

lines where the whole line is being run at a loss. A purely commercial undertaking will probably think of dismantling those lines. A purely commercial undertaking will probably discontinue some of those train services. But we cannot do that, because we are not a purely commercial undertaking. We have to provide certain services, certain facilities to the community, even if we are running a loss. And if that stage comes, the community will have to think of subsidising the railways if they want the service. So this point should always be understood, that our railways are not a purely commercial undertaking. They are a commercial-cum-utility undertaking and we are trying to see that our railways function as a utility service also.

As I said in the beginning, the motion that I have placed before the House is a simple one and I do not propose to go into the details of the various recommendations of the Convention Committee, because that will be the legitimate charge of the Convention Committee when it is set up next year.

DR. R. B. GOUR: What about the expenditure on amenities for passengers? Why not raise it from Rs. 3 crores to some better figure?

SHRI JAGJIVAN RAM: We have provided this according to the recommendation of the Convention Committee and I would, if the finances permit, like to provide more and more amenities to our patrons. We have decided to provide the basic amenities. I cannot claim that at all stations we have provided them, but our endeavour is to do that, and if our resources permit, we will always try to augment the amenities that we have been able to give to our passengers. Sir, I move.

MR. DEPUTY CHAIRMAN: The question is:

"That this House resolves that the period for the continuance in

force of the recommendations of the Railway Convention Committee, 1954 approved by this House by a resolution adopted on the 21st December, 1954, be extended by one year up to the 31st March, 1961."

The motion was adopted.

## THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1959

THE MINISTER OF RAILWAYS  
(SHRI JAGJIVAN RAM): Sir, I move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1959-60 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, during the general Budget discussion and in the budget speech I had said that certain railway lines are under consideration and it might be possible during the course of the session to take a decision. For the three lines which it has been decided to construct, I have approached the House for supplementary grants. The whole idea is to take advance action so that these lines which are included in the Third Plan can be constructed early in the Third Five Year Plan period. That is all I have to say.

SHRI N. M. LINGAM (Madras): What are those lines?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): You can find them in the papers.

SHRI JAGJIVAN RAM: They are: The Diva-Panvel-Uran line, the Hindumalkot-Sri Ganganagar line and the Patharkandi-Dharmanagar line.

MR. DEPUTY CHAIRMAN: Motion moved:

"That the Bill to authorise payment and appropriation of certain

[Mr. Deputy Chairman.]

further sums from and out of the Consolidated Fund of India for the service of the financial year 1959-60 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Fortyfive minutes is the time allotted. I have got six names and so each hon. Member will take about seven to eight minutes.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): Mr. Deputy-Chairman, not having been able to be present on the two previous occasions when the Railway Budget came up for consideration in this House, I would like to make a few observations within the limited scope of this small Bill.

I do not know what exactly is the miscellaneous expenditure for but I would like to point out . . .

DR. R. B. GOUR: (Andhra Pradesh): Miscellaneous expenditure for the survey of new lines.

DR. SHRIMATI SEETA PARMANAND: . . . that though certain new stations are being built, even the smallest amenities are overlooked in the case of certain existing stations. Take, for instance, the question of waiting halls. In the whole of the Katni-Bilaspur line there are stations where there is no covered space for passengers to wait, with the result that in one small room all classes of passengers have to huddle together. Even then there is no room for them and they actually stand the danger of being toppled over.

There are some matters which have been repeatedly urged for the last five or six years. Promises have been made in the past but nothing has so far been done. I have mentioned in the previous years the platform at Amla station which is a very important junction. The platform there is so low that it is impossible for any body to get in and get out without

often incurring the risk of being injured. This is a matter which should be looked into immediately and I hope that by the time the next year's Budget comes up for discussion, there will not be any room for complaint about this particular station. I do not know why this has been neglected.

I would like to suggest that the special tours that are so kindly arranged by the railways for the workers as also for the kisans are not adequate. There are also various other difficulties in the way of getting information about train timings, etc., which require to be looked into and rectified. If these trains are to be used for the purpose for which they have been introduced, greater attention will have to be paid to see that within a reasonable time of two months or so it is possible for these people to come on the trains. These poor people, like the workers and the kisans, cannot always make their plans eight or ten months ahead. There was a special train run recently. The people who want to travel by such trains have to spend money from their pockets. I have in mind the special train arranged for the collieries in the Dhanbad area and workers from the Pench Valley had to spend from their own pockets. In such cases, it should be possible to give them a free pass to go to the stations to join these trains. It is appreciated that the trains cannot start from every station. It is quite reasonable that one location will have to be chosen but, Sir, you find so many ticketless travellers in the railways and nothing would be lost in giving some such concession to these people, of having a free ride from their place to the station from which these trains start.

