

LShri Abid Ali]

While these two Courts will deal with the two tragedies, I feel we must immediately examine the whole question of safety in mines in relation to management practices, workers' training and the arrangements for check and inspection as well as the preventive measures that can be taken. For this purpose, it is proposed to call a conference of representatives of mine workers, mine owners and experts. To prepare the ground for, this conference a Steering Group is being formed immediately.

As the two recent accidents will be the subject matter of courts of inquiry, I do not propose to make any further comments on them.

**THE BUDGET (RAILWAYS),
1958-59—GENERAL DISCUSSION—**

continued.

SHRI H. N. KUNZRU: Mr. Deputy Chairman, I was dealing with the suggestions made by me last year with regard to the reduction of the responsibility of the Railway Board, decentralisation, regrouping, etc. when the House adjourned. I have already said something about regrouping of the railways but the question is so important that I think that it requires a little further examination. The North Eastern Railway has already been divided into two administrations. Perhaps it has been split up partly for political reasons but I think that the setting up of the new North-Eastern Frontier Railway administration will lead to the development of railway communications in Assam and to more attention being given to its needs in respect of communications. It is impossible for me to say off hand where and in what other places bifurcation should take place, but the importance of the question generally ought to be evident to anyone who considers the increase in the density of traffic that has taken place already, and the difficulties that it is giving rise to. I have already referred to

this matter, but I should like to place another point before the House to enable it to realise how vital it is to the efficient working of the railways that this matter should be attended to without avoidable delay.

I have already said that there has been an improvement in the number of miles that a wagon moves daily. The daily wagon mileage in 1956-57 amounted to 47.7, but the speed was only 9.60 miles per hour, which meant that a wagon was kept moving for about five hours in order to cover 48 miles daily. Formerly a few years ago a wagon moved daily only for about 4 hours but the speed remained unchanged. But if the average speed had not come down, the result would have been much better than it is. This shows that the wagons are able to move longer because, I suppose, the detention in marshalling yards has been reduced owing to the efforts made during the last two or three years, towards remodelling marshalling yards and towards the provision in them of certain facilities which they lacked, but the advantage gained in this way has been virtually counterbalanced by the reduction in speed. This shows the importance of attending to this matter.

THE DEPUTY MINISTER OF RAILWAYS
(SHRI SHAH NAWAZ KHAN): They are carrying much heavier loads.

SHRI H. N. KUNZRU: No doubt you carry heavier loads. The number of loaded wagons because of the traffic available, is now more than it was a few years ago. I think that in 1956-57 on the broad gauge there were 34 loaded wagons as compared with 32 in 1954-55. But if the load is heavier, the engines have greater traction power. I think that while the average traction power of an engine was about 29,143 lbs. in 1954-55, it was about 30,600 in 1956-57. If the Railway Authorities are able to move heavier loads, it is not because

of operational efficiency, but because of the better quality of the engines available now, and I have been laying stress so far on operational efficiency. If we want to increase the speed of the goods trains, *i.e.*, generally speaking to improve the utilisation of engines, then more supervision will be necessary and more supervision and greater personal attention will be possible only when the Railway zones are smaller than they are now. There is so much work to be done and it is of so responsible a character. It throws so much burden on every class of officers that I think it will pay the railway authorities to reduce the size of the zones so that the efficiency may increase and the officers might have a little time to think about the mounting complexities of the problems that they are faced with.

The other question that I would like to deal with is that of decentralisation. I referred to it last year also, because it is very necessary at the present time when work is increasing that the administration at no level should 'become a bottle-neck. Decentralisation is absolutely necessary in order that the administration might be carried on smoothly. Importance might have been attached to certain things in the past and centralisation might have been brought about in regard to the decisions on those questions. But we have now much greater things to face and perhaps our officers have acquired more experience during the last five or six years than they had formerly. They may, therefore, be entrusted with greater responsibility so that they may be able to do their work promptly and the higher authorities may not be burdened with work which really speaking, should not be done by them. Sir, there is much more that can be said on this subject, but I should like to pass on now, and refer, to just one more point before I sit down.

There are many important questions to be dealt with, questions to which the Railway Minister has referred in his Budget speech, for instance, those

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of ticketless travelling, electrification and so on. But I should like to refer only to one question, namely, that of the importance of having one federation of railway unions at the all-India level. I am sorry that another all-India Union has now come into existence. But I endorse the policy followed by the Railway authorities in dealing with these unions. I think they have been wise in declining to recognise two unions. If there are two unions, Sir, the inevitable result of the competition between them will be that instead of asking their men to attend to their work, work which is vitally important in the interest of their country, each of them will think of improving its position relatively to the other, by calling upon its workers to go on strike. I hope, therefore, that the Railway authorities will stick to the policy that they have followed so long. Pressure will, no doubt, be brought to bear on them to recognise the new union. I express no opinion. Sir, with regard to the importance of the new union, nor do I want to cast any reflection on the leaders of this union. But I am sure that the best interests of the country require that the Government should deal with railway labour through one union only. If the railway work is to be done, if the workers are to recognise their responsibility towards their country, it is essential that no other union should be recognised. The Railway authorities may use their good offices to bring about better feelings between the two unions, but they should in no case, allow themselves to be hustled into a recognition of both of them.

Sir, there are many other questions of importance; but I shall have at least one more opportunity of dealing with them. I have dealt with only those questions that are connected with now or that ought to be dealt with at this stage and which cannot be dealt with at any other stage. I hope the Railway Minister will be good enough to let us have his considered opinion about the points that I have ventured to place before him.

DR. P. V. KANE (Nominated): Mr. Deputy Chairman, I am going to raise a point which I have been raising here during the last few years. But before I do that, I would like to say that I agree with the hon. Members who have congratulated the Railway Minister on the good work that he has shown. If you look at the figures, they are rather impressive. You will find that we have budgeted for Rs. 407 crores of receipts and for an expenditure of Rs. 293 crores. And after deducting various things, we find that he is going to show a surplus of Rs. 21 crores. In his speech he said that at present in the current year, there are to be 500 miles of new construction and there are 'also 800 miles of duplication... Out of the 500 miles of new construction, only 45 miles go to the share of the Central Railway. Though these are rather good figures, my point is entirely different. Some time ago, since I came here, I said there is a large and very much neglected part of Bombay State, namely, the Konkan, This is a large tract of country, thickly populated, comprising the two districts of Kolaba and Ratnagiri with an area of about 8,000 sq. miles, from Bombay to the borders of Goa. It is about 250 miles long and about 25 to 30 miles broad, in some places more and in some others less. But what are the means of communication in this area? There is a single steamship run from Bombay to Vengurla—a taluka of Ratnagiri. But during the rainy season, that is to say, from June to September, it stops altogether and then the only means of communication is the bullock-cart and if you are rich enough, a taxi. There is also the State transport. That is all. And the State transport bus goes on an average 12 to 15 miles an hour.

If we start from Bombay to reach even Mahad which is in the Kolaba district, about ninety miles as the crow flies, it takes twelve hours. I have travelled over this route several times and so I am not saying anything which is not within my experience. If

you want to go to Ratnagiri, which is just in the middle of the Ratnagiri district and is the headquarters of that district—it is about 250 miles from Bombay by road—you will have to spend a lot of time. As the crow flies, Mahad would be only about 90 miles and Ratnagiri at the most 130 miles. You will see how zig-zag the whole thing is. In my boyhood, when one had to go to Bombay in the rainy season, it used to take five to eight days for us to reach Bombay. Many of the creeks had no bridges and they were often swollen in the rainy season. Sometimes we had to wait for two or three days for the waters to recede. That state of things has been improved slightly because the State transport is there. Just now, because of the Sahyadri, the road has become wider but it is a semi-circular thing, instead of a straight one. Even in this State transport, there is only one bus which plies in a day and it carries somewhere from 30 to 40 persons, with a lot of overcrowding. This is the position in regard to passenger traffic. As regards goods, there is no arrangement. No communication whatever is there. If you have enough of money, you can travel from Ratnagiri to Kolhapur, 82 miles, much of it going up and down, and you will require at least six hours, I mean, by those taxis which are public conveyances and which ply only once a day. The result is that conveyance for human beings, leaving apart the carriage of goods, is very little. In the British days, they once started having a Railway line from Bombay to Goa, and actual surveys were made. At that time, when I was a young man my family property was announced in the Gazette as being taken over, as acquired, for the purpose of the construction of the railway line. That was long ago, about sixty years ago, but the British in those days were not concerned as a welfare State. Their concern was the welfare and interest of their own Empire and so they naturally gave up this plan altogether. There was no military importance, and for their commerce and industry they were more concerned with the route

from Bombay to England and *vice versa* and they were concerned with the whole of India and the Bombay port and not with Konkan. I requested three years ago the then Minister, Shri Lai Bahadur Shastri, to himself go to the Ratnagiri district without any paraphernalia, patwaris, etc.—they may have the security arrangements but in plain clothes—and to see for himself how the ordinary people lived there. As a matter of fact, I am going to make the same request to the present hon. Minister to see for himself what the people there feel, especially on the days when there is a rough sea. Shri Shastri again ordered a resurvey, which was made. He said in Parliament two or three years ago or a little more that it was a very costly business and he adumbrated that for a ninety mile stretch, from a station on the Central Railway, viz., Diwa, about thirty miles or less from Bombay, to Dasgaon near Mahad, about six miles, the cost would be about four to five crores of rupees. I am submitting this in view of the other very big figures provided here. In the second Five Year Plan, for the electrification of railways, you have provided 75 crores of rupees. That is the sum, and about 1062 miles are to be covered; in the current year also the Minister is going to spend sixteen crores of rupees on electrification, and the people of Konkan feel frustrated, they are envious of the whole of India. You talk of electrification when there will not be any coalification for railways, there will be no coal trains there; you are talking of doubling the lines, about 800 miles or so, when there is not even a single line there. If you begin doing something, people will feel about it. Let five miles be built in one year first of all, and people will then feel that

you are in earnest. As I said earlier, surveys were made; they may be lying in the pigeonholes somewhere, but my point is that every year some sum should be set apart for this railway. Konkan is undeveloped. You have been a welfare State for the last ten

year.,, not a State like the one under uie .British and, what are you doing for the welfare of the 26 lakhs of people, very poor and without any means? Even in the field of agriculture, there is only one crop ordinarily except in very fertile lands. There are also no facilities for coming to Bombay and working there. See how the people are living in the hovels there. Some of you may have gone to Bombay and seen the slums there. Out of the population of Bombay, about six lakhs are from Konkan. They come and work in the mills and such places in the city and suppose somebody is very ill in their native place, they find it very difficult to reach the place. I would request both the hon. Minister and the Deputy Minister who come from North India, I suppose, to just go and visit that district in the rainy season. I would ask them to go to Mahad, about 150 miles by bus, ninety miles as the crow flies, and find out for themselves how things are there in the rainy season, when it is raining very heavily. They will also find as to how the State transport operates. I am not asking you to spend ten crores or twenty crores of rupees, as you are spending in the case of electrification, but spend at least twenty-five lakhs every year. If you do that for ten years, there will be at least 100 miles or so and some part of Konkan will be opened up. So many articles are produced there which are useless in the rainy season because nothing goes out. The best mangoes are produced in June but in June there is no steamer communication and the graft mangoes, the best in the whole of India rot there. We can get a hundred of them for two rupees whereas in Bombay they sell for Rs. 10 or 12 per dozen. Similar is the case with jack fruits. I am talking of what is existing. If you have the Koyna Project, then you can have good long staple cotton. It is produced there but not much. There is good land available but water is not, and water will come through this project and so, what I am asking the hon. Minister and the

[Shri P. V. Kane.]

Deputy Minister to do is to visit the se parts. You might think that there is no plan, but then you have to plan for this area. I do not know who the Members of the Planning Commission are but none of them are from that part of the country so far as I can see. My idea is that something should be done every year. There should be a plan; it may not be an electrified line, nor even a double line, but a single metre gauge line would do, not even broad gauge. I do not think now we are going in for the smallest gauge but a metre gauge one would do. I am not an elected member and so I am not afraid of votes or anything but I am the only Member who takes interest in that neglected part of our great country and they always come to me and ask, "What are you doing? You must raise your voice for us." I raise my voice every year but it is a voice in the wilderness. I hope that in the new regime, after a year or two, if not in this year's Budget, at least in the next Budget, some amount would be set apart. Let it be even one crore which would mean at least 25 miles, if not more, of railway line. That is my request.

I do not want to say anything except what has been already said by so many people. I request both the Minister and the Deputy Minister to go there, particularly in the rainy season, if possible and, if not, at least in the summer, and see for themselves how those people are faring there. It is said by the great poet that another's *dukh* is quite *sheetal*. That is what our great poet Kalidas says:

Even if a man is in great pains and trouble, other say, "What is the suffering? He can bear it. He can bear his Cross." Don't do it. You are the Ministers of a Welfare State and you must look to the welfare of not only this and that part but of the whole country.

With these words I am again requesting them to do what I have been asking.

