

1955. [Placed in Library, See No. 54/57]

(ii) Notification No. 52, dated the 27th April, 1957, relating to the allowance of drawback in respect of duty-paid foreign tobacco used in the manufacture of Pipe or Cigarette tobacco.

(iii) Notification No. 53, dated the 27th April, 1957, publishing the Customs Duties Drawback (Pipe and Cigarette Tobacco) Rules, 1M7. [Placed in Library, See No. 61/57 for (ii) and (iii)]

(iv) Notification No. 54, dated the 27th April, 1957, publishing certain amendments in the Customs Duties Drawback (Cigarettes) Rules, 1955. [Placed in Library, See No. S-55/57]

#### **ELECTION TO THE NATIONAL FOOD AND AGRICULTURE ORGANISATION LIAISON COMMITTEE**

MR. CHAIRMAN: Shri P. S. Raja-gopal Naidu, being the only candidate nominated for election to the National Food and Agriculture Organisation Liaison Committee, I declare him to be duly elected to be a Member of the said Committee.

#### **MOTION FOR ELECTION TO PUBLIC ACCOUNTS COMMITTEE**

THE MINISTER FOR PARLIAMENTARY AFFAIRS: (SHRI SATYA NARAYAN SINHA) : Sir, I beg to move the following Motion:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven members from the Rajya Sabha to associate with the Public Accounts Committee of the Lok Sabha for the period commencing from the 1st June, 1957 to the 30th April, 1958 and do proceed to elect, in such manner as the Chairman may direct, seven members from among themselves to serve on the said Committee."

MR. CHAIRMAN: The question is:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to nominate seven members from the Rajya Sabha to associate with the Public Accounts Committee of the Lok Sabha for the period commencing from the 1st June, 1957 to the 30th April, 1958 and do proceed to elect, in such manner as the Chairman may direct, seven members from among themselves to serve on the said Committee."

The motion was adopted.

#### **PROGRAMME OF ELECTION TO PUBLIC ACCOUNTS COMMITTEE**

MR. CHAIRMAN: I have to inform the Members that the following dates have been fixed for receiving nominations and for holding election, if necessary, to the Public Accounts Committee:—

1. Number of Members to be elected—Seven.
2. Last date and time for receiving nominations—29th May, 1957 upto 3 P.M.
3. Date and time of election—30th May, 1957 between 3 P.M. and 5 P.M.
4. Place of Election—Room No. 29, Ground Floor, Parliament House, New Delhi
5. Method of Election—Proportional representation by means of the single transferable vote.

#### **THE BUDGET (RAILWAYS), 1957-58—GENERAL DISCUSSION**

MR. CHAIRMAN: We come to the Railway Budget. Mr. Rajagopal Naidu. I want to say that the leaders of parties will be given about half an hour and others fifteen minutes each.

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SHRI P. S. RAJAGOPAL NAIDU (Madras):  
Mr. Chairman, the Railway Minister deserves to be congratulated on presenting this Budget.

Sir, I am not a financial expert nor do I profess to know anything about finances, but on a reading of the Budget speech and the various papers that had been distributed along with the Budget speech I find that the finances of the Railways are really sound. Hon. Members are aware that the Ministry of Railways had originally prepared their Second Five Year Plan for an estimated outlay of Rs. 1,480 crores. That was considered as the minimum required by the Railways for the necessary extra rail transport capacity for goods and passenger traffic. It was estimated that there would be an increase of 30 per cent, in passenger traffic and an increase of 60:8 million tons in goods traffic generally by the end of the First Five Year Plan.

Sir, the railway plan as originally submitted to the Planning Commission provided for the construction of 3,000 miles of new lines, but due to the overall financial resources of the Government the estimate of the Railway Ministry was sufficiently pruned and cut down by the Planning Commission, and the Railways were allotted only Rs. 1,125 crores out of which Rs. 375 crores were to be found by the Railways over the plan period from their own resources.

Sir, with a view to conform to this latest allotment provision was made for an increase of only 15 per cent, in passenger transport and a total of only 162 million tons in goods transport. Sir, the reduction in passenger transport has really affected passenger traffic, and we are able to see that the net result of the cutting down of the plan which had originally provided for an increase of 30 per cent, in passenger traffic has really made the passenger traffic very bad. There is overcrowding in the Railways, particularly in the third class, and we

find this overcrowding is on the increase.

