserved for them, but that they are not responding. The proportion that is offering itself for recruitment is very small. It should be enquired into as to why it is so. If there is some deficiency in rates and pays or

in some allowances, that should be made good because it is you who desire a better class of people to render better service, and if you want it, you must offer the price. If I want *atta*, 'I have to pay the price that is demanded in the market; I cannot have it at my own price. If you want the service of people who are efficient, who can render good service and who will be an acquisition to the railways, you must offer the price for that. There should be no difficulty about it.

Then, Sir, I was rather surprised to see one thing to which I drew attention last year—and many times I had drawn attention to it. It is the alarming rate at which the number of the employees of the railways is going up and the expenses on that account. I find, for instance, that in 1951, the total number of employees was 9,10,130—I am excluding those employed on construction work, but am taking only those engaged on open line work. In 1959 it is 11,33,848, a difference of 2,23,718, whereas the route mileage from 1951 to date has increased only by 1,070—because in 1951-52, the route mileage was 33,566 and it is now 34,636. So, far an increase in route mileage of 1,070 the number of staff on open lines has increased by 2,23,718. This is a tremendous increase and the cost is rising by Rs. 70 crores every eight years. This is a tremendous increase in expenditure. I can understand it if it be on account of an increase in the passenger traffic or an increase in the tonnage of goods traffic—for which there is bound to be some increase. Probably in the expansion of the workshops and certain other factories, etc. if there is some increase, that is excusable. But this is a big number, 2,23,718; it is a big jump, and I believe that just as the Home Ministry is trying to tell all other Ministries that fresh recruitment should be stopped and the surplus people should be absorbed in the future vacancies, these surplus people should be absorbed in future vacancies lest they should become unemployed if they were retrenched. Otherwise what is the good of increas-

[Shri J. S. Bisht.] ing all these rates and fares if the surplus revenues are swallowed up by the staff? And Rs. 70 crores in these eight years have gone as increase in the pay of the staff, of the staff on open lines alone.

Then, Sir, I find that the expenses incurred on fuel are also going up very much. The hon. Minister has already assured us that the question of economy in fuel consumption is being enquired into and that every effort is being made and that certain trials are being made and that he has already asked that coal washeries should be established as soon as possible.

Then, Sir, there is another point and it is this—there is a rise in crimes and thefts and all that. In regard to these things, the Deputy Minister for Railways said that the Railway Protection Force was merely for the protection of railway property and that it was for the State police to look after the crimes in the trains. But that is little consolation to the user. Whether it is your responsibility or that of the States, there should be at some level some co-ordination, but what the railway user wants is that there should be safety of life and property. That should be guaranteed. Whether it is done by you or by you in co-ordination with the State police or whether you train this Railway Protection Force or whether it is done in some other way, that is your lookout. What we as passengers want is that you should ensure our safety of life and property to the maximum extent possible.

Then claims are still standing at about Rs. 3 crores a year as against Rs. 3 lakhs in 1938-39, before the Second World War. This is very big; this has not yet come down very appreciably—Rs. 3 crores a year for meeting the claims arising out of pilferage on the railways—and I think it cannot be done without some sort of collusion with some petty officials there, and on that I hope very strict watch will be kept and strong action taken.

SHRI MAHESH SARAN (Bihar): Mr. Deputy Chairman, Sir, I suppose everybody is very keen to hear the Railway Minister, and at this fag end I do not think I can say very much. It is a great satisfaction to see improvement all round; everybody has praised it and for this the Railway Ministry, the Railway Minister and everybody concerned deserves our congratulations. But, Sir, there are one or two points which I wish to emphasise and regarding which I wish to make certain suggestions.

So far as the ladies' compartment is concerned, I find that generally there is only one ladies' compartment in the third class bogie and the ladies are stuffed in like anything—there are children, young girls and old women—and therefore my suggestion is that instead of one ladies' compartment in third class there must be two or even three so that the ladies might be more comfortable. Men can battle with people, they can fight and they can get in anywhere and everywhere, but women are tender and in their case we should be more careful. Therefore I think it is necessary that this point should be noted.

Now, Sir, about the crimes that are taking place in the ladies' compartment, my suggestion is that next to the ladies' compartment there must be a constable whose duty it should be that at every station he should come out and stand in front of the ladies' compartment. This is very essential because people are now afraid to send their womenfolk by train since, when they travel by train, there is no mental tranquility till the people who send them get a telegram from them saying that everything was safe. This state of mind is so harmful that it is necessary that attention should be given to this aspect of the question.

Then I have another suggestion to make with regard to the pulling of alarm chains, and ticketless travel. Is it done mostly by students? That is my experience—I have been all round—and ticketless travelling is for

small distances, and it is by students coming to the schools situated 8 or 10 miles away from their place. They board the train and they get down where their school is situated. So my suggestion is that there should be a sort of season tickets at a very nominal rate which should be issued. At least you get something; you are getting nothing at present as the students are travelling without tickets and they get down near their schools. If such tickets are issued, I am sure pulling of alarm chain and ticketless travel will lessen.

SHRI JAGJIVAN RAM: For small distances there is a monthly concession rate for students.

SHRI MAHESH SARAN: But not at all places.

SHRI JAGJIVAN RAM: That concession is not available to distant places.

SHRI MAHESH SARAN: For example, from Buxar to Arrah.

SHRI JAGJIVAN RAM: There is student concession.

SHRI MAHESH SARAN: Not student concession for very small distances. I am only suggesting a method by which this ticketless travel will diminish, for the students who go to the schools mostly do not take tickets. If you have this arrangement, it will help a great deal.

SHRI JAGJIVAN RAM: We can give the concession, not for long distances.

SHRI MAHESH SARAN: I still maintain that I have had a little experience so far as this is concerned. I have been travelling all round and I find that the places where there are schools and the students go there—it is only little distances—without purchasing tickets.

SHRI BHUPESH GUPTA (West Bengal): Without the hon. Member yielding, the dialogue is proceeding, without the hon. Minister standing up, and we could not follow the dialogue.