3 P.M.

आचार्य रघुवीर (मुम्बई): उपसभापति महोदय, रेलवे पर मुझे पहले बोलने वाले सदस्यों ने बहुत सी बातें कहीं। सत्य तो यह है कि भारतवर्ष में यातायात का पूरा प्रबन्ध नहीं है। रेलवे भी हमारे देश में बहुत थोड़ी है। साढ़े पांच लाख गांव और नगरों में से केवल सात हजार स्टेशनों को यातायात पहुंचता है। यह ठीक है कि गांव पास पास बहुत हैं, इसलिए सात हजार स्टेशनों के आस पास बहुत से गांव रेलवे से लाभ उठाते हैं। जब हम दूसरे देशों की ओर दृष्टिपात करें तब हमको दिखाई पड़ेगा कि संसार के विकसित देशों में रेलवे का विकास १९वीं शताब्दी में ही हो चुका था। सन् १९१६ के पश्चात् अमेरिका में कोई भी रेल नहीं बनाई गई। उसके पश्चात् तो रेलों की घटती हुई है बढ़ती नहीं हुई है। रेलें १९ वीं शताब्दी की आविष्कार हैं और १९ वीं शताब्दी के यातायात की ही वे पूर्ति कर सकती थीं। २० वीं शताब्दी की यातायात रेलें नहीं हैं। जो रेलें विद्यमान हैं उनसे लाभ उठाना तो आवश्यक ही है। यदि सड़कों और सड़कों के साथ मोटरों का २० वीं शताब्दी में विकास न होता, तो यह निश्चित ही है कि भारतवर्ष में भी अमेरिका और रूस के समान तथा छोटे देशों इंग्लैंड और जर्मनी के समान, बेल्जियम और स्वीडन के समान रेलों का विकास होता रहता। जैसा कि अभी श्री काणे जी ने कहा कि उनके स्थान में रेल नहीं पहुंची, भारतवर्ष में कई ऐसे स्थान हैं जहां अभी रेल नहीं पहुंची है। मैंने स्थूलरूप से जो गणना की है, उसके अनुसार तो यदि हमारे यहां रेलें एक लाख मील तक बनें तब हमारे यहां अधिकांश स्थानों पर अथवा सब स्थानों पर रेलें पहुंच पायेंगी। किन्तु २० वीं शताब्दी के यातायात का साधन रेलें नहीं हैं। उसका

एक साधारण कारण यह है कि रेलें बहुत मंहगी हैं, सड़कें उनकी अपेक्षा कहीं सस्ती हैं। सड़कों पर चलने वाली मोटरें आज इतनी अधिक विकसित हो गई हैं कि जो भार १९वीं शताब्दी में रेलें उठाती थीं, वह सब का सब भार आज मोटरें उठा सकती हैं और रेलों की अपेक्षा कहीं अधिक भारी वस्तुएं भी टूकें उठा सकती हैं। ये टूकें आज भारतवर्ष में नहीं हैं, किन्तु ये भारतवर्ष में आयेंगी। कुछ दिन हुये रेलवे बोर्ड के एक माननीय सदस्य ने रेल के सम्बन्ध में एक लेख लिखा था और उन्होंने बड़ी कृपा करके वह लेख मेरे पास भेजा था। आपका यह कहना उस लेख में था और मैं समझता हूं कि हमारे रेलवे मंत्रालय में सब का यही विचार है कि रेलें सस्ती हों, कोयला और लोहा उठाने के लिए रेलें ही पर्याप्त हैं, टूकों से लोहा, कोयला, सीमेंट और दूसरी भारी वस्तुएं नहीं जा सकतीं, वे बहुत मंहगी पड़ेंगी, इत्यादि इत्यादि। मैंने दूसरे देशों की भी स्थिति देखी है और जो स्थिति मैंने देखी है, उससे मेरा विचार यही है कि जितना रुपया हमने पंचवर्षीय योजना में रेलों पर लगाया है, जिसके द्वारा हमारी ५००, ८०० अथवा एक हजार मील रेलें और आगे बढ़ी हैं और पुरानी रेलों को कुछ सुधारा गया है, उतने रुपयों से हजारों मील सड़कें बन जातीं और उनके ऊपर यातायात के लिए मोटर और टूकों की व्यवस्था हो जाती।

यह देश गांवों का देश है, किसानों का देश है। इसलिए इस देश के विकास का अर्थ केवल नगरों का विकास नहीं है और इस देश का विकास बिना सड़कों के अथवा बिना यातायात के साधनों के होना असंभव है। जिस गांव के पास से, जिस खेत के पास से सड़क निकल जाती है, उस खेत का मूल्य डेढ़ गुना, दो गुना और तीन गुना तक पहुंच जाता है। इसके अतिरिक्त जहां सड़क निकल जाती है, वहां खेती बढ़ जाती है। यदि

पहले वहां खेती सौ एकड़ होती हो, तो सड़क निकलने के पश्चात् वहां खेती डेढ़ सौ एकड़ हो जाती है। यह स्थिति केवल भारतवर्ष में ही नहीं है। यह स्थिति संसार के सभी देशों में विद्यमान है। द्वितीय पंचवर्षीय योजना में खेती का बहुत ऊंचा स्थान नहीं है। खेती के लिए बहुत रुपया नहीं रखा गया है और इसका अर्थ यह है कि खेती के लिए बहुत यत्न नहीं किया जा रहा है।

इसी प्रकार हमको औद्योगिक विकास करने के लिए यंत्रों की आवश्यकता है और यंत्र बाहर से मंगाना बहुत मंहगा पड़ता है। इस लिए यह आवश्यक है कि हम स्वयं यंत्र बनायें, किन्तु यंत्रों को बनाने के लिए हमें रुपया चाहिये और इसके लिए भी इस योजना में बहुत रुपया नहीं रखा गया है। इस समय लोहे की तीन निर्माणियां इस देश में बनाई जा रही हैं, जिन पर तीन सौ, चार सौ करोड़ रुपया लगेगा, किन्तु सबसे अधिक रुपया हमारी द्वितीय पंचवर्षीय योजना में रेलों पर लग रहा है। ११२५ करोड़ रुपया निर्धारित था और २०० करोड़ रुपये की और मांग है। यह १३२५ करोड़ रुपया हुआ। केवल इतना ही नहीं, यदि हम ध्यान से देखें, मुझे आशा नहीं कि किसी ने अभी तक आंकड़े बनाये हैं, किन्तु यदि वे आंकड़े बनाये जायें कि इन १३२५ करोड़ रुपये के अतिरिक्त और कितने भारतवर्ष में ऐसे उद्योग हैं, जो रेलों का काम कर रहे हैं और कितना रुपया उन पर लग रहा है, तो वह भी दो सौ करोड़ रुपये से कम नहीं होगा। आज देश में विदेशी विनिमय, फारेन एक्सचेंज, की न्यूनता होते हुये इसका बहुत बड़ा भाग रेलों ने लिया है और इसके परिणामस्वरूप उद्योगों के लिए जो कच्चा माल विदेशों से आता, वह बहुत सा आना बन्द हुआ और

[आचार्य रघुवीर]

इन उद्योगों को चलाने के लिए जो नये यंत्र विदेशों से आते, वे भी पर्याप्त मात्रा में नहीं आ रहे हैं। विदेशों से जो ७० लाख टन लोहा आता है, उसमें से ५० लाख टन रेलों के लिए आ रहा है। रेलों की भूख बहुत बड़ी भूख है। जिस प्रकार से भेड़िये की भूख प्रसिद्ध है कि भेड़िये का पेट ही नहीं भरता, संस्कृत में इसके लिए एक विशेष शब्द है "वृकोदर" उसी प्रकार रेलों को लोहे की बहुत बड़ी भूख है। रेलें वृकोदर हैं। एक मील में चार सौ टन लोहा अथवा इस से भी अधिक ब्राड गेज में लगता है। गाड़ियां, पटरियां, स्लीपर, सभी तो रेलों में लोहे के बनते हैं। जिस समय चित्तरंजन और इंटेग्रेल कोच फैक्ट्री, संयुक्त वाहन निर्माणी, पूर्ण रूप से बन जायेंगे और पूरा उत्पादन करने लग जायेंगे, तो वह ३० लाख टन लोहा वार्षिक अर्थात् जितना नया लोहा रुर्केला, भिलाई तथा दुर्गापुर की निर्माणियां बनायेंगी, लगभग वह सारे का सारा लोहा चित्तरंजन और इंटेग्रेल कोच फैक्ट्री खा जायेंगी। जनता को, उद्योगों को, गृह निर्माण के लिए अथवा किसी काम के लिए भी इन निर्माणियों का लोहा मिल सकेगा, इस में मुझे सन्देह है। यूनेस्को ने अपना प्रतिवेदन निकाला है और उस प्रतिवेदन में उन्होंने कहा है कि सन् १९६१ में केवल नगरों में ही ३३ लाख घरों की न्यूनता पड़ेगी। घरों के लिए लोहे की आवश्यकता है। यदि सारा नया बना हुआ लोहा रेलों में लगा दिया जायेगा तो घरों के बनने के लिए, अस्पतालों के लिए, स्कूलों के लिए लोहा कहां से आयेगा ?

लोहा तथा कोयला ले जाने के लिए, सीमेंट ले जाने के लिए और विकास

करते उद्योगों के लिए क्या रेलें ही सब काम कर सकती हैं, यह एक बड़ा भारी प्रश्न है, जिस पर शासन को विचार करना चाहिये। सन् १९१६ के पश्चात् अमेरिका में उद्योग ७, ८ गुने बढ़ गये, किन्तु उन के यहां रेलें नहीं बढ़ीं, इंजन नहीं बढ़े, वैगन नहीं बढ़े और न मीलों की संख्या बढ़ी। १९३२ में अमेरिका में डेढ़ करोड़ टन लोहा उत्पन्न होता था और २० वर्षों में १२ करोड़ टन लोहा उत्पन्न होने लगा। इसी प्रकार कोयला, सीमेंट आदि दूसरे पदार्थों का उत्पादन ८, ९, १० गुना बढ़ गया; किन्तु इन सब वस्तुओं को एक स्थान से दूसरे स्थान तक ले जाने के लिए अमेरिका ने रेलों का प्रयोग नहीं किया। उन्होंने सड़कों और मोटरों का प्रयोग किया, नौकाओं का प्रयोग किया। मुझे सन्देह है कि यहां हम रेलों पर यह व्यय बचा सकेंगे। मैं नहीं जानता कि हम पंचवर्षीय योजना के मध्य में आज इस व्यय को बचा सकेंगे अथवा नहीं बचा सकेंगे, किन्तु यदि हम यह बचा सकते, तो केवल हम रुपया ही न बचाते, हम लोहा, सीमेंट और दूसरी सामग्री भी बचाते।

श्री वधावन ने लन्दन फाइनेशियल टाइम्स में एक बड़ा सुन्दर लेख लिखा था। उन्होंने अपने उस लेख में यह प्रतिपादित किया था कि ५० टन मील के लिये अथवा ३०० यात्री मील के लिये सड़क यातायात को एक व्यक्ति की आवश्यकता पड़ती है, किन्तु रेलों पर ३००० टन मील के लिये और ३०,००० यात्री मील के लिये केवल एक व्यक्ति की आवश्यकता पड़ती है, जिसका अर्थ है कि यदि रेलों के स्थान में नई वस्तुओं को ढोने के लिये हम मोटरों का प्रयोग करें, तो ८० से १०० गुने अधिक लोग काम में लग जायेंगे। शासन की गणना है कि आज भारतवर्ष में डेढ़ करोड़

लोग बिना काम के विद्यमान हैं। रेलवे की गणना है कि नई योजना में २,५३,००० नये लोग काम में लगेंगे। यदि यही विकास सड़कों पर होता, तो श्री वधावन के अनुसार, २,५३,००० के स्थान में २ करोड़ लोग काम में लगते और भारतवर्ष में जो वृत्ति-हीनता, काम का न होना है वह पूरी हो जाती। कई सज्जनों ने इस बात की ओर ध्यान दिलाया है कि रेलों की कार्यक्षमता बहुत थोड़ी है। २४ घंटों में से ५ घंटे, ४ घंटे या ६ घंटे बैग्स चलते हैं शेष १८ या १९ घंटे मार्गालिग याइंस में खड़े रहते हैं। मैं नहीं कह सकता कि यत्न करने पर भी और कितने अधिक समय ये बैग्स काम में आ सकेंगे? सम्भवतः ५ घंटे से ६ घंटे बन जायेंगे, किन्तु ५ घंटे के १० घंटे तो कभी नहीं बन पायेंगे।

एक बैगन एक दिन में ६०० टन मील चलता है। इसके प्रतिकूल यदि हम ५ टन का एक ट्रक ले लें, तो वह एक दिन में २०० मील चलता है, अर्थात् १०००, १२०० टन मील चलता है। इस दृष्टि से भी सड़कों का विकास करना, मोटरों और ट्रकों का विकास करना रेलवे के साथ साथ बहुत आवश्यक है।

इस सम्बन्ध में रेलवे बोर्ड के कुछ सदस्यों ने गणना की है कि यदि हम सड़कों का और ट्रकों का प्रबन्ध करते, तो वह बहुत महंगी पड़ती। मैंने भी उनके आंकड़ों को देखा है, वे आंकड़े ठीक नहीं हैं। यह कहना भी ठीक नहीं है कि दूसरे देशों में रेलें ही अधिकांशतः इन वस्तुओं को ढो कर ले जाती हैं। अमेरिका में ७५ प्रतिशत माल मोटरों से जाता है, केवल १४ प्रतिशत रेलों से जाता है; शेष नदियों, विमानों और नालियों द्वारा जाता है।

आज तक सड़कों के सम्बन्ध में मोटरों की जो गणना की गई है, उस गणना में कई दोष हैं। हमारे देश में मोटरों और ट्रकों के