Sir, I find now a provision is made for an increase in only the transport of parcels and the transport of goods, but I do not find anything provided, in this Budget for the increase in the passenger traffic. Sir, if attention is not paid to this aspect, namely, for making an increased provision for the passenger traffic there will be very heavy over-crowding in the trains and the Railway Minister will be left in a dilemma by the time he presents the next Budget.

Sir, on the experience of the first year of the Second Five Year Plan the Railway Minister now thinks that he has to make an overall provision of 180.8 million tons of goods to be carried by the end of the Second Five Year Plan. Sir, a provision was made for an additional capacity of only 42 million tons, and now, over and above that, he has to make an additional provision of 20 million tons by the end of the Second Five Year Plan. Sir, on a rough basis it is anticipated that an additional amount of over Rs. 100 crores at the present price levels would be required to carry this 180.8 million tons. It is expected that the cost of labour and essential materials like steel and cement would rise and that that would cost Rs. 100 crores.

I find, Sir, that the Railway Minister has proposed two kinds of increase in freights. One is doubling the present 6 per cent, supplementary charge on goods and parcels freight, and the other, of course he has conveniently left to the Finance Minister, that is, an increase in passenger fares, up to a limit of 30 miles 5 per cent, and over and above that up to a certain limit 15 per cent, and beyond that 10 per cent. Sir, I do not know why the Railway Minister had conveniently left the matter of increasing the passenger fares to the Finance Minister. This procedure sounds to me a bit novel though I find that

under article 269 of the Constitution a tax can be levied on railway fares and freights, the proceeds of which will go in turn for distribution to the States. I fail to see why the Railway Minister himself could not have increased the fares, and in that case also this amount could be distributed to the States.

SHRI J. S. BISHT (Uttar Pradesh): How?

SHRI P. S. RAJAGOPAL NAIDU: My friend asks me, "How?" Where there is a will there is a way.

Sir, another curious thing I would like to point out is that the General Budget was presented within twenty-fours after the Railway Budget was presented, but at page 4 of the Railway Minister's speech we find this sentence, namely, "I have not made any changes in the passenger fares as my colleague, the Finance Minister, is considering this matter." I am sure, Sir, at the time when the speech was made by the Railway Minister in the other House the Finance Minister and himself could have certainly considered over the increase in passenger fares, namely, of a tax being levied on the passenger fares. Even though that right has been made over to the Finance Minister I wonder why the Railway Minister could not have at least mentioned in his Budget speech that the Finance Minister would come out with a tax on railway fares. There was no secret about it. There is nothing wrong in people knowing twenty-fours before that railway fares were going to be increased after a certain date. It is not such a great secret as not to be informed to anybody at that time. Sir, I am sure that this practice of giving up the rights of the Railway Minister to the other Ministry would not be continued hereafter, and let this be the first and the last time when such a procedure is adopted by the Railway Ministry.

Sir, I find that assistance is being sought from the World Bank for financing the Railways. I find that a

delegation from the World Bank has already come to our country and that negotiations are under way for assistance from the Bank. I also find from the newspaper reports that the World Bank is very much impressed with the Indian Railways and that they would be coming forward with loans. Sir, if that is the case I am sure the original outlay as proposed by the Railway Minister namely, Rs. 1,480 crores could certainly be adhered to, and the proposed new railway lines would be laid as proposed by the Railway Ministry, and certain areas which are now neglected, particularly in the south, will be thought of by the Minister, and new railway lines will be laid also in the underdeveloped areas in the country, namely, in certain parts of Orissa and other places. Having said this much, I would like to deal briefly with the Mahbubnagar accident inquiry. Sir, I glanced through the Report of the Railway Inspector, at any rate, his conclusions, the Report of the Single Member Commission of Inquiry appointed by the Government of India, the single Member being a Justice of the High Court of Bombay, Mr. Justice Sunderlal Trikamlal Desai. He was assisted by two assessors of whom one is a retired railway engineer and the other is an engineer of plans and designs from the Central Water and Power Commission. I also went through the Resolution of the Ministry of Railways on this point and after having gone through all these three documents, I have come to this conclusion, namely, that the opinion of all the railway officials is one—there is absolutely no difference between their opinions; they are all of one opinion—and the opinions of the other two, namely, the Judge of the High Court and Dr. Rao of the Central Water and Power Commission are one. These two are of one view.