SHRI MAHESH SARAN: Now, Sir, regarding catering, it is very nice; everybody appreciates it. But there is a little suggestion which I wish to make. People perhaps have not gone and seen where the utensils are washed. I have gone and seen and inspected the catering at some places. They have one balti and in that they put all the dirty plates and spoons. They just rub them and bring them out again for use by others. I have seen it and therefore I am making this remark. I would request the Members of the Railway Board and other railway authorities to go and look into the matter. There should be two baltis. In one there should be a solution of potassium permanganate or some such chemical to disinfect the utensils in which different people have eaten at different times, after they have been washed properly with the pure water contained in the other balti. This is very essential because I find it is really doing great harm as the practice is dirty and some day probably there might be some trouble. Therefore this aspect of the question has to be looked into.

Then, Sir, there is just one point which I wanted to make and that is that so far as the small stations are concerned, I think they require a little more looking into than the rest. On the whole, of course, things are good, but we find a little slackness at small stations, where more attention is necessary, because the people are really backward people and they find great difficulty without proper care and attention.

These are the few things that I wanted to bring to your notice, and I thank you very much for giving me this opportunity.

SHRI DAHYABHAI V. PATEL (Bombay): Mr. Deputy-Chairman, Sir, I join others in thanking and congratulating the Railway Minister on the Budget presented and the abundant literature containing information, given along with it.

[Shri Dahyabhai V. Patel.] I must say, Sir, that the progress is not as much as we expected it. Certainly there is progress; there is bound to be progress when we are spending crores of rupees at this rate, But there are certain aspects which appear to be not improving, at all, or the improvement is very slow. First and foremost, I would say that the enforcement of discipline, the exaction of work by the superior staff from their lower staff is not sufficient. I referred to it last time also in my speech. I do not know whether it is the present state of labour legislation that is responsible for it. The railway officers should themselves point out why it is so. There is a certain amount of slackness that is very evident in every matter, whether it is in the matter of performance of duties, whether it is in the matter of cleanliness, but there is a certain amount of slackness.

In the matter of cleanliness, Sir, I feel that this is something on which the railway administration should pay much more attention. It is not only the compartments, it is not only the plates and pans that a certain hon. Member here was referring to, but generally the whole administration needs toning up. Look at the platforms, look at the waiting rooms, look at the public conveniences attached to platforms. I think the railway, as a nationalised service, should set an example to every other service in this matter, and I hope the railway administration will look into it and try to improve the situation.

Sir, last time while speaking on the Budget, I had pointed out that the budget discussion had practically become a discussion with the railway administration on the one side and the labour leaders on the other. The greater part of the Minister's reply was devoted to that aspect of the question only. The many suggestions that we made from this side of the House, apart from the matters relating to labour, were not heeded to; there was no reply. Some of them we

pursued and pressed in the Consultative Committees. The present Minister, Sir, is a very amiable and pleasant gentleman. His replies are pleasant. But, may I say, we would like a little more progress along with it. Certainly that there is more courtesy on the railways is a great improvement. Complaints are now listened to. But we would like a little more prompt attention and remedy also along with it.

Sir, one of the matters that I referred to in my speech last year was the condition of the Baroda railway station. I pointed out that the first, second and third class passengers had to get down outside the railway platform day in and day out. The railway administration spent Rs. 25 lakhs on improving the railway station but all that was spent over that big building. Passengers have still to get down on the lower level of the ground, not on the platform. Because only through carriages for Delhi reach the platform, the passengers—whether they are ladies or first class or second class passengers—for other stations have to get down or get up from the lower level on the ground.

Sir, while speaking to the Baroda Station Master once I said, "Look here; the passengers of the local service to Vilar have shown the way and if you do not do this, we shall have to ask the people to obstruct the movement of the trains." The Station Master quietly said, "When do you think you will do this?" I said, "Why? About the next season, next year." He said, "Thank you very much. I am retiring in six months." Is that the outlook of the railway administration? I ask you. If that is the outlook of the administration, I say, Sir, that with all the sympathy and the consideration shown by the Railway Minister, there is a lot of improvement that is desired.

Sir, the Baroda railway station is an important centre from the point of view of business and industry. It has also grown into a big University

centre. It is a railway junction and yet the platform is so small. The island platform in the middle is so narrow and crowded with goods and many other things that it is impossible to move on it. When is the railway administration going to pay attention to this?

As far as Gujarat is concerned, there are large numbers of narrow-gauge lines, the legacy of the old States in Gujarat and Kathiawar, and we are hearing stories that perhaps the railway administration is going to close down these lines when they do no work. Before they close them down, we want to be assured that steps are being taken to replace these narrow-gauge lines by standard metre-gauge lines at an early date and none of these lines are going to be discontinued. These rail links are necessary for the proper growth and development of Gujarat. As I had referred to this point in some detail in my speech last year, I will not go into it again. But the question of conversion of a very large number of narrow-gauge lines into metre gauge and their connection with some of the main links is very necessary. I hope the Railway administration this year at least will pay attention to them.

Sir, in my last speech I had also referred to over-crowding and the dangerous conditions of travelling in the city of Bombay and its suburbs. I would like to know from the railway administration as to what they plan to do about it. Are they going to sit back and say that there is no remedy, that they would allow overcrowding to go on and they would allow travelling on foot boards to enable people to fall down and die day in and day out? That would be a very callous attitude. There must be some remedy to it.

Last time I had also pointed out that the railways were exacting full fare and taking a much more larger load and over-crowding was not the proper way of dealing with the situation. In a public conveyance—in a

victoria or in a taxi or in a carriage—if the owner takes a larger load, he is hauled up and prosecuted but we cannot do that with the railways. The -railway administration is doing that day in and day out. They take the full fare but they do not give full convenience for which the man pays; they are making an illegal exaction.

We are told that the railway earnings on traffic are a little less. Is it because overcrowding is diminishing and the railways are getting more legitimate fares? If there is any other reason, I would like to be enlightened on this matter. It is not right that a nationalised railway should take something that is not legitimate. The railways must look to the convenience of the people who are paying for it. If the railways are going to be overcrowded always, as they seem to be, it is a just and legitimate claim of the travelling public that the fares should be decreased and not increased as seems to have been the process all these years. The railways should set an example in the matter of honesty. When you have a compartment for 10 passengers, you cannot charge the fare for 15 people, sitting or standing in the compartment. I hope the Railway Minister will pay attention to this.

