

Table, under sub-section (2) of section 3 of the All India Services Act, 1951, a copy each of the following Notifications of the Ministry of Home Affairs:—

- (i) Notification S.R.O. No. 2405, dated the 23rd July, 1957, publishing an amendment in the All India Services (Provident Fund) Rules, 1955. [Placed in Library See No S-193/57.]
- (ii) Notification S.R.O. No. 2476, dated the 30th July, 1957 publishing an amendment in the All India Services (Conduct) Rules, 1954 [Placed in Library. See No S-212/57.]
- (iii) Notification S.R.O. No. 2543, dated the 31st July, 1957 publishing certain amendments in the All India Services (Provident Fund) Rules, 1955 [Placed in Library. See No S-212/57.]

SHORT NOTICE QUESTION REGARDING OMAN

SHRI BHUPESH GUPTA (West Bengal): I sent a short notice question on Oman. I have not got any intimation from the office. I request you to arrange for a discussion on such a subject or even have the foreign affairs debate much earlier. What is the use of having such answers after the thing is over?

MR. CHAIRMAN: It is all over. We sent it to the Prime Minister and we have sent a reminder also.

We now go back to the Appropriation (Railways) No 2 Bill, 1957. The Minister will reply at 2-30 p.m. I have before me thirteen names. We shall have ten minutes for each speaker. Unless you are able to sit through the lunch hour we will not be able to reach even about ten of them. So, it is left to you. If the discussion stops at 1 o'clock, the

Minister will reply at 2-30 but if everyone of you should like to talk, you can sit through the lunch hour and at 2-30 p.m. the Minister will reply

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1957—continued

SHRI N RAMAKRISHNA IYER (Madras) Mr. Chairman, I am making a few observations by way of suggestions. The Railway Minister was pleased to give a concession to the blind people and to the T B patients with regard to passenger fares. Such a concession given to the T. B. patients is not only a social welfare measure but is also a humane one. I suggest that he may extend the same concession to the leprosy patients also. I find that the leprosy patients are treated with a very gruesome type of social ostracism and they find it very difficult to get to the sanatoria from the places where they live. They have to sneak into the railway compartments in the nights. If the same concession, as is given to the T.B. patients, is given to the leprosy patients, that is, they are allowed to take a chaperon and the patient and the chaperon are charged only single fare, it really will be a very humane concession to the leprosy patients.

Incidentally, the Railway Minister has spoken of so many amenities to the railway employees. For instance, he has said that nearly 600 beds have been reserved in the various sanatoria for the treatment of T.B. patients. I would request that such a concession be shown to the leprosy afflicted railway employees also. He has said in his speech that he is contacting the sanatoria and is taking action to reserve five beds. In the case of the leprosy patients, it is not so much the bed that is required as treatment at home that is treatment brought to the homes of the leprosy patients. I suggest that the administration should

[Shri N. Ramakrishna Iyer.]

have leprosy clinics or the Railway Medical Officers may be trained in leprosy work and may be asked to give treatment to leprosy patients. You know, Sir, that leprosy treatment is very easy nowadays. It is merely a question of treating with tablets. It is oral. The Railways will be contributing to the general scheme of leprosy control if they could supply enough of these tablets to the medical institutions run by the Railways. I would also suggest that there may also be convalescent homes for the Railway employees. The Minister said that such a home is being run at Ranchi. Such homes can be run one for each Railway and the Department can also make arrangements for the employees to have a holiday trip to the sea-shore or hill stations. For instance, in Southern Railway they can have rest homes reserved or some rooms in the rest homes reserved for the railway employees at Courtallam or Tirupathi. That will go a long way to give them a sort of social amenity.

As regards schools, the Minister said that they were going to have residential higher secondary schools for the children of the railway employees who are not near any State educational institution. May I suggest, Sir, that instead of running higher secondary schools, they should provide for some hostel accommodation for the children of employees who are admitted as pupils in the high schools in some of the towns. That will be more helpful. In fact, this type of help will reach a greater number of boys and girls than starting higher secondary schools.

Coming now to the question of quarters, I find that these are allotted in two categories. The essential category is given priority and if there are more quarters available, then those quarters are given to non-essential classes. In spite of propaganda and the statutory sanctions against untouchability, yet, in many places poor harijans are not able to

secure accommodation in some of the towns and if they do not come within the essential category, they do not get accommodation from the Railways so that they are put to lot of trouble. In such cases, exemption should be given to them. The Railways give exemption in the case of women even though they do not come in the regular category to whom priority allotments are made. In the same way, harijans should be exempted.

Lastly, Sir, I come to social education. In the case of the Railway employees, you have got the Staff Benefit Fund. There may be greater contributions from Government to this Fund and the employees who are together in certain places may be asked to form Seva Samities and do social work in and around the area. I may tell you, Sir, that there is a lot of good talent amongst the Railway employees as it is in every section of the society. In Madras, they have got a Fine Arts Society and they are enacting dramas of top class. Recently they enacted dramas under the publicity scheme for the Five Year Plan and they were very much appreciated. They carry the message of the Plan to the far-flung villages in the Madras State. They have also brought out a film about the orderly way in which people should get into trains and come out of trains. Such orderly behaviour may be made themes and the histrionic talents of the railway employees may be marshalled for such films and plays. We will thus be really employing the railway employees not only in their usual official work but we will also be employing them in the social welfare field.

SHRIMATI YASHODA REDDY (Andhra Pradesh): Speaking almost at the far end of the debate, I do not think I can give many more suggestions to the hon. Minister. I do not want to make a long speech on policy matters connected with the railways but as one of the many users of the railways, as an ordinary passenger, I would like to tell the hon. Minister

what the public feel in spite of the crores and crores of rupees that are being spent for passenger amenities. I do not know whether the proportion of money spent on passenger amenities compared to the income derived is more or less, nor do I know whether the money is spent rightly or not but, whatever the Government may feel, what I feel is that the amenities provided by the railways are very negligible. I may be pardoned for saying so, but that is a fact and I think that even the Railways cannot deny this.

Now, Sir, in Andhra covered platform is a rarity, and nowadays no train comes in time, with the result that people have to wait for hours together. So many members have been speaking about waiting rooms, wanting better facilities, better furniture, better this and better that, but what about stations where you don't have even covered platforms where men, women and children have to wait for hours together exposed to the kind mercies of Nature and sometimes Nature is more kind than even the Railways. So I would request the Railway authorities to take note of this and instead of improving whatever amenities they have already provided in big stations they should think of doing something to those small stations where there is not even a covered platform to shelter the passengers. Then in many places there is no water available for drinking; sometimes lights are also not there. Even during the time when the train comes in, in most of the stations there is no drinking water and no lights during night.

As far as food is concerned, many Members have spoken about departmental catering and one of my hon. friends has vehemently opposed departmental catering and about the food supplied by the Railways. From my personal experience I can say that although the food supplied is not up to the mark, still it is much better than the food provided by the private contractors. In this connection I would like to mention about Kazipet

Junction in Hyderabad; the food supplied there is horrible and the cups and saucers in which coffee and tea are supplied are very bad. I would request the hon. Minister to take note of this. We rarely get any food at Kazipet and when this is the state of affairs even the little inclination that we have for taking food goes away because the whole service is so dirty. And there is so much of rush and the law of might is right prevails there so much so that women and children can never get anything to eat. Many times I had to ask the gentleman sitting next to me, 'please get me a cup of coffee'. If this is the state of affairs for the first and second class passengers, I do not know what is the condition of the third class passengers.

Then so much has been said about cleanliness in the bath rooms and in trains. I would like to make one suggestion in this connection to the hon. Minister. As far as the air-conditioned and other bogeys are concerned, now that we are building our own coaches, why not separate the water closets and the bath rooms? Especially in the air-conditioned coaches you have got only one or two bath rooms for so many passengers. When one gets into the bath room, the other person cannot use it. Moreover because of both being together, before the bath, after the bath and during the bath you feel so dirty. It is the western practice to have both the bath room and the water closet together; we do not like to have that system. So why don't you separate the two? It will be very convenient. I would therefore request the hon. Minister to take note of this when they are building new coaches.

Then, it was said that there was a sort of partiality for the north and most probably the hon. Minister might deny it but if one were to see carefully the things that are going on in the Railways one cannot help feeling that the South is being neglected. All unwanted engines, all unwanted bogeys, and all unwanted things which have got defects are shoved on to the South. I do not really know why

[Shrimati Yashoda Reddy.]
they are doing this. The hon. Minister may not know this but once he happens to see these things, he will himself realise the true state of affairs. I do not vouch for the whole of the South of course but as for as Hyderabad bogeys are concerned I can say without any fear of contradiction that this is the position. If you go to New Delhi and see those bogeys you will find that there are no first class compartments but they are all old inter class compartments converted into first class, and in them often the fans do not work, the lights are not there and there is no water in the bath room. Once in one of those compartments, it was not a question of not having the lights but I had to wait till 12 o'clock in the night to put off the lights because the switch was not in order. I had to wait till midnight then call the Conductor Guard and tell him, 'please help me to put off this light.' This is the position of bogeys sent to Hyderabad which is one of the biggest stations in India. And we do not have any air-conditioned bogeys or special trains running at least for the few bogeys that are being used between Hyderabad and other places, I only say, give us some better type of coaches. After all, we are not paying less and Andhra money, I suppose, is equivalent to any other money and when we pay money we are entitled to get the same treatment as others. Do not think I am being parochial; it is not that; in my own humble way I am only pointing out the state of affairs to the hon. Minister. Then we never have a coupe there. I hope the hon. Minister will take note of these things and see that my suggestions are implemented.

Sir, as far as efficiency of the staff is concerned, the less said the better. In spite of all the efforts made by the railway authorities there is no improvement in the position. They are employing huge staff, guides, conductor guides, this that and the other, but I do not know why they are not courteous, why they are not kind, and why they do not even respond to

enquiries. If air-conditioned passengers or first class passengers go and ask them anything, they just do not respond. I do not know how they behave with the third class passengers. The Railways have not been able to train their employees and give them proper education in the matter of their dealings with the public. Why employ so many of them and why waste the money of the tax-payer? At least we will not be unhappy if the Government is not providing anything but when you are providing them, you will have to see that your employees are working properly. Sir, once it was said that the public should co-operate; the Railways cannot do everything on their own. I say that the public will always co-operate if the Railways were to do their duty. Sir, the other day I went to the Bezvada station and I was very glad to see that the whole station was spick and span. When I made enquiries I came to know that it was because the Rashtrapati was coming there. The whole station was clean and tidy. Why can't they do it daily like that? If they can do it for one day without any extra cost, why can't they do it always? The whole station was so clean that I did not feel like even throwing a paper about. The atmosphere was so clean. So if you do your part, the public will certainly co-operate with you. It is for you to teach your personnel to be kind, courteous and more social-minded.

About punctuality, I do not want to say anything except to make one suggestion. Why do you waste so much money in printing these time tables and displaying them in big stations and in the compartments, when no train comes in time? If there is no time table we will just go and take our chance and get into any train that comes along. Now, if you go and ask any station master as to which train comes first, he says, 'we do not know'. I can tell you from my own personal experience. In Ellore both the Calcutta Mail and the Passenger pass through. When we ring up and ask

them as to which train comes first, they say, 'we do not know' and very often they give the name of the wrong train. Now, as far as overcrowding is concerned, it is very staggering in Andhra. All the trains are highly overcrowded and it is worst in third class. Now, you are taking full fare from the third class passengers; you are not allowing them to travel at half rates or one-fourth rates, and so it is your duty to provide them enough space. Instead of providing air-conditioned third class and second class trains, you should run more trains with more third class bogeys. You will be doing better public service that way than by providing these air-conditioned third class trains which no poor man is making use of because it is costly for him and which no rich man is making use of because it is not very convenient. So why not provide more third class bogeys and run more trains instead of looking after the interests and comforts of a few people when large numbers are going without any accommodation? Why give luxurious coaches for a few people here and there when sheer necessities of others are overlooked?

Now, coming to local grievances, Hyderabad has now become the capital of Andhra but we do not have even one fast train going to Hyderabad. People coming from Visakhapatnam and Chicacole have to travel two full days in that wonderful passenger train to come to Hyderabad. If you come in a car from Bezwada to Hyderabad, it just takes only four and a half hours. If you go in a bus you can reach within five or six hours; but from Bezwada to go to Hyderabad you have to take the train the previous night at ten o'clock. Until two o'clock the next afternoon you are still going to Hyderabad. I would like the Government to realise the difficulties of the people and as this is the capital of the State some fast trains may be run. When Kurnool was the capital, the Government were pleased to run an express train from Bezwada. Why not do it now? From Hyderabad to Bangalore we have only

a passenger train and I would request the hon. Minister to consider the necessity of introducing an express train to Bangalore from Hyderabad also. Now, coming to Tirupati, it is one of our biggest shrines and one of the most important pilgrim centres in India. We are glad that we have got broad gauge up to Renigunta. I do not know why from Renigunta they could not extend it. It is only three or four miles. I can assure you that if you extend it, you will get the money's worth and you want to popularise tourist trade, this and that. Why don't you give enough facilities? Tirupati is not only of State importance, it is a national one and I would request the Government to include in their plans this four mile stretch also, from Renigunta to Tirupati.

And now I come to Madanapalle. We have got the tuberculosis sanatorium there, the biggest not only in India but in the whole of Asia. People from Japan and China come. The station, Madanapalle Road is eight or nine miles away from the town. I would request the Government to look into this and extend the line by eight or nine miles up to Madanapalle.

MR. CHAIRMAN: You insist on punctuality of trains, but your time is over.

SHRIMATI YASHODA REDDY: One word I would like to say about the ladies compartment, though I have got so many other things. About the ladies compartment, the Government has been providing a separate compartment for ladies, but they do not provide enough amenities. Usually they give the worst compartment and put it at this end or the other end of the train. Suppose they want a cup of water or a cup of coffee, the ladies are not able to get it and come into the platform. I request the Railway authorities to give some more consideration as far as ladies compartments are concerned.

Thank you very much.

पीडित अलगू रायशास्त्री (उत्तर प्रदेश) : अध्यक्ष महोदय, मैं एक दो चीजों की तरफ सरकार का ध्यान दिलाने के लिए खड़ा हुआ हूँ। मैं जिस क्षेत्र से आता हूँ। वह उत्तर प्रदेश का पूर्वी भाग है। वहाँ मऊ जंक्शन एक बड़ा जंक्शन है जहाँ इलाहाबाद से गोरखपुर जाने वाली गाड़ी, शाहगंज से बलिया जाने वाली गाड़ी और दूसरी गाड़ियाँ मिलती हैं। वह एक ऐसा सूत का केन्द्र है जहाँ करघे और चर्रों का कपड़ा बुनता है। लेकिन उतने बड़े बाजार में प्लेटफार्म तक पहुँचने के लिए ओवर ब्रिज की माँग, जो हम बराबर करते आये हैं और जो मेरे खयाल में हम आठ दस वर्ष से दोहरा रहे हैं, उसकी पूर्ति नहीं हुई है। इससे कितनी असुविधा होती है यह किसी समय कोई जाकर देख सकता है। यह एक ऐसी माँग है जिसकी पूर्ति बहुत दिन पहले हो जानी चाहिये थी। मेरा विश्वास है कि नये मंत्री महोदय इस ओर ध्यान देंगे। मैं अपने मित्र शाहनवाज खाँ साहब को दावत देता हूँ कि वे एक बार उस कपड़े के व्यापार केन्द्र की ओर यात्रा करें और वहाँ के लोगों की असुविधा को स्वयं देखें। आपका समय बहुत व्यस्त रहता है, इसलिए मैं आपको दावत नहीं दे रहा हूँ, किन्तु मैं आपके सहायक को दावत दे रहा हूँ और यह चाहता हूँ कि आप उनकी राय से फायदा उठावें।

अमिला स्टेशन मेरे अपने गाँव का एक छोटा सा स्टेशन है और वह गाँव से दो मील के फासिले पर पड़ता है। वहाँ जाड़े में, बरसात में, गर्मी में मुसाफिरो को खड़ा होने के लिए कोई जगह नहीं है। लोग भीगते रहते हैं। उन क्षेत्रों में काफी बारिश भी होती है और गर्मी भी विषम पड़ती है। अगर कोई व्यवस्था इसकी की जा सके तो मैं बड़ा उपकार मानूँगा।

तीसरी बात मुझे यह कहनी है कि इस पूर्वी क्षेत्र में प्रायः बाढ़, बूढ़ा और भुखमरी रहती है। जो माल अनाज वगैरह बड़ी लाइन से जाता है वह सब शाहगंज में जाकर उतर जाता है क्योंकि आजमगढ़, बलिया का क्षेत्र

बड़ी लाइन से लिक्ड नहीं है। आजमगढ़ की देवगाँव और उत्तरीला तहसीले ऐसी हैं जिनमें रेलवे लाइन नहीं है। इस बात की हम बराबर माँग करते आ रहे हैं कि मुगलसराय से अकबरपुर तक एक बड़ी लाइन निकाली जानी चाहिये जो आजमगढ़ से होकर पास करे ताकि आजमगढ़ और दूसरे जिले बड़ी लाइन से लिक्ड हो जाय। एक यह माँग मुझे आपके सामने करनी थी।