Sir, to deal with the opinion of the Government Inspector of Railways, the cause of the accident, according to him is, "The bridge structure, there-

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(Shri S. P. Rajagopal Naidu.) fore, could not have caused or contributed to the accident.' The question is whether the ventway of the bridge was sufficient to discharge certain cusecs of water. The finding of the Railway Inspector is, as I have read out, that the bridge structure could not have caused or contributed to the accident. The particular reason which he gives is that the rainfall in the catchment area was abnormally heavy and sudden. He also says: 'All the precautions that human ingenuity could think of had been taken but nature can always outwit human ingenuity and this occasion is one such. I, therefore, do not hold anyone responsible for the accident.' Now, after the receipt of this Report from the Government Inspector, the Government of India appointed a single-member Commission and according to the findings of the Commission there are two reasons. One is given on page 43 of the Report:

"I have reached the conclusion that the principal cause of the accident was that the ventway of bridge 229 was inadequate to accommodate discharge of flood water resulting from 2 to 2J inches of rain which fell in the catchment area."

The second reason he gives is this:

"I have also reached the conclusion that another cause of the accident and one which has also required serious consideration was that the watch kept at bridge 229 on the night of 1st September was not adequate because it was not safe or prudent to group bridges 229 and 233 for being looked after by a single watchman."

And while dealing with the responsibility of the Railways he says that both the Chief Engineer and the Engineer under him are responsible for this accident. He goes on:

"It is for these reasons, which I have sketched, that the Central Railway must be said to be res-

ponsible for the accident. Omission by the engineering department of the Railway to maintain an adequate ventway for the bridge and omission to enforce fulltime watch at the bridge during monsoon before remedial measures could be taken, renders the Railway responsible on the ground of negligence ..... Having regard to the hilly terrain, the meteorological data available for Mahbubnagar and its vicinity and the other relevant facts which I have already discussed, it is not possible for me to take the view that 2 inches to 2J inches of rain in one hour or a little more than an hour in the catchment area of the Nalla was an act of God. Nor is it possible for me to accede to the suggestion that this was a case of inevitable accident. An adequate waterway was of vital importance and till remedial measures were taken it was equally vital to see that close and continuous watch was maintained at the bridge."

He was assisted by two assessors. One of the assessors, as I have already said, is Mr. Mitra, a retired engineer of the Railway Department. His opinion, found on page 63, is:

"I am, therefore, of the opinion that the cause of the breach at Bridge No. 229 on the night of 1st September 1956 was the intensive but abnormal local rain during an hour or so coming down the nulla and striking the unconsolidated newly made up gaps in the Railway embankment. It is true \_\_\_\_\_ \*"

I would like the House to note this sentence:

"It is true that if the ventway had been wider, even this excessive and abnormal flood might not have seriously damaged the new embankment."

Sir, even the retired engineer of the Railway feels that if the ventway had been wider, this accident would not have happened.

Now, coming to the opinion of Dr. Rao, he completely -agrees with the view of the High Court Judge of Bombay. He says:

"The principal cause of the accident in my considered opinion was the heavy concentrated rainfall of about 2" per hour or over in the catchment area and insufficient ventway."

Now, Sir, the opinion of the High Court Judge and also that of Dr. K. L. Bao of the Central Water and Power Commission are one and the same so far as the capacity of the ventway to discharge this rainwater is concerned. The opinion of Mr. Mitra also is—it is rather qualified—that if the ventway had been wider, this accident would not have happened. Now, the Government have come out with a Resolution that has been issued by the Railway Board, and the whole blame has been cast on the single watchman—I forget his name—and it is very curious that after this High Court Judge and the assessors have\* come to the conclusion that the accident was due to the smallness of the ventway, this Resolution should have been passed throwing the entire blame upon one watchman. It is said there:

"Taking all the facts into consideration, Government are of the view that there was no error in the original design of the bridge when it was built in 1916 and that no responsibility attaches to the Central Railway Administration or to its senior Engineering officials in not having selected this bridge for an increase of waterway subsequent to the Jangaon accident in 1954."