Sir, I do not want to repeat the very large number of grievances that I put forward last year. I do not see if most of them have been attended to. I hope the Railway Minister will find time to see that some one attends to them.

4 P.M.

SHRI JAGJIVAN RAM: Mr. Deputy Chairman, Sir, I am indeed grateful to the Members of this House for the kind words that they have said about the Railway Budget. I will share this with nearly 11 lakhs of railway employees whom I represent here in this House, and all the praise is really deserved by them, who, by their efforts and endeavours, by their hard work and by their sense of duty and

[Shri Jagjivan Ram.] responsibility, have established a record for the Indian Railways.

DR. W. S. BARLINGAY (Bombay): This is like a democratic Minister.

DR. R. B. GOUR: Praise for the employees and criticism for the Railway Board.

SHRI JAGJIVAN RAM: In a huge organisation like the railways where, as I have said, there are more than a million direct employees and nearly half a million people indirectly working on the railways, who come in contact with nearly four million people who every day patronise the railways as passengers, some lapses here and there are likely to happen. Therefore I will never claim that there is no scope on the railways, whether in regard to efficiency or courtesy or discipline, for complaint. In the very nature of things where a million people are working and four million people are to be transported, apart from those who come in contact with the railway staff during the transactions or the business other than travel, it is quite conceivable that there will be occasions here and there when perhaps some employees of railways may not come up to the expectations of our patrons. But even those lapses have to be taken in the context of the magnitude of the work. As I have said in my Budget speech—and I want to reiterate that—though the railways, as has been rightly appreciated by the hon. Members in this House, have shown results in every aspect of their working, there is no complacency on the part of those who are in charge of running the Indian Railways; it will be our constant endeavour to improve upon our own record, to better our own record, so that we can give greater satisfaction to the travelling public and to those who have to deal with the railways.

My task has become very light, because what I have received in this House is an encomium and the few criticisms that have been made have been constructive criticisms in the

shape of suggestions as to how we can improve our services to the public. It will be our effort to take those suggestions into consideration and to see how far, with the resources at our disposal, we can implement them.

I will first talk about the financial aspects of the railways. Opinions have been expressed here that there are certain aspects of the railway finances which cause some anxiety. I have, in the papers, that have been supplied to hon. Members, tried to explain the position as it is. I have tried to place all the cards on the table so that the facts as they are may be understood by the Members of this House. Questions have been raised about the Development Fund. In the very nature of the fund, situations may arise where the accretion to the fund may not be quite commensurate with the requirements for developmental work for which this fund is meant, and situations may arise, if the railways are to fulfil the obligations in this regard, where some devices will have to be found to get the necessary resources for expenditure on this account. That device is to have some temporary loans, and that we did.

It has been pointed out that the railways have had to get temporary loans of about Rs. 33 crores for the three years from 1958-59 to 1960-61 from the General Revenues to finance the Railway Development Fund. As I have explained on previous occasions, the position is that the cost of operating improvements and the railway users' amenities, etc; which are not of a capital nature, is charged to this fund. The sole source of income to this fund is the surplus from the railway revenues. It can hardly be expected that the total value of such items should be met entirely out of revenue surpluses. During the Second Five Year Plan, an expenditure of about Rs. 126 crores would be debited to this fund. Even on the basis of the original Plan provision of Rs. 92 crores for such works, there should be an annual surplus of at least Rs. 18'

crores, so that, with smaller annual surpluses, temporary loans from ■General Revenues to the Development Fund are unavoidable.

Even the Railway Convention Committee, 1954, had, in fact, explicitly provided for such a contingency in making the following recommendation:

"In the event of the Development Fund not being in a position to meet the programme' of expenditure chargeable to that Fund from its own resources, money should be advanced from General Revenues to the Railways for utilisation on those projects or works which are of a developmental nature. Such advances should be treated as temporary loans to the Railways and will not be added to the Capital-at-Charge on which 4 per cent, dividend is payable annually. The Railways will pay interest on this loan to General Revenues at the average borrowing rate chargeable to Commercial Departments. It shall, however, be open to the Railways to repay this loan in instalments, if necessary, from accretions to the Development Fund in more prosperous years and thus liquidate the debt and the interest liability thereon."

So it was envisaged by the Railway Convention Committee, that occasions may arise when the obligations under the Development Fund are to be discharged by taking temporary loans from the General Revenues. I do not want to say anything more about this.

Sir, anxiety has been expressed about the Depreciation Reserve Fund. I do admit that diversion of more funds to the Depreciation Reserve Fund is a desirable aspect. Any sound business house would always like to maintain a reasonable depreciation reserve fund, and that has also been the effort of the Railway Ministry. At present we are diverting to the Depreciation Reserve Fund at the rate of Rs. 45 crores, annually. The House is aware that the 1954 Railway

Convention Committee had recommended a contribution of only Rs. 35 crores per year to be made to the Depreciation Reserve Fund. With Parliament's approval, the Railway Ministry increased the amount of the contribution to Rs. 45 crores per year from 1955-56 and this was the maximum that the railways could contribute to the fund, having regard to the various other obligations during the period of the Second Plan. As I have indicated in my Budget speech, the need for enhanced contribution to the Depreciation Reserve Fund is appreciated, and this subject will be specifically remitted to the Convention Committee which is to be constituted shortly. As I have said, I myself share the anxiety of the House, and I personally feel that the annual contribution to the Depreciation Reserve Fund will have to be increased and the contribution should be more than Rs. 45 crores per year. But I cannot say anything definite at this stage, because this aspect will have to be considered by the Railway Convention Committee.

Linked with this aspect of the railway finances is the increase in the working expenses. I do not think I will say here anything which is not contained in the papers circulated along with the Budget; and if I say anything, it will be simply repeating the various items which are available in the several papers that have been circulated to hon. Members along with the Budget. Therefore, I will not like to take the time of the House in giving those figures.