विकास के मार्ग में अनेक रुकावटें हैं। सब से पहली, रुकावट परमिट सिस्टम, अनुज्ञा पद्धति है। इस पर बहुत कुछ लिखा गया है, मैं अधिक नहीं कहूंगा, केवल इतना ही कहना यहां पर्याप्त होगा कि जिस समय तक ट्रकों को लम्बे मार्ग पर चलाने के लिये आज्ञा नहीं होगी, भारतवर्ष के एक सिरे से दूसरे सिरे तक जाने की उनको अनुमति नहीं होगी, जब तक उनके परमिट ५ वर्ष, ६ वर्ष या ७ वर्ष तक के नहीं होंगे, और जब तक परमिट देने वाले अधिकारी उन अधिकारियों से भिन्न नहीं होंगे, जो कि नेशनलाइज्ड ट्रांसपोर्ट के अधिकारी हैं, राष्ट्रीयकृत परिवहन के अधिकारी हैं, तब तक हम यह आशा नहीं कर सकते कि देश के विकास में मोटर ट्रकों का जो स्थान है, वह उनको मिल सकेगा। सड़कों पर जितना कर लगा हुआ है, वह इतना अधिक है कि रेल से एक टन भार एक मील ले जाना उस टैंक्स की अपेक्षा सस्ता पड़ता है, जो कि मोटरों के ऊपर एक टन प्रति मील पर लगा हुआ है। भारतवर्ष में मोटरों और ट्रकों पर टैंक्स बहुत हैं और यह टैंक्स उत्तरोत्तर पिछले वर्षों में बढ़ता गया है। अमेरिका की अपेक्षा हमारे यहां मोटरों पर चारगुना टैंक्स हैं। ३ टन के एक ट्रक पर ५,२०० रु० से ले कर ५,६०० रु० तक का वार्षिक कर लगा है और अमेरिका में केवल ६१८ रुपये वार्षिक कर लगता है।

यदि हम देश की रक्षा की दृष्टि से देखें, सेना की दृष्टि से देखें, तो सड़कों का विकास करना और सड़कों पर चलने वाली मोटरों, ट्रकों का विकास करना और भी अधिक आवश्यक प्रतीत होता है। बीसवीं शताब्दी में सेना की दृष्टि से रेलें, जो एक ही स्थान पर संकेन्द्रित होती हैं, वे अधिक भयानक हैं। उनको नष्ट करना बहुत अधिक सरल है और युद्ध के दिनों में सड़कों को छोड़ कर रेलों से ही पूरा काम नहीं ले सकते।

[आचार्य रघुबीर]

सड़कों का प्रयोग पैदल लोग करते हैं, पशु करते हैं; बैलगाड़ियां, घोड़ा गाड़ियां करती हैं; मोटर, बाइसिकल, रिक्शा, सभी करते हैं। जहां जहां सड़कें पहुंचती हैं, वहां वहां सभ्यता और संस्कृति, उद्योग और धंधे पहुंचते हैं। खाद्यान्न, अनाज, शासन के भंडारों में भरा है किन्तु गांव तक वह कैसे पहुंचे? खाद्यान्न का मूल्य सड़कों पर निर्भर है, उसका मिलना न मिलना भी सड़कों पर निर्भर है। यदि हम मोटरों के उद्योग को देखें, इसको एक धंधे की दृष्टि से देखें, तो मोटरों का उद्योग भी एक बड़ा भारी उद्योग है। इस में काम करने वाले श्रमिकों को वृत्ति, वेतन, बहुत मिलता है। दूसरे देशों में हार्डवे ट्रांसपोर्ट इंडस्ट्री में कहीं ५० लाख, कहीं ६० लाख, कहीं ८० लाख लोग लगे हुए हैं। अनुमान है कि हमारे देश में भी जब मोटरों और ट्रकों का उद्योग अपने पूरे जीवन में होगा और देश की आवश्यकताओं को युक्त रूप से पूरा करेगा, तब यहां भी ५० लाख से ऊपर श्रमिक इस काम में लगेंगे। मोटरों का उद्योग सेना के लिये भी परमावश्यक है।

MR. DEPUTY CHAIRMAN: We are now concerned only with railways and not with motor transport.

आचार्य रघुबीर : इस सम्बन्ध में एक, दो बातें और कह कर मैं समाप्त करूंगा। रेलवे आशा करती है कि १९६१ तक वे १८ करोड़ टन भार उठायेगी। किन्तु सम्भावना इस बात की है कि १९६१ तक अथवा उसके पश्चात् देश में केवल १८ करोड़ टन भार भी नहीं होगा, वरन् भार उससे कहीं अधिक बढ़ जायेगा। तो रेलों के होते हुए भी आवश्यकता पड़ेगी कि भार को उठाने के लिये दूसरे उपाय हों। इस सीमा तक यदि हम रेलों को नहीं बढ़ायेंगे, तो यह भार कैसे जायेगा?

या तो रेलों के अनुदान को, रेलों के व्यय को, १३२५ करोड़ से भी आगे बढ़ाना होगा, नहीं तो उन के साथ साथ सड़कों को आगे बढ़ाना होगा। बहुत से सज्जन इस देश में यह समझते हैं कि रेलों की और सड़कों की प्रतियोगिता है, उनका आपस में कम्पटीशन है और कुछ सीमा तक है भी, किन्तु रेलों के होते हुए भी सड़कें तो बनेंगी ही। सड़कों का होना आवश्यक ही है। यदि हम सड़कों पर ट्रेलर्स का प्रयोग करें, अनुयान का प्रयोग करें, तो एक प्राइम मूवर के साथ ३, ४, ५, ६ ट्रेलर्स लग जाते हैं और इस प्रकार से जो आज तक रुपये की गणना की गई है, उस गणना से कहीं थोड़ा व्यय सड़कों पर, ट्रेलर्स पर और ट्रकों पर होगा।

इन शब्दों के साथ मैं रेलवे मंत्रालय को और मंत्री महोदय को बधाई देता हूं कि जितना प्रयत्न उन्होंने रेलों को आगे बढ़ाने में किया है, उस से देश को लाभ होगा। किन्तु फिर भी मैं समझता हूं कि यदि जितना रुपया रेलों को दिया गया है, उसका आधा अंश भी—१३२५ करोड़ रुपया रेलों पर लगना है, उसका आधा ६००, ७०० करोड़ भी सड़कों पर, उनके विकास पर लग जाता, तो देश के अधिक गांवों तक अधिक छोटे छोटे नगरों तक विकास की योजनायें पहुंच सकतीं, उद्योग पहुंच सकते। द्वितीय पंचवर्षीय योजना में रेलें केवल उन्हीं नगरों के लिये काम करेंगी, जहां वे अब तक काम करती रही हैं। अधिक रेलों का बनना तो कठिन है। अधिक रेल तो केवल ५००, ६००, ७०० या ८०० मील तक ही बनने वाली हैं, इससे अधिक तो नहीं हैं; अतः इस प्रकार तो देश के अधिकांश भाग विकास से विहीन रह जायेंगे।

SHRI T. S. PATTABIRAMAN (Madras): Mr. Deputy Chairman, the

Railway Ministry deserves our congratulations for having presented us a very interesting report and also for having presented us a surplus budget. Like an oasis in the desert, in these days of economic crisis, new taxation and deficit budgeting, the railway budget gives us a great relief. The railways have done very well in the past years and particularly in the last year. We have been able to introduce more passenger trains; we have been able to manufacture most of the locomotives and wagons that are necessary for the railways; we have been able to carry more goods; we have been able to lessen the bottle-necks that were the main headaches of the transport system of this country, and we have to a great extent improved the efficiency of the railways. But still I am sure that the Railway Ministry will not be resting on its laurels, but still go to increase the efficiency of the railways, as it has done in the past. Going through the figures, we have done about 118 million passenger miles. We have done three million miles more than that of last year. But there has been some lack of improvement in various spheres and I wish the Railway Ministry will look into it with greater concern.

First, I will come to the question of the punctuality of the trains. It has been a matter of great regret that the passenger trains have not maintained that amount of punctuality that they were doing in the past. The position in 1951-52, 1952-53 and 1953-54 was very good and we have considerably lessened the percentage of punctuality in the past year. It has come down by nearly 6 to 7 per cent. There is also a little snag about it. In the past year, I think, the Railway Ministry has increased the running time of most of the trains by one or two hours, on an *ad hoc* basis. Without even going into detailed considerations they have simply increased the time by one or two hours; and taking that into consideration, if we have to still say that there is 6 or 7

per cent drop, I think it requires further consideration and careful attention. If the one or two hours that have been additionally given to the running of the trains are taken away, I think the percentage of the punctuality of the trains will come to 65 or 66 per cent—not 74. So, it is a matter of great concern to all of us and the Railway Board should concentrate on this point and do something to see that the trains more or less arrive punctually all time. In this respect I would like to point out one factor for the railway administration to consider. There have been a few trains, quite a number of them, which are chronically late for the past one year or two years. I know, for example, that there are certain passenger trains which have not come at the correct time at the stations for the past one year or one and a half years. There may be very good reasons for their not coming in time. But I would like the Railway Board to concentrate its attention on those trains, find out the reasons and find out the remedies for them also. Because if most of the people get into the habit of thinking that particular passenger trains come late, it is a matter of great reflection on our policy and our administration. And I hope the Railway Board will take this aspect into serious consideration and remedy the situation. I am not unaware of the fact that there are so many handicaps for the railway administration. During last year, due to the series of accidents on the railways, the people raised a hue and cry, and the railways have become not only cautious that was necessary, but more cautious than was necessary. They reduced the speed limits; they put all sorts of restrictions on the track and as such the punctuality of the trains has been greatly affected. But those points will be able to carry conviction with persons like me who are connected with the railways. But most of the people may not know the reason why passenger trains are not coming in time. So, if the administration is able to look into all these aspects, it will not be very difficult for the administration to see

[Shri T. S. Pattabiraman.] that not only the trains come punctually but also the reputation will be kept up.

Similarly, there is the problem of locomotive utilization. A glance at the figures of the past few years will show that the utilization of locomotives has not been progressively on the increase. In 1954-55 it was 166 engine miles per day (steam). In 1955-56 it was 164; in 1956-57 it was 165. Similarly, for metre gauge it was 128 miles for 1954-55; 128 in 1955-56; and 129 in 1956-57. Though it looks all right and constant for all these three years, we should not forget the fact that a larger number of new locomotives have been put on the line and there are increased facilities in the workshops for carrying out POH and other repairs. If, in spite of all these things, the mileage remains constant, I would like to know why it has not been made use of in a much better way and the mileage has not been increased.

Similarly, the wagon miles per **day** is also progressively on the decline practically in spite of the fact that the percentage of new locomotives and wagons has been on the increase. In regard to a number of bottle-necks such as the marshalling yards and the break of gauge points—there has been considerable improvement. Marshalling yards have been realigned and remodelled and greater facilities have been given. In spite of all these things the wagon miles per wagon day remain at 47 • 7. In the metre gauge it is a matter of great regret that it has come down from 29-1 miles in 1948-49 to 28-7. These are certain aspects which the Railway Board will have to look into and see that our efficiency increases.

Similarly, regarding the speed of goods train it was 12 miles per day and it has come down to 10 miles recently. These things will have to be gone into and I think the Railway administration will take into consideration all these things and see that

the locomotives, wagons and other things are put to greater use.

There is one other disturbing feature in the speech of the Railway Minister! Out of a total of nearly 33,000 miles of route mileage, about 8,000 miles are still in arrears in regard to track renewal and will recur. This is a great danger. There is a lot to be said about this. Last year also I pointed out that this is a serious thing to be considered. Most of the small accidents, minor accidents, and even some of the major accidents are due to the lack of proper maintenance of these tracks and lack of repairs. I can understand the anxiety of the Railway Board that they are not able to do much better because of the lack of materials such as sleepers and other things. I am very happy to know that the Railway Minister has pointed out that in the coming year or in the next year most of the orders that we have placed abroad for the iron materials and the cast iron sleepers will be complied with and that the position will be considerably better. But still I feel that the fact that one-third of the entire mileage is in track renewal arrears is a matter for serious consideration and I wish the Railway Board will give top priority to this and see that the repairs are carried out. In this context I would like to submit to the Railway Board and the administration to examine whether it is necessary for us to wait for the cast iron sleepers or for the wooden sleepers indefinitely. I understand that already an experiment has been made with concrete sleepers. On certain lines concrete sleepers have been provided and they are giving satisfactory service. I think the position of cement is today easy and that the Government of India is already contemplating export of cement to foreign countries. So, when the position of cement is a bit easier and when the Hindustan Housing Factory can give us the required cement sleepers, concrete sleepers. I would request the Railway Board and the technical people also to examine whether it will not be possible for us to go on increasing the use of these concrete sleepers.

Another factor of which we can be really proud is the performance of the Chittaranjan Locomotive Works. Whatever may be said of the private sector, whatever may be the allegations against the private sector, I do not think anybody inside this House or outside this House has anything to complain about the working or the successful manner in which the Chittaranjan Locomotive Factory is functioning for the past few years. It has not only exceeded expectations but the quality of the engines seems to compare very favourably with **that** of the foreign countries, and the prices also, I am told, are very favourable. It is a good thing that the Chittaranjan Locomotive Factory is able to produce more than 120 locomotives per year and it is expected that before long it will be able to manufacture 150 locomotives. I am sure that within the completion of the Second Five Year Plan the Chittaranjan Factory will enable us to become self-sufficient in the production of locomotives for **the** broad gauge in this country. But this cannot be said, Sir, of the production of metre gauge engines, I mean TELCO. I find that there has been very little progress, rather there is stagnation, in the quality and the quantity of the engines that are produced in TELCO. It is said that we are giving a lot of subsidies to TELCO, that we are investing so much money in TELCO; still the progress is very slow and our expectation is very low. As a matter of fact the old engines, the unserviceable engines are greater in metre gauge, and efficiency and performance in the metre gauge have been seriously affected because of lack of enough supply of metre gauge engines. But still the TELCO are not able to give more than 60 engines—I am told that it is 60—and no one can say when they will be able to give us 100. A factory which was established only recently is able to give 120 to 150, but it is surprising that in spite of all the subsidies we will be able to get only 60 engines from the TELCO. I wish, Sir, that the Railway administration goes through the question carefully and finds out whe-

ther this sort of lack of improvement in the TELCO will seriously handicap our programme of expansion of the railways in the coming year and also whether it will make us completely dependent on foreign sources for the import of metre gauge engines. I would also suggest to them to find out whether it is in the public interest to take over the TELCO so that our requirements could be met by them. We need not be unnecessarily waiting, we need not unnecessarily depend upon the TELCO to improve their position themselves. If they cannot improve, Sir, the nation cannot afford to wait for long. The Railway Board will be well advised, and I am sure that most of the Members and almost the entire public will be with them, in taking over its administration, in taking over the management of TELCO, and meeting our requirements in the metre gauge line from the TELCO. I think the Railway Minister will give consideration to this question also.