एक बात मैं आपसे यह कहना चाहता था कि शाहदरा में जो गाड़ियाँ रकती हैं उनमें शाहदरा से दिल्ली आने वाले मुसाफिरो की बड़ी भीड़ हो जाती है। वे लोग अधिकांश बिला टिकट चलते हैं या उनके पास पास, होते हैं। जब सवेरे वहाँ गाड़ियाँ पहुँचती हैं तो फ्लैट क्लास कम्पार्टमेंट में और दूसरे कम्पार्टमेंट्स में भी वे बड़ी असुविधा पैदा करते हैं क्योंकि वे उनमें घुसने की कोशिश करते हैं। मैं चाहता हूँ कि गाजियाबाद से दिल्ली तक सवेरे कोई ऐसी शटल रन करे जिससे जिन पैसेजर्स का मलाजिमत के लिए या और दूसरे काम के लिए दिल्ली आना जाना रहता है उन्हें आने के लिए सुविधा रहे। दूर से आने वाले मुसाफिर सवेरे सवेरे उठकर एक अच्छे मूड में होना चाहते हैं, लेकिन उनको वे परेशान करते हैं और खूद भी परेशान होते हैं। यह असुविधा दूर होनी चाहिये। खास तौर से दिल्ली लखनऊ एक्सप्रेस में चलने वाले पैसेजर्स के सम्बन्ध में मैं अपने अनुभव से कह सकता हूँ कि उनको बड़ी असुविधा होती है, बड़ी बिटरनेस होती है। खास तौर से गांधी टोपी लगाये हुये यात्रियों को वे यह समझते हैं कि हमारे परम शत्रु हैं, हमें बैठने नहीं देते हैं। इसमें उनका दोष नहीं है क्योंकि वे सवेरे चलना चाहते हैं और यहाँ पहुँचना चाहते हैं। दूर से आने वाले यात्रियों का भी कसूर नहीं है क्योंकि वे रात भर चल कर आते हैं और सवेरे मुँह हाथ धोने के लिए बाहर जाना चाहते हैं, लेकिन वहाँ यात्री दरवाजा खोल कर अन्दर आना चाहते हैं। इससे बड़ी असुविधा होती है। इस सम्बन्ध में मैं रेलवे बोर्ड को लिख चुका हूँ

और आज भी मैं आपका ध्यान इस ओर दिलाना चाहता हूँ।

एक बात मैं ट्रेन कनेक्शन की कहना चाहता हूँ। ट्रेन कनेक्शन के छूट जाने की वजह से यात्रियों को बहुत असुविधा होती है। शाहगंज का जंक्शन, जो कि बनारस और फैजाबाद के बीच में पड़ता है, वह है जहाँ से बलिया और आजमगढ़ को छोटी लाइन जाती है। देहरा एक्सप्रेस और दिल्ली एक्सप्रेस ही ऐसी गाड़ियाँ यहाँ से जाती हैं जो हमारे लिए कनेक्टिंग ट्रेन्स हैं। अगर दस पाँच मिनट भी ये एक्सप्रेस गाड़ियाँ लेट हो जायें तो छोटी लाइन की जो कनेक्टिंग ट्रेन्स हैं वे छोड़ दी जाती हैं। इस प्रकार सैकड़ों पैसंजर्स वहाँ पड़े रह जाते हैं और उनको पाँच छः घंटे रुकना पड़ता है। इस असुविधा की वजह से और और दिक्कतों की वजह से हमें शाहगंज में दो बजे दिन में गाड़ी मिलती है छोटी लाइन पर अमिला और दोहरीघाट जाने के लिए जो कि हमारा रहने का स्थान है। इस प्रकार दो बजे गाड़ी से चलकर हम दस बजे रात में अमिला पहुँचते हैं। शाहगंज से अमिला का ७२ मील का कुल फासिला है, और ८ घंटे में ७२ मील ६ मील की रफ्तार का एवरेज पड़ता है। लेकिन अगर यह गाड़ी छूट जाय, कनेक्शन मिस हो जाय तो हम फिर सवेरे १० बजे अपने गांव पहुँच पाते हैं। इससे बहुत असुविधा होती है और पूछने पर कोई यह बतलाने वाला नहीं होता है कि ऐसा क्यों होता है। यह असुविधा और जगहों पर भी होती होगी। गजरोला से जो गाड़ी बिजनौर को जाती है, अगर गजरोला में मेल ट्रेन लेट हो जाय और उस बिजनौर जाने वाली गाड़ी को छोड़ दें तो आठ दस घंटे लेट लोग पहुँचेंगे। यह असुविधा सारे हिन्दुस्तान में हो सकती है। इसलिए इस बात की ओर मैं आपका ध्यान दिलाना चाहता हूँ कि तावक्ते कि कोई विशेष दुर्घटना न हो गई हो, अगर कोई गाड़ी यूजुअल कोर्स में दस पाँच मिनट लेट हो तो स्टेशन मास्टर या जो उत्तरदायी हों उनके डिस्क्रिशन पर यह बात छोड़ दी जानी चाहिये

कि वे लोगों की सुविधा को ध्यान में रख कर कनेक्टिंग ट्रेन्स को रोकने की कोशिश करें न कि यह हो कि वह गाड़ी लेट हो तो हो लेकिन यह गाड़ी आगे जाती है। जिन पैसंजर्स को ले कर जाने वाली है वे तो स्टेशन पर बैठे बैठे झक मारते हैं लेकिन ट्रेन चली जाती है और खाली जाती है। इससे लोग बड़े मायूस हो जाते हैं।

तो इस एक चीज की ओर मैं आपका विशेष ध्यान दिलाना चाहता हूँ कि ट्रेन्स के जो कनेक्शंस हैं इनको मैनटेन करने में, इनको मिला देने में रेलवे बोर्ड को, टाइमटेबिल बनाने वालों को और कंट्रोलर्स को अपनी पूरी बुद्धिमत्ता लगानी चाहिये और यह बात नहीं होनी चाहिये कि ट्रेन तो आगे चली जाय और यात्री लोग पीछे रह जायें। इस बात की ओर ध्यान दिलाने के लिये ही मैं खड़ा हुआ था और मुझे विश्वास है कि रेलवे मिनिस्टर साहब इस पर ध्यान देंगे।

SHRIMATI T. NALLAMUTHU RAMA-MURTI (Madras): Sir, we must be grateful for small mercies. In our enthusiasm and zeal that we have got an ideal State overnight, we are apt to forget that till the other day our railways were under another regime and that they were constructed more for strategical purposes than for doing a service to the people. Hence, it is all the more a credit to the railway administration of today and to the Government that the railways, within a short space of time of ten years of our Independence, have planned various lines, routes, expanded accommodation in the trains for all classes of people irrespective of caste, creed or colour and increased the number of platforms, stations and given various other amenities both to the travellers as well as to the railway staff in such a way as to give the utmost satisfaction to the best of the capacity of the administration to the users of the railways. As I travelled from the south to the north, I found everywhere a bee-hive of activity going on. Almost in every station,

[Shrimati T. Nallamuthu Ramamurti.]

some kind of construction or other was there—expansion work in regard to waiting rooms or dining rooms or platform and so on. So, an attempt has been made to meet as much as possible the needs of the people. Estimates and plans are not unalterable. We cannot plan for all times to come. They are subject to revision from time to time and if we view from this point the benefits which will ultimately accrue to the country as a whole rather than from a narrow, piece-meal, short-sighted, parochial, personal angle, then a proper tribute should be paid to the railway administration irrespective of the personnel—whether from south or north, east or west—that might conduct such an administration this day or in days to come. In my opinion—and I am sure the House in their heart of hearts will agree with me—the railway administration has done well in these years in spite of various difficulties. Some of us have been asking for the moon. Of course, we should be ambitious. “Man’s reach must needs exceed his grasp, or what is Heaven for?” It is good to have an ideal. Let us work towards that ideal. However, it takes time to attain it. But that does not mean that we should draw such a pessimistic, gloomy, shock-giving picture of all that is dreadful in some corner or other of one State in India overlooking the benefits that have accrued to us. The railway administration has not been above blemish. That we ought to know. I myself have grumbled about the unpunctuality of trains. It has become proverbial that the Grant Trunk Express very rarely reaches its destination in time. Cars come half a dozen times from home and go back. And even when the announcement is made by the railway authorities that the train would reach at such and such a time the train plays some trick at the last moment and something goes amiss. I do not know whether these are within the grasp of human agencies or above them. But still these things have happened. Some effort—and very

strenuous effort—must be made to save our reputation to keep to the timings of trains as much as possible. Otherwise, there is no meaning in scheduling train timings and planning in general.

Major tragedies and minor collisions have taken place—tragedies like Ariyalur and Mahbubnagar and minor collisions of goods trains and passenger training and lives being lost—showing thereby that the value set on human lives is going down in our estimation. In this vast country where powerful, natural agencies operate—floods and other forces—we should plan in such a way that such things will be avoided in future. But when officers in railways have not seen the signals and have gone past them, there must be something dreadfully wrong; either those men have neglected their duty or they have not been normal. And it is a matter not only for economic investigation and study but also for psychological analysis. Drivers of trains over long distances should be given enough rest. It might be possible that tiredness can operate in this way. I am not here to find out a solution for the various shortcomings, to find out the possible ways of meeting these defects but to say that urgent steps should be taken.

There still is overcrowding in the third class, in spite of ‘Janatas’ or De Luxe trains for 3rd class passengers, because people have begun to travel a great deal. When I was a child, I travelled in a bullock-cart which took three months to reach Rameswaram from the Pudukottah State. Now, looking from that time to the present time, I think a revolution has taken place in communication and transport and we ought to be grateful to the authorities for that. With the coming of independence and so many benefits accruing to us just like equal status of men and women, people—young and old—believe in educating themselves by travel and they become travel-minded. So naturally, trains—especially third class compartments—have become crowded and more train services must be made possible.

Another thorny question that has been tossed up and down is about catering. I am surprised when people say that in some department or other, in some sector or other, of the railway, the catering is not satisfactory. From my experience, I would like to say here as I have always said—and I do not take back one little word from what I have said—that departmental catering is in fact good. In fact, I was not even aware that it was departmental catering. The service is excellent both from the point of view of tastiness of food and the cleanliness of the utensils in which the various dishes are served from morn till night. The cloth covering the dishes is clean. From the point of view of tastiness of food and variety, the cleanliness and the value charged for it is satisfactory. We get our money's worth. We get many things including *dahi*.

Something was said about the dress of the servers—that their shirts were dirty, etc. The servers who served me as I came along even this time on the Grand Trunk Express were spick and span and quite clean. I was given to understand that they changed their dress every 24 hours. I ask whether even the first-class passengers in the train can keep their dress above blemish when dust blows in. So, we have to understand all these and restrain the remarks that we make about the cleanliness of the servers.

There are other things also which I would like to mention as I go along. The first one is that proper posters must be provided for, through the broadcasting agencies, in order to teach civic sense to the railway passengers and to the platform users. That is number one. Secondly, Sir, I do not know what we are going to do to relieve the beggar nuisance which is still pestering the railway platforms, and thirdly, there are so many ticketless travellers, especially young children. Many of them come to our juvenile courts. When I met some of them and asked them how they were able to come from such and

such a place, they said that they came away without any tickets. And very smilingly they say all these things. So I feel that in spite of your inspection and espionage arrangements, ticketless travelling still continues, and in the third class compartments these beggars sing and pester the passengers. So something must be done to stop all these things. (*Time bell rings*). And with regard to the bathrooms, Sir, some mention has already been made. I would like that provision should be made for both types of closets, Eastern as well as Western. I do not want the separation of bathing place from the closet, but more space must be provided between the wash-basin and the closet, and proper stoppers should be provided and made available. About the women's compartments, Sir, some of the carriages, in general, whether men's or women's compartments are really old; some have gone rusty and in some proper hooks etc. are not there. But it is a general thing requiring constant check. Where human lives are concerned, Sir, there should be not only a daily checking but even an hourly checking. Checking is necessary not only for the track or the wheels of the train, but also for gadgets and various other things that go along with the railway.

I am very happy that education is provided for the children of the railway employees and social welfare work is also carried on and amenities are being provided for the sick people, for example those suffering from leprosy and cancer etc. I think that education should not only be provided for the young but also for the adults, and not only for the railway employees, but for all the passengers also who use the trains. A proper civic sense should be inculcated in them, so that they should be able to realise that everything that is there in this country, whether it is furniture or anything else, belongs to them and it is therefore their duty to

[Shrimati T. Nallamuthi Rama-Murthi.]

co-operate with the railway authorities to maintain them upto standard.

(Time bell rings.)

Sir, I would, in the end, congratulate the Railway Administration for the various reforms that they have introduced, especially for the Janatas and Air Conditioned De Lux trains and I hope that they will in future also go ahead with their various programmes and make more and more improvements in the railways.

مولانا ایم - فاروقی : (انر پردیہ)

جناب چیئرمین صاحب - دو دن سے اس ریلوے اپروپریشن بل کے اوپر جو گفتگو ہو رہی ہے اس میں ۹۰ فیصدی لوگوں نے ریلوے ایڈمنسٹریشن کی خرابیوں کے بارے میں اور ان میں جو دشواریاں ہیں ان سب کا ذکر کیا۔

[MR. DEPUTY CHAIRMAN in the Chair]

اس طرح ۹۰ فیصدی لوگوں نے اپنے لوکل معاملات پڑھیں کئے کہ فلاں جگہ سے توہین جانی چاہئے، فلاں جگہ سے نہ جانی چاہئے وغیرہ - اگر آپ ریلویز کی دس برس کی پوری تاریخ جو سنہ ۲۷ کے بعد آزادی کے بعد سے شروع ہوتی ہے اس پر غور کریں تو آپ کو معلوم ہوگا کہ جسوقت سے ہماری گورنمنٹ کو یہ ریلوے ملی تھی ہر جگہ سے وہ لٹی ہوئی تھی - نہ اس کے پاس لوکوموٹرو تھے نہ اس کے پاس کیریجیٹ تھے نہ اس کے پاس اور سامان تھا اور اس وقت سے لے کر اس وقت تک ریلوے نے جو کچھ کیا اور جتنے سادھن

مہیا کئے جتنے آرام اور راحت کے سامان مہیا کئے وہ آپ کے سامنے ہیں۔ یہ کہنا کہ فلاں ریل کئے، سی جئے فلاں نہ لی جائے یہ تو ایڈمنسٹریشن کا سوال ہوتا ہے - ایک ریل نکالنے کے لئے تمام چھڑوں کو دیکھنا پڑتا ہے - مہرا ریلویز کی بعض کمپنیوں سے بھی تعلق رہا ہے اس لئے مجھے اندازہ ہے کہ پہلے سوچ کر آتے ہیں کہ فلاں ریلوے تو ضرور نکل سکتی ہے اور تمام ریزن ایبل باتیں سامنے رکھتے ہیں لیکن ایسے اسباب سامنے آتے ہیں کہ باعث رک جاتی ہے اور مجبوراً یہ اقرار کرنا پڑتا ہے کہ یہ کام بہت مشکل ہے - اور نہ ہو سکے گا -

اس وقت ریلوے ہماری سب سے بڑی انڈسٹری ہے جو ہندوستان میں چل رہی ہے - اس کے سامنے ایک بہت بڑا سوال ہے جس فی طرف میں آنرپبل منسٹر کی توجہ دلانا چاہتا ہوں اور وہ سوال یہ ہے کہ اس میں جو کام کرنے والے ہیں ان کی دو قسمیں ہیں ایک تو اپرگریڈ کے ایمپلائیز ہیں اور دوسرے لیبرر یا لوئر گریڈ کے لوگ ہیں - میں یہ دیکھ رہا ہوں کہ جو ہوا ملک میں چل رہی ہے اسٹرائیک اور اس قسم کی دوسری چیزوں کی اور مانتوں کی اس کو سامنے رکھ کر آئندہ سال منسٹری کو چلنا چاہئے - وہ یہ ہے کہ لیبر کے اور بڑے افسروں کے بیچ

ویسا تعلق نہیں ہے جیسا کہ ان دو ملازمین کے تعلقات ہوتے ہیں جو ایک آقا سے متعلق ہوتے ہیں اور یہی وجہ سب سے بڑی ہے کہ جو ہر موفع پر ہمیں ایسی آواز سنائی دیتی ہے کہ آج فلاں جگہ اسٹرائیک ہو گئی ہے - میں مجموعی طور پر اس سلسلہ میں یہ عرض کروں کہ جتنے ریلوے ایمپلائیز ہیں ان کو جتنی آسانیاں مہیا کرنی چاہئیں اتنی ریلوے مہیا نہیں کرتی جبکہ اس سے بھی زیادہ آسانیاں کی ان کے لئے ضرورت ہے - اس سے زیادہ ان کے لئے سادھن کی ضرورت ہے - ان کے بچوں کی تعلیم کا کوئی انتظام نہیں ہے حالانکہ پہلے کافی انتظام تھا - بہت سے سکول یورپیٹائزڈ طریقے سے چل رہے تھے وہ سب بند ہو گئے -

श्री जगजीवन राम : कोई नहीं हुआ ।

مولانا ایم - فاروقی : بہر حال اس وقت جتنے ریلوے ایمپلائیز ہیں ان کے بچوں کو پڑھانے کے لئے ضرور کچھ نہ کچھ انتظام ہونا چاہئے - میں وقت پر جب ان کی تبدیلی ہوتی ہے تب دوسری جگہ بچوں کو داخلہ کرانے میں ان کو بڑی مصیبت محسوس ہوتی ہے -

ان تمام چیزوں کے ساتھ میں آپ کی منسٹری کو مبارکباد دیتا ہوں کہ جتنی کٹھنایاں تھیں ان کو دیکھتے ہوئے آپ نے جس طریقہ پر

انتظام چلایا وہ قابل مبارکباد ہے - میں امید کروں گا کہ آج کے جو حالات ہیں ان کو دیکھتے ہوئے آئندہ آپ زیادہ سے زیادہ فیسیلیٹی سب لوگوں کو مہیا کر سکیں گے -