Apprehension was expressed that the expenditure on passenger amenities was not according to the allotment in the Second Plan. That point, I think, was raised by Shri Deokinandan Narayan. I want to allay his suspicion or apprehension. The provision in the Plan is for Rs. 15 crores to be spent for users' amenities during the Second Plan period, and his apprehension was that, because there is a provision of only Rs. 2-21 crores on this account in the 1960-61 Budget,

[Shri Jagjivan Ram.] perhaps it is less than the pro rata annual expenditure for users' amenities. There is no ground for such an apprehension. During the first three years of the Plan, the amounts spent are as follows:

During 1956-57	Rs. 3.91 crores.
During 1957-58	Rs. 3.24 crores.
During 1958-59	Rs. 2.72 crores.

Therefore, up till now we have spent as much as Rs. 9.87 crores on users' amenities, or on an average Rs. 3.29 crores per year. So we have been spending on an average more than the annual quota to be spent on users' amenities. I may assure my hon. friend that we will see that the entire allotment is spent for the purposes for which it is meant.

In this connection, I may add that Mr. Govinda Reddy raised the question of certain items, and he read out several items which had been treated as users' amenities. I may assure him that nothing which is not users' amenity will be provided out of this fund. He indicated one item, namely, the conversion of narrow gauge lines. That is not to be treated as a users' amenity. That should come out of some other fund, and already instructions have been issued that it should not be treated as a users' amenity.

Several hon. Members raised the question of the expenditure on claims. Again, I do not propose to give figures or statistics. I would like to point out only one aspect of this matter. The amount paid as claim compensation should be viewed in relation to the total traffic carried and also in relation to the price level. If any comparison is to be made with past years regarding the amount of compensation paid, it should be related to the traffic carried in that year and also the level of prices existing in that year and compared with the traffic carried in this year and the level of prices this year. I say this because the compensation for a given item of commodity might have been

X in a particular previous year, whereas in the subsequent year it may be X plus Y. So, that has to be taken into consideration. Therefore, I do not want to take up the time of the House in giving figures. But these figures are available in the papers circulated, which contain the traffic handled by the railways, the price levels and the compensation paid. Here I may repeat that although on analysis it may be found that the picture is not such as will cause any serious anxiety, there is no sense of complacency on the part of the railways and we are taking certain measures to see how far we can minimise the chances of the question of claim-compensation arising.

Some hon. Member raised the question of commercial advertisements on the railways while dealing with the financial aspect. I myself feel that there is a large scope for getting large revenues from commercial advertisements on railways. Certain steps have been taken and certain steps are proposed to be taken which will increase the revenue from this source. I myself feel that there is ample scope; and if we exploit this field, we can easily raise a total revenue which may be in the neighbourhood of a crore of rupees.

Various hon. Members made suggestions about the construction of new-railway lines in different areas in the country. Every State had its demands, and justifiably so. There are pockets and areas in our country which are far removed from the nearest railway station; and there is also no doubt that if an area is opened up, economic prosperity follows. The question is being examined by the Planning Commission at present and it is premature at this stage for me to say anything definite about the construction of new-railway lines. There are proposed lines for which surveys have been undertaken; there are lines for which even the traffic surveys have been completed, but for want of necessary funds, the Railways could not take any further action in those cases. We

are maintaining all of them on our list, and everything now depends upon the availability of funds and the allotment that is made to the railways in the Third Five Year Plan. The Planning Commission is seized of the problem and discussions are being held. Construction of new railway lines will depend upon the allotment made available to the Railways for this purpose.

SHRI AKBAR ALI KHAN: Will the hon. Minister kindly convey the suggestions to the Planning Commission?

SHRI JAGJIVAN RAM: As a matter of fact, for every Five Year Plan, the State Governments are asked to send in suggestions, and every State Government sends a list of a number of railway lines that it requires in its State. That list is presented to the Planning Commission, and the suggestions that have been made here on the floor of the House will be brought to the notice of the Member in charge of this subject in the Planning Commission.

My hon. friend, Shri Deokinandan Narayan, referred to the question of electrification of the Igatpuri-Bhuna-val line. There has not been any delay on the part of the railways. There is no use completing all the arrangements for electrification unless power is available. The difficulty on that line is that we want to expedite work and We have taken action for completing the civil engineering works, but power is not available in that area and there is no likelihood of power being made available either in the Second Five Year Plan or even in the early years of the Third Five Year Plan. But I may assure him that our work will be so progressed that the completion synchronises with the availability of electricity in that area.

The provision of overbridges or subways at the level crossings is a subject which is raised in every session of the House, whether it is dur-

ing Budget discussion or during question time and this is quite understandable. I myself feel that—and perhaps everyone has personal experience—a lot of time is wasted at the level crossings. I do not know how many million hours we lose every year and something has to be done in that respect. What we have done is this? The Transport Ministry, which is in charge of roads, has written to the State Governments to fix up priorities for the construction of overbridges in every State and to include them in the State Plans so that the necessary funds may be provided in the Plan of The Transport Ministry as well as the Railway Ministry in the Centre. So far as the railways are concerned, I may assure the House that wherever an over-bridge is to be constructed, there will be no reluctance on the part of the Railway Ministry to meet its share of the cost of the construction; but it so happens in many cases, and especially in bigger towns and cities, that the cost of construction of the overbridge is much less than the cost of construction of the approach roads on both sides of the bridge. I know a few examples, like Kanpur and even in Calcutta, where the cost to the Corporation or to the State Government is several times higher than the cost to the railways. There are one or two classic examples where the railways have constructed the overbridge which is standing in isolation without the approach road.

DR. R. B. GOUR: For example?

SHRI JAGJIVAN RAM: There is one at Siliguri. I have written to the Chief Minister personally. The cost to the State Government or the Corporation for the construction of an approach road is much higher than the cost of construction of the over-bridge itself. Therefore, unless they make provision in their plans, this problem is not likely to be solved. I propose to attack this problem on a long term basis. We can have a plan for seven or ten years and we can have a list of all the level crossings

[Shri Jagjivan Ram.] where overbridges are to be constructed or necessary and if we can provide in the budgets of the various State Governments as also in the budgets of the Transport and Railway Ministries, perhaps we can proceed towards finding a solution to this problem which is a great bottleneck at several points.