SHRI H. P. SAKSENA (Uttar Pradesh): Do you then put a premium on ticketless travel?

DR. SHRIMATI SEETA PARMANAND: I do not put any premium but I would like to point out that this kind of demand would not put the railways to very serious losses.

Sir, with regard to catering arrangements, etc., . . . .

MR. DEPUTY CHAIRMAN: This is not a general discussion.

DR. SHRIMATI SEETA PARMANAND: I am speaking on the miscellaneous expenditure and I am saying that greater attention should be paid to this item. They have not mentioned the items. I wish it had been mentioned.

MR. DEPUTY CHAIRMAN: Papers have been distributed to you, Madam.

DR. SHRIMATI SEETA PARMANAND: I shall finish in one minute. I wish greater attention were paid to the quality of the food, which is going down, and to the expenditure which is mounting. Nobody need feel very apprehensive about my going into details. This is not the time.

Thank you, Sir.

DR. R. B. GOUR: Mr. Deputy Chairman, we particularly on this side would welcome more and more of such supplementary grants coming before us.

MR. DEPUTY CHAIRMAN: Is there any new line for Hyderabad, for Andhra Pradesh?

DR. R. B. GOUR: No, but here a decision has been taken after the Budget was presented. My complaint is that in all good things, the Railway administration takes a decision late and that is why they have had to come here.

MR. DEPUTY CHAIRMAN: They have given full weight to your comments on the Railway Budget and have then taken these decisions

DR. R. B. GOUR: No, Sir. At the time the Budget was presented, this matter was under consideration; otherwise, this would not have come here even by the next Budget. The matter was under consideration then.

SHRI D. P. SINGH (Bihar): Better late than never.

DR. R. B. GOUR: I am only sorry for Dr. Seeta Parmanand, that not a single pie out of this is going to be spent on Amla railway station platform. All this is only for new lines. The miscellaneous expenditure under Demand No. 2 is for surveying new lines. The total expenditure they want to incur under this head is three lakhs of rupees and the expenditure under the other Demand is Rs. 18 lakhs. Both of these are for the three new lines. I am not able to understand one thing. This Demand for three lakhs of rupees, miscellaneous expenditure, Demand No. 2, deals with expenditure on miscellaneous items, namely, cost of land supplied free by Government. I cannot understand how cost can arise for land supplied free by the Government.

SHRI JAGJIVAN RAM: That is the head.

DR. R. B. GOUR: The Explanatory Memorandum says that it is the cost of land supplied free by Government to branch line companies under the terms of the contract. I would like to know a little more about what is meant by this.

SHRI JAGJIVAN RAM: That is an old legacy.

DR. R. B. GOUR: Anyway, that is something that I cannot understand.

As I said earlier, we welcome this Bill particularly. The two lines, Diva-Panvel-Uran and Hindumalkot-Sri Ganganagar are broad-gauge lines. I should be excused if I do not pronounce the names properly. The Patharkandi-Dharamnagar line is in Tripura. These lines are important lines, and more particularly the one in Tripura. Both for strategic reasons and otherwise too, we welcome such things. I was not very sorry for his not having committed himself this way or that on the question of new lines. My only appeal to the Railway administration is that the construction of railway lines must be

[Dr. R. B. Gour.]

thought in terms of a developing economy and the requirements of the country, whether on grounds of defence and strategy, or industry, trade and commerce and also the free flow of traffic. In all these cases, some means must be found. If you are not going to build a line, then at least build a national highway so that there is some form of transport available to the people. Otherwise, what happens is that you decide on some programme so far as the railways are concerned; quite a different programme is decided upon by the Commerce and Industry Ministry and quite a third programme is decided upon by the P.W.D. There has to be some co-ordination: otherwise the developing economy will suffer.

SHRI ABHIMANYU RATH (Orissa): You mean to say that there is no co-ordination between the Ministers?

DR. R. B. GOUR: That they themselves know. There is no such co-ordination. There is no quarrel over it, that there is lack of co-ordination, and that is costing us very much. I would only say that this question of construction of new lines has to be examined very thoroughly in the light of the developments that have taken place in the country and from the point of view of defence and strategy, border areas and so on. For example, the Ganga Canal is coming up and it is going to irrigate certain areas in Rajasthan. Now, if that canal is irrigating the land in Rajasthan, then the railway line should be there to cater to their growing needs.

SHRI JASWANT SINGH (Rajasthan): This canal has been there for a long time.