اس کے بعد میں پھر آپ کے سامنے ریلوے کے مزدوروں کی مثال پیش کرتا ہوں - ان کے ساتھ بہت بیداری اور بہت سمجھ بوجھ اور ہمدردی کے ساتھ ٹریٹمنٹ کرنا چاہئے - جب وہ اپنے معاملات آپ کے سامنے پیش کرتے ہیں - مجھے یہ اندازہ ہے کیونکہ میں ان کے کاموں سے کچھ تعلق رکھتا ہوں - تب آپ کو چاہئے کہ براہ راست بڑے پیمانہ پر آپ ان کے معاملات کو ٹیکل کریں - میں دیکھتا ہوں کہ جس طرح سے کافڈی طور پر آفیشیلی ان کے معاملات کو ٹھک اپ کیا جاتا ہے اس سے آپ کو صحیح معلومات حاصل نہیں ہو سکتیں اور اسی وجہ سے صحیح طور پر معاملے سلجھتے بھی نہیں - میں کیا آپ کے سامنے عرض کروں کہ جتنے بھی گورنمنٹ کے سیکٹر ہیں انڈسٹری کے، ان میں یہی طریقہ ہے کہ جس طرح سے گزشتہ زمانہ میں آفیشیلی ٹریٹمنٹ ہوتا تھا وہی اب بھی ہوتا ہے - اس طرح سے جو چیزیں چلتی ہیں ان سے سمجھوتے کا کام ذرا مشکل سے چلتا ہے - یعنی میسرے کہنے کا مطلب یہ ہے کہ مزدوروں کے ساتھ

(مولانا ایم - فاروقی)

ان کے معاملوں میں پورا انصاف نہیں کیا جاتا - بلکہ بڑے بڑے آفیسرز ہی کی بانہیں سلی جانی ہیں - جس سے ان میں بے اطمینانی پیدا ہوتی جا رہی ہے - دوسری بات مجھے جو خاص طور سے کہنی ہے اس میں میں اس ہاؤس کا زیادہ وقت نہیں لیں گا - ریلوے بجٹ کی بحث کے دوران ریلوے کے بارے میں بہت سی شکایتیں آئی ہیں کیپٹرنگ کے بارے میں جو شکایت آئی ہے وہ بجا ہے اور اس کی حالت بہت خراب ہے - میرا اپنا خیال یہ ہے کہ اس بات کے اوپر ریلوے کو ضرور غور کرنا چاہئے - اس کیپٹرنگ کے متعلقہ میں جو کنٹریکٹر اب تک کام کرتے آئے ہیں یا جو دوسرے کنٹریکٹر کام کریں گے ان کے کام کے اوپر آپ کو سخت سے سخت پابندی اور نگرانی رکھنی چاہئے - اگر یہ لوگ ریلوے کے اصول کے مطابق کام نہیں کرتے آفیشیلسی نہیں برتتے ہیں تو ان کے خلاف سخت سے سخت کارروائی کی جانی چاہئے مگر بجائے ریلوے کیپٹرنگ کے انکو جاری رکھنا چاہئے - آپ کے کیپٹرنگ میں انٹی آفیشیلسس نہیں آ سکتی - دوسری چیز مجھے برانچ لائنوں کے سلسلہ میں کہنی ہے - وہ یہ ہے کہ عام طور پر یہ دیکھا گیا ہے کہ برانچ لائنوں میں جو قیہ اور لوکوموتیو لگائے جاتے ہیں وہ اکثر

خراب ہوتے ہیں جس سے سفر کرنے میں لوگوں کو بہت سی تکلیفوں کا سامنا کرنا پڑتا ہے مجھے افسوس ہے کہ ماسٹر صاحب اس بات کی طرف ضرور توجہ دیں گے -

مجھے ایک چیز اور آپ کے سامنے بیان کرنا ہے اور وہ ہے وندھیہ پردیش کے بارے میں - شاید آپ لوگوں کو یہ خیال ہوگا کہ الگورائے شاستری نے اور ہم سب لوگوں نے یہاں پر ہو- پی- ہی کا معاملہ رکھا ہے یا اپنے گاؤں کا معاملہ رکھتے ہیں لیکن وہیں یہاں پر آپ کے سامنے وندھیہ پردیش کا معاملہ پیش کرنا چاہتا ہوں - وندھیہ پردیش پہلے ایک حکومت کا سنٹر تھا اب وہ ختم ہو گیا - اس زمانہ میں آپ نے یہ طے کیا تھا کہ سنٹر سے دیوا تک ایک لائن نکالی جائیگی جس سے بہت سے گاؤں کو ہو جائیگی - کئی سو میل اہریا کو ہو جائیگا - اس لائن کا سروے ہو گیا تھا اور اسکیم بن گئی تھی - لیکن اب مجھے اطلاع ملی ہے کہ وندھیہ پردیش سینٹر کی حیثیت سے ختم ہو جانے کی وجہ سے یہ اسکیم ترک کر دی گئی ہے - جب سے وندھیہ پردیش کی سنٹر کی حیثیت ختم ہو گئی ہے وہاں کے لوگ بہت زیادہ تکلیف اور فاقہ کشی میں ہیں - وہاں دیہاتوں سے ادھر ادھر مان لیجانے کا کوئی ذریعہ نہیں

جس = وگ ایذا سامان ایک
جگہ سے دوسری جگہ لہجھا سکھیں۔
اس لئے مجھے امید ہے کہ آنریبل
مئسٹر صاحب اس طرف خاص توجہ
دیں گے۔

ایک چھڑی وہاں کے بارے میں
اور کہنا ہے۔ بھوپال اب مدھیہ پردیش
کا سنٹر ہو گیا ہے۔ وندھیہ پردیش
اس میں ہے جسے لوگ بھوپال کام
کے لئے جاتے ہیں ان کے لئے کوئی
بے ترمین نہیں ہے جو کہ جلدی
پہونچا دے۔ وہاں کے لوگوں کو کسی
نہ کسی کام سے روزانہ بھوپال جانا پوتا
ہے اور ۲۶ گھنٹے صرف ہو جاتے ہیں۔
مجھے امید ہے کہ دیپوے مئسٹر
صاحب بھوپال تک جانے کے لئے کوئی
فاسٹ ترمین کا انتظام کریں گے جس
سے وندھیہ پردیش کے لوگوں کو بھوپال
جانے میں آسانی ہو جائیگی۔

میں ہمیشہ یو۔ پی۔ کے بارے میں
ایک چھڑی پھس کرتا رہا ہوں۔ جو
آج بھی آپ کے سامنے پھس کرنے جا
رہا ہوں۔ اس وقت لکھنؤ اور
الہ آباد کے درمیان کوئی معقول تھڑ
چلنے والی ترمین نہیں ہے جو کہ الہ آباد
سے لکھنؤ جلدی پہونچا دے۔ ایک
گاری پنجاب مہل ہے جس کا کلکشن
پرتاپگڑھ میں ملتا ہے۔ الہ آباد سے
پرتاپگڑھ کی دوری ۳۵ مہل ہے اور
اس میں قعائی گھنٹے کا وقت لگ
جاتا ہے۔ الہ آباد سے ایک ترمین صبح

۹ بجے پرتاپگڑھ روانہ ہوتی ہے اگر
وہ درا لیت ہو جائے تو پنجاب مہل
نہیں ملتا ہے۔ اور دن بھر لوگوں
کو پرتاپگڑھ میں رہنا پوتا ہے لکھنؤ
صوبہ کا کھیتل ہونے کے باوجود الہ آباد
ہی ایک حد تک افسروں کا ہوا
سنٹر ہے اور ایجوکیشن کا بھی سنٹر
ہے۔ اس لئے لوگوں کا روزانہ آنا جانا
رہتا ہے۔ اس وقت الہ آباد سے رات
میں جو ترمین چلنی ہے اس میں
سٹ کلاس کے لوگوں کو تو آنا ہی
ہوتی ہے لیکن عام طور پر آفس کے
لوگوں کو جو دفتر کی ضرورتیں لیکر
لکھنؤ جاتے ہیں بڑی مصیبت ہوتی
ہے۔ رات کے ۹ بجے بہت بکر صبح ۵
بجے لکھنؤ پہنچتے ہیں۔

مجھے امید ہے کہ آنریبل مئسٹر
صاحب میری ان چند تجویزوں پر
خاص طور سے غور کے ساتھ توجہ
فرمائیں گے۔ میں آخر میں دیپوے
کی عام ترقیوں کے لئے آنریبل مئسٹر
کو قابل مبارکباد سمجھتا ہوں۔

(उत्तर
प्रदेश) जनাব चेयरमैन साहब, दो दिन मे
इस रेलवे एप्रोप्रियेशन बिल क उपर जो
गुप्तगू हो रही है, उसमे ६० फीसदी लोगो ने
रेलवे एडमिनिस्ट्रेशन की खराबियों के बारे मे
और उन मे जो दुश्वारिया है
उन सबका जिक्र किया
[Mr DEPUTY CHAIRMAN in the Chair]

इस तरह ६० फीसदी लोगो
ने अपने लोकल मुआमलात पेश किये
कि फला जगह से ट्रेन जानी चाहिए, फला
जगह से जानी चाहिए, वगैरा। अगर प्राप

[मौलाना एम० फारूकी]

रेलवेज की १० बरस की पूरी तारीख जो सन् ४७ के बाद, आजादी के बाद से शुरू होती है, उस पर गौर करे तो आपको मालूम होगा कि जिस वक्त से हमारी गवर्नमेंट को यह रेलवे मिली, थी हर जगह से वह लुटी हुई थी। न उनके पास लोकोमोटिव थे न उसके पास कैरेज थे, न उसके पास और सामान था, और उस वक्त से लेकर इस वक्त तक रेलवे ने जो कुछ किया और जितने साधन मुहय्या किये, जितने आराम और राहत के सामान मुहय्या किये, वह आपके सामने हैं। यह कहना कि फला रेल निकाल दी जाये, फला न निकाली जाये, यह तो एडमिनिस्ट्रेशन का सवाल होता है। एक रेल निकालने के लिए तमाम चीजों को देखना पड़ता है। मेरा रेलवेज की बाज कमेटियो से भी ताल्लक रहा है इसलिए मुझे अन्दाजा है कि पहले सोच कर आते हैं कि फला रेलव तो जरूर निकल सकती है और तमाम चीजें सब बातें सामने रखते हैं, लेकिन ऐसे असबाब सामने आते हैं कि बात रुक जाती है और मजबूरन यह इकरार करना पड़ता है कि यह काम बहुत मुश्किल है और न हो सकेगा।

इस वक्त रेलवे हमारी सबसे बड़ी इडस्ट्री है जो हिन्दुस्तान में चल रही है। उसके सामने एक बहुत बड़ा सवाल है जिसकी तरफ मैं आनरेबल मिनिस्टर की तबज्जह दिलाना चाहता हूँ और वह सवाल यह है कि इसमें जो काम करने वाले हैं उनकी दो किस्में हैं, एक तो अपर ग्रेड के एम्प्लाइज हैं और दूसरे लेबर या और ग्रेड के लोग हैं। मैं यह देख रहा हूँ कि जो हवा मुल्क में चल रही है स्ट्राइक और इसी किस्म की दूसरी चीजों की और मांगों की और इसको सामने रख कर आइन्दा साल मिनिस्ट्री को चलना चाहिए, वह यह है कि लेबर के और बड़े आफीसरो के बीच ऐसा ताल्लुक नहीं है जैसा कि इन दो मुलाजमीन के ताल्लुकात होते हैं जो एक आका से मुतल्लक होते हैं और यही वजह सबसे बड़ी है कि जो हर मौके पर हम एंगी आवाज सुनाई देती

है कि आज फला जगह स्ट्राइक हो गई है। मैं मजमूई तौर पर इस सिलसिले में यह अर्ज करूँ कि जितने रेलव एम्प्लाइज हैं उनको जितनी आसानिया मुहय्या करनी चाहिए, उतनी रेलवे नहीं मुहय्या करती, जब कि उससे भी ज्यादा आसानियो की उनके लिए जरूरत है। इससे भी ज्यादा उनके लिए साधन की जरूरत है। उनके बच्चों की तालीम का कोई इन्तजाम नहीं है, हालांकि पहले काफी इन्तजाम था। बहुत से स्कूल यूरोपेनाइज्ड तरीके से चल रहे थे, वह सब बन्द हो गये।

श्री जगजीवन राम कोई नहीं हुआ।

मौलाना एम० फारूकी बहरहाल इस वक्त जितने रेलवे एम्प्लाइज हैं, उनके बच्चों को पढ़ाने के लिए जरूर कुछ न कुछ इन्तजाम होना चाहिए। एन वक्त पर जब उनकी तबदीली होती है, तब दूसरी जगह बच्चों को दाखला कराने में उनको बड़ी मुसीबत महसूस होती है।

इन तमाम चीजों के साथ मैं आपको, मिनिस्ट्री को मुबारकबाद देता हूँ कि जितनी की नाइया थी उनको देखते हुए आपने जिस तरीके पर इन्तजाम चलाया, वह काबिले मुबारकबाद है। मैं उम्मीद करूँगा कि आज की जो हालात हैं, उनको देखते हुए आइन्दा आप ज्यादा से ज्यादा फैसिलिटीज सब लोगों को मुहय्या कर सकेंगे।

इसके बाद मैं फिर आपके सामने रेलवे के मजदूरों की मिसाल पेश करता हूँ। उनके साथ बहुत बेदारी और बहुत समझ बूझ और हृमददी के साथ ट्रीटमेंट करना चाहिये। जब वह अपने मामलात आपके सामने पेश करते हैं मुझे यह अन्दाजा है क्योंकि मैं इनके कामों से कुछ ताल्लूक रखता हूँ, तब आपको चाहिये कि बराहुरास्त बड़े पैमाने पर आप इनके मामलात को टैकल करे। मैं देखता हूँ कि जिस तरह से कागजी तौर पर आफीशली इनके मामलात को टैकअप

किया जाता है उससे आपको सही मालूमात हासिल नहीं हो सकती और इसी वजह से सही तौर पर मुआमले सुलझते भी नहीं। मैं क्या आपके सामने अर्ज करूँ कि जितने भी गवर्नमेंट के सैक्टर हैं, इंडस्ट्री के, इनमें यही तरीका है कि जिस तरह से गुजस्ता जमाने में आपीशली ट्रीटमेंट होता था, वही अब भी होता है। इस तरह से जो चीजें चलती हैं उनसे समझौते का काम जरा मुश्किल से चलता है, यानी मेरे कहने का मतलब यह है कि मजदूरों के साथ उनके मामले में पूरा ईसाफ नहीं किया जाता बल्कि बड़े बड़े आपीशियल्स ही की बातें सुनी जाती हैं, जिस से उन में बेइम्मीनानी पैदा होती जा रही है। दूसरी बात जो मुझे खास तौर पर कहनी है उसमें इस हाउस का ज्यादा वक्त नहीं लूंगा। रेलवे बजट की बहस के दौरान रेलवे के बारे में बहुत सी शिकायतें आई हैं कंटरिंग के बारे में जो शिकायत आई है वह बजा है और इसकी हालत बहुत खराब है। मेरा अपना खयाल यह है "कि इस बात के ऊपर रेलवे मिनिस्ट्री को जरूर गौर करना चाहिये। इस कंटरिंग के महकमा में जो कांट्रैक्टर अब तक काम करते आये हैं या जो दूसरे कांट्रैक्टर काम करेंगे उनके काम के ऊपर आपको सख्त से सख्त पाबन्दी और निगरानी रखनी चाहिये। अगर यह लोग रेलवे के अमूल के मुताबिक काम नहीं करते, एफीशियेन्सी नहीं बरतते हैं तो उनके खिलाफ सख्त से सख्त कार्यवाही की जानी चाहिये। मगर बजाये रेलवे कंटरिंग के उनको जारी रखना चाहिये। आप के कंटरिंग में इतनी एफीशियेन्सी नहीं आ सकती। दूसरी चीज मुझे ब्रांच लाइनों के सिलसिला में कहनी है वह यह है कि आमतौर पर यह देखा गया है कि ब्रांच लाइनों में जो डिब्बे और लोकोमोटिव लगाये जाते हैं, वह अक्सर खराब होते हैं, जिससे सफर करने में लोगों को बहुत सी तकलीफों का सामना करना पड़ता है। मुझे उम्मीद है कि मिनिस्टर

साहब इस बात की तरफ जरूर तवज्जह देंगे।

मुझे एक चीज और आपके सामने बयान करना है और वह है विन्ध्य प्रदेश के बारे में। शायद आप लोगों को यह खयाल होगा कि अलगूराय शास्त्री ने और हम सब लोगों ने यहां पर यू० पी० ही का मामला रखा है या अपने गांव का मामला रखते हैं लेकिन मैं यहां पर आप के सामने विन्ध्य प्रदेश का मामला पेश करना चाहता हूँ। विन्ध्य प्रदेश पहले एक हकूमत का सेंटर था। अब वह खत्म हो गया। इस जमाने में आपने यह तय किया था कि सतना से रीवां तक एक लाइन निकाली जायगी, जिससे बहुत से गांव कवर हो जायेंगे। कई सौ मील एरिया कवर हो जायगा। इस लाइन का सर्वे हो गया था और एक स्कीम बन गई थी। लेकिन अब मुझे इनला फ़ी ली है कि विन्ध्य प्रदेश सेंटर की हैसियत से खत्म हो जाने की वजह से यह स्कीम तर्क कर दी गई है। जब से विन्ध्य प्रदेश की सेंटर की हैसियत खत्म हो गई है, वहां के लोग बहुत ज्यादा तकलीफ और फाकाकशी में हैं। वहां देहातों से इधर उधर सामान ले जाने का कोई जरिया नहीं है, जिससे लोग अपना सामान एक जगह से दूसरे जगह ले जा सकें। इसलिये मुझे उम्मीद है कि आन्तरेबल मिनिस्टर साहब इस तरफ खास तौर से तवज्जह देंगे।