There have been demands for the introduction of new trains or for increasing the frequency of existing trains. We had been introducing new trains or extending trains in various sections of the country and the details have been made available to the Members. It is quite understandable that on some sections where, due to the traffic potential being large, there may be necessity for the introduction of further new trains. My hon. friend, Shri Deokinandan Narayan, has suggested something about Janata trains. Well, the Janata trains have become very popular and there are demands for Janata trains from various areas in the country. We have been introducing Janata trains where-ever we find that we have the necessary rolling stock and coaching stock. It is proposed to run a bi-weekly Janata Express between Bombay V.T. and Howrah via Allahabad, if possible from the 1st of October, 1960. This train will serve the section Bombay V.T.-Itarsi. There is already a daily Janata Express between Delhi and Madras and this serves the requirements of the people in the Delhi-Itarsi section. As a long-term measure, it has been decided to provide Janata Express trains on the various trunk lines including Bombay V.T.-Delhi lines. At present there is no line capacity on the Bina-Bhopal and Agra-Mathura sections for an additional passenger train.

While dealing with accidents, I have in my Budget speech itself, said that we have been very fortunate in that major accidents this year have not occurred, but I have also said that certain types of

accidents have shown an upward tendency. Some of the Members started criticising that. Well, I have not tried to suppress anything or to keep back any information from the House. There has been, in certain respects, some upward tendency, and we are taking some steps to see how far we can minimise it.

Dr. Gour suggested that the staff should be taken into confidence. I had said during the last session that joint committees should be constituted and I may inform him that such committees have been constituted at various places and some description of them was given last year in the report of the activities of the railways. I may assure the House that I attach great importance to the association of the employees in all matters concerning the safe running of the trains and efficiency of the work and it has been emphasized on the railway administrations that at all levels joint committees should be formed and workers' suggestions should be invited. There should be discussions and, as the House is aware, we have a system of inviting suggestions for bringing about improvements in working in the workshops and other places and for that purpose even rewards are given to the workers. So this will be further pursued and it will be seen that it makes good progress.

While talking about operational efficiency, the difficulty of the railways in getting quality coal has also been raised and suggestions have been made that the railways should establish their own washeries and perhaps some Member suggested that the railways should work their own collieries. Well, none of them is likely to be run by the railways.

DR. R. B. GOUR: But you have suggested this yourself in your speech.

SHRI JAGJIVAN RAM: I have not suggested that these should be run by the Railway Ministry.

DR. R. B. GOUR: Washeries, you have suggested,

SHRI J AG JI VAN RAM: I have not suggested that it should be run by the Railway Ministry.

DR. R. B. GOUR: You have said that you will have a say in the working of the collieries.

SHRI J AG JI VAN RAM: At one stage the railways were running their own collieries. It was some time back.

SHRI DEOKINANDAN NARAYAN (Bombay): Why did you give it up?

SHRI JAGJIVAN RAM: Because a Ministry meant to do all these things was established and that Ministry is looking after the running of collieries—the Ministry of Steel, Mines and Fuel. They are in charge of running the collieries and they will be establishing the washeries also. Action is being taken in consultation to expedite the establishment of washeries.

In this connection, Dr. Wadia complained of delay in the payment of some bill to a colliery-owner who supplied coal to the railways. Well, I am not in a position to say anything unless I know the details about the party concerned. Fortnightly bills are submitted by those who supply coal to the railways and if they submit their bills along with the receipt, the Finance Officers of the railways concerned make the payment and we have not heard any complaint on that account. There might have been some delay in the case of those who supplied coal to South India. For supply to South India the coal has to be transported by coastal shipping and there are certain formalities to be observed. If I can get the details, I will look into the matter.

My hon. friend, Mr. Narasimham— and perhaps one or two other Members also— suggested something which was rather queer and strange about the possibility of locomotives, wagons and coaches being exported to other countries. Mr. Narasimham argued, 'because you are importing certain

stores and equipment, how can you think of exporting your locomotives and wagons?' Well, it is a strange argument, I must say. Certainly, we are importing certain equipment but as hon. Members will appreciate, every year we are making spectacular progress towards self-sufficiency in the requirements of railways. Tremendous progress has been made in the indigenous production of railways' requirements and if there are certain items which we have to import, that does not prevent us from exporting if we are in a position to manufacture goods which will be competitive and will be of quality. Today we are in a position to export so far as locomotives, wagons and coaches are concerned and we are trying to explore markets for exporting our locomotives, wagons and coaches.

Another hon. Member put forward a far-fetched argument: "Because you have no more line capacity, your rolling stock has become surplus to your requirements and so you are trying to export it." Well, I say it is a far-fetched argument. I say here that after exploration if we find that we have a good market, I will not hesitate in producing for export markets. It is a good thing for the country. Today we have a surplus of metre gauge wagons and we are in a comfortable position. So far as locomotives are concerned, there too we are in a comfortable position and we can export; though we have a certain percentage of over-aged rolling stock on different railways, efforts are being made to reduce the percentage and progress has been made in that direction as will be apparent from the figures that have been supplied.

About the question of dieselisation of certain sections of the railways, I have not much to say. It has been appreciated that where traffic increases very much and line capacity cannot be created or where much capital outlay for the creation of line capacity is required, it is advantageous to dieselise that section and steps are being taken in that direction.

[Shri Jagjivan Ram.]

Mr. Deb said that North East Frontier Railway has been supplied with a large number of over-aged locomotives and coaches. I may assure him that the position of the North East Frontier Railway in regard to over-aged locomotives and coaches is much better than some of the other railways. The percentage of over-aged locos on metre gauge of the Indian Railways— it is the average—is 18·63 per cent, whereas the percentage of over-aged locos on the North East Frontier Railway is only 15·4 per cent. And the same applies to coaches as well. The percentage of over-aged coaches is 29·6 per cent whereas on the North East Frontier Railway it is only 27·7 per cent.

DR. H. N. KUNZRU: Did the Railway Minister say that the percentage of over-aged locomotives on all lines was 18·6?

SHRI JAGJIVAN RAM: Average, ' said, for the Indian Railways.