Sir, I am very happy to note that the Railway Ministry have decided to have a component manufacturing workshop at Banaras. When I was a member of the Accident Review Committee, we were informed by many of the loco shed people that the engines have to stand idle in the loco sheds and in the workshop for a number of days, more than the justified period, because they did not receive the necessary spare parts and components. I think the position will improve if and when the factory begins production. I think there will be plenty of components and spare parts that will be made available for the locomotives and that the inordinate delay that is being caused by the lack of spare parts which makes the engine remain idle in the workshop and in the loco shed, will be removed and the engine will be able to come back to service very soon. I am sure that without further delay the workshop will go into production and also that it will be able to supply all the needs of our Railways. Similarly, Sir, I wonder whether there is

[Shri T. S. Pattabiraman.] any proposal for the manufacture of components for metre gauge locomotives also. I wonder whether the TELCO are having this also side by side along with the question of expansion, and if that is not so, I wish the Government give consideration to this question and see that another component manufacturing unit is set up for the metre gauge.

Sir, I have come almost to the end of my speech and I would like to point out only one fact. It is a great omission—and I can understand the reason for it—that this report for the year does not contain any mention of new lines except those that are necessarily connected with great projects like **the** steel project. I would like to submit what the Railway Minister said during the last year and the previous year. He said that plans for the construction of new lines have been dropped for lack of money and because of **the** pruning of the Plan and reduction of allotment by the Planning Commission, and the Railway Minister gave an assurance that if and when they are able to get the necessary amount, if they can get sufficient loan from outside through the World Bank or" the United States Government, they will be able to take into consideration the construction of new lines. Sir, one of such lines is the most important Salem-Bangalore line. I have been submitting periodically and I again submit that it is not a question of a new line, it is only restoration of a dismantled line. I think throughout India all the lines that have been dismantled during the war have been restored except the Salem-Bangalore line. At that time they took away Morappur- Hosur and Krishnagiri-Tiruppattur lines. Instead of these two lines we are asking one line to be replaced. It is a matter of great regret that though the Railway Ministry and the Board have been very sympathetic to our aspirations, yet nothing concrete has turned out. There have been many investigations, and I think the final investigation is over and the engineering survey has been

completed, every survey has been completed. I think only the sanction of the Railway Ministry is required for carrying out the plan. I think with the help that is being expected from foreign countries the Railway Ministry will give this top priority, will see that the Bangalore-Salem line is taken not as a new line but as restoration of a dismantled line. We will be happy if that line is taken up before the close of this year itself.

There is another line which has been necessitated by States Reorganisation, that is Thirunelveli-Cape Comorin. It is only 56 miles and it has been necessitated because of States Reorganisation and because of the linking of Cape Comorin with the State of Madras. Thirunelveli is the nearest place for them to come to proceed to Madras, and this railway line is absolutely necessary. I am sure this will also be considered by the Railway Ministry.

Sir, there are certain other points on which I do not want to speak, but I would like to congratulate the Minister for the excellent policy with regard to catering. Whatever may be said about that, it is an accepted fact that the catering has improved, that the public are satisfied and that the public are very happy over it. There may be some people who are not in agreement with me, but I can say that the standard has improved and we get more courteous service and better service. There may be defects, everything has some defect, nothing is perfect. After all the defects are the minimum in the railway catering, not in private catering. We have thousands of grievances against private catering. We have to pay heavily, we do not get good service, we do not get good food. Whatever may be said, all these have been minimised and the public are really satisfied with the departmental catering. Even though they sustain a little loss, it is good to have a public undertaking like this because it is a question of the food of many millions of passengers who travel by trains in this

country, and I am sure there will be no deviation from this policy.

Sir, I would like to conclude by saying *one* or two things about the Southern Railways. With the taking over by Government of the Railways from the District Boards and settling accounts with them, the Mettur Railway deserves to be improved. The Salem-Mettur line has been neglected for the past so many years, and whenever we tried to represent about this, it was said that there was an agreement between the Madras Government and the Salem District Board and that whatever expenditure had been incurred required to be adjusted, and there was a lot of other difficulties. Now these have been removed, and Mettur deserves to be remodelled and put on a better basis. It is not only one of the most important places for industries, it has also a dam and a hydro-electric scheme. It has become a tourists' paradise for many thousands of people, and students come and go from that place every day. Now there is only a shed there. Whatever the conditions might have been in 1927 for the construction of such a small shed, times have changed and its importance now is greater. I would ask the Railway Board to reorganise and remodel the Mettur Dam station and give the tourists and others all facilities.

Similarly, Sir, there is one pilgrimage centre in the Southern Railway, namely Palni. There, five thousand passengers daily come and go, and the net income for the Railway from this centre is next only to Madras Egmore in the whole of the Southern Railway. The place is desolate, it has very little amenities, it has very little shelter, and there is a lot to be said about the management of things. I request the Railway Minister to give top priority to this place which gives them a lot of revenue. The thousands and thousands of passengers who come there have to stand in rain and sun and they are put to a lot of difficulty. The issue of tickets through various gates is not

at all satisfactory. When the Railway Board are getting a lot of income from this station, they will be justified in having a good railway station for Palni, and I think that will also receive the consideration of the Government.

With these few remarks I congratulate the Railway Ministry for the excellent manner in which they have conducted the administration in the past year, and I am sure they will have all the co-operation from the Members. Thank you very much, Sir.

SHRI JASWANT SINGH (Rajasthan): Mr. Deputy Chairman, I have listened with interest to the speeches made by the Members from all sides. Practically every hon. Member has congratulated the hon. Minister for Railways on his stewardship in the Railway Ministry. Every Member started with congratulations. But practically every Member has given a list of grievances which are outstanding against the Ministry for a number of years and in regard to which nothing has been done so far. So I do not know what value these congratulations can carry to encourage the Railway Ministry to push ahead with the onerous work that lies ahead of them. As one Member after the other was speaking and congratulating the hon. Minister. I had been noting the points on which the hon. Minister and the Railway Ministry were being congratulated.

Sir, it has been said that the accidents are on the increase since the present Minister has taken over the charge of this portfolio, and it is a fact that hardly any month passes when there is no serious accident or other. Again, Sir, the hon. Members have stated that the thefts and the loss of property are also on the increase in the Railways. Then there is that usual complaint about overcrowding in the trains. Then it has been stated that ticketless travel is on the increase. It has also been complained that departmental catering

[Shri Jaswant Singh.] has proved a failure and it is deteriorating in spite of the fact that the previous speaker has eulogised it to the maximum extent. Again, Sir, it has been complained that bribery and corruption are on the increase and the insanitary conditions in the trains and on the stations are on the increase, and it is a common feature that trains are running late, and so on and so forth. Sir, the other day, the hon. Deputy Minister stated in this House that they deputed incognito a number of senior officers on the Railways who travelled thousands of miles and after great research work they also came practically to the same conclusion as I have now stated. Therefore, Sir, I do not know what these tributes really mean when they have so lavishly been showered on our Railway Minister and the Railway Ministry as a whole. Of course, the hon. Members have stated—and that goes to their credit—that some good things have no doubt been done, because good revenues have been shown this year and the mileage has been increased. We are running the second year of our Second Five-Year Plan and so much money is being spent by the Government on Railways, and therefore these things are bound to occur and that is quite natural. But there is no improvement whatsoever in regard to the complaints which have been made year after year, and no improvement seems to have been made in regard to the large number of items which have been listed by the different hon. Members and which, in a summary form, I have already put before the House.

Now, Sir, coming to the Budget itself, it is a matter of satisfaction and the general public has noted with relief that the Budget contains no proposals for enhancement of passenger fares and freight rates. It may be that this relief may be a bit premature, because the Railway Freight structure Enquiry Committee's Report is before the Ministry, as stated by the hon. Minister himself in his speech, for nearly a year now, and he

also stated in his speech that before long a decision will be reached and the recommendations will be implemented, and if these recommendations are implemented, increased freight charges will have to be levied, and I do not know how far the people will be in a position to bear this burden any longer.

Sir, there has been a general complaint in regard to lack of control on expenditure by the Ministry. Experience of the first two years of the present Plan proves this. The actuals for 1956-57 show an increase of Rs. 5 crores in ordinary working expenses over the revised estimate, and there is also a shortfall of Rs. 25 crores in gross receipts. Again, Sir, the ordinary working expenses for 1957-58 rose above the Budget estimates by Rs. 15·3 crores. It is granted that some unforeseen expenditure had to be incurred by the Ministry as a result of the recommendations of the Pay Commission *e.g.*, the interim relief granted as a result of the recommendations of the Pay Commission and higher charges for repairs, maintenance etc. But these ordinarily should be offset by the higher earnings from additional traffic. But the fact remains that during the last two years of the Second Five-Year Plan the expenses have exceeded the Budget estimates as well as the revised estimates as shown by me. The current Budget proposals show that there is a surplus of Rs. 27 crores. But the lesson of the first two years again does not inspire any confidence that this surplus Budget would result in a real budget at the end of the year. The net surplus of Rs. 27 crores was reduced to Rs. 20 crores as between the revised and actual figures of 1956-57. In the year 1957-58 the decline has been more steep, from Rs. 31 crores in the Budget to Rs. 22 crores in the revised estimates budget. Therefore it cannot be said with certainty that the surplus of Rs. 27 crores that has been shown in the Budget will stand good at the end of the year.

Similarly, Sir, with regard to the Development Fund, it has been a convention for some years now that the net surplus is allocated to the Development Fund every year. Also we see from the very nature of this Development Fund that heavy withdrawals are made from year to year. In the current year and in the budget year, the rate of withdrawals is faster than that of the appropriations with the result that the net accretions are negligible. The balance to the credit of this fund will be reduced from Rs. 13 crores at the beginning of the Second Five Year Plan to a mere Rs. 68 lakhs at the end of 1958-59. The utility of this for the immediate future will thus be limited.

Then in regard to the Depreciation Reserve Fund, it also discloses a heavy draft on it, reducing it from Rs. 104 crores to Rs. 73 crores, though annual allocations are made at the rate of Rs. 45 crores. It is undoubtedly true that the Depreciation Reserve Fund has its own advantage in so much as it helps to keep down over-capitalisation.

Then, with the capital at charge increasing, the liability to pay dividend to the General Revenues is rising by more than Rs. 5 crores every year, and if this increase continues, after a few years probably will be very great strain on the railways to pay this dividend to the General Revenues.

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With these general remarks, whether the rosy picture that has been painted in the Budget will actually hold good is a matter of speculation, and we cannot definitely say as to how far our expectations will be fulfilled during the course of the year.

Now, I would like to say a few things in regard to the grievances to which I gave vent in my speech on the Railway Budget last year, and that is with regard to the amenities to the higher class passengers. I had raised a number of questions last year and the Minister seemed to hear my remarks very patiently but another

year has passed by and it appears that nothing has been done so far. It may be that there is prejudice against the higher class passengers, and everything in this House and in the other House is being spoken about the amenities to be provided to third class passengers. It is very good and it is as it should be. but if we run the first and second class coaches on the trains, if we charge them those fares, then it is only right that their money's worth should be given to the higher class travellers. For the last few years my experience has been confined to-travelling between my home town, Bikaner, and Delhi, and Bikaner and Jaipur, and I gave a number of instances where the people travelling in the first class particularly are undergoing hardships. So far nothing has been done, because it may be that our Government and a large number of hon. Members here do not believe in higher class travelling. This year, as a member of the Public Accounts Committee, I had the opportunity of going to the south, and we visited a number of places. I was horrified to find that beyond Nagpur, while going to Vizagapatam, when we entrained in the first class, there were no lights. It was the case not only in my compartment; there were seven or eight first class compartments and most of them had no lights. There were no-switches even in some compartments: where there was light, the light had to be put on by naked wires being brought together. When we made a complaint of it to the station staff, they said, "Do not complain about higher classes. You can make a complaint about third class and it will be immediately attended to. But in regard to the higher classes, nothing can be done." I do not know whether our Minister or Deputy Minister believes in high class travelling or not, but as long as they run these coaches on the trains, and they charge the passengers, they must attend to their amenities, I was undoubtedly a free pass holder but I could have paid something to have these amenities because I was accustomed to these things but in my

[Shri Jaswant Singh.] compartment there were some other "travellers who had paid for it. One gentleman was on the upper berth, above me, and when he got on to hii berth, the berth was literally sagging and did not permit me to sit in my berth.

SHRI "SHAH NAWAZ KHAN: Was it due to the poor material of the berth or to the weight of the passenger?

SHRI JASWANT SINGH: I may inform the hon. Minister that the other passenger was a very thin fellow. Apart from this, wherever I went in the south, I found that my grievances on the Northern Railway between Bikaner and Delhi and Bikaner and Jaipur are insignificant as compared to what I saw in other parts of the country. This does not speak very highly of the efficiency with which our Railways are being handled by our Ministry.