एक चीज वहां के बारे में और कहना है। भोपाल अब मध्यप्रदेश का सेंटर हो गया है। विन्ध्य प्रदेश इसी में है, जितने लोग भोपाल प्रान्त के लिए जाते हैं, उनके लिए कोई तेज ट्रेन नहीं है जो कि जल्दी पहुंचा दे। वहां के लोगों को किसी न किसी काम से रोजाना भोपाल जाना पड़ता है और २६ घंटे सफ़र हो जाते हैं। मुझे उम्मीद है कि रेलवे मिनिस्टर साहब भोपाल तक जाने के लिए फास्ट ट्रेन का इन्तजाम कर देंगे जिससे विन्ध्य प्रदेश

[मौलाना एम० फारूकी]

के लोगों को भोपाल जाने में आसानी हो जायगी।

मैं हमेशा यू० पी० के बारे में एक चीज पेश करता रहा हूं, जो आज भी आपके सामने पेश करने जा रहा हूं। इस वक्त लखनऊ और इलाहाबाद के दरम्यान कोई माकूल तेज चलने वाली ट्रेन नहीं है जो कि इलाहाबाद से लखनऊ जल्दी पहुंचा दे। एक गाड़ी पंजाब मेल है, जिसका कनेक्शन प्रतापगढ़ में मिलता है। इलाहाबाद से प्रतापगढ़ की दूरी पैंतीस मील है और इसमें ढाई घंटे का वक्त लग जाता है। इलाहाबाद से एक ट्रेन मुबह को ६ बजे प्रतापगढ़ रवाना होती है और अगर वह जरा लेट हो जाय, तो पंजाब मेल नहीं मिलता है और दिन भर लोगों को प्रतापगढ़ में रहना पड़ता है। लखनऊ, सूबा का केपीटल होने के बावजूद, इलाहाबाद ही एक हद तक अफसरों का बड़ा सेंटर है और एजुकेशन का भी सेंटर है, इसलिए लोगों का रोजाना आना जाना रहता है। इस वक्त इलाहाबाद से रात में जो ट्रेन चलती है, उसमें फर्स्ट क्लास के लोगो को तो आसानी होती है लेकिन आम तौर पर आफिस के लोगों को जो, दफ्तर की कार्यवाही लेकर लखनऊ जाते हैं, बड़ी मुसीबत होती है। रात के ६ बजे बैठ कर मुबह पांच बजे लखनऊ पहुंचते हैं।

मुझे उम्मीद है कि आनरेबिल मिनिस्टर साहब मेरी इन चन्द तजवीजों पर खास तौर से गौर के साथ तबज्जा फरमाये। मैं आखिर में रेलवे की आम तरकियों के लिए आनरेबिल मिनिस्टर को काबिले मुकारिफाद समझता हूँ।

SHRI P. D. HIMATSINGKA (West Bengal): Mr. Deputy Chairman, various Members have made various suggestions. I just want to mention one or two important points which I feel might help the Ministry to save foreign exchange. We were told yesterday during the Question Hour

that a Mission has gone out to foreign countries for the purchase of railway materials. I think that the Government of India has got a number of Purchase Missions in different countries which are in a position to supply correct information as regards the prices to be paid for various materials that can be available in those countries. It will be very much to the advantage of the Government if they ascertain facts from these missions and then get in touch with some of the big businessmen here like Tatas who deal with steel and other things, who could get these things much cheaper. They should ascertain the minimum prices at which they will be available in these countries and then get into touch with the businessmen here, and if they are in a position to get them cheaper than what is being quoted by their own men in foreign countries, they should have no difficulty in doing so, and I have no doubt that this way they can save a lot of money, because after all when Government officers go, they do not know all the intricacies through which money can be saved by businessmen. This is one point which they should consider.

Another thing is about timber. A friend from Andhra said that the Andhra Government is in a position to supply a lot of timber. Similarly, other States are also in a position to supply timber. But what I understand is that last year in 1956 they introduced one specification K-IC-56 which has caused a lot of difficulty. They have been buying timber from 1939 onwards till 1955 on the basis of one specification which was called K-1-39, and there was no difficulty in the supply of timber for the last 15 years. But in 1955, when the supply of timber had fallen, they made the specification stricter and introduced this K-IC-56. I understand that people who deal in timber put in their protest that it will not be possible to supply timber to this specification on account of depleted supplies, but for reasons best known to the Ministry or the

Department who purchase timber, they stuck to this specification and as a result no one has been able to supply. In fact, the Northern India suppliers are not submitting any tenders. I understand that South Indian businessmen gave tenders, accepted to supply 2,000 tons, but ultimately on account of this specification being enforced, failed to supply the timber. Therefore that is a point which the Minister should be good enough to examine with the help of his experts whether there is something wrong with the specification that has been recently introduced and whether there was any necessity to change a specification which had been working satisfactorily for at least 15 or more years.

I come to certain other difficulties. I am connected with certain firms which had been supplying very large quantities of timber, wooden sleepers. I understand that in the last two or three years the Sleeper Control Officer, whose office in Calcutta is known as Eastern Group Sleeper Control Office, has created a lot of difficulties in payments. They do not pay in time, they do not pay any proper attention to refund of securities and other payment difficulties have been created, and as a result people who had been supplying wooden sleepers have gone off from that line and have been supplying to other firms like Tatas, ignoring the railways. The result is that the supply of wooden sleepers which was already short has fallen short still further. That also should be examined by the hon. Minister, and he should try and find out if there is something wrong with the Department that is responsible for the purchase of sleepers, find out why the Eastern Group Sleepers Control Office, which was able to get large quantities of sleepers all these years has been practically failing recently in getting any sleepers from that area. That will give valuable information to the Ministry and they might be able to find out the reasons why supplies

have fallen short. These are the two small points which I wanted the Minister's attention to be drawn to, and I hope he will try to find out if there is something wrong, and if he finds that there is something wrong, I hope he will set it right.

MR. DEPUTY CHAIRMAN: There are five more speakers. Shall we sit through till 1.45 and then adjourn till 2.30 or adjourn till 1.45 and then meet?

SHRI JASPAT ROY KAPOOR (Uttar Pradesh): Why not adopt the usual procedure and adjourn till 2:30? We can meet on Saturday if necessary.

MR. DEPUTY CHAIRMAN: We have got five more speakers. The House stands adjourned till 1.45.

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

The House reassembled after lunch at forty-five minutes past one of the clock, MR. DEPUTY CHAIRMAN in the Chair.

श्री शील भद्र यात्री (बिहार) अध्यक्ष महोदय, सन् १९५७-५८ के वित्तीय वर्ष की सेवा के लिए रेलों के प्रयोजनार्थ योजना बनी है, जिसके लिए ६०४ करोड़ से ज्यादा रुपया भारत की विभिन्न निधि से इस विनियोग नं० २ विधेयक के द्वारा लिया जा रहा है में इस विधेयक का समर्थन करते हुये रेलवे मिनिस्टरी तथा रेलवे बोर्ड को पाँच आवश्यक और महत्वपूर्ण सुझाव देना चाहता हूँ।

सबसे पहला मेरा सुझाव यह है कि, वस्तिारपुर बिहार लाइट रेलवे जो वस्तिारपुर से बिहार शरीफ, नालन्दा और राजगिरि तक जाती है, उसे सरकार ले ले। मैं सन्नता हूँ कि इस रेलवे लाईन में अक्सर हिन्दुस्तान के ही नहीं बल्कि बौद्ध धर्मानुयायिता के नाते दूसरे देशों के लोग भी यात्रा करते हैं। नालन्दा हिन्दुस्तान की मशहूर

[श्री शीलभद्र यात्री]

जगह है और यह रेलवे लाइन प्रायः बन्द होने जा रही है पहले वह मार्टिन कंपनी के नीचे थी। उस के बाद वह डिस्ट्रिक्ट बोर्ड के हाथ में गई। डिस्ट्रिक्ट बोर्ड ने क्वार रेलवे बोर्ड और रेलवे मिनिस्ट्री को लिखा है। बिहार की सरकार ने भी लिखा है कि जल्दी से जल्दी उसका राष्ट्रीयकरण किया जाय। मालूम हुआ है, वहां वाडगेज की लाइन बनने वाली है लेकिन अभी वह बन्द होने जा रही है। बिहार सरकार के द्वारा रेलवे बोर्ड को लिखने पर भी मैं नहीं समझता कि रेलवे मिनिस्ट्री क्या कर रही है, चूंकि हिन्दुस्तान के बाहर के लोग भी वहां साल में लाखों की ता'श में आते हैं इसलिये उनकी अनुविधाओं का विचार करते हुए ३६ मील लम्बे बल्लियारपुर बिहार लाइन का जल्दी से जल्दी राष्ट्रीयकरण किया जाय और उसको वाडगेज बना करके गया से मिलाया जाय।

मेरा दूसरा सुझाव यह है कि रांची में जहां भारी मशीनरी और बड़े बड़े औजार बनाने के कारखाने खले जा रहे हैं और मैं समझता हूं कि वह हिन्दुस्तान का अव्वल नम्बर का कारखाना होगा। इसे रूरकेला, जमशेदपुर, दुर्गापुर आदि से वाडगेज बना कर मम्बई किया जाय।

मेरा तीसरा सुझाव यह है कि ब्रह्मपुत्र नदी पर एक पुल बनाया जाय। गत बजट सेशन में कहा गया था कि उत्तरी बिहार और दक्षिणी बिहार को एक करने के लिए, उन्हें मिलाने के लिए, गंगा पर एक बड़ा भारी पुल बनाने में १५ करोड़ रुपये खर्च किया जा रहा है। लेकिन आसाम को सारे हिन्दुस्तान से मिलाने के लिए ब्रह्मपुत्र पर पांडू के नजदीक एक पुल बनाने की जो मांग की गई थी, उसके सम्बन्ध में मैं नहीं समझता कि सरकार क्या कर रही है। इसके लिए आसाम और दूसरे क्षेत्रों के लोग बराबर आवाज उठाते रहे हैं। यदि पंचवर्षीय योजना को सफल बनाना है

और आसाम को सारे हिन्दुस्तान से संबन्धित करना है, तो पांडू के नजदीक ब्रह्मपुत्र नदी के ऊपर जल्दी से जल्दी पुल बनाना चाहिये।

मेरा चौथा सुझाव यह है कि मणिपुर को अवश्य रेल से संबन्धित करना चाहिये, क्योंकि वहां नागा लोगों की गड़बड़ें होती हैं, प्रायः मणिपुर और इम्फाल से होती है। इन स्थानों का रेलवे से संबंध नहीं है। हिन्दुस्तान की सुरक्षा को ध्यान में रखते हुए, मैं समझता हूं कि इम्फाल और मणिपुर को भी रेल से संबन्धित किया जाय।

मेरा पांचवां सुझाव—काश्मीर के संबंध में है। सब लोग जानते हैं कि काश्मीर कितना महत्वपूर्ण स्थान रखता है, लेकिन अभी तक काश्मीर और जम्मू रेलवे लाइन से संबन्धित नहीं है। इसलिए पठानकोट से लेकर जिस तरह भी हो, जम्मू और श्रीनगर तक रेलवे लाइन बनाई जाय और उसे सारे हिन्दुस्तान से संबन्धित किया जाय।

इस प्रकार मेरे ये पांच सुझाव हैं जो बहुत महत्वपूर्ण हैं। हिन्दुस्तान की द्वितीय पंचवर्षीय योजना को चलाने के लिए और हिन्दुस्तान की सुरक्षा की दृष्टि से, मैं समझता हूं कि इन पांच सुझावों को यदि रेलवे मिनिस्ट्री और रेलवे बोर्ड मान ले, तो इससे बहुत काम हो सकता है।

श्री बी० बी० शर्मा (उत्तर प्रदेश):
भुझे बहुत सी बातें जो कहनी हैं, उनके लिए इतना समय नहीं है कि मैं कह सकूँ। इस लिए सिर्फ दो तीन बातें मैं कहना चाहता हूँ।

एक बात यह है कि रेलवे मिनिस्ट्री के साथ बच्चे हैं लेकिन एक बच्चे के साथ वह स्टेप सन का बरताव करती है और वह है एन० ई० आर०। नार्थ ईस्टर्न रेलवे के साथ, मेरा ख्याल है कि एक विमाता अपने सौत के लडके के साथ जैसा बरताव करती है, वैसा ही रेलवे अथारिटीज़ बरताव करती हैं।

रेल उधमंत्रो (श्री शाहनवाज खां)
सबसे ज्यादा रुपया वह लेती है।

श्री बी० बी० शर्मा : जो वह लेती है वह मैं आपको अभी बतलाता हूँ। यह देखिये एक एक डिमांड मैं लेना हूँ। पहली डिमांड नम्बर ४ ले लीजिये। चौथी डिमांड कुल ३० करोड़, ७१ लाख और १६ हजार की है। उसमें एन० ई० आर० को ४ करोड़ १० लाख ८ हजार ८० मिले हैं और नार्दन रेलवे को ५ करोड़ १७ लाख ८२ हजार ८० मिले हैं, इस प्रकार वह ज्यादा नहीं है बल्कि कम है।

श्री शाहनवाज खां : यह कौन सी डिमांड है?

श्री बी० बी० शर्मा : “आर्डिनरी वर्किंग एक्सपेसेज ऐडमिनिस्ट्रेशन” की यह डिमांड है। तो यह डिमांड नम्बर ४ हुई। फिर इसके बाद आप डिमांड नम्बर ५ देखिये। इसमें “रिपेयर्स ऐड मेटेनेंस” के लिए रुपया लगाया जा रहा है और सेंट्रल रेलवे के लिए १५ करोड़, ३१ लाख और २८ हजार रुपया है, ईस्टर्न रेलवे के लिए १६ करोड़, ४ लाख और २३ हजार रुपया है, नार्दन रेलवे के लिए १५ करोड़, १७ लाख और २५ हजार रुपया है, लेकिन नार्थ ईस्टर्न रेलवे के लिए सिर्फ ६ करोड़ ८ लाख और ६७ हजार रुपया है। तब तो यह है कि जो ७ जोन्स हैं उन सबसे कम ६ करोड़ ८४ लाख ६७ हजार रुपया रिपेयर्स और मेटेनेंस पर खर्च के लिये इस जोन को दिया गया है। मेरा ख्याल है कि इस रेलवे को रिपेयर्स और मेटेनेंस की जितनी जरूरत है उतनी किसी और रेलवे को नहीं है क्योंकि इम लाइन पर बाढ़ का प्रकोप बहुत रहता है जिससे कि लाइनें बिगड़ जाती हैं और पुल टूट जाते हैं। किसी और लाइन में इसका इतना प्रकोप नहीं है क्योंकि किसी और जोन में इतनी भीषण नदियां नहीं बहती हैं जितनी कि इस जोन में बहती हैं। गंगा, घाघरा, गंडक कोसी और ब्रह्मपुत्र का भी कुछ हिस्सा

इस जोन में आ जाता है, तो जितनी भयंकर नदियां इस जोन में हैं—जिनसे कि हर प्रकार का नुकसान लाइंस को होता है—उतनी किसी और जोन में नहीं हैं। किन्तु, तब भी ७ जोनों में से सब से कम ६ करोड़ ८४ लाख ६७ हजार रुपया इस जोन को दिया गया है जबकि दूसरे जोन्स को १५ करोड़, १६ करोड़, १५ करोड़, १२ करोड़, ११ करोड़ और १३ करोड़ रुपया दिया गया है। इस जोन को रिपेयर्स ऐड मेटेनेंस के लिये सिर्फ ६ करोड़ ८४ लाख ६७ हजार रुपया दिया गया है। फिर भी हमारे डिप्टी मिनिस्टर साहब ने कहा है कि सबसे ज्यादा रुपया इसी जोन में खर्च होता है। मेरी समझ में नहीं आता है कि किस गणित से, किस हिसाब से, यह रुपया ज्यादा कहा जा सकता है। हा, एक बात कही जा सकती है और वह यह कि इस लाइन से आमदनी शायद कम होती है। लेकिन जो लाइन इतनी नेगलेक्टेड है, जिस लडके को खाना पीना इतना कम मिलता है, उससे यह तो उम्मीद नहीं की जा सकती है कि वह सबसे ज्यादा मेहनत करे। इस लडके के साथ विमाता का सा व्यवहार किया जाय और फिर यह उम्मीद की जाय कि वह हट्टाकट्टा और पहलवान हो और खान-दान के लिये सबसे ज्यादा पैदावार करे यह बात समझ में नहीं आती है।

अब मैं आपको डिमांड नं० ६ के बारे में बतलाऊंगा। डिमांड नं० ६ “आर्डिनरी वर्किंग एक्सपेसेज—आपरेटिंग स्टाफ” के लिये है। इसमें भी और जोनों को ६,६ करोड़ और ८ करोड़ मिला है लेकिन इस जोन को ६ करोड़ ६२ लाख ६८ हजार मिला है। यानी इस डिमांड में भी इस जोन को सबसे कम रुपया दिया गया है।

अब डिमांड नं० ७ लीजिये। डिमांड नं० ७ फुएल के लिये है। जरूरी बात है कि जब गाडी चलाओगे नहीं तो कोयला कम ही लगेगा। चुनावे इसमें भी इस जोन को ३ करोड़ ६६ लाख ६२ हजार दिया

[श्री बी० बी० शर्मा]

गया है जब कि दूसरे जोन्स को ११ करोड ४० लाख २५ हजार रुपया, १० करोड ५ लाख ५६ हजार रुपया, ७ करोड ६६ लाख ३ हजार रुपया आदि आदि दिया गया है। इस डिमांड में भी इस लाइन का सबसे कम ३ करोड ६६ लाख ६२ हजार दिया गया है जब कि दूसरी २ P M लाइन को इससे तिगुना और चौगुना दिया गया है, तिस पर भी यह कहा जाय कि इसकी पैदावार ज्यादा नहीं होती है ?