DR. R. B. GOUR: Well, then, this canal is there already and I have already said that the Railway administration takes a lot of time in taking decisions.

SHRI JASWANT SINGH: This canal was constructed in 1927.

DR. R. B. GOUR: The hon. Member wants me to praise the princely regime. Well, . . .

SHRI JASWANT SINGH: I only wanted to correct the hon. Member when he was saying that a new canal has been proposed and that, therefore, it was good that a new line is also being sanctioned. The canal is very old.

DR. R. B. GOUR: I do not want to give any credit to the princely regime for having decided it. Nevertheless, it is good that they have thought about it even though they could not do it. That has been done and that is good. Similarly, I say from now on you go on thinking about the projects which are coming up. Nagarjunasagar is coming up. Land will be irrigated. Pochampadu is coming up. Land will be irrigated. Tungabhadra has come up. Land is getting irrigated. Therefore, similar problems of irrigated lands and catering to their communication requirements are going to rise. Don't take ten years to decide that question, just as you have taken in the case of Rajasthan, for these lines. That is my point. Therefore, this question of development of new railway lines has to be considered from that point.

श्री शीलभद्र याजी (बिहार): उपसभा-पति महोदय, इस नम्बर तीन रेलवे एप्रो-प्रिेशन बिल का मैं समर्थन करता हूँ और साथ ही साथ रेलवे मिनिस्टर साहब से गुजारिश करना चाहता हूँ कि रेलवे विभाग द्वारा देश में जिस तरह से नई लाइनों का निर्माण हो रहा है वह बहुत ही सराहनीय है। लेकिन अगर हम स्टाफ को खुश नहीं रखते हैं तो उससे बहुत गड़बड़ होने की आशंका है। अभी रेलवे एडमिनिस्ट्रेशन द्वारा जिस तरह घड़ल्ले के साथ लखनऊ डिवीजन में बनारस से लखनऊ तथा दूसरे स्थानों में एक जगह से

दूसरी जगह में तीन-तीन सौ, चार-चार सौ रेलवे कर्मचारियों की बदली हो रही है उससे उनमें एक तरह का विक्षोभ और असंतोष फैल रहा है। इस बदली की वजह से उन लोगों को तरह तरह की मुसीबतें झेलनी पड़ रही हैं। क्योंकि इतने लोगों को मकान किराये पर एक शहर में मिलना असम्भव है।

इसके साथ-साथ कृपलानी जी ने भ्रष्टाचार के बारे में जो सिफारिश की थी और उसके संबंध में रेलवे प्रशासन ने जो सर्कुलर सब जगह भेजा है उसके बाद से रेलवे कर्मचारियों की तरह-तरह के "कमंडलू फेर" की तरह बदलियां हो रही हैं। शायद लोगों के दिल में इस तरह का ख्याल है कि रेलवे विभाग में भ्रष्टाचार बहुत ज्यादा है, रेलवे कर्मचारी भ्रष्टाचार बहुत करते हैं। लेकिन मैं यह कहना चाहता हूं कि आज देश में भ्रष्टाचार कहां नहीं है? रेलवे विभाग में ही नहीं सब जगह आज भ्रष्टाचार दिखाई देता है। जहां भी इस तरह का बदली के संबंध में सर्कुलर गया है वहां से दो सौ या चार सौ आदमियों को एक जगह सौ दूसरी जगह बदल दिया गया है। रेलवे विभाग ने बगैर मकान का इंतजाम किये हुए ही इतनी भारी संख्या में लोगों को एक जगह से दूसरी जगह ट्रांसफर कर दिया है। अगर दो चार आदमियों की बात होती तो मकान या कोई दूसरी चीज की तकलीफ न होती। जब पांडू, लखनऊ और बनारस जैसी जगहों में लोगों को बदल दिया जाता है तो वहां पर मकान की किस तरह की मुसीबत है यह सब लोग अच्छी तरह से जानते हैं। मैं समझता हूं कि जब रेलवे के कर्मचारियों में असंतोष होगा तो हमारे देश में जो इतनी योजनाएं चल रही हैं वे किस तरह से सफलीभूत होंगी। हमें १० लाख रेलवे कर्मचारियों को नाखुश नहीं करना चाहिये जो कि हमारे प्लानों को चलाते हैं। इसलिए जब आप लोगों को एक जगह से दूसरी जगह तबदील करते हैं तब उनके बच्चों की पढ़ाई और दूसरी कठिनाइयों

की ओर भी आपको रहमदिली से विचार करना चाहिये। मेरा रेलवे मिनिस्टर साहब से अनुरोध है कि जब तक लोगों के रहने के लिए मकान की व्यवस्था नहीं हो जाती है तब तक किसी रेलवे कर्मचारी को तबदील न किया जाय अगर आप उनको एक जगह से दूसरी जगह तबदील करते हैं तो उन्हें बहुत नुकसान उठाना पड़ता है। मैं फिर रेलवे मंत्री जी से प्रार्थना करूंगा कि वे इस पर रहमदिली से गौर करेंगे। दूसरी बात जो मुझे कहनी है वह नार्थ ईस्टर्न फ्रंटियर रेलवे का विस्तार बरौनी जंक्शन तक अविलम्ब करना . . .