Another thing I would like to mention is this: Recently I had an unpleasant experience in the Bikaner Division of the Northern Railway of seeing freshly painted coaches being run, with wet paint in the lavatories and compartments. Last time, when I ■ was going in one of these trains, there were one or two passengers with me. One of them had to go to the lavatory and he was stuck to the commode. I can tell the hon. the Deputy Minister. The lavatory is so small that whichever way you moved—if you wear costly clothes—they become actually unwearable, and the result was that after a few stations I had to contact the conductor and ask him to send me to a second class compartment. I may have enjoyed the joke if it was first April. One could have believed that the Railway Ministry could have indulged in this joke if it was first April, but to run first class compartments with fresh ■ wet paint is not a thing on which they can be congratulated.

श्री जस्यत राय कपूर (उत्तर प्रदेश)
होली का महीना तो नहीं था ?

SHRI JASWANT SINGH: तब तक
फागुन नहीं ।

Then another thing which I would like to mention is this: Since last year, these air-conditioned coaches running on our side have been withdrawn. My friend, Shri Deokinandan Narayan, is not present here, because he was complaining that all these air-conditioned and first class coaches should be withdrawn and more space should be provided for third class passengers. As far as those of us who are accustomed for a long time to travelling in the higher classes are concerned, we feel that there is not sufficient first class accommodation also. One has to reserve a berth a week ahead before he can get a berth. However, that apart, our country is a very large country. It is a subcontinent, even a continent, I should say, where climatic conditions differ from place to place, from extreme cold to extreme heat, and so on.. For these reasons we have to provide different amenities because ours is a welfare State and we have to cater to the tastes and the welfare of all kinds of people who reside in this land.

4 P.M.

SHRI P. N. SAPRU (Uttar Pradesh): It is a question of priority.

SHRI JASWANT SINGH: Quite true; and that is exactly why I want you to see to the different weather conditions in the different parts of the country.

Last year we were provided with air-conditioned coaches under the new scheme, but that coach has been withdrawn. The explanation given by the Minister is that it did not bring in sufficient number of passengers. Before that we had the air service link also, for in Rajasthan there are four or five former capitals of former states. They have historical importance even now and even now foreigners who visit this country go to these places for shooting purposes and for seeing places of historical interest

and for other purposes. They go there as the guests of the Government of India, sent by the Government of India. Also at the time of integration we were given an undertaking by the Government that the importance of these places will under no circumstances be minimised with the integration of these States with Rajasthan State. Well, that undertaking naturally has gone to the wind and the importance of these places has also been considerably reduced. We have been pressing time and again that we should be given certain facilities and one of these facilities was the air-link. This has been withdrawn. And now this air-conditioned coach also has been withdrawn. The first-class coaches provided, though a matter of some satisfaction when we think of our experience in other places, is not something with which we can be completely satisfied. So the result of all this is that the foreigners who visit this country and who want to see certain peculiar things which exist only in India, particularly Indian hospitality, shooting experience, hunting experience and so on which only some of the former States can provide, these foreigners find that all these attractions are now withdrawn from them. This does not do credit to our great country. So I should like the hon. Minister, even if it means running it at some loss, to give these facilities, for the importance of these historical cities should be maintained in the interest of our country and it will in the long run pay and bring in credit to the country as a whole.

Lastly I want to refer to one point. I do not want to take much time of the House. I go through the Northern Railway Bulletin which sometimes comes to me and there I find that they are thinking of providing dust-proof carriages by fitting rubber linings to the doors and windows of the carriages. This, as far as it goes, is something on which I must congratulate the Minister, if they are really keen in doing so. But then, generally between what they say and what they do there is a wide gap. But I do hope 117 R.S.D.—5.

this will be done. This is a very dusty part of the country and if one goes from Delhi to Bikaner, for example, the hon. Minister, if he will honour us with a visit, in summer when he gets up in the morning, he will find that there is a thick coating of sand dust on him and he will under no circumstance cherish this. The general public is put to very great discomfort on this score. Therefore, if this amenity of giving the compartments dust-proof fittings is really done as soon as possible, then it will be a great thing done for the people residing in that part of the country and they will really deserve our thanks.

SHRI MAHESH SARAN (Bliir): Mr. Deputy Chairman, I also join hands with others in congratulating not only the hon. Minister but also the Administration and those people, the employees of the Railways who are doing their best to make things easy for the general public. It is true that improvement on all sides is necessary. But I think the time has come when we should concentrate on the essentials and not try to make improvements all round. For example, there are two vital things that at the present time seem to me to be very necessary. Firstly there is the removal of overcrowding and secondly there is the question of keeping the employees contented. The employees must be contented, because unless they are contented, good work is absolutely impossible. I am very glad that a lot is being done to make things easy for the employees, especially the building of about 10,000 quarters. Then again in 1957-58, some 16,000 more quarters are to be built for them. There is also the sanction of 1,000 scholarships of amounts ranging from Rs. 15 to Rs. 50 per month for technical education to certain grades of class IV employees and to all grades of class III employees. These are all very welcome. We also find that as a result of the interim increase in dearness allowance at the rate of Rs. 5 per month recently sanctioned by the Government on the recommendation of the Pay Commission payable with effect from

[Shri Mahesh Saran.] 1st July, 1957, some little relief has come to these employees although it has been very very small. Next we find that there has been an expansion of the medical facilities for the railway employees and their families. There is another good feature and that is the attempt to promote the railway employees from class II and class III services, to superior services. So all these are heartening things. One previous speaker said that we always point out the defects and he said that it was then not proper that we should congratulate the Minister. We in this House are only trying to draw the attention of the authorities to certain things which seem to us to be necessary. That does not mean that we do not realise all the good that has been done. Those people who travel by trains see how things are improving all round and in every little thing we feel happier than before.

The second thing that I was referring to is the problem of over-crowding and that is a problem which requires great attention. In spite of the fact that the number of coaches has increased—and I am told 1,500 coaches are expected to be produced in 1957-58 and 1,236 coaches were produced in the previous year, and some air-conditioned coaches and some dining cars have been removed and third class coaches have been attached in their places and the number of third-class coaches in trains has also been increased, I feel that over-crowding continues and it puts the general public to great difficulties.

If electrification which is not necessary is stopped and more coaches are made for the convenience of the third class passengers, I think it will be more helpful and will be a very progressive step.

Now, Sir, I wish to draw the attention of the House to a few points which appear to be necessary. Although corruption in the Railways has decreased,—I can testify to it myself because I find that the ticket collectors, both the travelling and those at the stations, have improved considerably—the goods clerks, I am afraid

are not doing what they should do. In every big place where there are lots of goods to be sent from one place to another, you find that there is a general complaint that the goods clerks are still continuing to indulge in their old practices and they are in a position to do that because if goods belonging to a person are detained for a day or two, he is put to difficulties and these poor people have to pay something in order that things may be despatched promptly. That is the reason why this practice is still continuing and I hope the Railway Minister will carefully look into this and try to remove this difficulty.

The three-tier third class compartments are really very bad and uncomfortable. I mentioned it last time and I wish to repeat again that it is really very unkind of the Railway authorities to continue to have them. Recently, about three days back, I went to the station and I saw the sleeping coaches with the three berths and I found people finding it really difficult to get into the top berth. I have been telling the Government repeatedly about this and I do not see any reason why for a little gain, this thing is being allowed to continue. There must be only two berths and I hope this matter will receive attention. It is really funny to see people getting into these upper berths. It really amounts to doing gymnastics and people cannot sit up in the topmost berth. They have to lie down all the time.

SHRI SHAH NAWAZ KHAN: But it is a common feature in many other countries.

SHRI MAHESH SARAN: You are having a three-tier system without more space on the top berth. Just because we want three-tiers you should not make it difficult for people to get into the third one. I have seen the other ones, having two berths and they are very comfortable. After all, you are trying to make things comfortable for the people and because some other country has this arrangement, it is not necessary that you should have this here also. I do not think that is any reason at all.

श्री जस्पत राय कपूर: चढ़ने के लिये सीढ़ियां लगाई गई हैं ।

श्री महेश शरण : आपने देखा नहीं है, नहीं तो आपको पता चले कि किस तरह से डिब्बे में चढ़ने के लिए कसरत करनी पड़ती है । क्योंकि हम लोगों को फर्स्ट क्लास का पास मिला हुआ है इसलिए हम इस कठिनाई को अनुभव नहीं करते हैं । अगर आपको खुद देखना पड़े तभी आपको परेशानी मालूम होगी ।

श्री जस्पत राय कपूर : मैं देखता नहीं हूँ, इस्तेमाल करता हूँ ।

SHRI MAHESH SARAN: I think probably you are a person who knows gymnastics.

There are one or two very important things which I want to bring to the notice of the Minister. Tripura and Manipur are two very important places in India. In Manipur the railway station is about 134 miles from Imphal. There is a train which takes things out from that place and through which imports come into that place. This place has no other rail connection and even the road communication is very very difficult. The people get all their things, their most essential things, from outside and for -that it is necessary that they be shown some concession in regard to the freight rates charged on the goods, both sent out from there and sent in. There was no difficulty before Partition but now, after Partition, many of the railway lines have fallen into Pakistan. It is necessary that this point be noted down and the people should be allowed some conveniences of this nature.

Then I come to Tripura. It is a jute producing area and all the import and export used to be carried on through Pakistan because it has a long border with Pakistan. But now,

due to the present difficulties and the strained relationship between India and Pakistan, nothing is being sent through Pakistan with the result that at present, there is about 5½ lakh maunds of jute lying in Tripura. Out of this, about 3½ lakh maunds are in the godowns and the rest with the cultivators. Jute can only be sent out either by air or by train. The nearest railway station is about 160 miles off, viz., Kalkalighat. The result of this strained relation with Pakistan is that the price of jute has gone down considerably as it has got accumulated. At Calcutta, it is being sold at Rs. 23½ per maund while at Agartala it is being sold at Rs. 13½; it should, in the ordinary circumstances, be in the neighbourhood of Rs. 18½. Now, my point is that there should be given some concession in railway freight for goods both brought in and sent out from Kalkalighat so that the difficulties of businessmen may be removed a little bit.

The meetings of the National Railway Users' Consultative Committee are held only twice a year. I do not think this is enough. It is therefore that merely a sort of formal affair goes on in these meetings. Therefore, my submission would be that if real good work is expected from the National Railway Users' Consultative Committee, the meetings of this body should be held more often than now.

There is one other point to which I wish to draw the attention of the Railway Minister. In important places, instead of one third class booking office, there should be more. I have seen, not once but many times, that people have to miss their trains because the queue is so long at one window that it is really impossible for them to get the ticket before the train leaves. Therefore, provision of more ticket issuing windows is a thing which will be greatly appreciated by the people. The booking offices in the city are not very useful so far as the village people and the ordinary people are concerned. They rush to the railway station run-arr the train timings and are not able to

[Shri Mahesh Saran.] take advantage of the booking offices if they are far away from the railway stations in the towns, such as it is in Delhi. Sir, I once again congratulate the Railway Ministry for all the good that has been done although there are a lot of things yet to be done. The railway authorities should be more vigilant and should try to avoid the accidents which are really making people very much afraid of travelling by trains. The accidents occur so often that people are not quite sure of reaching their destinations safely and the people are so very panic-stricken that they insist on their relatives travelling by train sending a telegram to them*on their reaching their destinations safely. So this sort of thing is most discouraging, and unless this element of fear and anxiety is removed, people will be less happy than they should be.

Thank you, Sir.

DR. P. J. THOMAS (Kerala): Mr. Deputy Chairman, I wish to make a few remarks about the financial results of the Railways. It is true that in the last two years the net earnings of the railways have increased as compared to those of the three or four years before that, but on the whole, I do not think, the financial results are satisfactory, of a very large public utility concern like the Railways

After all the railway is not merely a utility concern for rendering service to the society, to the passengers or to the consignors of good; it has also to be a source of earning more and more revenues to the State, and in fact it is for this reason also that the Government took over this industry from the private companies; previously it was largely in the private sector and Government took it over in order that, apart from ■'unning it as a public utility concern, Government might also obtain a fairly large amount of revenue and thus reduce the burden on the poor taxpayer. But in my opinion this object nas not been properly carried out.

You can see it very clearly if you look at it in another way. Nov/ on all accounts an industry like Uie railways must work on the basis of increasing returns, that is to say, as the railway milage and traffic increase, there should be larger income and the profits must be larger, but in this case although the traffic has increased considerably the return has not proportionately increased and it is because there has been an increase of expenditure, much of it extravagant expenditure, on the railways. There may be several causes for this. To my mind, the main cause is the considerably increasing expenditure on staff, and the desired economy has not been practised on the railways sufficiently. Now for one thing this can Lc seen from the large increase of personnel on the railways. Let us take one case. Before the partition of India, before the formation of Pakistan from out o\ undivided India, in 1938-39, there were about 45,000 miles of railways in the country and railway workers then were, I think, about six lakhs of people. Now, after partition, at the present time, we have much less of railway milage, that is to say, about 35,000 miles of railways, but the number of workers has increased to one million, i.e. four lakhs more. So it is clear that although the milage has gone down, the number of workers has increased considerably; it has, if not exactly doubled, nearly doubled.

SHRI SHAH NAWAZ KHAN: Has the density of traffic gone down too?

DR. P. J. THOMAS: I do not know, it is for the hon. Deputy Minister to find out and inform us.

No"^ compare this with the conditions, say, in America. In U.S.A. they have got about 250,000 miles of railways, 2J lakhs of miles, as against about 35,000 here. Even then the number of workers is about a million, the same as in India. How do you account for this? It may be said that in America they have carried out more mechanisation and so on and that

therefore they are able to work with a smaller number of workers. But have we not also mechanised here? We are going in for more electric trains and are adding to our modern equipment and are using them more and more. Surely therefore such increase of personnel and consequently such increase of expenditure on them should not be there, and the cost must have come down. But that is not the case; it has not gone down at all, partly because we have been increasing our staff. Many departments of Government have been doing the same thing. For one thing or other, somebody asks for extra staff and that is allowed as a matter of course. Of course it goes on like that and thus extravagance has resulted.