अब डिमांड न० १५ को लीजिये। १८ करोड १३ लाख २३ हजार रुपये की यह डिमांड है लेकिन उसमें से एक पैसा भी इस लाइन को नहीं दिया गया है। यह डिमांड "Construction of New Lines-Capital and Depreciation Reserve Fund" के लिये है। इसमें यह लिखा है, इसमें एक "This demand deals with expenditure on construction of new lines and restoration of dismantled lines chargeable to Capital and Depreciation Reserve Fund." पैसा भी इस लाइन को नहीं मिला है, यानी न तो इसमें कोई नई लाइन बनानी है और न किसी नई लाइन को बनाने की जरूरत ही महसूस होती है।

मेरे कहने का अभिप्राय यह है कि इस लाइन के साथ जो यह विमाता का सा व्यवहार किया जाता है वह कहा तक उचित है और तिस पर भी यह उम्मीद की जाय कि इसकी पैदावार ज्यादा हो, यहां के लोगो को आने जाने की सहूलियत हो और उनको हर प्रकार का आराम मिले ? जब रिपेयर्स के लिये रुपया ही नहीं रखा गया है तो फिर वहां की गाड़िया खडखड नहीं चलेगी तो और कैसे चलेगी, वहां के लोगो को तकलीफ नहीं होगी तो और होगा क्या ? जब कि वहां की लाइन की यह कैफियत है तो फिर वहां इंडस्ट्रीज वगैरह का विकास कैसे होगा ? तो मेरा यह कहना है कि यह बर्ताव उस लाइन के साथ है जिसका कि माइलेज मेरे

ख्याल से किसी दूसरी लाइन से कम नहीं है और जिसमें कि हर प्रकार के खतरे होते हैं। हर आइटम का मन दिखलाया, जितने आइटम्स हैं उन सबमें उस लाइन को सबसे कम रुपया दिया जाता है, तो इस लाइन का सुचारु रूप से चलाना असम्भव मा प्रतीत होता है।

अब कुछ लोकल बातों को भी मैं बताऊंगा। जैसा कि मैंने बताया कि डिमांड न० १५ में नई लाइनों के लिये इस जोन को एक पैसा भी नहीं दिया गया है और यहां कोई नई लाइन बन ही नहीं सकती है। अभी उत्तर प्रदेश की गवर्नमेंट ने हाल ही में नई लाइनें खोलने के लिये ११ या १२ मजेशन्स भेजे थे, लेकिन उसमें से एक भी मजूर नहीं हुए हैं और कोई नई लाइन नहीं बनी है। सिर्फ रामपुर में लालकृष्ण को जो लाइन है उसका अभी सर्वे ही हो रहा है। तीन या चार वर्ष से यह मसला पड़ा हुआ है लेकिन अभी सर्वे ही हो रहा है और उस लाइन के सिर्फ इंजीनियरिंग सर्वे के लिये अभी एक हजार रुपया रखा गया है। इसके अलावा और कोई रुपया नहीं रखा गया है।

श्री आर० पी० टामटा (उत्तर प्रदेश) : सर्वे हो चुका है।

श्री बी० बी० शर्मा लेकिन इंजीनियरिंग का सर्वे बाकी है और उसके लिये ७८ हजार रुपया १६५७-५८ के बजट में पेश है और आपको दिया जा रहा है।

तो रेलवे विभाग से मेरी यह शिकायत है कि उत्तर प्रदेश के साथ कोई न्याय का बर्ताव नहीं किया जा रहा है।

अभी हमारे लायक दोस्त श्री अलगू राय शास्त्री ने शाहगंज का जिक्र किया था। उन्होंने जो बात कही थी, उसका मैं दूसरा पहलू कहता हूँ। उन्होंने कहा था कि अगर आजमगढ़ के लिये गाड़ी छूट जाय तो वहां शाहगंज स्टेशन पर ७, ८ घंटे रहना पड़ता

है। तो यह तो दिक्कत है ही, लेकिन उससे एक और बड़ी दिक्कत है और वह यह है कि वहा रेलवे स्टेशन पर कैंटरिंग का कोई इंतजाम ही नहीं है। वहा न तो काट्रैक्टर के जरिये से और न मरकारी तरीके से ही कैंटरिंग का कोई प्रबन्ध है। शाहगज का बाजार स्टेशन से करीब डेढ़ या दो मील के फासले पर है। चुनाचे, अगर बदकिस्मती से किमी यात्री को गाड़ी छूट जाय तो फिर उसे वहा चाय भी नहीं मिल सकती है, अच्छी चाय को कौन कहे खराब चाय भी नहीं मिल सकती है क्योंकि वहा कोई प्रबन्ध ही नहीं है। जब चाय ही नहीं है तो फिर खाने का तो कोई नाम ही नहीं ले सकता है, तावक्ते कि वह उसको अपने पास ही न रखे हो। वहा से ही आजमगढ़ जिले की, बलिया जिले की और पूर्वी जिलों की यात्रा शुरू होती है। बलिया को जो जाने वाले हैं, उनको तो और भी दिक्कत है। हमारे लायक दोस्त श्री तारकेश्वर पांडे यहा नहीं हैं, उनकी तो छपरा की लाइन ही बन्द हो गई है। मैंने कल एक सवाल में पूछा था कि वह लाइन कैसे बन्द हुई। मेरे ख्याल से उसकी मारी जिम्मेदारी रेलवे के महकमे की है। पार-साल जब बहुत भीषण और बड़ी विकराल बाढ़ आई थी, तब उस समय उस रेलवे लाइन का इनक्रोचमेंट हुआ था।

(समय की घंटी बजती है)

अब मैं एक मिनट में ही खत्म करने वाला हूँ। तो इनक्रोचमेंट हुआ और उस वक्त रेलवे के अधिकारियों का ध्यान उस तरफ दिलाया गया, लेकिन फिर भी कोई काम नहीं हुआ। काम जो हुआ वह क्या हुआ? वह यह कि स्टेशन के इर्द-गिर्द थोड़ी सी मिट्टी और बालू फैकी गई। बाढ़ में तो पत्थर भी हिल जाता है, फिर बालू और मिट्टी कहा तक उससे रक्षा कर सकती है। बालू और मिट्टी भी किम महीने में फैकी गई? बाढ़ अगस्त और सितम्बर

में आई लेकिन जनवरी, फरवरी तक बिल्कुल सोते रहे और कहीं जाकर मई के महीने में काम शुरू हुआ। मई के महीने में जब कहीं काम शुरू हुआ, तो जहा पर काम हो रहा था वहा के लिये लागो ने कहा कि यहा इस जगह पर नहीं होना चाहिये, बल्कि जिस जगह से नदी का कटाव शुरू होता है, उस जगह से होना चाहिये लेकिन वैसा नहीं किया गया। कल डिप्टी मिनिस्टर साहब ने जवाब दिया था कि जो एक्सपर्ट थे, टेक्निकली ट्रेड आदमी थे, जो इंजीनियर साहब थे, उन के लिये गांव वालों की राय पर चलना मुमकिन नहीं था। नतीजा यह हुआ कि इस साल जब फिर बाढ़ का प्रकोप हुआ, तो चूकि जहा से लागो ने कहा था, इंजीनियर साहब को समझाया था, कि यहा से बाढ़ को रोकिये और वहा से उसको न रोक करके उन्होंने दूसरी जगह जो मिट्टी वगैरह डलवाई थी, तो वह सब बह गई और इस साल की बाढ़ में नदी का कटाव स्टेशन के करीब तक आ गया है।

उसके बाद जब चीफ इंजीनियर साहब वहा गए, है, तो उन्होंने कटाव को रोकने के सबंध में उन एक्सपर्ट साहब, जिनकी एक्सपर्ट ओपीनियन बहुत लायक मानी जाती है, उसको गांव वालों के कहने पर बदल दिया और कहा कि नहीं, वह बात सही है जो गांव वाले कह रहे थे। यानी उस के मानी यह हुए कि एक्सपर्ट ओपीनियन ऐसी होती है कि जो गवार से गवार आदमी ओपीनियन देता है वह उससे अच्छी होती है, यानी एक्सपर्ट की बूझ एक गवार आदमी से भी कम होती है। तो ऐसे एक्सपर्ट वहा आये थे। अगर वे रेलवे विभाग से छुट्टी ले लेवे जल्दी से जल्दी तो बेहतर होगा, क्योंकि उनसे बेहतर तो देहात के लोग अच्छी ओपीनियन रखते हैं।

(समय की घंटी बजती है)

श्री शाहनवाज खां रेलो का इन्डोबस्त गवारों को सौंप दिया जाय?

श्री बी० बी० शर्मा : तो क्या शिवाजी गंवार थे, उनके वक्त के पंडित गंवार थे ? आपको किताबी एडमिनिस्ट्रेटर बहुत मिलेंगे लेकिन हमारे ये गंवार कहलाये जाने वाले एडमिनिस्ट्रेटर नहीं मिलते । यही कारण है कि तमाम करप्शन और बुराइयाँ आपके डिपार्टमेंट में और गवर्नमेंट में भरी हुई हैं ।

SHRI SANTOSH KUMAR BASU (West Bengal): Mr. Deputy Chairman, I had no desire to participate in the debate but I feel that the question may be approached from a slightly different point of view from what has been adopted by most of my honourable colleagues in this House who have spoken so far. I am entirely at one with them that the grievances, suggestions and ways of improving matters should be put forward on the floor of the House in the course of the debate for the purpose of consideration by the Ministry. From all corners of this far-flung country echoes have been heard on the floor of the House, in the course of the debate, that various grievances exist and require immediate remedy. That is undoubtedly an approach which is legitimate, which is fair and which is justly our due as Members of this House. I think, Sir, that adequate attention will be paid by the Railway Ministry to all those suggestions and grievances which have been put forward in the course of the debate.

So far as West Bengal is concerned, my esteemed and hon. friend, Dr. Radha Kumud Mookerji, has very vigorously and, at the same time, very reasonably put forward a number of grievances which I hope the Railway Ministry will care to look into but I really intrude upon the time of the House for a slightly different purpose. Coming from an older generation, I shall pay my tribute to the Railway Ministry and the Railway Department for the way

in which they have carried on so far. Sir, my memory, if it does not fail me, takes me back to the days of the Montagu-Chelmsford Reforms when, after a tour of India, the Secretary of State and the Viceroy presented a report in the course of which they recommended a number of reforms which, in the present perspective and in the present context must be looked upon as very poor indeed. They had rejected the demand for complete self-government and one of the grounds was, if my memory does not fail me, a very curious one. It was solemnly stated that a country and a people who could not be entrusted with the responsibility of driving a railway engine could not certainly look forward to complete self-government. The Railway Department was considered to have reached the high-water mark of responsibility and efficiency and it was considered that it would be taking a very grave risk if complete self-government, with complete control over the railways, were handed over to the Indians at that stage. Now, Sir, in the present context, we can look back to those days and realise what a false and fatuous argument was put forward at that stage. Our railways are continuing; our railways have not come down in a crash and Indians have shown that they are fully capable of running the railway administration which has been handed over to them by their European predecessors. Sir, looking at the various reforms which have been carried out in the railway administration after it was taken over by us, looking at the immediate background of the war-time conditions where railways were running in a fashion of which any civilised country would be ashamed, no doubt on account of the war conditions—but that is an immediate legacy which our Railway Department took over when it came into existence as an Indian national concern—taking the whole matter against that background, are we not justly entitled to be proud of our performance so far as the railway

administration is concerned? Sir, I am not holding any brief for the Railway Department, but I would beg of my colleagues here to take an overall, comprehensive view of the entire situation having regard to the existing conditions when they took over immediately after the War and the way in which they have faced the problem while at the same time struggling to get along the way of progress and development, in tune with the gigantic efforts in the different spheres of our national activity. In that context, in that perspective, should we not be proud of our performance, of the performance of our countrymen and of the Railway Ministry? Sir, it is true that there have been many accidents on our Indian railways in the last several years but, at the same time, we must remember that the Railway Ministry is quite conscious of the feelings in that regard so much so that my hon. colleague, the present Railway Minister's predecessor went to the length of laying down the reins of his office as Railway Minister as a result of a railway accident. That is the kind of responsibility which should, I think, be an example to others in our country. As regards the present Railway Minister, every critic in the House has paid his personal tribute to his ability, sincerity and accessibility. I would, therefore, submit, Sir, that while we make and legitimately offer criticism and ventilate our grievances, we should, at the same time remember the background against which the present Ministry is functioning and also, at the same time, recognise the efforts that have been put forward by the Railway Department for the purposes of ameliorating the conditions in our railways. It is all a question of approach; it is a question of sympathy and of understanding the difficulties which confront the administration. In that perspective, in that light, we should accord our full support along with our criticisms and suggestions. We should give our support to the great efforts that are constantly

being made in this regard to improve passenger amenities, to ameliorate the conditions of the railway employees and to introduce safety measures which are at present obtaining in the different parts of our country.

With these words, Sir, I support the Bill.

श्री गोरीकुण्ड विजयवर्गीय (मध्य प्रदेश) : उपाध्यक्ष महोदय, मैं बहस के इस अंतिम चरण में इसलिये समय ले रहा हूँ, क्योंकि हाउस में रेलवे के प्रशासन के विषय में काफ़ी आलोचना हुई है। मुझ से पूर्व बक्ता ने जो कुछ कहा, उस व्यू से मैं पूरी तरह से सहमत हूँ कि उस युग को देखते हुए जब कि हम स्वयं स्टीम इंजन भी नहीं चला सकते थे, आज हम रेलवे का सारा शासन चला रहे हैं। यह देश के लिये एक बड़े फ़ख़्र की बात है। वास्तव में रेलवे का यह जितना बड़ा प्रशासन है और जितनी बड़ी नेशनल इंडस्ट्री है, उसको देखते हुए कहा जा सकता है कि जिस अच्छे ढंग से रेलवे का काम किया जा रहा है और हिन्दुस्तान के लोगों ने अपनी रेलवेज़ को जिस तरह संभाला है, शासन और हर काम मिनिस्ट्री के लिये वह एक तारीफ़ की बात है। श्रुतियाँ हैं और हर काम में होती हैं। इस में कोई शक नहीं कि जिन मेम्बरों ने रेलवे के बारे में आलोचना की, वे केवल जोश में कह गये। उनका मतलब यह है कि सामान्य श्रुतियाँ हैं, जिन्हें हमें दूर करना चाहिये, किन्तु जहाँ तक हमको रेलवे के संचालन पर अभिमान है, वह वास्तविक है और उचित ही है।

अब कई एक बातें ऐसी हैं, जिनकी तरफ़ हमारा ध्यान जरूर जाना चाहिये था। उनमें से एक बात यहाँ पर यह आई कि गवर्नमेंट जनरल रेवेन्यू के लिये रुपया बहुत निकाल लेती है। मैं इस राय से सहमत नहीं हूँ। मेरा ख्याल है कि जनरल रेवेन्यू के लिये रेलवे से रुपया मिलना चाहिये। आखिर एक समाजवादी देश में जहाँ समाजवादी

[श्री गोपीकृष्ण विजयवर्गीय]

आधार पर उद्योग धंधे चलते हैं, वहां उनके लिए रुपया कहाँ से आयेगा ? देश के बड़े बड़े उद्योग धंधों पर इन्वेस्टमेंट के लिये रुपया कहाँ से आता है। वह रुपया ग्रीकलर मे निकलता है या स्टेट ग्रैंड इंडस्ट्री मे से निकलता है। रेलवे देश की सबसे बड़ी इंडस्ट्री है। भारतवर्ष ने इसमें जो रुपया लगाया है, उसके बदले जनरल रेवेन्यू के लिये, देश की उन्नति के लिये रुपया निकलना चाहिये। हम देश की उन्नति के लिये बड़े बड़े कारखाने खोलते हैं और उससे जो रुपया आता है, वह सब का सब कर्मचारियों पर खर्च कर दिया जायेगा, तो देश की उन्नति किस प्रकार मे हों सकेगी। अभी हाल मे डाकतार महकमे मे हडताल करने की धमकी दी गई तो इसका मतलब यह नहीं है कि सारे का सारा रुपया हम इन महकमे के कर्मचारियों को खिला दें और अपने देश के उद्योग धंधों के लिये कुछ भी न बचायें। हम देश की उन्नति के लिये जो नये कारखाने खोलने वाले हैं या खोलने जा रहे हैं, अगर हम सब रुपया कर्मचारियों को ही खिला देंगे, तो किस तरह से नये उद्योग धंधे इस देश में खोल सकेंगे और कहाँ से हमारे पास नये उद्योग धंधों के खोलने के लिये रुपया आयेगा। अतः मैं इस चीज के खिलाफ हूँ कि जितना रुपया किसी उद्योग से पैदा होता है, वह सब उसके कर्मचारियों में ही लगा दिया जाय। मेरा तो कहना यह है कि रेलवे को जनरल रेवेन्यू में और ज्यादा रुपया देना चाहिये, ताकि हमारे देश मे और उद्योग धंधे जल्दी मे खोले जा सकें।

यह बड़ी खुशी की बात है कि रेलवे की उन्नति और विकास के लिये बड़ा भारी प्रोग्राम बन रहा है। इस समय इंटरनेशनल मीनीटरी फंड मे जो एग्रीमेंट हुआ है उसके अनुसार रेलवे को कुछ और रुपया मिलेगा और उससे हम रेलवे में अब से ज्यादा तरक्की कर सकेंगे। मुझे इस संबंध में