MR. DEPUTY CHAIRMAN: This is something about new railway lines, Mr. Yajee. No general discussion on Railway Budget. Your remarks must be confined to the items in the Appropriation Bill. You have spoken nothing about the Bill so far.

श्री शीलभद्र याजी : तो उस समय कहा गया था कि गंगा ब्रिज के निर्माण के बाद नार्थ ईस्टर्न फ्रंटियर रेलवे वहां चली आयेगी। इस तरह से बरौनी जंक्शन तक नार्थ ईस्टर्न फ्रंटियर रेलवे का विस्तार जल्द हो चूक नये जोन बनने के बाद वहां के जनरल मैनेजर ने भी इस तरह की घोषणा की थी।

شروی فرید الحق انصاری (اتر)

یودیش: جلاب قیٹی چیرمین -  
یہ جو بل ہمارے سامنے ہے اس کے متعلق مجھے کچھ زیادہ عرض کرنا نہیں ہے - اسی کے ساتھ-ساتھ مجھے یہ اقرار کرنے میں کوئی ہرج بھی معلوم نہیں دیتا کہ اب تک ریلوے نے سلسلے میں جو خوش فہمی میرے دل میں تھی وہ پبلک اکاؤنٹس کمیٹی کی رپورٹ دیکھنے کے بعد ملہدم ہوتی جا رہی ہے، قہقہہ جی رہی ہے -

एक आनरेबल मॅम्बर : मुनहदिम के क्या मानी हुए ?

شری فرید الحق انصاری : جہاں تک بجٹنگ کا سوال ہے ایسا پتہ چلتا ہے کہ اس ریلوے کا بجٹنگ بھی ٹھیک نہیں ہے - میں اپنی طرف سے کچھ نہیں کہہ رہا ہوں بلکہ پبلک اکاؤنٹس کمیٹی نے اپنی رپورٹ کے چیپٹر ۲، پیج ۲ میں جو یہ لکھا ہے اس کو پڑھ کر تعجب ہوتا ہے :

Fifteenth Report of the Public Accounts Committee, Chapter II, page 2:

"...the Ministry of Railways obtained Supplementary Grants from Parliament although they did not spend even their original appropriation."

تو میں عرض کرتا ہوں کہ جب اورینٹل ایروپریشن ہی خرچ نہیں کیا گیا ، اس کو خرچ کرنے کے لئے ان کے پاس کوئی مد نہیں تھی تو پھر آج یہ ایروپریشن بل ، یہ گرانٹ تانے کی کیا ضرورت تھی :

"This disclosed, in the Committee's view, lack of proper planning and control over the progress of expenditure."

ایکسپینڈیچر جو ہوتا ہے اس کے اوپر بھی ریلوے کا کنٹرول نہیں ہے - فائیلڈس جو ہے اس کے اوپر بھی کوئی کنٹرول نہیں ہے تو میں عرض کرونگا کہ اس طرح سے کوئی ڈیپارٹمنٹ نہیں چل سکتا ہے اور آج کے ہندوستان

میں جیسا کہ میں نے پہلے بھی عرض کیا تھا کہ ہمارے یہاں جو نیشنلائزڈ انسٹی ٹیوشن ہے ، نیشنلائزڈ کنسرمینس ہیں ، ان کا نظام اچھی طرح سے اور ٹھیک ٹھکانے سے چلایا جانا چاہیئے -

دوسری چیز اس سلسلہ میں یہ ہے کہ جو نقصانات یا لاسیز ہوئے ہیں وہ بہت زیادہ ہیں - ابھی اس رپورٹ کے چیپٹر ۳ کے انٹروڈکشن پارٹ کے ساتویں حصہ میں دیکھیئے اس میں یہ لکھا ہوا ہے :

In para 7 of Introduction:

"Some of the cases disclose regrettable delays and failure to follow the prescribed procedure on the part of Railway Administration which resulted in considerable loss of revenue or wasteful expenditure."