In my opinion this is most unfair to the taxpayer because his burden is not reduced by the railways earning larger and larger amounts from time to time and contributing to the general revenues.

Then again, Sir, there have been complaints about the amenities not being adequate and so I do agree with the hon. Member from Rajasthan that there are cases where the amenities provided are too meagre, and probably my friend from Madras who spoke about Palani was also right but I hold that, generally speaking, the amenities provided are good enough for a poor country like India where large numbers of people live in huts and in congested villages. My point is that we should not increase too much the amenities provided, at this stage, should not raise them to too high levels, but there should be more and more facilities for travel and new railway lines opened where there exist none at the moment. We want, for instance, some lines south of Madras. Several places were mentioned by a previous speaker. Similarly for Kerala also we have been repeatedly speaking about the need for a railway line from Tellieherry to Mysore *Via* Coorg, and from Cochin to Bodinaika-

nur on the way to Madurai. This is very important because it will serve the large plantation areas there. But none of these schemes has been sanctioned and huge expenditure is going on in certain areas, especially where the big iron and steel works are being constructed.

Rather than increase the existing amenities or put up larger and costlier buildings in places of the present serviceable buildings and railway stations you should spend more money on the laying of small connecting lines so that the people badly wanting them may be benefited. In this connection I can point to some station buildings which were already good but which have lately been rebuilt. If at all some additions were needed, that much could have been made where necessary. Rather than do that, big stations are being put up at high cost. I am prepared to give instances of several such places, if necessary, but I shall not elaborate this point here. I do feel that in this country we should economise in this direction. By all means construct workers' quarters, but they should not be very expensive; we cannot afford it in the present state of our country. Take the case of Japan, for instance, where the people are comparatively more well-to-do. Yet I understand the conveniences they give to the railway passengers are less than ours. The railway stations, I hear, are very much smaller than ours and they manage with lesser conveniences than ours, but here, where there is something good already, where there are fairly large and good stations already, you find much larger and finer stations being put up just for show. On the other side of the picture, as I have mentioned earlier, there are areas in the country which have no railways at all. Of course, I do appreciate the idea of there being more amenities for the III Class passengers; I do support that and I do not mind if even the upper class passengers got less amenities on account of more amenities provided for the III Class passengers but

[Dr. P. J. Thomas.]

even more important than all that, we want the opening of railways in areas where there are no railways, and also some of the conveniences mentioned by the Member who just spoke, who spoke about the necessity for making it more convenient for the III Class passengers to purchase their tickets. I am not speaking of over crowding here. What I mean is this. At some stations where there are a large number of passengers lining up to purchase their tickets to travel by a certain train you will find that they have not enough time to purchase their tickets and the inconvenience they feel is only because the tickets are sold by only one person. I have seen some places where this is the case. Instead of mitigating these difficulties, to think of increasing the travel amenities at this stage of our country, to my mind, is going too far. My point therefore is that, while there has to be more expenditure on expansion of the railway systems there should be more economy in expenditure in directions where such expenditure is not warranted, and it should be judged from the point of view of additional conveniences given to the people, not more amenities but additional travel facilities given to the people. We want that the advantages flowing* from railway transport should be extended to those other parts which are not so prominent now. When that is done, you will of course find that the railway revenues will increase and there will be much larger amounts left for contribution to the general revenues. In fact my main contention is that the taxpayer's interests are not looked after properly and when the railway revenue expands it is all spent on increase of staff and in extravagance of all kinds. To my mind much more important than the enquiry into the railway freight structure is the question of cutting down expenditure in the railways. Of course it may be asked. "Are you not for increasing employment?" Yes, I am, but not for extravagant kind of employment. We are in

a country where millions of people are still unemployed and under-employed and we cannot have a certain number of people alone comfortably placed, drawing good salaries and so on. The unemployed and under-employed people have also to bear the burden of keeping these people in good salaries. The unemployed people have also to pay the taxes on things which they cannot but purchase for their sustenance. We cannot ignore such a state of affairs. I am not going into the question of the Pay Commission's interim report, but their interim recommendation of an increase in pay has meant a large increase in expenditure on the railways. On that point I shall speak on another occasion.

Sir, we should move in the right direction. My main point is that there should be much larger economy in expenditure in the Railways; the Central revenues should get a much larger amount from the Railway revenues and thus the burden on the taxpayer must be considerably diminished. Thank you.

श्री जस्पत राय कपूर : उप सभापति महोदय रेलवे के आय-व्यय लेखे और गत वर्ष के कार्य-विवरण पर विचार करने के लिये जो भी यहां भाषण हुए अधिकतर उनमें यह पद्धति थी कि पहले बधाई दी जाये एवं प्रशंसा की जाय, बाद में आलोचना की जाय और अन्त में कुछ सुझाव दिये जायें। मैं भी इसी पद्धति का अनुकरण करूंगा।

कुछ ही समय पूर्व हमारे माननीय मित्र श्री जसवन्त सिंह जी ने, इस बात की चर्चा करते हुए कि बहुत लोगों ने बधाई दी और प्रशंसा की और उसके बाद आलोचना की, इस पर कुछ आश्चर्य प्रकट किया और उनका खयाल था कि जो बधाई दी गई और जो प्रशंसा की गई वह केवल नाम-मात्र थी। यथाथं मैं यह बात नहीं है। यदि बधाई दी जाती है और प्रशंसा की जाती है तो उसका कारण यह है

कि रेलवे मंत्रालय ने प्रत्यक्ष रूप से बहुत ही अच्छा काम किया है और यदि उसके बाद आलोचना की जाती है तो वह इस लिए कि कोई भी मंत्रालय और संसार में कोई भी काम पूर्ण रूप से दोष-रहित तो हो ही नहीं सकता और यदि दोषों के ऊपर ध्यान दिलाया जाय और कुछ नये सुझाव दिये जाय तो उसका अर्थ यह कदापि नहीं होता कि जो बधाई दी गई है और जो प्रशंसा की गई है वह निरर्थक है।

उपसमापति महोदय, मैं भी बधाई देता हूँ और प्रशंसा करता हूँ उस सुन्दर कार्य के लिये जो कि इस मंत्रालय ने स्वराज्य प्राप्ति के बाद प्रत्यक्ष रूप से किया है। हमारी जनता को यदि किसी मंत्रालय के कार्य को देखते हुए यह सहज ही अनुभव होता है कि बड़ा सुन्दर कार्य हुआ है, सरग सरकार की ओर से जनता के लिये, उसकी भलाई के लिये बहुत काम हुए हैं, तो वह रेलवे मंत्रालय के ही गुण गाती है।

आगे कुछ कहने के पूर्व मैं मंत्री महोदय से—इस समय तो उपमंत्री महोदय की उपस्थिति हैं—यह निवेदन करना चाहता हूँ कि यद्यपि गत वर्ष और उससे पूर्व वर्ष में भी हम लोगों को यह आश्वासन दिलाया गया था कि अपने भाषणों में हम जो कुछ भी आलोचना करेंगे, जो कुछ भी सुझाव देंगे उन पर पूर्ण रूप से विचार किया जायगा, ध्यान दिया जायगा और यदि मंत्री महोदय उत्तर देते समय हर एक विषय जो हम उठायें उसका हम लोगों को कोई संतोषजनक उत्तर न दे पायें अथवा उस सम्बन्ध में कुछ भी वह न कह पायें तो बाद में मंत्रालय की ओर से हमें पत्र मिलेंगे और उसमें हमें यह सूचना दी जायगी कि हमने जो बातें रखी हैं, जो सुझाव दिये हैं, उस सम्बन्ध में मंत्रालय का क्या दृष्टिकोण है और उन बातों के ऊपर वे कहां तक कार्य कर सकेंगे लेकिन मुझे यह खेद है कि गत वर्ष के पूर्व भी, गत वर्ष भी और इस वर्ष

भी हम लोगों को—कम से कम मुझे तो—कोई भी इस प्रकार का पत्र मंत्रालय की ओर से नहीं मिला कि जो सुझाव दिये थे उस सम्बन्ध में उनका क्या दृष्टिकोण है। तो जो आश्वासन यहां दिया जाय उस आश्वासन को तो पूरा करना ही चाहिये।

श्री शाहनवाज खां : जी, हमने किया है और मुझे आनरेबिल मेम्बर की यह बात सुन कर हैरानी हुई कि हमने यह आश्वासन पूरा नहीं किया। आनरेबिल मेम्बरस ने जो जो बातें यहां उठाई थीं उनका जवाब मैंने खुद दिया है और मैंने खुद चिट्ठियों पर दस्तखत किये हैं। मुझे अफ़सोस है कि श्रमजी से मैं आपको जवाब न दे सका हूँ लेकिन दूसरों को दिया है।

श्री जस्पत राय कपूर : मुझे खुशी है कि मंत्री महोदय को इस बात को सुन कर अफ़सोस हो रहा है। मैं जो कह रहा था वह दूसरी बात थी। आपने यहां जो कुछ जवाब दिया वह तो जहां तक हो सका वह दिया लेकिन यहां इतनी बातें उठाई जाती हैं कि उन सब का जवाब तो आप दे नहीं सकते और उसमें किसी को शिकायत भी नहीं है लेकिन आपने जो आश्वासन दिया था वह यह था कि जिन बातों का आप यहां जवाब न दे सकें उनके बारे में मंत्रालय से हम लोगों के पास बाद में चिट्ठियां आयेंगी कि उस सुझाव के सम्बन्ध में मंत्रालय का क्या दृष्टिकोण है और वहां से हमें यह लिखा जायगा कि क्या बात मान सकते हैं और क्या नहीं मान सकते हैं और क्या कठिनाई है तो ऐसा कोई पत्र लोगों के पास—कम से कम मेरे पास—नहीं आया। इसकी मैंने कोई तहकीकात तो औरों से नहीं की है, मैं तो अपने अनुभव के आधार पर ही कुछ कह सकता हूँ कि मेरे पास गत दो वर्षों में—यद्यपि मैं दोनों वर्ष इस बहस में हिस्सा लिया और कुछ सुझाव रखे लेकिन मेरे कुछ सुझावों के सम्बन्ध में आप यहां जवाब नहीं दे सके थे—मंत्रालय से कोई

[श्री जसत राय कपूर]

पत्र नहीं मिला। तो यह आप देख लोजियगा कि जो भी आश्वासन आप दें—और ऐसा आश्वासन देकर आपने ठीक हो किया—उस आश्वासन के अनुसार हम लोगों के पास बाद में मंत्रालय से पत्र आ जाया करें।

श्री जसत राय कपूर : मैं भी उसी आश्वासन की बात करता हूँ। उसी का जवाब हमने मंत्रालय की तरफ से दिया था।

श्री जसत राय कपूर : यदि मेरे कहने के बाद भी आपका यह दावा है कि कोई भी ऐसा सुझाव यहां नहीं दिया गया जिसका कि वहां से जवाब न आया हो तो मैं पिछले दो साल के अपने भाषणों को ढूंढकर उनकी एक एक प्रति आपके पास भेज दूंगा और यह चाहूंगा कि मुझे यह बता दिया जाय कि उसमें स्पष्ट रूप से जो सुझाव मैंने दिये थे उनका कहां और कब जवाब दिया गया। यह तो एक वाक्यात की बात है, कोई राय की बात नहीं है। यह दूसरी बात है कि आपको अपने मंत्रालय के कार्य के सम्बन्ध में इतना भरोसा हो कि वह इतना सुचारु रूप से चल रहा है कि यह असम्भव ही होगा कि कोई बात यहां कही गई हो और उस बारे में हमें कुछ नहीं लिखा गया हो। यह तो दूसरी बात है। मैं तो उस हद तक नहीं जा रहा था कि आपके मंत्रालय के ऊपर यह आशेष करता कि वह सुचारु रूप से नहीं चल रहा है। मैं तो साधारण तौर से कह रहा था कि आपने जो आश्वासन दिया उसके अनुसार हमारे पास पत्र आना चाहिये था। खैर मैं आपके पास अपने गत दो वर्ष के जो सुझाव, जो भाषण मैंने यहां दिये थे उनकी एक प्रति भेज दूंगा, यदि आपका मंत्रालय स्वतः ही मेरे उन भाषणों को न निकाल सकेगा, और यह जानना चाहूंगा कि उसमें जो भिन्न भिन्न सुझाव मैंने दिये थे उन सब के बारे में मेरे पास कब पत्र लिखा गया।