अपने इलाके के संबंध में कहना है। गुना जिले मे सारा मध्य भारत और मध्य प्रदेश तक मेरा कार्यक्षेत्र रहा है। मध्य प्रदेश का नया प्रान्त बना है और यह एक विशाल प्रान्त है। यहां पर बिलासपुर, कटनी, बीना और भोपाल के लिये एक फास्ट ट्रेन सर्विस की मस्त जरूरत है। भोपाल जो उस प्रान्त की राजधानी है, वहां पर सब जगहों से फास्ट ट्रेन आने की आवश्यकता है। मैं मिनिस्टर साहब का ध्यान इस बात की ओर दिलाना चाहता हूँ कि वे स्वयं वहां जाकर देखें कि जिस प्रान्त को स्टेट रियायोजनाइजेशन द्वारा बताया गया है, स्वयं मंत्री महोदय ने बनाया है, उसमें कम्युनिकेशन सुधारने की सख्त आवश्यकता है, वहां फास्ट ट्रेनों की आवश्यकता है और उसकी ओर ज्यादा ध्यान देने की जरूरत है। मैं खासतौर से गुना के बारे में कहना चाहता हूँ। गुना का जो जिला है, उसमें सर्वे भी हो चुका है। यह एक बहुत पिछड़ा हुआ इलाका है। वहां पर बहुत अच्छी खेती हो सकती है, वहां पर बहुत जमीन पड़ी हुई है, लेकिन वह इलाका देश को समुन्नत और अन्न पैदा करने के लिये अभी तक काम नहीं आ सका है। हम उस इलाके की रेलवे न होने के कारण उन्नति नहीं कर पा रहे हैं। गुना और उज्जैन के बीच जो रेलवे लाइन निकाली जाने वाली थी, मे आशा करता हूँ, रेलवे मिनिस्ट्री उस कार्य को जल्दी मे अपने हाथ में लेकर पूरा करेगी। मुझे पूर्ण आशा है कि मिनिस्टर साहब इस बात की ओर पूरा ध्यान देंगे।

हाल ही में भोपाल, उज्जैन, बीना और कोटाप्लाइन वैस्टर्न रेलवे में ट्रांसफर हुई है। उसमें कुछ समय से इंतजाम खराब चल रहा है। इसका कारण यह हो सकता है कि ट्रांजिट पीरियड होने मे यह खराबी आ गई हो। इन लाइनों में रेलें ठीक समय पर नहीं चलती है। कहीं पर पंखे खराब हैं, तो कहीं पर कुछ खराब रहता है।

में समझता हूँ कि यह ऐसी बातें हैं जो कि दुरुस्त हो सकती हैं क्योंकि वेस्टर्न रेलवे को ये लाइनों ट्रांसफर हुए कई महीने हो गये हैं। इन लाइनों पर इंतजाम इस समय बहुत खराब है और मैं आशा करता हूँ कि इनका इंतजाम जल्द में जल्द अच्छा हो जायेगा। पगारा स्टेशन जो कि एक फुल स्टेशन है, अगर उसको फुल फ्लेज्ड (full fledged) स्टेशन बना दिया जाय, तो रेलवे को बहुत आमदनी हो सकती है और भी बहुत फायदे हो सकते हैं। बीना-कोटा लाइन में बहुत से ऐसे स्टेशन हैं, जो कि फुल स्टेशन हैं और उनमें रेलवे को बहुत कम आमदनी होती है। इन जगहों पर करप्शन बहुत ज्यादा होता है। अगर इन स्टेशनों को फुल फ्लेज्ड स्टेशन बना दिया जाय, तो रेलवे की भी बहुत आमदनी हो जायेगी और स्टाफ को भी करप्शन करने का मौका नहीं मिलेगा। मुझे पूर्ण आशा है कि रेलवे मिनिस्ट्री इस बात की ओर अवश्य ध्यान देगी, जिससे कि रेलवे को जो हानि हो रही है, वह बचाई जा सके।

एक बात की ओर मैं आपका ध्यान और दिलाना चाहता हूँ और वह कोयले की चोरी के संबंध में है। कई लोगों ने मुझे बताया है कि रेलवे के स्टाफ वाले और उनके रिश्तेदार कोयले की चोरी करते हैं। यकीनन उसके ऊपर कंट्रोल होना चाहिये। बीना स्टेशन से बहुत सारा कोयला रेलवे स्टाफ वाले और उनके बच्चे सिर पर रख कर ले जाते हैं और अशोकनगर स्टेशन में वह बेचा जाता है। मैंने स्वयं तो नहीं देखा है, मगर लोगों से इस तरह की बात सुनी है। इस तरह से रेलवे का कोयला चोरी होकर चला जाता है।

श्री शाहनवाज खां : मिन्डर होता है।

श्री गोरीकुण्ठ विजयगोय : कुछ भी हो। इस मामले में रेलवे विभाग को

सब्त कार्यवाही और निगरानी करनी चाहिये। आखिर यह रेल की सम्पत्ति है। हम सब जगह लिखा हुआ देखते हैं कि रेल की सम्पत्ति राष्ट्र की सम्पत्ति है, उसकी हिफाजत करो।

नर्मदा नदी पर कई जगह पुल की सब्त जरूरत है। इस नदी में एक रोड ब्रिज बनने वाला है। मेरी यह सलाह है कि इस वक्त जो पुल बनने जा रहा है, अगर वह रेल और रोड दोनों के काम आने लायक बना दिया जायेगा, तो दुबारा बनाने की आवश्यकता नहीं पड़ेगी। मैं रेलवे मिनिस्ट्री का ध्यान इस तरफ दिलाना चाहता हूँ कि मध्य प्रदेश में सुधार करने की दृष्टि से नर्मदा में कई पुल डालने पड़ेंगे। अगर इन पुलों को बनाते वक्त इस बात का ध्यान रखा जाये कि रोड और रेल ब्रिज साथ साथ बनें तो बाद में पुल बनाने की आवश्यकता नहीं पड़ेगी। मुझे उम्मीद है कि रेलवे मिनिस्ट्री इस बात की ओर अवश्य ध्यान देगी।

अब मैं अंतिम बात कहकर अपना भाषण समाप्त करता हूँ। रेलवे की उन्नति में हमें केवल आर्थिक या व्यावहारिक दृष्टि से ही काम नहीं लेना चाहिये, बल्कि पोलिटिकल दृष्टि से भी देखना चाहिये। अंग्रेजों ने इस देश में रेलों का फैलाव स्ट्रैटेजिक दृष्टि से किया था। जहां कोई आमदनी का जरिय नहीं था वहां भी उन्होंने रेलें फैलाई। लेकिन अब हमारी सरकार को केवल स्ट्रैटेजिक दृष्टि से ही नहीं बल्कि राजनीतिक और आर्थिक दृष्टि से भी रेलों का विकास करना है। जैसे आसाम में रेलवे है, वहां राजनीतिक दृष्टि से रेल खोलना जरूरी है। इसमें ज्यादा भी खर्च हो जाय, तो कोई हर्ज नहीं। इसी तरह से मध्यप्रदेश का हिस्सा है, जहां आर्थिक दृष्टि से रेलों का होना आवश्यक है। हालांकि शुरू में वहां मुनाफा नहीं होगा क्योंकि अभी कुछ समय बाद मध्य प्रदेश एक उपजाऊ इलाका होने वाला है। मुझे पूर्ण आशा है कि मिनिस्टर साहब मध्य प्रदेश

[श्री गोपीकृष्ण विजयवर्गीय]

में रेलवे लाइन लगाने के लिये स्वयं दिल-चस्पी लेगे, क्योंकि उन्होंने मध्य प्रदेश का इतना बड़ा प्रान्त बनाया है। अगर वे इसका जिम्मा ले लें तो बिहार, मध्य प्रदेश, और कुल देश को इसमें फायदा होगा। इतना कहकर मैं इस बिल का पूर्ण समर्थन करता हूँ।

श्री ए. बी. कुन्म्बु (केरल) : श्रीमन्, रेलवे के बारे में बहुत कहना था, मगर वक्त कम है। इसलिये केरल में क्या क्या होना चाहिये, इसके बारे में मैं कुछ कहना चाहता हूँ। पहले रेलवे के बारे में मैं यह कहूंगा कि अब जरूर कुछ उन्नति हुई है, तो भी हमारे यहां कोशीकोड एक बड़ा रेलवे स्टेशन है और वहां के लोग बहुत तकलीफ उठाते हैं क्योंकि वह एक बड़ा शहर है, करीब दो लाख रहने वाली जनता का शहर है और वहां गाड़ी आने के पहले ही जो गेट बन्द कर देते हैं, उससे आने जाने की बहुत तकलीफ रहती है। वहां ओवर ब्रिज अर्थ भी नहीं है। पहले हमने दो बार रेलवे डिपार्टमेंट से ओवर ब्रिज बनाने के लिये अपील की, प्रार्थना की, तो भी अभी तक यह काम नहीं हुआ। इसलिये कोशीकोड के लोग बहुत तकलीफ उठाते हैं। यह मैं रेलवे अधीन के ख्याल में रखना चाहता हूँ।

दूसरी बात यह है कि एर्नाकुलम जाने वाला और मद्रास जाने के लिये धोरानूर जंक्शन है। यह धोरानूर रेलवे स्टेशन एक बड़ा जंक्शन है और उस जंक्शन में अभी भी एलेक्ट्रिक लाइट नहीं है। धोरानूर बाजार में एलेक्ट्रिसिटी है, तो भी इतने बड़े रेलवे स्टेशन में एलेक्ट्रिसिटी नहीं है। इससे वहां के आदमी कितनी मुश्किल उठाते हैं, यह मैं कह नहीं सकता। तो इतनी तकलीफ और इतनी मुश्किल वहां के लोग अभी भोग रहे हैं।

तलाइसेरी-मैसूर रेलवे की शुरुआत करने की कोशिश की गई थी, लेकिन वह शुरुआत कहां तक पहुंची, इसके बारे में मैं कुछ नहीं समझता। मेरे जानने में यह काम बहुत धीरे धीरे चलता है। अच्छी तरह आगे नहीं चलता ऐसा मैं समझता हूँ। इसी तरह से एर्नाकुलम और कोइलोन रेलवे आपने ली, तो भी कोइलोन से कोइलोन तक करीब ७० माइल्स होता है। वह काम अभी तक पूरा नहीं हुआ, कब पूरा होगा, इसके बारे में कुछ भी नहीं मालूम पड़ता।

इसके बाद छोटे छोटे स्टेशनों के बारे में कहूं, तो वहां बहुत ही कष्ट है। वहां पयानूर रेलवे स्टेशन है। कई तरह की मछली और कई तरह की चीजें वहां आती हैं, जिनको चढ़ाना होता है और इम्पोर्ट करना होता है, लेकिन वहां ठीक इंतजाम नहीं है। पयानूर के रहने वालों ने पहले प्रार्थना की थी लेकिन अभी भी वह पूरी नहीं हुई। उसी तरह से पलाया गाड़ी में भी है। एक बड़ी बात यह है कि बलापाटानाम में एक रेलवे ब्रिज रोड (पुल सड़क) है, जिससे लोग बहुत कष्ट उठाते हैं बलापाटानाम काननूर के नजदीक है और उसी से बसें व कारें आती हैं। जब गाड़ी आती है, तो बस, कार और सब तरह के वाहनों को वहां रुकना पड़ता है। १५, २० और कई मिनट वहां रुक कर के जाना पड़ता है। ट्रिक्पुर पयानूर के नजदीक एक रेलवे स्टेशन है। वहां एक्सप्रेस ट्रेन चलाने के लिये कई बार ट्रिक्पुर के लोगों ने प्रार्थना की थी, लेकिन अभी तक वह पूरी नहीं हुई। अगर मैं केरल के सभी रेलवे स्टेशनों के बारे में कहूं, तो बहुत मुश्किल होगा। यही मैं रेलवे मिनिस्ट्री के सामने रखना चाहता हूँ। इसका जवाब वह बहुत जोर से देंगे, ऐसा मैं समझता हूँ।

THE MINISTER OF RAILWAYS
(SHRI JAGJIVAN RAM): Sir, it will not be possible for me to reply to all

the points that have been raised here, during the short time that I have at my disposal, but I will try to meet all the major points and questions of principle which have been raised here. I may assure at the very outset that all matters and questions relating to local grievances and demands will be examined in the Railway Ministry and suitable action will be taken. Where it is felt necessary, I will try to send communications to the Members concerned also.

If I were to broadly divide the discussion, it would fall under four or five heads. One is regarding development of railways in different areas. There is no denying the fact that in many parts of our country there is necessity for having construction of new railway lines in order to develop those areas. One hon. Member quoted some figures—it was perhaps Mr. Basappa or somebody—to show how the route mileage in this country compares with some of the advanced countries of the world. I have as a matter of academic interest for myself, worked out certain statistics of the route mileage of railways in this country as running through different States and it would be interesting if I were to quote those figures. Sometimes questions are raised that more attention has been paid to the North and not to the South, or there has been concentration of Railways in certain States and not in others. I have got the statistics prepared on two bases—on the basis of route mileage according to population and route mileage according to areas—and it would give some interesting reading if I read it before the House.

	Route mileage	
	Per 1 lakh of population	Per 1,000 sq. miles
Andhra	8.979	26.562
Assam	12.030	12.798
Bihar	7.892	46.432
Bombay	13.092	33.020
Kerala	3.447	31.984
Madhya Pradesh . .	11.660	17.787

	Route mileage	
	Per 1 lakh of population	Per 1,000 sq. miles
Madras	7.353	43.930
Mysore	8.644	22.634
Orissa	5.722	13.935
Punjab	14.373	48.896
Rajasthan	20.293	24.472
Uttar Pradesh . .	8.466	47.200
West Bengal . . .	8.467	63.387

Then there are some minor States where practically we have no railways. These figures give some interesting reading. In some areas as related to population we have a larger percentage of route miles; whereas in some areas the percentage as related to population may be very high but as related to the area the route mileage is very small because a State may be very large in area, but it may not have so dense a population as any other States. But, if hon. Members will analyse these figures, they will find that the charge against the Railways that more attention has been paid to the north and not to the south is without any basis. As I said, there is demand from different areas and there is the necessity for the development of railways in many parts of our country. I have said on a previous occasion—and I am simply repeating it—that the resources at the disposal of the Railways as provided in the Second Five Year Plan are not such that we can think of undertaking construction of new railway lines in any appreciable measure. If our position improves and if more allotments can be made to the Railways, of course, they will be always prepared to undertake the construction of new railway lines in areas where they are most required.

This leads me to question of material position. It is not only the monetary resources that stand in the way of the development of the railways, but also the material position—the shortage of track materials and construction materials, both these things, are confronting us. The

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House is aware of this. Some hon Members put that question very directly—how we think of implementing the Second Five Year Plan in view of the known shortage of track materials. Sir, the most important material required for the construction of railways is iron and steel and the House is aware that our country is short of iron and steel. We have to depend upon imported material. There were difficulties in procuring them and therefore, we decided to send a small mission in order to procure iron and steel materials. I am glad to inform the House that the mission has been successful to a very great extent. I will give some figures in order to indicate how far the mission has been successful. This emboldens me to assure the House that we are reasonably in a position to say that we will be able to implement the Second Five Year Plan.

Our requirements till the end of 1959 of rails of 90 lbs, 75 lbs and 60 lbs were 291 thousand tons and orders have been placed for 284,000 tons. Our requirement of 50 lbs rails was 49,000 tons and orders have been placed for 22,000 tons. One hon Member enquired whether Japan has been tried. There was only one quotation from Japan. The large manufacturers there are not interested in this section of trade. But we are trying some other source and we hope we will be able to procure as much as required. Fish-plates and bearing plates requirements are 27,000 tons and orders have been placed for 25,770 tons. Requirements of plates for wagon building are 25,000 tons and orders have been placed for 20,000 tons. Requirements of pig iron for sleepers are 175 thousand tons and orders have been placed for 130 thousand tons. We have purposely not placed orders for our full requirements because we are hoping that our own plants will come into production by that time and may meet our requirements. Requirements of steel

sleepers are 2,92,000 and orders have been placed for 40,000. Here also we are making further efforts. There are certain differences in the specifications from a technical point of view. They are being examined. So, on the whole, the position of procurement of iron and steel requirements is quite hopeful. Therefore, I say that the mission has been successful and we reasonably expect to implement the Second Five Year Plan so far as the Railways are concerned.

In this connection, we come to the question of wooden sleepers also. I have been emphasizing the use of more and more wooden sleepers in place of iron and steel sleepers. And we have already changed the percentage of the use of wooden sleepers.

SHRI R P N SINHA (Bihar) And cause more accidents

SHRI JAGJIVAN RAM No it does not make any difference in strength. I am told by technical people that in foreign countries they use more wooden sleepers than steel sleepers.

DR R B GOUR (Andhra Pradesh) In foreign countries, the speed of trains is much less than ours.

SHRI JAGJIVAN RAM 'Much less than ours'. I think the hon Member will realise and appreciate that also.

My friend, Shri Himatsingka, raised the question about wooden sleepers and some other hon Members also raised the same question. I have been taking up this matter with the State Governments. Recently when I had a conference with the Chief Ministers of States, I took up this question personally with them. After that, I sent the Timber Adviser of the Railway Ministry to several States and the response has been very encouraging. We are going to get something more than what we got in past years. We are trying in foreign countries also. Here, I may make it clear that the

resources of our forests are not such as will meet all the requirements of wooden sleepers for the railways. And in any particular year we will never like our forests to be denuded so that in future we will have more difficulty. So, we have always to proceed on a rational basis so that the forests are not denuded of their wealth. Therefore, we have to import some wooden sleepers also and we are trying foreign countries

SHRI H P SAKSENA (Uttar Pradesh) Have you tried the Andamans for timber?