DR. H. N. KUNZRU: But according to the review that has been supplied to us it is about 27 per cent. Now, which of these two statements is correct?

SHRI JAGJIVAN RAM: That is what I have got here. It is all railways. I can give the railways separately, but it is 18·63 per cent for locomotives, all the railways. In respect of coaches it is 29·6 per cent.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: Does it change from gauge to gauge?

SHRI JAGJIVAN RAM: It does.

DR. H. N. KUNZRU: This statement jiays that the percentage which was 23 during the First Five Year Plan is now a little over 27 per cent.

SHBI JAGJIVAN RAM: I am sorry, only for the metre gauge. What B is only for the metre gauge on all Indian Railways.

SHRI SHAH NAWAZ KHAN: He was referring to the North East Frontier Railway.

SHRI JAGJIVAN RAM: Shri Nawab Singh Chauhan raised the issue regarding the construction of mail vans. I have all my sympathies for the workers of the R.M.S. and I know the hard conditions under which they have to work. My friend will be glad to learn that 199 mail vans have been provided for construction during the Second Five Year Plan, in consultation with the Postal Department. Seventy-four mail vans have already been constructed and placed on the line. The bulk of the balance of 125 mail vans is expected to be completed and put into service during this Plan period.

Shri Narasimham raised the point that the physical targets fixed for the Second Five Year Plan for the railways are not likely to be completed in the Second Five Year Plan period. Again, figures are available, and if he will take the trouble of going through those figures, he will find that on the basis of those figures, there is a very reasonable chance of the physical targets being achieved in every respect.

DR. H. N. KUNZRU: If the work is considerably speeded up 1n 1960-61.

SHRI JAGJIVAN RAM: Yes, Sir.

DR. H. N. KUNZRU: Otherwise not. The total would amount only to Rs. 1090 crores at the rate of Rs. 218 crores per year as it has been so far on the average.

SHRI JAGJIVAN RAM: I was talking of the physical targets, not of the monetary targets, because his point was about the physical targets. We have, in some respects, reached 76 per cent, or 72 per cent, of the physical targets. It is quite normal that, as we proceed, we gather momentum and when we come to the fourth year and fifth year the momentum is much greater and the outturn is also much larger. So, we are sure that we will be in a position to achieve the targets

set forth for the railways during the Second Five Year Plan. Again, here I am not quoting figures because these figures are available to hon. Members.

Pandit Kunzru, whenever he speaks on the Railway Budget or anything concerning the railways, brings to bear his wide experience and deep knowledge of the working of the railways, and whatever suggestions he has made deserve our utmost attention. He has spoken about the speed of goods trains. He has admitted that some improvement has been made. He has, of course, pointed out that if there is not any spectacular improvement, the excuses advanced by the railways are the typical excuses advanced every year, and that is correct.

DR. H. N. KUNZRU: No. That is not a fair way of putting what I said. What I said was that they did not justify a progressive decline in the speed of goods trains. If you urge the same kind of reasons every year, how do you justify a further decline every year in the speed of goods trains? That is what I meant.

SHRI JAGJIVAN RAM: Now, surely I will get—as he has suggested and that is a very useful suggestion—some statement prepared as to what has been the impact of the various steps we have taken for the speeding up of goods trains, like line capacity works or marshalling yards or pooling of engines. But one should not forget that there are several factors which if completed at one place, and work starts at another place, the full impact of the completion of the work at that place will not be quite discernible, unless the other work that is being carried out on the same line is also completed to create full capacity for the running of trains. That aspect also has to be taken into consideration. Again, there may be floods this year. There may be floods next year as well. But what is the impact of the flood on the traffic and

speed of the goods train will depend upon the sector and the area where the flood takes place and the intensity of traffic in that area. This is the broad aspect which I am placing for the consideration of Pandit Kunzru. Again, I do not want to argue this point with him. As we have said—and I want to repeat it—it will be our endeavour to see that there is some visible result achieved in the speeding up of goods trains. These factors come into play as they came into play last year, for example, in the Sau-rashtra area, in the Gujarat sector. This is one area where we have very intense traffic. And if that very phenomenon develops in an area where we do not have that intensity of traffic, perhaps the visible result on the speed of goods traffic will be quite different. In both the cases, though the factor which has been responsible both years is flood, the effect or impact of that flood in the two years, if it is in different areas will be quite different on the speed of goods trains.

Shri Narasimham, again I am afraid, has not gone into the figures and statistics thoroughly, when he was talking about the expenditure of the railways on staff. He said that the expenditure on staff has increased, but the number of staff also has increased. Therefore, there has been no increase in the total earnings of the individual employees. That was a fallacious argument of his, because he has not gone into the figures. The cost of staff per head per annum which was Rs. 1,435 in the year 1953-54 rose to Rs. 1,612 in the year 1958-59. That is an increase of Rs. 177 in the period referred to by Mr. Narasimham. This itself accounts for nearly Rs. 17 crores even if there has been no increase in the number of staff employed in 1953-54. It is therefore not correct to say that the wage bill has increased not because the wages have gone up but because there are more numbers of workers. It is a matter of common knowledge.

SHRI BHUPESH GUPTA: May I know how this increase is accounted for?

SHRI JAGJIVAN RAM: I would like my friend to exercise a little common-sense, and he will understand.

SHRI BHUPESH GUPTA: Fallacious on what grounds?

SHRI JAGJIVAN RAM: Then, in this connection, doubts have been expressed as to what effect the acceptance by Government of the various recommendations of the Pay Commission will have on the Rajadhyaksha Award or on the report of the Committee for promotion of Class IV officials. I may assure those friends, who have expressed this apprehension, that our acceptance of the recommendations—which have already been accepted—of the Pay Commission will not in any way affect the award of Justice Rajadhyaksha on running staff or the recommendations of the Tapase Committee—recommendations which have already been accepted by the Railway Ministry. There are one or two which are still under consideration, because they mainly concern the pay or the upgrading of the Class IV employees, and we postponed the consideration of those recommendations in view of the setting up of the Pay Commission. Again, doubts have been expressed about the Sankar Saran Award. This award also had not been considered by the Railway Ministry as the Pay Commission in the meantime was set up, and it was expected that we would consider these recommendations after we received the recommendations of the Pay Commission. So, the remaining recommendations of the Tapase Committee and the Award of Justice Sankar Saran will be considered in the light of the Pay Commission's recommendations, and therefore any question of the railway employees being adversely affected on that account does not arise.