खैर, तो जहां तक बवाई की और प्रशंसा की बात है मैं जल्दी से चार, पांच चीजों की और जरूर ध्यान दिलाऊंगा क्योंकि इस सम्बन्ध में मुझे बहुत कुछ हर्ष हो रहा है। सबसे पहली बात यह है कि हमारी रेलों के लिये जितनी चल और अचल चीजों की आवश्यकता होती है उनमें से अधिकतर हमारे देश में ही बनने लगी हैं। गत दिन जब कि इस पर बहस हो रही थी, हमारे मा० मित्र डा० राजबहादुर ने विशेष रूप से इस बात पर जोर दिया था कि हमारे इस मंत्रालय के अंतर्गत जो कारखाने हैं उनको पूरे तौर से इस्तेमाल किया जाय और उनमें रेल के लिये जो आवश्यक चीजें हैं वे बनाई जायें। मैं समझता हूँ, कि ऐसा हो ही रहा है क्योंकि आंकड़ों से यही प्रतीत होता है कि १९३६ में जब मैंने करीब छः करोड़ का सामान खरीदा था तो १९५७ के आंकड़ों से मालूम होता है कि हमने १२५.८ करोड़ रु० का सामान, जो इस देश में बना, उसे खरीदा। जहां तक चल सम्पत्ति का सम्बन्ध है, जैसे इंजन इत्यादि उनको बनाने में भी हमने बहुत तरक्की की है प्रायः स्वावलम्बी हो गए हैं। इस सम्बन्ध में मैं एक सुझाव रखना चाहता था कि जो जो सामान आपका आज इस देश में बन रहा है, या, आप समझते हैं कि बन सकता है उसको आप देश के भिन्न भिन्न औद्योगिक केन्द्रों में नुमायश के तौर पर सदा वहां रख दिया करें। मैं जानता हूँ कि शायद दिल्ली में एक बड़ी जगह आपने यह किया है कि उन चीजों को प्रदर्शनी के लिये रख दिया है ताकि जो लोग ऐसी चीजें बना सकें, उनको देख कर बनायें। लेकिन यह बात आप दूसरी बहुत सी जगहों पर भी करें तो अच्छा हो। एक जगह आगरा है जहां ढलाई का काम बहुत ज्यादा होता है और जहां तक मैं जानता हूँ — अगर मैं गलती पर हूँ तो मा० मंत्री जी मेरी गलती को दूर कर देंगे — वहां ऐसा कोई स्थान नहीं है जहां आपने ये चीजें रख दी हों जिनकी आपको आवश्यकता हो और जो आप समझते हैं कि बन सकती हैं। आगरा एक प्रसिद्ध

ढलाई का केन्द्र है और वहाँ छोटी मोटी बहुत से कुँजे आपको आसानी से बनी हुई मिल सकती हैं ।

जहाँ तक यात्रियों की सुविधाओं का सम्बन्ध है, निश्चय ही आपने बड़ा सुंदर काम किया है, तीसरे दर्जे में बहुत बड़ी संख्या में बिजली के पंखे लगा कर, स्टेशनों पर ठंडे पानी के कूलर्स का प्रबन्ध कर के, अच्छे डिब्बे बनाकर और स्टेशनों में बहुत कुछ सुधार करके ।

जहाँ तक आपके कर्मचारियों का सम्बन्ध है, उनके लिये तो आपने बहुत ही अच्छी अच्छी और नयी सुविधाएँ गत वर्ष में और पिछले कितने ही वर्षों में उन्हें दी हैं । जहाँ तक पे कमिशन का सम्बन्ध है, आपने अंतरिम रिपोर्ट के अनुसार अपने कर्मचारियों को पाँच ५० प्रति मास की अंतरिम वृद्धि देकर अपनी दूरदर्शिता का परिचय दिया है । पेंशन स्कीम लागू करके, उनकी इलाज की सुविधाएँ बढ़ाकर, नये, सुंदर मकान बनाने की योजना लाकर, एक हजार छात्रवृत्तियाँ, १५ ५० से ५० ५० तक की देकर आपने उनकी कठिनाईयों को बहुत हद तक दूर किया है । और सब से मुयोग्य काम जो आप कर रहे हैं वह यह है कि जहाँ तक उनके संघों का सम्बन्ध है, जो अब दो हो गये हैं उनको एक करने का आप प्रयत्न कर रहे हैं । जैसा हमारे माननीय मित्र डा० कुंजरू ने कहा, यह ऐसी बात है जिस पर आपको निश्चय ही अड़े रहना चाहिये और जो कुछ लोग वहाँ आपस में फूट डालने की नीयत से या बिना नीयत के ही, गलत तरीके से दो संस्थाएँ बनाना चाहते हैं उनको किसी भी रूप में आपको प्रोत्साहन नहीं देना चाहिये बल्कि इस बात का दृढ़ निश्चय जैसा आपने किया है उस दृढ़ निश्चय पर आपको कायम रहना चाहिये कि आप उनके एक ही संघ को मान्यता देंगे और दो को कभी नहीं देंगे ।

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आपने अपनी रिपोर्ट में एक बात लिखी है कि आपने यह प्रबन्ध भी किया है जिसके द्वारा आप अधिक से अधिक मात्रा में खादी का सामान ले रहे हैं । यह बहुत अच्छी बात है ही और आप हैंडलूम कर्षे के बने हुए सामान को भी स्टेशन पर बेचने का जो प्रबन्ध कर रहे हैं यह भी एक अच्छी बात है । लेकिन इस ओर एक बात पर आपको विशेष ध्यान देना चाहिये कि यह जो कर्षे का बना हुआ सामान स्टेशन पर बिके वह उत्तम हो उसकी क्वालिटी उत्तम होनी चाहिये । यदि सम्भव हो सके तो केवल उसी सामान को आप स्टेशन पर बिकने दें जिस पर सरकारी क्वालिटी मार्क लगा हो । मुझे एक दो जगह ऐसा देखने का अनुभव हुआ कि वे चोज़ें अच्छी नहीं थीं । स्टेशन पर धोकावड़ी आसानी से हो सकती है कपड़ा बेचने के सम्बन्ध में और विशेषकर रेशमी कपड़े के सम्बन्ध में तो इस पर आप विशेष ध्यान दें कि जो भी कपड़ा इस तरह का वहाँ बिके वह क्वालिटी का हो और बिकने से पहले या तो सरकारी क्वालिटी मार्क उन पर लगा हो या कोई विशेष अनुभवशील अधिकारी उसे देख लिया करें कि वह यथार्थ में अच्छी क्वालिटी का है और उस पर मुनासिब दाम पड़े हुए हैं । उस सामान पर मोल तोल करने की आज्ञा बेचने वालों को नहीं होनी चाहिये ।

अब थोड़ी सी आलोचना की बातों की तरफ मैं आता हूँ । वे हैं दावे सम्बन्धी और रेल में सरकारी माल की जो चोरी होती है उसके सम्बन्ध में । दावों के सम्बन्ध में आपने जो तालिका दी है उससे प्रतीत होता है कि १९५६-५७ में उनमें वृद्धि हो रही है और बहुत बड़ी वृद्धि हुई है । मैं उस तालिका को पढ़कर मुत्ता कर आपका समय नहीं लेना चाहता क्योंकि यह तो आपको अच्छी तरह मालूम ही है । लेकिन उस तालिका को देखने से यह प्रत्यक्ष ही हो जाता है कि दावों में बहुत बड़ी वृद्धि हुई है । यह बात थोड़ी संतोषजनक अवश्य है कि इस वर्ष पिछले आठ महीनों में

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इन दावों की संख्या में कुछ कमी हुई है। अगर यह काम इसी तरह से कायम रहे और चलता रहे तो बहुत अच्छी बात है लेकिन यदि यह कमी केवल एक अस्थायी चीज है तो इसके ऊपर आपको विशेष रूप से ध्यान देना चाहिये।

जहां तक चोरी का सम्बन्ध है आपने भारतीय रेलों की जो पुस्तिका दी है उसके पृष्ठ ४६ में यह बताया है इस वर्ष दक्षिण, उत्तर, पूर्वोत्तर और पश्चिमी रेलवे में चोरी की घटनाओं में कमी हुई। यह तो बड़े संतोष की बात है लेकिन आगे आप लिखते हैं : "लेकिन पूर्व, दक्षिण पूर्व और मध्य रेलवे में अधिक चोरियां हुईं"। तो इसका क्या कारण है ? अभी थोड़े दिन हुए आपने एक नये विधेयक द्वारा एक स्पेशल फ़ॉर्म की नियुक्ति की है। इस स्पेशल फ़ॉर्म की नियुक्ति करने के बाद भी क्या यह चोरी बढ़ी है या उससे पहले यह चोरी बढ़ी हुई थी और हम यह जानना चाहेंगे कि इस थोड़े काल में आपका क्या अटुभव हुआ है नया फ़ॉर्म को नियुक्त करने का परिणाम क्या हुआ ? क्या उससे ये चोरियां कम हुईं अथवा नहीं ? जैसा कि मंत्री महोदय ने अपने भाषण में भी कहा है और इस पुस्तिका में भी निश्चय ही ये चोरियां तभी कम हो सकती हैं जब रेलवे के कर्मचारी इस सम्बन्ध में आपको सहयोग दें। इस लिए हम इस पार्लियामेंट की ओर से रेल कर्मचारियों से प्रार्थना करते हैं कि रेल की संपत्ति को राष्ट्र संपत्ति समझकर अपनी निजी संपत्ति की भांति उसकी रक्षा करें और इस बात का यथासम्भव प्रयत्न करें कि इसमें किसी प्रकार की चोरी न हो और इसका सदुपयोग हो।

जहां तक मालगाड़ियों की चाल का सम्बन्ध है आपने तालिका ६ में यह दिखाया है कि उनकी गति में काफी कमी हुई है। हम यह जानना चाहेंगे कि एक ओर तो आप

प्रयत्न यह कर रहे हैं कि ज्यादा मालगाड़ी क डिब्बे बनाये जाय और अधिक से अधिक मात्रा में वे माल ढो सकें लेकिन उसके साथ साथ इन मालगाड़ियों की गति में कमी हो तो ऐसा क्यों कर रहे हैं। एक तरफ़ जब आप आगे बढ़ रहे हैं तब दूसरी तरफ़ गति कम होने की वजह से आप करीब करीब वहीं रह जायेंगे इस ओर में समझता हूं अवश्य ही आप ध्यान दे रहे होंगे। इस ओर विशेष रूप से ध्यान देने की आवश्यकता है।

अब मैं आता हूं एक दुःखद विषय के ऊपर। वह रेल दुर्घटनाओं के सम्बन्ध में है। जहां तक इन दुर्घटनाओं का संबंध है, इनमें हताहतों की संख्या और घायलों की संख्या में बहुत ही वृद्धि हुई है। आपने जो पुस्तिका दी है उसको देखने से मालूम पड़ता है कि गत १०-१५ वर्षों में, दुर्घटनाएं बहुत बढ़ी हैं और उनमें हताहतों की संख्या में भी बहुत भारी वृद्धि हुई है। लेकिन इसके बावजूद यह देखकर बड़ा आश्चर्य होता है कि आप इस बात से संतोष कर लेना चाहते हैं कि आपके यहां दुर्घटनाओं की संख्या उतनी नहीं है जितनी कि विदेशों में होती है। भारतीय रेलवे की पुस्तिका के पृष्ठ ३७ पर यह बात कही गई है : "जहां तक गाड़ियों में यात्रियों की सुरक्षा का सवाल है, भारतीय रेलों का स्तर विदेशी रेलों से किसी तरह कम नहीं है। लेकिन दुर्भाग्य से इस वर्ष सात बड़ी दुर्घटनाएं हुईं, इत्यादि, इत्यादि"।

इसी प्रकार पृष्ठ ४० पर आप यह लिख कर संतोष प्रकट करते हैं "यद्यपि गाड़ी मील के हिसाब से इस वर्ष परिचालन ४ प्रतिशत अधिक रहा, फिर भी पिछले वर्ष की तुलना में इस वर्ष दुर्घटनाएं ५, ६ प्रतिशत कम हैं"।

अच्छी बात है, कम हुई, लेकिन यह मनोवृत्ति मुझे कुछ उचित प्रतीत नहीं होती कि आप इस बात से संतोष लेना चाहें। यदि इसी प्रकार की मनोवृत्ति आप के

मंत्रालय की भी रही तो इसमें एक भय है कि आपातपूर्ण रूप से इन दुर्घटनाओं को रोकने का प्रयत्न नहीं कर सकेंगे। मेरे कहने का तात्पर्य केवल यह है कि आपने ठीक ही कहा है कि इन रेल दुर्घटनाओं का मुख्यतः कारण यह है कि रेल कर्मचारी असावधानी से कार्य कर रहे हैं। तो फिर उनकी असावधानी को दूर करने का आप क्या प्रयत्न कर रहे हैं? मैं उन लोगों से संसद् की ओर से विशेष रूप से प्रार्थना करना चाहता हूँ कि यह कार्य उनके सिपुर्द है, अतः उन्हें इस कार्य को बड़ी सावधानी से करना चाहिये क्योंकि जरा सी असावधानी से लोगों की इसमें जान चली जाती है। अतः हम उन सब रेलवे कर्मचारियों से प्रार्थना करेंगे, विनय करेंगे—चाहे और कुछ भी दाँप उनमें भले ही हों, चाहे वे अपनी कितनी ही माँग क्यों न रखें, चाहे कुछ भी बातें करें लेकिन जहाँ तक रेलगाड़ियों को चलाने का संबंध है, उसे वे बड़ी सावधानी से चलायें वरना जो दुर्घटनाएँ होती हैं, उनकी पूर्ण या अधिकतर जिम्मेदारी उनके ऊपर है और जो आदमी इन दुर्घटनाओं में हताहत होते हैं उनका पाप उनके सिर पर चढ़ता है। हम आशा और विश्वास ही कर सकते हैं कि आयन्दा रेलवे कर्मचारी बड़ी सावधानी से रेल गाड़ियों को चलाने की कोशिश करेंगे।

एक बात के ऊपर रेलवे मंत्री जी ने हम लोगों का विशेष रूप से ध्यान आकर्षित कराया। उन्होंने कहा कि गत वर्ष ४० हजार बार चलती गाड़ियों में चैन खींची गई। मेरा स्वयं का अनुभव है कि यह चैन खींचने की बात अधिकतर शाखा लाइनों में होती है और उसका कारण जैसा कि अभी कुछ दिन हुए, एक प्रश्न के उत्तर में माननीय मंत्री जी ने कहा भी था—यह है कि जब बाहरी सिगनल के ऊपर गाड़ी आती है तो जो बिना टिकट के यात्री होते हैं, वे चैन खींचकर उतर जाते हैं। कहीं कहीं तो मैंने देखा है कि १०० अथवा १२५ यात्री चैन खींचकर गाड़ी से उतर कर शहर की ओर चले जाते हैं।