SHRI JAGJIVAN RAM Yes We sent our officers there. They have also explored the possibility of increased exploitation of the timber in the Andamans. We are trying to use different species, not only the species which we have been using up till now, but some other species which are regarded as soft. We have established a few treating plants so that, after treatment, we can use them for the purpose of sleepers. So, we are exploring all possible sources of timber supply. We are trying to exploit more and more of the unexplored forests either in Assam or in Andhra and Madhya Pradesh or in the Andamans. We are trying other countries also for the import of wooden sleepers. So, all these steps taken together will meet our requirements and I may again repeat that we feel that we will be in a position to implement the targets laid down in the Second Five Year Plan.

Now I come to the question of overcrowding. My friend, Shri Amolakh Chand, was very critical of what I said in Bombay that I do not expect to reduce overcrowding considerably during the Second Plan period. Sir, I do not want to promise something which I feel I will not be in a position to achieve. We have provided in the Second Five Year Plan on an average for a 15 per cent increase in passenger traffic, i.e. 10 per cent. on broad-gauge and 23 per cent. on metre-

gauge, leading to an average of 15 per cent. During the first year of the Plan there has been an increase of 6 per cent. Now we are left with 9 per cent. for the four years of the Plan, and with the implementation of the various developmental plans in the country there will be more and more travelling by our citizens.

DR. R. B. GOUR By increasing the tax you will be reducing the traffic.

SHRI JAGJIVAN RAM There is no indication of that. So, I do not expect, Sir, that there will be any appreciable reduction in overcrowding. But that does not mean that efforts on the part of the railways to reduce overcrowding, as far as possible, will cease. We are constantly making efforts by whatever means at our disposal to lessen overcrowding, as far as we can, and I have initiated certain measures by which we can, to some extent, expect to reduce overcrowding.

In this connection, Sir, Mr. Mukerjee raised the question of dining cars. I may at the very outset assure him that it is not on account of any loss in the catering department of the railways that I am thinking of reducing the number of dining cars. As a matter of fact, dining cars have never been paying either in the hands of the department or in the hands of the contractors. But I find that on many sectors these dining cars are not fully patronised. If they are not fully patronised, there is no use in wasting that capacity, and therefore I want to utilise that capacity for the third class passengers. I have decided to replace dining cars, where they are not being fully patronised, by third class coaches. I may tell the House that one dining car will give me an additional capacity of nearly 125 seats. That will be some relief from overcrowding. In the same way, Sir, about the air-conditioned coaches, where the air-conditioned coaches are not being fully utilised—when I say 'not being fully utilised', I mean that they are not utilised even to the extent of 40 per cent—I propose to

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discontinue them. Then, Sir, we have increased the number of coaches, and I have already ordered the Railway Board to examine the question of running a second shift in the Perambur factory and also in all the workshops wherever it is possible. In addition to that, we are trying to create additional track capacity so that we can increase the number of trains wherever possible or to have more coaches, and where the track can bear it, to run trains even with two engines. So, these are a few steps which we propose to initiate in order to reduce overcrowding. But all the same, I want to repeat it again that even after all these measures have been taken, I do not see any stage during the course of the Second Five-Year Plan where I can reasonably say that overcrowding can be completely eliminated.

SHRI R. P. N. SINHA: On a point of information, Sir. What about saloons? Are they also going to be converted into ordinary coaches?

SHRI JAGJIVAN RAM: I am coming to that. My hon. friend will have a little patience. Perhaps my friend forgets that saloons like dining cars and air-conditioned coaches are not a regular feature in any of the Scheduled trains.

SHRI H. D. RAJAH (Madras): Do you propose to abolish the air-conditioned coaches altogether from the railways?

SHRI JAGJIVAN RAM: My friend perhaps has not followed me. I said that where the air-conditioned coaches are not fully utilised—and when I say 'not fully utilised', I mean that they are not being utilised to the extent of even 40 per cent. of the capacity—they will be discontinued. But I may assure him that there are quite a number of such coaches which are not utilised to the extent of even 25 per cent. and I therefore feel that there is no necessity of continuing those air-conditioned coaches, and I will replace them by third class coaches.

Then, Sir, in this connection comes the question of the officers' coaches. Let me remove the misapprehension that they do not have any saloons. They are the officers' coaches, and I feel that in some cases they are indispensable. Officers have to go for supervision; they have to go to supervise works; they have to go to places where there are no rest-houses, no Dak bungalows, no hotels, no habitation and nothing of the sort. And they have to stay there for two days or for three days and even for longer duration and they have to work; they have to have a small office and they have to have their cooking arrangements.

SHRI B. K. MUKERJEE (Uttar Pradesh): Very rare occasions.

SHRI JAGJIVAN RAM: Well, they are not rare occasions; they are very frequent. And in these circumstances, Sir, I think it will not be a practical measure to stop the use of all officers' coaches. They will have to be continued. But where we find that they are in surplus, certainly I will stop them. But I cannot say that I am going to replace them by third class coaches, because they are not a regular coach in any scheduled train. If however, they are in surplus for the purposes of the railways, I will convert them into third class coaches. Sir, more than that I cannot say about overcrowding.

Then, Sir, a question was raised: When there is overcrowding, why are you issuing concessional tickets? It is a very pertinent question. But, Sir, we have to continue these facilities, because these concessional tickets are meant for certain categories of passengers, for example, for students etc. Our country, Sir, is a vast country with a variety of customs and languages, and a number of developmental works are going on throughout the country. It is desirable that our people from different parts of the country should come to know the whole country, if possible, and they should see how tremendous developmental works are taking place in the

country. Therefore, occasionally we do issue concessional tickets for these purposes. But, of course, I have already asked the Railway Board to issue orders to stop the advertisement about these concessions. We have to give concessions for certain hill stations. I may tell the House that these concessions we are not issuing for attracting traffic to the railways, but we are giving these concessions in order to attract visitors to the hill stations. Many of the hill stations have been deserted and therefore we have to think of something by which they may get—not, of course completely rehabilitated, but they may get—some income, and the tourist traffic does provide something so that the hill stations may subsist. So, it is with that view that we are issuing certain concessional tickets for visits to the hill stations. And then we cannot ignore all the festivals and festivities. The issuing of these tickets serves many purposes. Many middle class people's families stay in different parts of the country, and they have occasions like Dussehra and Diwali to visit their families and their homes. And perhaps, if we do not issue these concessional tickets, many of them will be deprived of the opportunity of visiting their families. So, these concessional tickets have their bright side as well.

SHRIMATI MAYA DEVI CHETTRY (West Bengal): Are you considering the question of issuing concessional tickets for the hill people to come down to the plains just to exchange their ideas?

SHRI JAGJIVAN RAM: Perhaps, Shrimati Maya Devi has not seen in the papers that I have reduced the inflated mileage of the hill sections of the railways. The hill people of Darjeeling can come and see Naini Tal and the Naini Tal people can go and see Darjeeling and on the way they will also see many places. They can travel with these concession tickets and see the plains as well as the hills and compare whether Darjeeling is more charming or Naini Tal.

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Related to this overcrowding is the question of punctuality. It is an obvious fact which I need not repeat that whenever density of traffic increases, the speed comes down and punctuality is affected. But apart from that, there are several factors which have been affecting punctuality of the trains, and the most important of them is the engineering work going on in the various sections of the track. On account of this we have had to put some speed restrictions. But I am taking the House into confidence; I am myself not satisfied by this explanation that delays are only due to the engineering work on the track. I am pursuing the question and will see how far we can improve the punctuality of the trains.

SHRI JASPAT ROY KAPOOR: Sometimes the trains start late even from the starting station.

SHRI JAGJIVAN RAM: That is because some other trains have come late there, and that again leads to the question which several Members have raised of one train coming at the outer signal and the connecting train leaving the platform. It is within the discretion of the station staff to detain the trains for ten to fifteen minutes in such cases, and I will again ask the Railway Board to issue necessary instructions. In such cases staff should exercise some commonsense also.

3 P.M.

PANDIT ALGU RAI SHASTRI: That is a fact.

SHRI JAGJIVAN RAM: The question was raised about the regrouping of the railways, and Pandit Kunzru referred to the Corruption Enquiry Committee's report in which they have suggested that a high power committee may be set up to go into the question of the regrouping of the railways once again. This question was examined during the time of my predecessors, and Mr. Lal Bahadur Shastri perhaps made a statement in this House and that House that it was not proposed to set up such a high

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power committee. It is too early for me from what I have seen of the railways during the last six or seven months to say anything categorically about that. I think there is much scope, if not for revising the whole system, at least for rationalising it.

SHRI H. N. KUNZRU (Uttar Pradesh): What does he mean by the word 'rationalisation' in this context?

SHRI JAGJIVAN RAM: It means that certain sections of one zone may be transferred to another zone.

SHRI H. N. KUNZRU: Will that lighten the workload on the railways?

SHRI JAGJIVAN RAM: If it is done on a more rational basis, that might perhaps lighten the work to some extent. What I said was that I do not want to say anything categorically about regrouping, but what I have decided to do is to examine this question of rationalising some sections between the various zones for the present.

SHRI B. K. P. SINHA (Bihar): Has regrouping anything to do with corruption? How does this form part of the terms of reference of the Corruption Enquiry Committee? What has it to do with regrouping or the zonal system?

SHRI JAGJIVAN RAM: One may stretch it to say that it does. The hon. Member may refer to the report of the Corruption Enquiry Committee and find out whether it was within their ambit or not. Because reference was made to it during the discussion, I thought it would be better to mention what I felt about it.

SHRI H. N. KUNZRU: What does my hon. friend propose to do in the case of the North-Eastern Railway? What rationalisation is he going to bring about there?

SHRI JAGJIVAN RAM: In that case, the decision has already been taken to create a separate zone.

SHRI R. P. N. SINHA: Notwithstanding public sentiment.

SHRI JAGJIVAN RAM: Therefore I did not refer to that. The North-Eastern Railway case is a separate case by itself, a special case by itself. North-East is on one of our most important frontiers, and the area there is a difficult terrain, and therefore requires constant attention. Therefore, it has been decided to create a separate zone there.

SHRI B. B. SHARMA: So far it has been receiving the least attention.

SHRI JAGJIVAN RAM: I think even the Railway was not very particular about all the works which the hon. Member referred to. What we provide in the Budget is based on the demands of the railways, and if any particular Railway does not feel the necessity of increased demands, we cannot help it.

SHRI B. B. SHARMA: It means that the administration is defective.

SHRI JAGJIVAN RAM: Therefore we felt that more concentrated attention was necessary there, and we have decided to have a separate zone for that. I do not think there has been any step-motherly treatment towards the North-Eastern Railway. As a matter of fact, if the hon. Member will again go through the figures in the Budget for the last two or three years, he will find that every year we have been spending three, four or five crores for the North-Eastern Railway.

SHRI R. P. N. SINHA: The administration does not improve. Spending money alone will not do.

SHRI JAGJIVAN RAM: There have been, during recent times, a number of accidents, and we are very sorry that lives were lost in these accidents. When density of traffic increases, it is a matter of common experience that the chances of accidents increase, but I will be the last person to advance that as a reason, as an explanation, for the accidents in recent times. But

I was looking through the figures of the accidents of the last few years, and I find that the number of accidents has been decreasing progressively

SHRI H N KUNZRU: Will he tell us what the railway authorities regard as accidents? Will he enumerate a few of these items that are regarded as accidents by them so that we will be able to understand whether what we mean by accidents is the same as what they mean by accidents?

SHRI JAGJIVAN RAM: I was coming to that I do not want to confuse I am talking of accidents where passenger trains have been involved and there have been casualties. Let me make it quite clear. According to the railways, even a minor failure of the engine is regarded as an accident. I am not talking of that. I am talking of accidents where passenger trains have been involved and where there have been casualties. Even in respect of such type of accidents, there has been a progressive decrease during recent years.

DR. R. B. GOUR: Decrease in accidents and increase in loss of life. Is that so?

SHRI JAGJIVAN RAM: No. But again I will say, that does not give satisfaction to anybody; so long as a single life is lost by an accident, it is cause for concern to the Railways to see how far we can eliminate that. That is my attitude in this matter and therefore these comparative figures and statistics do not give me complete satisfaction. It will be the constant endeavour of the Railway Ministry and the Railway Board to see that as far as humanly possible, we take all possible measures to minimise accidents. In recent times, there have been a few accidents and the causes, I find in most cases, have been human failures. We have been trying to strengthen the supervision and to take action so that the chances of human failure also may be reduced. I am not quoting these figures of the accidents but when I look into the figures of various categories of accidents, I

find that the number is progressively going down. I may request Pandit Kunzru to examine those figures because these are all published figures and he will himself find that the number of accidents in the category that he refers to has also been going down.

Then complaints have been made about the failure of light and electricity, non-working of the fans, no water in the lavatory, the lavatory being very small, and sanitation not being very good. Any administration will feel ashamed if there are constant complaints to that effect. We have been constantly taking up this question with the various Railway Administrations and I am going to have a conference of the General Managers during the last week of this month and I propose to draw their attention and ask them to take some effective steps to see that occasions do not arise for such complaints. There have been such complaints and I don't mean to say that these complaints are without justification.

SHRI J S BISHT (Uttar Pradesh): There are some Deputy General Managers appointed to look after the complaints, is it not?

SHRI JAGJIVAN RAM: As a matter of fact we have some special staff for this purpose. We have already provided even running staff to look after these electric connections and things like that but in spite of that it must be said that they have not discharged their functions properly and there have been occasions for such complaints.

SHAH MOHAMAD UMAIR (Bihar): Under whom that staff is working?

SHRI JAGJIVAN RAM: I will not make it a secret. It has been my experience also on some occasions when I have travelled as a Minister in the First Class or even in the Third Class and I have experience of the Third Class even because during election days I had travelled in Third Class.

SHRI BHUPESH GUPTA (West Bengal): How do you find it?

SHRI JAGJIVAN RAM: Again questions have been raised about the construction of some stations or some platform sheds and things like that. As I have said, I will get those questions examined and will see that wherever possible, those amenities would be provided . . .

SHRI BASAPPA SHETTY (Mysore): What about bridges at railway crossings?

SHRI JAGJIVAN RAM: We should not forget that we have been facing shortage of building materials and I have already issued instructions that all such works, where any appreciable quantity of cement or iron and steel is required should be avoided as far as possible but we should think of alternative materials and try to provide amenities to the travelling public.

Then we come to the question of bridges. We have a formula for the construction of bridges underground or over the level crossings and according to that formula a certain portion of the expenditure is borne under certain conditions, by the Railways and a certain percentage by the local bodies concerned or the State Government. We know the financial condition of the local bodies. Whether it is a municipality or district board, it is very bad and therefore in many cases they don't find it possible to meet their share of the expenditure. In that case it is expected that the State Government . . .

SHRI DEOKINANDAN NARAYAN: What is that share?

SHRI JAGJIVAN RAM: 50:50 or 25:75.

SHRI H. D. RAJAH: Whether it is the municipality or district board or the local Government, it has no meaning when we pay all the bill. The money is paid by the citizens.

SHRI JAGJIVAN RAM: But it does make a difference. Therefore what I

am going to suggest to the States is, and I took up the question with the Chief Ministers, that now as the Finance Minister has proposed a tax on the passenger fare and as the accrual from that tax will cent per cent go to State Government, the State Government should be more liberal in giving grants for these project for overbridges to the local bodies concerned so that the construction of the bridges may be expedited.

SHRIMATI YASHODA REDDY: But if any local body is prepared to give their share, is the Government prepared to build a bridge . . .

MR. DEPUTY CHAIRMAN: Let him finish. You have exceeded your time.

SHRI H. D. RAJAH: He cannot look at back . . .

SHRI JAGJIVAN RAM: With this arrangement, the construction of the bridges will be expedited. There is no doubt that there is necessity of providing these bridges at many places in the country but I sometimes wonder and I don't know how many million man-hours we are losing on account of the holding up of the traffic and people at railway crossings. The number of bridges required is tremendous and it will take quite a number of years before we can think that we have provided over-bridges at all level crossings where such bridges are necessary.

SHRI PURNA CHANDRA SHARMA (Assam): Any proposal about a bridge over Brahmaputra?

SHRI JAGJIVAN RAM: I will refer my hon. friend to the Second Plan and he will get a reply to that.

Then I come to the question of drop in the speed of goods trains which was raised by Pandit Kunzru again. There is no denying the fact that there has been some drop in the average speed of goods trains in recent years. He himself gave some of the causes which were responsible for such fall in the speed of the goods trains and I will not repeat those

arguments but we should not forget that the indices for the ton-miles for broad-gauge and meter-gauge have increased during this period, and if we relate both these together, we will have inevitably to come to the conclusion that the performance of the Railways in the transportation of goods has been creditable.

SHRI H. N. KUNZRU: But will the Minister kindly take also into consideration the fact that much more traffic is offering now than before?

SHRI JAGJIVAN RAM: Yes, traffic is offering but I am not . . .

SHRI H. N. KUNZRU: The wagons can therefore be better loaded.

SHRI JAGJIVAN RAM: I am saying that traffic is offering and I will also admit that in certain areas we are not in a position to lift all the traffic that is being offered. That I will admit. But it is because in certain areas we have not got the sectional capacity. We have got, say a 15 tonner wagon; but if the track capacity in that particular section is only 10 tons axle load, then my wagon is not fully utilised. If the wagon is fully loaded, it cannot be taken on that portion of the track. So the difficulties are there. I do not want to hide anything from the House but that fact is there. If we take the ton mile performance also, then the goods that have been transported by the Railways under the circumstances have been creditable. Therefore I will not quote these figures of indices. Pandit Kunzru may refer to them, because they are all published figures. But let me repeat that it is not as if, because we have transported more, we do not propose to take measures to increase their speed. We are taking all possible measures and we are seeing how far we can increase the speeds of the wagons, where the possible bottle-necks are and what steps we have to take so that the wagons move quickly and we may be in a position to transport more than we have been able to do at present.