Unnecessary apprehensions have been expressed and unjustified agita-

tions have been aroused on the question of passes and P.T.Os. of the railway employees. On a previous occasion in this House, I think, or in the other House, while replying to a supplementary, I had stated that there was no ground for such agitations, because the privileges of passes or P.T.Os. had not in any way been curtailed by the Railway Ministry on the recommendations of the Pay Commission. Therefore, all these agitations on this score are unjustified. Further, I said that if at any stage we took into consideration the question of revising the number of passes or P.T.Os. given to the railway employees, the federations of the railway employees would be taken into confidence and consultations would be held with them. As a matter of fact, even before the Pay Commission made these recommendations, I had suggested to the representatives of the federations that the question of passes and P.T.Os. would have to be examined. So I may again repeat it—perhaps it was Dr. Gour or Mr. Narasimham or somebody else who raised this question—I may assure them that there is no occasion for any agitation on this score, because it has not been curtailed at all.

DR. R. B. GOUR: What about the L.I.C. premium?

SHRI JAGJIVAN RAM: I am afraid Dr. Gour has not got the correct information. It was only last week that some employees brought it to my notice and gave something in writing to me. I passed that on to the Financial Commissioner for examination. Yesterday when Dr. Gour raised that question, I obtained the full information. Perhaps his information was that every Ministry was doing that, and that it was only the Railway Ministry which was not doing that—that is, deducting the premium and sending it to the L.I.C.

DR. R. B. GOUR: Not in all places, but in some places it is being done

SHRI JAGJIVAN RAM: Nowhere it is being done.

DR. R. B. GOUR: May I inform the Railway Minister that in the railway itself, when the Life Insurance Companies were private companies— I have got this information—the premium was deducted from the salary. Only in subsequent years in the case of enhancement of the policy or of a new policy the premium was not being deducted. You now see the position.

SHRI JAGJIVAN RAM: What I say is that the Finance Ministry has made a reference to the Railway Ministry. To say that other Ministries have agreed and the Railway Ministry has not agreed, I say that this is not correct information you have received.

DR. R. B. GOUR: I can give you tomorrow, if you want the reference of the letter from the Finance Ministry recommending this deduction.

SHRI JAGJIVAN RAM: I will be very glad to receive it, but the position is just the other way.

SHRI BHUPESH GUPTA: May be the Home Ministry intercepted that letter.

SHRI JAGJIVAN RAM: Well, you are in their good books. The question has been examined by the Finance Ministry and the Comptroller and Auditor-General. As I have said, I received it only a few days back. I have asked the Financial Commissioner to examine it. In no Ministry has it been agreed to, as your information goes. But I will get it examined. I personally feel that something should be done in this matter.

DR. R. B. GOUR: Thank you.

SHRI JAGJIVAN RAM: Dr. Gaur again raised the question about the bookstalls. Some time back this matter came to my notice. I am pursuing that. As you are aware, I set up a committee for selecting 100 standard books in every language. I have received recommendations from some of the committees suggesting one hundred standard books to be kept in the bookstalls. I want that in these

bookstalls there should be good literature available also.

SHRI BHUPESH GUPTA: Thank you very much, but I hope the speed will be slightly better than that of the goods trains.

SHRI JAGJIVAN RAM: A metre gauge factory is not necessary, because we have enough capacity in our existing factories to manufacture metre gauge coaches as well.

I feel that at small stations there should be basic minimum amenities provided for the passengers. Last year I suggested that drinking water should be made available at all stations and that, where necessary, small hand pumps should be sunk. If certain places have been left out, I am going to see that this year they are provided with these pumps positively. 5 P.M.

DR. H. N. KUNZRU: Will the Railway Minister look into the conditions of the cold water arrangement provided at Tundla and at Mathura? I mean, the plant was out of order for months. I do not know, it may have been set right now. It was hopeless.

SHRI JAGJIVAN RAM: During winter we do not operate water coolers.

SHRI BHUPESH GUPTA: And in summer it goes out of order.

SHRI JAGJIVAN RAM: Perhaps, the very sight of Mr. Bhupesh Gupta makes it go out of order.

Sir, the question of safety on the railways is a matter of grave concern to all of us and we on the railways are gravely concerned over this. We have taken certain steps and I have said that any suggestions will be welcome which can provide some method by which we can ensure greater safety. We have been taking up this question with the State Governments. There are periodical meetings between the authorities in charge of security on the railways and the State police, whether it is the I.G. or the D.I.G. of the range—the appro-

rShri Jagjivan Ram.] priate authority of the State Government—and complete co-ordination is maintained between them. Various suggestions have been made; we will examine them, and whatever is feasible, we will implement them, because, as I said, it is a matter of grave anxiety to us, of grave concern to us, and even if the incidents are very small and even if there are only a few instances that occur on the railways, they are such as to cause concern to us. Therefore, I say that whatever suggestions have been made, they will be examined. Dr. Kunzru suggested that it should be seen that nobody hangs on to the footboard when the train starts from the station. I presume that that is the instruction and T will see that it is followed. I will get it examined whether the alarm bell should ring in the adjacent compartment. The whole idea of its ringing in the guard's room was that he could immediately stop the train.

DR. R. B. GOUR: If the alarm bell is to ring in the adjacent compartment, it could be an additional pretext to pull it and stop the train.

SHRI JAGJIVAN RAM: I say that so far as the stopping of the train is concerned, the apparatus with the guard is more effective than the apparatus in any other compartment. That is the idea of bringing this system.

SHRIMATI T. NALLAMUTHU
RAMAMTJRTI (Madras): Corridor
carriages.

SHRI JAGJIVAN RAM: About corridor
carriages also . . .

سردار بده سنگھ (جیوون ایڈٹ کشر)

مرکز کو یہ عرض کرنا ہے -

†[सरदार बुध सिंह (जम्मू और काश्मीर): मुझको यह अर्थ करना है . . .]