اس طرح کی حالت ہے - تو میں نہایت ادب کے ساتھ ریلوے منسٹر صاحب سے عرض کرونگا کہ ان کو ان چیزوں کو دیکھنا چاہیئے اور پتہ لگانا چاہیئے کہ آخر یہ حالت کس طرح پیدا ہو گئی ہے - یہ حالت ابھی پیدا نہیں ہوئی ہے بلکہ ایسا معلوم پڑتا ہے کہ پہلے سے چلی آرہی ہے - اس لئے اگر وہ ان معاملات پر غور کریں تو بہتر ہوگا -

تیسری چیز یہ ہے اور ایسا معلوم پڑتا ہے کہ اس ڈیپارٹمنٹ میں فیوریٹیزم بہت چلتا ہے اس کے بارے میں بھی یہ لکھا ہوا ہے :

"The Audit Report disclosed a case where an officer of the Directorate of Supply and Disposal negotiating a contract had gone out of his way to include liberal provisions and escape clauses in the contract agreement in favour of the supplying firm which resulted in loss to Government."

یہ بھی کوئی ٹھیک چیز معلوم نہیں ہوتی ہے -

اب آخری چیز جو مجھے عرض کرنی ہے اس کا کوئی زیادہ تعلق تو اس بل سے نہیں ہے اور وہ یہ ہے کہ دیاوے ملازمین کی جب ایک جگہ سے دوسری جگہ تبدیلی کی جاتی ہے تو اس وقت یہ نہیں دیکھا جاتا کہ اس بیچارے کو اس جگہ تبدیل کرنے میں کتنی مصیبت اٹنے لگی - اس کو اپنے بچوں کی تعلیم میں کتنی تکلیف اٹھانی پڑیگی - فرض کیجئے کہ لوگ دہلی میں پڑھتا ہے اور اس کے باپ کو آپ کہیں دوسری جگہ تبدیل کر دیتے ہیں جہاں پر وہ اپنے لڑکے کو تعلیم نہیں دلا سکتا ہے تو اس طرح سے لڑکے کی تعلیم بالکل برباد اور تباہ ہو جاتی ہے - اسی طرح سے اس کو دوسری تکلیفیں بھی اٹھانی پڑیں گی - اس لئے میرے عرض کرنے کا یہ مقصد ہے کہ اگر کسی کا تبادلہ کیا جائے تو اس بات کا خیال رکھا جائے کہ اس آدمی کو وہاں پر کسی قسم کا نقصان نہ ہو اور اس کے بچوں کی تعلیم میں

کسی پروکار کا خلل نہ پڑے - اتنا ہی مجھے عرض کرنا تھا -

†[**آپ فاریدول ہک انٹاری** (उत्तर प्रदेश): जनाब डिप्टी चैयरमैन, ये जो बिल हमारे सामने है उसके मुतलिक मुझे कुछ ज्यादा अर्ज करना नहीं है। इसी के साथ-साथ मुझे ये इकरार करने में कोई हर्ज भी मालूम नहीं देता कि अब तक रेलवे के सिलसिले में जो खुशफहमी मेरे दिल में थी वे पब्लिक एकाउंट्स कमिटी की रिपोर्ट देखने के बाद मुनहदिस होती जा रही है, दहती जा रही है।

**एक आनरेबल सेंसर:** मुनहदिस के क्या मानी हुये?

**आप फरीदुल हक अन्तारी :** जहा तक बजटिंग का सवाल है ऐसा पता चलता है कि इस रेलवे का बजटिंग भी ठीक नहीं है। मैं अपनी तरफ से कुछ नहीं कह रहा हूँ बल्कि पब्लिक एकाउंट्स कमिटी ने अपनी रिपोर्ट के चैप्टर २ पेज २ में जो ये लिखा है उसको पढ़कर ताज्जुब होता है :

Fifteenth Report of the Public Accounts Committee, Chapter II, page 2:

"....the Ministry of Railways obtained Supplementary Grants from Parliament although they did not spend even their original appropriation."

तो मैं अर्ज करता हूँ कि जब ओरिजिनल एप्रोप्रिएशन ही खर्च नहीं किया गया, उसको खर्च करने के लिये उनके पास कोई मद नहीं थी ताँकि आज ये एप्रोप्रिएशन बिल ये, ग्रांट लाने का क्या जरूरत थी।

"This disclosed, in the Committee's view, lack of proper planning and control over the progress of expenditure."