Coming to the subject of track renewals, I would say that track renewals have not been quite satisfactory. Again that has been due to the shortage of materials that are required for the renewal of the tracks.

SHRI H. N. KUNZRU: What did the Minister say about track renewal?

SHRI JAGJIVAN RAM: I said it has not been quite satisfactory; and again I said that that has been due to the shortage of the materials required for the track renewals. We are trying our best. As I have explained, we have been successful in procuring iron and steel and I hope we will be able to procure our requirements of wooden sleepers also. But I am very doubtful if we will be able to increase our pace regarding track renewals. These difficulties are there in our way which affect our speed. But at present we cannot help it.

SHRI H. N. KUNZRU: Has any decision been come to recently, that fewer miles of the track will be renewed annually than was considered possible under the Second Five Year Plan when the Second Five Year Plan was formulated?

SHRI JAGJIVAN RAM: No, Sir. No decision has been taken to reduce it as such.

Next I will mention a few words about departmental catering. I find Dr. Shrimati Seeta Parmanand here. This is her pet subject. Perhaps there is no session of the House when she will miss the opportunity of espousing the cause of the caterers.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): And for good reasons.

SHRI JASPAT ROY KAPOOR: Catering is the special province of ladies.

SHRI JAGJIVAN RAM: I do not know whether it is hers.

DR. SHRIMATI SEETA PARMANAND: If things had been done

[Dr. Shrimati Seeta Parmanand.]
justly, all right, nobody would have complained.

SHRI JAGJIVAN RAM: But, Sir, I must praise her for the tenacity with which she has been espousing the cause of the caterers.

SHRI DEOKINANDAN NARAYAN: A lost cause.

SHRI JAGJIVAN RAM: I wish she realised it. But I may assure her that it is far from my idea to discriminate between caterers and caterers. Even during the last discussion on the General Budget, when she began to make certain allegations to that effect, I invited her to quote specific cases where she felt that discrimination had been made. Sir, again I repeat my invitation to her.

DR. SHRIMATI SEETA PARMANAND: I have given a list of the names in a letter to the hon. Minister.

SHRI JAGJIVAN RAM: Let her come forward and let her write to me where there has been discrimination . . .

DR. SHRIMATI SEETA PARMANAND: I had given a certain list to the hon. Minister.

SHRI JAGJIVAN RAM: Where one party had been treated more favourably and the other party had been discriminated against. It is said we had to spend a few lakhs in the courts over litigation. Of course, when Government takes a decision and that decision is a healthy one and one that the House also welcomes, and if there is any party which takes that matter to court, then certainly Government have to defend that decision and that is what we have done. There was a caterer who dragged the Government practically to every court in the country. Perhaps no high court was left, neither the Supreme Court, and everywhere he lost. Of course, we had to spend some money, because we had to defend our decision. I wish that party also realised that he was fighting a lost cause. But then every month's delay

meant some profit to that party and therefore, he went to this court and then to that court, from this injunction to that injunction and so on. Thereby he gained more time. And when the case is lost, then he comes to the Government. But what is the meaning? If you seek the protection of the law, then you should abide by the decision of the court. That has been my attitude. But I went a step further and said, "All right, let him be accommodated to some extent." But still the charge is levelled that we have been discriminating.

SHRI SONUSING DHANSING PATIL (Bombay): But has he been black-listed from the list of caterers?

SHRI JAGJIVAN RAM: It is said that we have incurred losses in departmental catering. Yes, there has been loss, to some extent. But there was departmental catering on the Southern Railway even before the decision was taken to have departmental catering and that was losing. I may tell the House that departmental catering has recently been introduced on the Western, Central, Eastern and other railways and in the profit and loss accounts of the new departmental catering there is no gain and there is no loss. I go a step further and say that if you provide some amenities to the travelling public and the Railways are likely to incur some loss, even then I would not mind that loss.

DR. SHRIMATI SEETA PARMANAND: May I know whether that loss was Rs. 12 lakhs or more?

SHRI JAGJIVAN RAM: But Rs. 12 lakhs is nothing compared to the amenities provided.

DR. SHRIMATI SEETA PARMANAND: Is this sum of Rs. 12 lakhs, minus the licence fees which was a profit or in addition to it?

SHRI JAGJIVAN RAM: The other day I was looking into one journal which was analysing the catering on

the transport system in the United Kingdom. There I found that the loss on account of departmental catering on transport in the U. K. was several million pounds. They have also given the causes and I found that the same causes apply to our departmental catering as apply to the departmental catering in the U.K. Perhaps in many countries, I think, departmental catering on transport is not a paying proposition, because it is done in order to provide some amenities to the travelling public. Therefore, if there is a loss, we should have the satisfaction that we have given some amenities to the travelling public, and there is no denying the fact that the quality of the meals that are served by the departmental catering has improved.

DR. R. B. GOUR: Does it mean that we should have no profit at all? When private caterers are making profits, why should we also not make a profit?

SHRI JAGJIVAN RAM: I will give the cause. It is because the Railways do not propose to employ a cook on a pay of Rs. 30 a month. We employ him on Rs. 75 a month and so you cannot make a profit. That is the main cause.

SHRI H. D. RAJAH: He does not believe in profit making ideas. Simply he wants to taunt the Minister.

SHRI JAGJIVAN RAM: Now, in their heart of hearts they do believe in that. It may not be money profit; it might take some other form.

DR. SHRIMATI SEETA PARMANAND: At least do not take away the Dining Cars because that is an amenity.

SHRI JAGJIVAN RAM: If the hon. Member had listened to my speech she would have understood and followed what I said. It is not on account of any loss on departmental catering that I have decided to do away with some of the Dining Cars.

Then, Sir, some Members raised the question of labour relations. As usual, my hon. friends talked about discrimination between unions and unions. They have not pointed out any case where there has been discrimination made by the Government between one Union and another. I have recognised Unions attached to the INTUC; I have recognised Unions in which some of the office-bearers are avowedly known to have Communistic leanings and I have recognised Unions which are known to have P.S.P. leaders as their office bearers. In the face of all that, to *accuse the Railways of discrimination* is, I say, not justified and is without any basis.

DR. R. B. GOUR: What about the South Indian Railway Labour Union?

SHRI JAGJIVAN RAM: There is no All-India Railwaymen's Federation and the one which exists has been recognised.

DR. R. B. GOUR: I am talking about the South Indian Railway Labour Union.

SHRI JAGJIVAN RAM: There were two Unions on the Southern Railway and they have decided to amalgamate into one. That is for the information of my hon. friend. The two Unions have decided to amalgamate and form into one Union.

SHRI BHUPESH GUPTA: The hon. Minister has been asked as to why the South Indian Labour Union was not recognised whereas the other Union had been recognised. They may have decided to merge but that is beside the point.

SHRI JAGJIVAN RAM: Any ten or fifteen people may combine and form a Union but if they ask me to recognise that Union, I cannot do that.

DR. R. B. GOUR: Are you prepared to hold a ballot on that?

SHRI JAGJIVAN RAM: When I find that on a particular Railway

[Shri Jagjivan Ram.]
there is a Union which is a more representative one and which has already been recognised, I am not going to recognise another Union to which is splinter group.

SHRI BHUPESH GUPTA: Is it then the contention of the hon. Minister that the Union to which I have already referred . . .

MR. DEPUTY CHAIRMAN: He is not yielding.

SHRI BHUPESH GUPTA: You ask him.

MR. DEPUTY CHAIRMAN: He is not yielding.

SHRI BHUPESH GUPTA: Then that is very good.

SHRI JAGJIVAN RAM: Sir, there has been no discrimination and I will repeat that to my dear friends.

SHRI BHUPESH GUPTA: What is the use of calling us "my dear friends" if you are not going to yield?

SHRI JAGJIVAN RAM: I will ask whether they believe in the unity of the ranks or not or whether they always believe in disruptionist tendencies even in the rank of the working classes.

SHRI JASPAT ROY KAPOOR: Have you any doubt about it?

SHRI JAGJIVAN RAM: That is not for the benefit of the working classes and I wish the working classes of this country realised that the encouragement of splinter groups may be for political ends of certain parties (*Interruption.*) I do not know why Mr. Gupta feels so perturbed and hurt.

DR. R. B. GOUR: What is the criterion to know which is representative and which is not?

MR. DEPUTY CHAIRMAN: Please sit down. Please do not disturb.

SHRI JAGJIVAN RAM: I will request my hon. friend to study the trade-union movement. He will find the answer there.

SHRI BHUPESH GUPTA: If you had yielded, we could have made the studies.

SHRI JAGJIVAN RAM: I say, Sir, that it is not in the interest of the working classes to have multiplicity of Unions in one undertaking. That has been my stand but if the workers themselves feel that they will have multiplicity of Unions, I will try my best to persuade them not to adopt a suicidal policy because, ultimately it will be to their detriment and also to the detriment of the Railways. It is always advantageous to the employer to have more than one Union so that you can play one against the other. I do not propose to do that. I want to strengthen the ranks of the railwaymen and, therefore, again I reiterate that it will be to their advantage and to their benefit to have unity. It will add to their strength if they will have one Union, one Federation, but it is for them to decide. To blame the administration of partiality and discrimination is doing a thing without any foundation. It has become a pet subject with some hon. Members to repeat that in season and out of season, whenever a session of the House is held. We have already got some negotiating machinery. Negotiations are going on. There were nearly 300 issues pending for the last four or five years. The representatives of the National Federation of Railwaymen and the Railway Board have had meetings in July and August and they have come to agreement on most of these issues and whatever issues are left out, issues which are not settled by mutual negotiation between the Railway Board and the Railwaymen's Federation, are proposed to be referred to a one man tribunal. What else can I do? The question of the Station Masters and the Assistant Station Masters was raised. I wish the hon. Members who raised this question would go through the

proposals which I announced in February last. They will find that additional opportunities for promotion have been given to them. Many of them stand to gain immediately. It may be that all of them do not stand to gain immediately but in course of time all of them stand to gain because, larger number of posts are being created in higher grades. When you want a revision of the pay scale, you should place your case before the Pay Commission whose appointment has been announced by Government and whatever recommendations the Pay Commission makes will be considered by Government at the appropriate time.

DIWAN CHAMAN LALL (Punjab): I do not want to interrupt my hon. friend, but may I, with his permission, ask him whether Government has considered the possibility of instituting an internal conciliation machinery on the Railways on the lines suggested a long time ago by the Royal Commission on Labour?

SHRI JAGJIVAN RAM: I wish the hon Member had listened to what I had said earlier. I said that negotiations are going on between the Railway Board and the Railwaymen's Federation and whatever issues will remain outstanding will be referred to a one-man tribunal.

DIWAN CHAMAN LALL: I am afraid my hon. friend has not followed the point I have raised. I have listened to what he has been saying and that is in regard to clearing up the arrears of cases pending already. What I was suggesting was the institution of a permanent machinery, a permanent internal conciliation machinery on the Railways on the lines suggested by the Royal Commission on Labour.

SHRI JAGJIVAN RAM: I will have to explain because what I have said is so obvious that the question which the hon. friend has put does not arise. It is in the case of the outstanding arrears no doubt but whenever any further demands will arise, whenever

further differences will arise, the Railwaymen's Federation and the Railway Board will negotiate and decide. That is a permanent negotiating machinery.

DIWAN CHAMAN LALL: May I draw my learned friend's attention to the fact that the machinery contemplated was on the basis of the station, of the Division and of the Railway Board. These will be permanent bodies with independent chairmen at each level and all cases would go to them daily. That was the machinery suggested by the Royal Commission.

SHRI JAGJIVAN RAM: I am not thinking of independent Chairmen but there may be a body of the Administration and the Union which will negotiate in all cases. Having an independent chairman does not present any more attraction. It is not contemplated.

MR. DEPUTY CHAIRMAN: It is time.

SHRI JAGJIVAN RAM: I have more or less finished.

I say that we always try to remove the grievances of the railwaymen and to provide facilities which will add to their comfort as far as we can. Some questions were raised about educational facilities. We are already providing some educational facilities to the railwaymen. We provide scholarships to their children, who may go in for scientific or technical courses after their matriculation examination. We have provided for meeting all the expenses of the children of the railwaymen. We have decided to have a number of high schools, secondary schools and primary schools. We are opening primary schools in large numbers and we have decided to have hostels and also secondary schools where we can collect the children of those railwaymen who have been posted outside their linguistic zone so that their children's education does not suffer on that account. These are some of the educational facilities which we are providing and which will

[Shri Jagjivan Ram.]
propose to provide to the children of the railwaymen.

About medical facilities, the case of leprosy patients among railwaymen was pleaded. I hope they are entitled to get medical facilities. I hope the number of such people in the railways is very insignificant and I hope the incidence will not be such as to attract any special attention. We have provided certain concessions to the blind people and also to patients suffering from T.B. and I have extended that concession to patients suffering from cancer. I will get it examined whether it will not present any difficulty to extend that concession to persons suffering from leprosy. So far as financial incidence is concerned, it will be insignificant but whether in transport there will be any difficulty, I will get it examined. Otherwise there is no difficulty in extending this concession to them.

In the end what I will say is this that we should judge the performance of the railwaymen in the background of the difficult times through which the Indian Railways have passed during the war years and thereafter. They were denuded of all their resources and there was no replacement, no renewal, nothing of that sort during the war years and even after that. The allotment in the first Five Year Plan was mainly spent for the normal works which would have been done ordinarily in course of time. Therefore if we judge in that background and if we compare the *per capita* expenditure on the railways in other countries with the *per capita* expenditure on the railways in this country and then compare the performance, perhaps we will inevitably come to the conclusion that our performance is not such as to be condemned. The railwaymen who are engaged in this work also expect a few encouraging and cheering words from the representatives of the nation and if all that you have said in the House goes to the railwaymen do you realise how disheartened they will be? Have you not ever looked into that

aspect of the thing? If you go on saying that these are dishonest people, that these are inefficient people, do you expect that it will add to their integrity, honesty and efficiency?

SHRI BHUPESH GUPTA: Nobody is saying that. Nobody is running down the railwaymen generally speaking.

SHRI JAGJIVAN RAM: They are engaged in this national undertaking. There may be lapses here and there. When we have a vast multitude of people engaged in a particular work, there may be a few indifferent people in that lot but on account of those few indifferent people who may exist in that lot, to condemn the entire lot is not desirable.

SHRI BHUPESH GUPTA: Who is doing it?

SHRI JAGJIVAN RAM: Therefore I say that the railwaymen expect a few cheering words from hon. Members; they expect a few encouraging words and I think a few encouraging words from you will be amply rewarded. In these discussions you should not lose sight of the fact that the railwaymen are engaged in a national undertaking and they are manfully facing the burdens of the Second Five Year Plan and I wish that they will rise equal to the occasion and implement it.

SHRI BHUPESH GUPTA: I would like to ask from the hon. Minister that point about the union.

MR. DEPUTY CHAIRMAN: You can put a separate question.

The question is:

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration.”

The motion was adopted.

MR DEPUTY CHAIRMAN We shall now take up clause-by-clause consideration of the Bill

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

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

SHRI JAGJIVAN RAM Sir, I move

"That the Bill be returned"

MR DEPUTY CHAIRMAN Motion moved

"That the Bill be returned"

SHRI BHUPESH GUPTA I would like to say a few words

MR DEPUTY CHAIRMAN No speeches, we have exceeded the time I am not allowing any speeches

SHRI BHUPESH GUPTA But you did not allow me to ask that question

MR DEPUTY CHAIRMAN You can table a separate question

The question is

"That the Bill be returned"

The motion was adopted

REPORT OF THE COMMISSIONER FOR SCHEDULED CASTES AND SCHEDULED TRIBES, 1955

THE DEPUTY MINISTER FOR HOME AFFAIRS (SHRIMATI VIOLET ALVA) Mr Deputy Chairman, I beg to move

'That the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1955 be taken into consideration'

Sir, the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1955 is before this House. The subject is neither new nor novel. It is a national effort to remove a national evil which we have

inherited for centuries past. Sir, the Constitution embodies our aspiration— aspirations that were born out of a determination. Our Constitution lays down certain guarantees, from those guarantees we do derive our sanctions to work for the down-trodden in our land. With those sanctions we try to fulfil the dream—unfulfilled yet—of the Father of the Nation. It is not an easy task to plan and serve and ameliorate a large mass of people who live on the outskirts of society. Let me give you the figures, five crores of our people are called scheduled castes, two crores are called scheduled tribes and 47 lakhs are called vimuktha jathi, that is, the ex-criminal tribes—all these in this vast and ancient land where centuries old customs and superstitions and orthodoxy die hard. But, Sir, the Herculean task has well begun and I feel that this task will gather a Herculean tempo in years to come. We are very fortunate in this country today to have at the helm the hon. the Home Minister, Shri Pant, a man of vision, a man of conviction, a man who has dedicated his life to the service of humanity. He today impatiently works for the down-trodden of this land. I say impatiently because when you see his Ministry functioning in this direction, though he may be preoccupied with the bigger problems of the State, for social welfare of the scheduled castes and scheduled tribes is not exclusively the concern of the Ministry of Home Affairs, nevertheless he works impatiently. Indeed he is the guiding force, the beacon light, for those who live, shall I say, on the periphery of what we call civilised society. Sir, his vigilant eye, his kindly care is always there. Be it a centrally sponsored scheme far away, remote on the hills. For once, I see Mr Bhupesh Gupta smiling. That means that he agrees with all that I say.

SHRI BHUPESH GUPTA (West Bengal) The tribute is becoming too long

SHRIMATI VIOLET ALVA Is it insinuating, as my colleague says?