श्री जगजीवन राम : अभी मैं ने खत्म नहीं किया है ।

†[] Hindi transliteration.

About students, we get into touch with their institutions. The railway officials are going to them and whenever there is some activity which is not in keeping with the status of students, the heads of those institutions are informed. And there have been occasions when they have come and persuaded the students. So, we have been taking these steps.

Well, Sir, when we have taken over catering, there may be occasions when there may be lapses and whenever we get instances of such lapses, we take action. On the whole, departmental catering has given more satisfaction to the people, and we are gradually going to expand such catering on important stations. Nowhere have we replaced the small vendors and nowhere have we penalised the small vendors. Wherever we have replaced them, we have given them alternative contracts or we have employed them. So, there is no question of their being replaced. The question is, of course, about people who are not themselves vendors. If there are contractors engaging a dozen or fifteen vendors, well, I do not have much sympathy for them if they come in the way of departmentalisation of catering. But I have every sympathy for the actual vendors. Even the small contractors exploit them in the same way as big contractors do.

SHRI DEOKINANDAN NARAYAN: That is what is being done by Brandons.

SHRI JAGJIVAN RAM: It is very difficult to get positive proof about this.

I may assure my friend, Mr. Dahyabhai Patel—I do not find him now in his seat—that wherever narrow gauge lines are serving a useful purpose, they will be maintained or if it is necessary, they will be replaced by or converted into metre gauge or broad gauge, as the case may be.

DR. H. N. KUNZRU: What is to be the future of the Jubbulpore-Gondia line?

SHRI JAGJIVAN RAM: I am afraid I cannot say anything about it at present, but this is the general policy—where the narrow gauge is of a small distance of six or ten miles or the like and where road transport has adequately developed, it is worth considering whether to maintain that narrow gauge line or convert it or *let* it waste itself.

I think I have covered all the important points that have been raised by hon. Members.

DR. R. B. GOUR: What about diesel oil and diesel engine manufacture?

DR. H. N. KUNZRU: I asked the Railway Minister to have a graph prepared showing the load of work on each railway zone at the present time. I made this request last year and I made it again this year, but he has said nothing about this matter.

SHRI JAGJIVAN RAM: I am glad that he has reminded me about this, Sir. I will get it prepared; it will be of use.

This demand for new zones comes from various areas. The creation of a new zone depends upon the operational need of the railways and where the railways feel that in the interests of the operation of the railways the creation of a new zone in certain areas is necessary, that matter will be considered. But there are several areas from which the demand for the creation of a *new* zone has come on considerations other than the operational needs of the railways.

DR. R. B. GOUR: How can you say that? No, Sir. We have raised our demand specifically.

SHRI JAGJIVAN RAM: Why *an* you agitated? I am not saying this about you.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: We want a zone for Madhya Pradesh also.

DR. R. B. GOUR: This is out of other considerations.

SHRI JAGJIVAN RAM: I have nothing to say more than that. If on the grounds of operational requirements of the railways the creation of a new zone is necessary, well, that matter may be considered, but V present the railways do not think tha' the creation of any new railway zone is required.

Sir, again I will express my sincere thanks

SHAH MOHAMAD UMAIR: I want to ask the hon. Minister about one thing before he finishes his reply. What about the latest circular of the Railway Board enjoining Members of Parliament to give notice before thirty days or ten days . . .

SHRI JAGJIVAN RAM: I think that it will be better if Members take up that question with the Department of Parliamentary Affairs first before coming to the railways.

سردار بدھ سنگھ : آپ نے نہیں
بتایا کہ جموں کشمیر میں کب تک
ریل قائم کریں گے -

†[सरदार बुध सिंह : आपने नहीं
बताया कि जम्मू काश्मीर में कब तक रेल
कायम करेंगे ?]

श्री जगजीवन राम : मैं ने कहा कि
कठमा तक जायेगी ।

سردار بدھ سنگھ : ریکارڈ میں آنا
چاہیئے - زبان سے تو آپ نے فرما دیا
اخبار میں بھی شائع ہوا - لیکن
ریکارڈ میں ہونا چاہیئے -

†[सरदार बुध सिंह : रिकार्ड में आना
चाहिये । जवान से तो आपने फर्मा दिया
अखबार में भी शायद हुआ लेकिन रिकार्ड
में होना चाहिये ।]

श्री जगजीवन राम : रिकार्ड में आ
गया है । मैं कह रहा हूँ ।

[] Hindi transliteration

DR. R. B. GOUR: May I ask the Railway Minister to tell me about the two points that I had raised—about the advertisement policy of the railways and the dieselisation policy?

SHRI JAGJIVAN RAM: I have referred to it. About giving advertisements to the papers, we do not make any discrimination. No discrimination is made. But it is not desirable to give a list of the newspapers along with the amount of advertisement that is given to them.

SHRI BHUPESH GUPTA: At least in that case, if it is not desirable,— I do not know why—the matter should be taken to the Consultative Committee, and what I fear is, the hon. Minister may feel that way, but some other Ministries, for instances, the Home Ministry or the Information and Broadcasting Ministry, come in the way with their proposal, and that frustrates the whole thing. Therefore, I would ask the hon. Minister to personally go into this matter, because we have been receiving complaints from all parts of the country. There should not be any discrimination except on grounds of merits. That should go and . . .

SHRI JAGJIVAN RAM: There is no discrimination on political grounds

in giving railway advertisements to newspapers.

SHRI BHUPESH GUPTA: Let it go to the Consultative Committee.

MR. DEPUTY CHAIRMAN: Order, order.

SHRI BHUPESH GUPTA: He may as well yield in this matter.

SHRI JAGJIVAN RAM: I am fully satisfied that there is no discrimination on political grounds.

SHRI BHUPESH GUPTA: But we are not satisfied.

SHRI JAGJIVAN RAM: I again express my sincere thanks to the hon. Members of the House for their suggestions and for the kind words they have used for the railways. This will hearten the million employees of the railways.

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

The House then adjourned at ten minutes past five of the clock till eleven of the clock on Thursday, the 25th February, 1960.