एक्स्पेंडीचर जो होता है उसके ऊपर भी रेलवे

[श्री फरीदुल हक अन्सारी]

का कंट्रोल नहीं है। फाइनेंस जो है उसके ऊपर भी कोई कंट्रोल नहीं है तो मैं अर्ज करूंगा कि इस तरह से कोई डिपार्टमेंट नहीं चल सकता है और आज के हिन्दुस्तान में जैसा कि मैंने पहले भी अर्ज किया था कि हमारे यहाँ जो नेशनलाइज्ड इंस्टीट्यूशन हैं, नेशनलाइज्ड कॉन्सर्नज हैं उनका निजाम अच्छी तरह से और ठीक ठीकाने से चलाया जाना चाहिये।

दूसरी चीज इस मिलसिले में ये है कि जॉन नुकसानात या लामेज हुये हैं वो बहुत ज्यादा हैं अभी इस रिपोर्ट के चैप्टर ३ के इंट्रोडक्शन पार्ट के मातवे हिस्से में देखिये उसमें ये लिखा हुआ है :

In para 7 of Introduction:

"Some of the cases disclose regrettable delays and failure to follow the prescribed procedure on the part of Railway Administration which resulted in considerable loss of revenue or wasteful expenditure."

इस तरह की हालत है। तो मैं निहायत अदब के साथ रेलवे मिनिस्टर साहब से अर्ज करूंगा कि उनको इन चीजों को देखना चाहिये और पता लगाना चाहिये कि आखिर ये हालत किस तरह पैदा हो गई है। ये हालत अभी पैदा नहीं हुई है बल्कि ऐसा मालूम पड़ता है कि पहले से चली आ रही है। इसलिये अगर वे इन मुआमलात पर गौर करें तो बेहतर होगा।

तीसरी चीज ये है और ऐसा मालूम पड़ता है कि इस डिपार्टमेंट में फेवरिटिज्म बहुत चलता है उसके बारे में भी ये लिखा हुआ है :

"The Audit Report disclosed a case where an officer of the Directorate of Supply and Disposal negotiating a contract had gone out of his way to include liberal provisions and escape clauses in the contract agreement in favour of the supplying firm which resulted in loss to Government."

ये भी कोई ठीक चीज मालूम नहीं होती है।

अब आखिरी चीज जो मुझे अर्ज करनी है उसका कोई ज्यादा ताल्लुक तो इस बिल में नहीं है और वो ये है कि रेनवे मुलाजिमों की जब एक जगह से दूसरी जगह तबदीली की जाती है तो उस वक्त ये नहीं देखा जाता कि इस बेचारे को इस जगह तबदील करने में कितनी मुसिबत आयेगी। उसको अपने बच्चों की तालीम में कितनी तकलीफ उठानी पड़ेगी। फर्ज कीजिये कि लड़का देहली में पढता है और उसके बाप को आप कहीं दूसरी जगह तबदील कर देते हैं जहाँ पर वो अपने लड़के को तालीम नहीं दिलवा सकता है तो इस तरह से लड़के की तालीम त्रिकूल बरबाद और तबाह हो जाती है। इस तरह से उसको दूसरी तकलीफें भी उठानी पड़ेंगी। इसलिये मेरे अर्ज करने का यह मकसद है कि अगर किसी का तबादला किया जाये तो इस बात का खयाल रखा जाये कि इस आदमी को वहाँ पर किसी किसम का नुकसान न हो और उस के बच्चों की तालीम में किसी प्रकार का खलल न पड़े। इतना ही मुझे अर्ज करना था।

4 P.M.

SHRI P. N. RAJABHOJ (Bombay): Sir, I want to speak for two minutes on a very important point.

MR. DEPUTY CHAIRMAN: Only about this Bill.

SHRI P. N. RAJABHOJ: Yes, Sir.

उपसभापति जी, शैड्यूल्ड कास्ट्स का सवाल हर जगह आता है, इसी लिए बोलना पड़ता है।

मध्यवर्ती रेलवे की तरफ से दिवा-पनवेल-उरण की ३० मील नई रेलवे लाइन डाली जायेगी। १ लाख ५० हजार रुपया इस लाइन के सर्वे पर खर्च होगा और यह ब्राड गेज लाइन का काम हाथ में लेके इसपर १० लाख रुपया खर्च करना मुकर्रर है।