निश्चय ही इसमें अधिकतर ऐसे लोग होते हैं जिनके पास टिकट नहीं होता है। इस तरह से रेलवे मंत्रालय को बहुत बड़ी आर्थिक हानि अवश्य हो रही है।

अब प्रश्न यह है कि इस चीज को रोकना कैसे जाय। रेलवे मंत्री जी को संबंधित एक प्रश्न के उत्तर में उपमंत्री जी ने कहा कि काफ़ी संख्या में टिकट निरीक्षकों को नियुक्त किया हुआ है। लेकिन मेरा अनुभव यह है कि टिकट निरीक्षक या टिकट चैकर इसमें कुछ नहीं कर सकते हैं क्योंकि एक दमबीच रास्ते में चैन खींचने के बाद १०० या १२५ यात्री चले जाय तो वह बेचारा अकेला क्या कर सकता है। मैंने यह भी देखा है कि गाड़ इस बात को जानने का प्रयत्न नहीं करता है कि किसने चैन खींची है क्योंकि उसे यह भय होता है कि अगर किसी को पकड़ भी लिया जाय तो १०० अथवा १२५ आदमी जो बिना टिकट सफ़र करते हैं और जो बाहर जाने के लिए चैन खींचते हैं उनकी सहानुभूति उस आदमी के लिए हांगी जो गाड़ी रोकने के लिए चैन खींचता है और उस भय के कारण वह किसी को नहीं पकड़ता है जैसा कि मंत्री महोदय ने उस दिन कहा तो प्रश्न यह है कि किस तरह से यह चीज रोकी जाय। मेरी समझ में तो कभी कभी महीनों में एक या दो दिन बिना पूर्व सूचना के इस तरह का प्रबन्ध किया जाना चाहिये कि जिम स्टेशन के आउटर सिगनल के पास गाड़ी को खड़ा किया जाता है वहाँ पर पंहेले से ही पुलिस खड़ी कर देनी चाहिये। जब गाड़ी में चैन खींची जाय और १०० अथवा १२५ आदमी बगैर टिकट के बाहर जाने लगे तो मजिस्ट्रेट के खरिये उनको पकड़े लिया जाय और उनसे पैसे वसूल किये जाय। जो पैसा न दे उसको रेलवे कायदे के अनुसार उचित दंड दिया जाय। जब तक हम इस प्रकार की ठोस बातें नहीं करेंगे तब तक यह बड़ती हुई जा बराई है वह रोकी नहीं जा सकती है।

[श्री जस्पत राय कपूर]

अब मैं जरा घुमाकर आपको अपने घर की ओर ले जा रहा हूँ। जैसा कि आप सब को मालूम है कि मेरा जो घर है वह बहुत बुरी जगह नहीं है, आगरे में है। आगरा-वासियों की ओर में आपको धन्यवाद देना चाहता हूँ। आपने वहाँ पर नया राजा की मंडी का स्टेशन बनाकर अब तक जो अमुविधा थी उसको दूर कर दिया है। आपने इतना सुन्दर स्टेशन वहाँ पर बनाया है लेकिन थोड़ी सी सुविधा और भी दे दें तो हम सब लोग आपके बहुत कृतज्ञ होते। मैं समझता हूँ कि आपने, जो सुन्दरता के पुजारी है, जब यह बात कर दिखाई है तब तक जो अतिरिक्त ब्रुटि रह गई है उसे भी पूरा करने के लिए जल्दी तैयार हो जायेंगे।

एक बात के बारे में मैं और भी आप से प्रार्थना करना चाहूँगा। जैसा कि आपको स्वयं भी इसका अनुभव है कि उस स्टेशन के प्लेटफार्म के बीच में एक छोटा सा मंदिर है, इस किस्म की चीज़ है। मैं आप से प्रार्थना करना चाहता हूँ कि उसको वहाँ से हटाकर दूसरी जगह ले जाया जाय वरना किसी दिन ऐसी दुर्घटना हो सकती है कि आपको बहुत कुछ आर्थिक हानि पड़े। यह चीज़ तभी सम्भव हो सकती है जब पर्याप्त मात्रा में आप उन लोगों को धन देने के लिए तैयार हों। जो लोग वहाँ पर पूजा करने के लिए जाते हैं वे दूसरी जगह मंदिर बना सकें और वहाँ से मूर्ति को ले जायें।

श्री शाहनवाज खाँ : मैं जब उधर गया था तब आपकी मदद की दरखास्त की थी।

श्री जस्पत राय कपूर : जी हाँ, मैं इस बात का प्रयत्न कर रहा हूँ। लेकिन मैं यह चाहता हूँ कि मुझे कुछ अन्दाजा मिल जाय कि किस हद तक आप रुपया देने को तैयार हैं ताकि लोगों को यह लालच दिया जा सके कि भाईई इतना रुपया मिल जायेगा उस टूटे फूट मंदिर के लिए। उसे मंदिर कहना

ठीक नहीं होगा; लेकिन हमारे देश में जैसी मनोवृत्ति है, इन चीज़ों के संबंध में, उसे मंदिर ही कहना पड़ेगा। यदि आप कुछ पर्याप्त मात्रा में रुपया देने को तैयार हो जायें तो मुझे आशा और विश्वास है कि मैं वहाँ के रहने वालों को यह कह सकूँगा कि भाई तुम यहाँ से मूर्ति हटाकर ले जाओ और अच्छा सा मंदिर दूसरी जगह बना लो।

दूसरी बात यह है कि पश्चिम की ओर जो प्लेटफार्म है उसमें कोई बुकिंग आफिस नहीं है। अधिकतर संख्या में यात्री उसी ओर से आते हैं। अब तो आपको वह जमीन इम्प्रूवमेंट ट्रस्ट से मिल गई है, अतः आपको वहाँ पर शीघ्र से शीघ्र एक बुकिंग आफिस और बेटिंग रूम बना देना चाहिये। इसी तरह से मूत्रालय और शौचालय उस ओर नहीं है, इसकी बड़ी आवश्यकता है। स्थानीय पत्र में इस कठिनाई की ओर कई बार आपका ध्यान दिलाया गया है और मैं समझता हूँ कि यह एक बहुत ही साधारण सी बात है जिसे आप आसानी के साथ कर सकते हैं। आपने ठंडे पानी की मशीनें तो बहुत सी जगहों पर लगाई हैं। अब आगरा में नया राजा की मंडी का स्टेशन बन गया है, बहुत सुन्दर स्टेशन है, वहाँ पर भी आप इस तरह की मशीन लगाने की भविष्य में कोशिश करें। आपने वहाँ पर इन्वयरी आफिस तो रखा है लेकिन लोगों को हर चीज़ मालूम करने के लिए स्टेशन पर आना पड़ता है। तो जब स्टेशन पर आ गये तो सभी तरह से पता लग जाता है। घर बैठे जब तक आप टेलीफोन वहाँ न लगवा दें, तब तक कोई पता नहीं लग सकता कि गाड़ी कब आ रही है, लेट है अथवा क्या है।

इसरी बात यह है कि आगरा काँट स्टेशन पर जो आपने शायद सात आठ लाख रुपया खर्च कर दिया है वह बड़ा अच्छा काम किया है। यदि वहाँ आप रिटायरिंग रूम्स बनवा दें, जैसे कि बड़े बड़े स्टेशनों पर हैं,

ता आगरा देखने के लिए जो दुनिया भर से यात्री आते हैं, उन्हें बहुत सुविधा मिल जाये।

एक बात और है जिसके कहने की मुझे फिर आवश्यकता—इस लिए पड़ी कि पिछले दो वर्षों से मैं लगातार इस बात की चर्चा कर रहा हूँ, लेकिन अभी तक मुझे कोई उत्तर नहीं मिला है। यदि मंत्रालय के दृष्टिकोण का मुझे कुछ पता लग जाता तो मैं इस समय इस बात को कह कर आपका समय न लेता। आगरा कंट स्टेशन के पान एरॉड्रॉम जाने के रास्ते में एक लेविल कामिंग है और वह दिन भर करीब करीब बन्द रहती है। बाज बाज दफ्ता आध आध घंटा और ४५, ४५ मिनट तक बन्द रहती है। इसमें हवाई अड्डे पर जाने वाले लोगों की बड़ी असुविधा होती है। वहाँ रोड ब्रिज होने की आवश्यकता है। इस सम्बन्ध में आप क्या विचार कर रहे हैं, यह आप बता दें, तो आपकी बड़ी कृपा होगी। हम लोग इस बात का बहुत प्रयत्न कर रहे हैं कि जो वहाँ स्थानीय संस्था म्युनिसिपल बोर्ड है वह भी इसमें आपको कुछ सहयोग दे सके। लेकिन जब तक कुछ पता न लगे कि आप किस तरह से इस काम को पूरा करना चाहते हैं, किसी स्थानीय संस्था के लिए आगे कुछ कदम बढ़ाना असंभव सा है।

उपसभा पति महोदय, आपकी आज्ञा में मैं एक और मुझाव दे दूँ। जहाँ तक बैंगम्स का सम्बन्ध है, क्या आप फल, तरकारी आदि ढाँते के लिए कुछ थोड़े से एयरकंडीशंड बैंगम्स नहीं बनवा सकते। यह मुझाव पहले भी मैंने कई बार दिया लेकिन इसका मुझे कोई उत्तर नहीं मिला। इसके लिए यदि आप थोड़ा थोड़ा करके प्रबन्ध कर दें तो आलू और ऐसी ही दूसरी तरकारी, फल आदि जो दूर से आते हैं खराब नहीं होंगे।

श्री जसोद सिंह बिष्ट: Air-conditioning या frigidaire?

श्री जस्पत राय कपूर : एयरकंडीशंड से मेरा मतलब है। Frigidaire

की जरूरत नहीं है, एयरकंडीशंड की जरूरत है। जितनी मात्रा में ठंडक या गर्मी की आवश्यकता हो वह उन बैंगनों हमें हो

SHRI AKBAR ALI KHAN: Refri-
generator?

SHRI DEOKINANDAN NARAYAN:
Ventilated?

श्री जस्पत राय कपूर : उसकी कोई हिन्दी बना दीजिये। मैं उसका प्रयोग कर लूँगा। चाहे वह रेफ्रिजरेटर हो या वेंटिलेटर हो, मेरी बात आप तो समझ गये हैं और मैंने महोदय भी समझ गये होंगे। ऐसे बैंगन होने चाहिये जिनमें यह फल और तरकारियाँ ठीक तरह से आ जा सकें।

SHRI N. C. SEKHAR (Kerala): Are we sitting beyond 5 O'clock?

MR. DEPUTY CHAIRMAN: Mr. Kapoor, you must finish, now. It is five minutes past five.

SHRI JASPAT ROY KAPOOR: Five minutes? Yes, five minutes are more than enough for me.

MR. DEPUTY CHAIRMAN: No, no finish it now.

SHRI JASPAT ROY KAPOOR: That is what I am doing, Sir.

जब आप इतनी जल्दी कर रहे हैं, तो ठीक है और मैं समझता हूँ कि मैंने महोदय भी इस जल्दी को पसन्द करने होंगे। इस जल्दी को पसन्द करते हुये रेल गाइड भी जल्दी बिना लेट किये हुये समय पर पहुँचाने की कोशिश करेंगे।

मैं एक दो बातें और कहना चाहता हूँ।

श्री उप सभापति : दो बात नहीं आखिर की बात कहिये।

श्री जस्पत राय कपूर : तो आखिरी बात यह है कि जितने सदस्य मसद् के हैं उन्हें आप यह अधिकार दे दें कि वे रेलवे स्टेशन पर

[श्री जसपत राय कपूर:]

बिजिटर का काम कर सकें। मैं कोई नई बात नहीं कह रहा हूँ। जैसे आप जेल बिजिटर या हास्पिटल बिजिटर नियुक्त करते हैं, उसी प्रकार यदि आप संसद सदस्यों को भी स्टेशन बिजिटर का छोटा सा अधिकार दे दें और रेलवे कर्मचारियों को बता दें कि ये स्टेशन बिजिटर हैं, तो इससे बहुत सुधार हो सकता है। यहाँ सात सौ के करीब सदस्य हैं और एक एक सदस्य दो दो स्टेशनों पर बिजिटर के तौर पर काम करेगा। वे यह कर सकते हैं कि वहाँ सफाई आदि का प्रबन्ध देख लें और जो लोगों को असुविधा हो उसके बारे में आपको सुझाव दे दें। यदि ऐसा हो तो दो तीन हजार स्टेशनों पर काम, वे अपना सुझाव देकर, ठीक करवा सकते हैं। मेरा मतलब यह नहीं है कि आपके काम में दस्तन्दाजी हो।

श्री जगजीवन राम : सफाई का काम ?

श्री देवकीनन्दन नारायण : यानी खुद सफाई करें।

श्री जसपतराय कपूर : लेकिन ऐसी सफाई नहीं कि आपके काम की सफाई हो जाय। जहाँ तक स्टेशन आदि की सफाई आदि का सम्बन्ध है, उस पर वे ध्यान दे सकें।

अन्त में मैं फिर मंत्री जी को बधाई देता हूँ और प्रशंसा करता हूँ उस सुन्दर कार्य के लिए जो आपके मंत्रालय ने किया है।

MESSAGE FROM THE LOK SABHA

THE CENTRAL SALES TAX (AMENDMENT) BILL 1958.

MR. DEPUTY CHAIRMAN: Then is a message from the Lok Sabha.

SECRETARY: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary of the Lok Sabha.

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am * directed to *enclose herewith a copy of the Central Sales Tax (Amendment) Bill, 1958, as passed by Lok Sabha, at its sitting held on the 25th February, 1958.

The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

I lay the Bill on the Table.

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

The House then adjourned at seven minutes past five of the clock till eleven of the clock on Wednesday, the 26th February 1958.