आपको शायद मालूम होगा कि यह विभाग, दिवा-पनवेल-उरण, कोंकण प्रांत



कहा जाता है। कोंकण प्रांत को आर्थिक स्थिति बहुत खराब है और वहां के लोगों का सारा जीवन बम्बई पर आधारित है। यह ३ कोटि ६० लक्ष की योजना तृतीय पंचवर्षीय आयोजना के अंत में पूरी होगी और इसमें कोंकण के आर्थिक जीवन में सुधार तो होगा ही किन्तु बम्बई प्रदेश के औद्योगिक जीवन को भी लाभ होगा। मेरा यह खयाल है कि डेढ़ लाख रुपया जो इस साल सिर्फ सर्वे के लिए खर्च होगा वह कमती तो है लेकिन उसमें कितनी धोमी प्रगति होगी इसका चित्र हमारी आंखों के सामने आज है। तो मैं मंत्री जी से प्रार्थना करूंगा कि यह काम जल्दी से जल्दी हाथ में लेने की जरूरत है। इसलिए वे ज्यादा स्प्लीमेंटरी डिमांड मांगें।

अंत में मैं दो तीन बातें और कहना चाहता हूं। यह पूरी योजना आज से ७ वर्ष के अन्दर पूरी होने वाली है। तो इस साल जो सिर्फ १० लाख रुपये खर्च किये जाने वाले हैं, वह कमती है। उसमें इस पंचवर्षीय आयोजना के अन्त तक एक करोड़ रुपया भी नहीं खर्च हो पायेगा और यह योजना तृतीय पंचवर्षीय आयोजना के अंत तक भी पूरी होनी संभव नहीं है। तो इसपर ५० लाख रुपये तक इस साल में खर्च करना चाहिये। और इसके लिए अलग स्प्लीमेंटरी डिमांड अगले सेशन में लाया जाय, ऐसी मैं सिफारिश करता हूं।

तीसरी बात यह है कि कोंकण का प्रदेश रेलवे की दृष्टि से काफी पीछे है। कोंकण प्रदेश में तिलक, गोखले, रानाडे और अम्बेडकर जैसे बड़े-बड़े नेता पैदा हुये हैं और उसी प्रदेश की हालत इतनी खराब है कि मैं क्या कहूं। उसके अनेक कारण हैं और अनेक कठिनाइयां होंगी, किन्तु इस तीस मील की रेलवे लाइन से कोई खास फर्क नहीं पड़ेगा क्योंकि बम्बई और पनवेल बस से जोड़े गये हैं और रेल का दूसरा स्टेशन भी नजदीक है। उरण में स्टीमर है। तो मेरी प्रार्थना है कि इस लाइन को दासगांव तक बढ़ाया जाय

और जरूरत हो तो ज्यादा रकम की पूरक मांग रेश की जाय।

आखिर में मैं सिर्फ यही कहूंगा कि यदि यह लाइन आप दासगांव तक नहीं ले जा सकते हैं तो उसका सर्वे ही कर लिया जाय और अभी जो उरण तक सर्वे होगा उसके बाद लाइन का कांस्ट्रक्शन जल्दी से किया जाय क्योंकि सर्वे के बाद लाइन का काम करने में विलम्ब लगता है। इतना कह कर मैं इस बिल पर का समर्थन करता हूं।

एक बात और कहना चाहता हूं और वह यह है कि जो नई नई लाइनें बनाई जायें उनमें शैड्यूल्ड कास्टम के लोगों का परमिटेंज पूरा होना चाहिये। जो पुरानी लाइनें हैं उनमें शैड्यूल्ड कास्टम का समय समय पर कितना परमिटेंज रहता है उसकी हमें सूचना मिलती रहनी चाहिये। इसके अलावा स्टेशनों पर जो पानी पिलाने वाले लड़के रहते हैं उनमें अधिकतर हरिजन और आदिवासियों के लड़कों को रखना चाहिये क्योंकि इसमें असुविधा खत्म करने में सहायता मिलेगी।

इतना कह कर मैं इस बिल का फिर समर्थन करता हूं।

**श्री अभिमन्यु राय :** कोई ऐसी जगहें हैं जहां भूतपूर्व, राजे और महाराजे सर्वे कराके रिकार्ड छोड़ कर गये, क्या उस पर आप कुछ गौर कर रहे हैं ?

There were certain areas surveyed of the late zamindars and ruling chiefs. What about those areas?

**SHRI JAGJIVAN RAM :** Sir, I have not much to say here. Mr. Ansari has raised certain points from the Report of the Public Accounts Committee. As I have said just a few minutes ago, in a huge organisation like the railways I cannot claim that there will be no cases of lapses on the part of certain officers or employees. In spite of our best precautions, some instances will come to our notice, and whenever they are detected, serious

[Shri Jagjivan Ram.]  
action is taken in the matter. As regards the main provision not having been spent and supplementary demands having been granted, well, there were explanations for that, and due to certain inevitable causes beyond our control that contingency arose. But it does not mean that it is any usual feature in the Railway Budget or supplementary demands.

Sir, my friend, Mr. Rajabhoj, said that the provision made for the survey of new lines is inadequate. I may assure him that it is not inadequate; it is adequate because the preliminary survey had been completed. It is only the final location survey that has to be made. We are ourselves anxious that the construction of these railway lines should not be held up.

As the hon. Members are aware, after the final location survey we have to acquire the land. The land acquisition has to be done by the State Government, and it is at times a very lengthy and exasperating procedure. We have our experience. There is a case where Railway administration is ready with all the necessary arrangements to take up the construction of the railway lines, but because the land could not be handed over by the State Government the work has not yet started.

SHRI ABHIMANYU RATH: Does it mean that the State Governments are not co-operating with the Railway Ministry?

SHRI JAGJIVAN RAM: That is not the contention. The contention is that in spite of our taking the necessary action the tenants or the owners of the land take the matter to the court, and then it is delayed.

SHRI ABHIMANYU RATH: If sufficient compensation is given for the land, of course the land can be easily acquired.

SHRI JAGJIVAN RAM: It is not so simple. Whenever land is acquired,

the procedure laid down is followed. Whatever compensation is determined by the acquisition authority, that compensation we pay according to the Land Acquisition Act. It is the market price plus 15 per cent. more. But that compensation is not determined by the railways. It is determined by the district authorities. But I say that sometimes—we have the case of one line in Bengal where the matter has been taken to the High Court. Therefore I say that we have taken this advance step so that the actual construction work can be taken up early if we get the land handed over to the railways.

Then there was a question of covered platforms and raised platforms. There are many stations where we do not have covered platforms at present, and I am not quite sure whether in the near future I will be able to provide covering for all the platforms. We have a shortage of steel yet. For that purpose it is not only money but steel which is necessary. We cannot think of any alternative material at present.

DR. SHRIMATI SEETA PARMANAND: There is plenty of timber and teak in the whole of India.

SHRI JAGJIVAN RAM: We cannot have teak sheds on the stations. The danger is obvious, of fire. Therefore we have to think of steel only for the platforms.

AN. HON. MEMBER: There are white ants also.

SHRI JAGJIVAN RAM: About raised platforms. I was discussing with one of the General Managers this morning and he gave me a very encouraging report. Somewhere in Bengal they wanted a raised platform. There was some delay of course and then they came forward with the proposal that "we are prepared by voluntary labour, 'Shramdan', to the filling work if you provide the material, the bricks, the stones and the cement; and if you provide the

enclosing wall, the rest of the filling and earth work will be done by 'Shramdan' of the locality". We have certain examples from Saurashtra and Gujarat also. You might have noticed that in the new line Hindumalkot—Shri Ganganagar, the Panchayat Parishad of Rajasthan has offered to do all the earth work for the entire line and construction of the railway stations and the platforms. I have taken up this question as an experimental measure, and if we succeed in this, it will be a great example for the whole country. I have mentioned this because there are many things which can be done very cheaply if voluntary co-operation is forthcoming from the locality. All of you here are representatives of public opinion in your parts, and if you emphasize the importance and usefulness of these effects, perhaps we will be able to satisfy the demands of the people to a great extent.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1959-60 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause by clause consideration.

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

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

SHRI JAGJIVAN RAM: Sir, I move:

"That the Bill be returned."

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

### THE APPROPRIATION (NO. 3) BILL, 1959

THE DEPUTY MINISTER OF FINANCE (SHRIMATI TARKESHWARI SINHA): Mr. Deputy Chairman, Sir, I beg to move:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1956, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

This Bill arises out of the Demands for Excess Grants relating to the year 1955-56, voted by the Lok Sabha on the 4th May, 1959. Copies of the Demands were circulated to the hon. Members of this House on the 29th April, 1959. The reasons which led to the excesses have also been explained in the foot-note below each Demand on Appropriation.

As the hon. Members themselves are aware, these excesses are, in the first instance, required to be examined by the Public Accounts Committee and it is only after the Committee have looked into the facts of each case and recommended their regularisation that the matter is brought before Parliament. The Public Accounts Committee have, in their ninth and tenth Reports, recommended the regularisation of these excesses. I do not, therefore, propose to take the time of the House to explain these excesses in detail except briefly to mention that out of a total number of 143 Grants and Appropriations for the year 1955-56, excesses occurred only in 9 Voted Grants and 8 Charged Appropriations. The total excesses amount to Rs. 107