While placing the responsibility, the Resolution reads in paragraph 10:

"Government consider that the bridge watchman tarried much longer than was justified or necessary at bridge No. 233 during the critical period on the fateful night

when, having become aware of the breaches in the railway embankment on the Mahbubnagar side, he did not, as a measure of common prudence, hasten to bridge No. 229 immediately after protecting the line with detonators on sighting the danger signal exhibited by the patrolmen on the Mahbubnagar side. The watchman was, according to his own evidence, aware of his responsibilities in regard to bridge No. 229 and it is unfortunate that he failed to react in a manner which his longstanding experience in railway working should have impelled him to do."

Again they go on:

"While holding that there has been no negligence in respect of the provision of adequate waterway for this bridge, Government cannot but express profound distress at the loss and injury to life and damage to property arising out of unprecedented floods .... Not withstanding the view of Government that, in the matter of adequacy of watch, no negligence or lack of forethought can reasonably be attributed to the officers of the Central Eailway Administration, they are of opinion that once a decision had been taken to exercise a watch on bridge No. 229, after the repairs had been executed following upon' the breaches of August 1, 1956, it would have been more prudent to have posted an exclusive watch on the bridge, having regard to the purely local circumstances that the approaches of the bridge were in cutting and on a curve. This omission was an error of judgment on the part of the local executive officials."

That is how the Resolution ends. What I am trying to submit is that I do not know how far the Government is justified in coming forward with a Resolution of this type. A commission was appointed to investigate into this matter and in ordinary circumstances it should end there. But the Government has come forward

[Shri P. S. Rajagopal Naidu.] with a Resolution overriding the decisions arrived at, for the cause of this accident by the Commission. It appears to me to be something novel. I do not know how far the Railway Ministry is proper in coming forward with this Resolution. But in my opinion I find that the opinion of the railway authorities, of the Government Inspector of Railways and Mr. Mitra—though a retired engineer—is one; and the opinion of the retired—I do not know whether he is retired or not—High Court Judge of Bombay and that of Dr. Rao of the Central Water and Power Commission is the other on this point. And I leave it to the hon. Railway Minister to judge as to which will be correct and which will not be correct.

Sir, I would like to deal, briefly, with certain matters which are of local interest so far as I am concerned. A new survey is being undertaken between Vellore and Conjeeveram. As you know, there is already a railway line in existence in the Madras Bangalore route. We have a railway line between Vellore and Arkonam. The new line proposed will be parallel to Vellore Arkonam route. If a line is to be laid in that route, the maximum depth at any place would be between three miles and ten miles. I do not know why a new railway line is to be laid in that area between Vellore and Conjee-veram. And it is said that it is to relieve the stress on the roadways that this new railway line is proposed. I have no objection to a new railway line being laid in that area. But I would suggest that if a new railway line is to be laid, let it be laid in that area which is not at present served by any railway. I would even suggest a railway line can be laid between Vellore and Tindivanam connecting some important centres like Cheyyar, Wandiwash and other areas. But I cannot understand why a railway line is to be laid between Vellore and Conjeeveram which would be almost parallel to Vellore and Arkonam

line and which will run at a depth of between three and ten miles. I want the Railway Ministry to seriously consider this matter.

Then, a word about the de luxe vestibuled train that has been introduced. We should feel proud and we should congratulate the Railway Minister for having introduced this air-conditioned de luxe vestibuled train. I find it is getting increasingly popular day by day. I had the privilege to travel on the very first day when this vestibuled train was introduced from Madras to Delhi. I felt that I was travelling in one of the trains either in Europe or in the U.S.A. ' I have travelled widely in trains ilk, Europe and U.S.A. and I could easily compare this railway with any other railway either in Europe or in America.

SHRI H. P. SAKSENA (Uttar Pradesh) : In a poor country like India.

SHRI P. S. RAJAGOPAL NAIDU: So far as ladies are concerned. . .

SHRI AKBAR ALI KHAN (Andhra Pradesh): Poor people are benefited by it.

Shri P. S. RAJAGOPAL NAIDU: As my hon. friend, Mr. Akbar Ali Khan, has correctly put it, the poor people have the maximum advantage. By paying a minimum fare, they get the maximum advantage in travelling by this vestibuled train. But one thing I have got to say about the first class in that vestibuled train. Normally, in the first class air conditioned coaches in the other trains we have fourteen berths, but in this the same area is being utilised for having twenty berths. As a result of it, the berths are very narrow. Further, I find that there are no wash basins in the compartments and all the twenty passengers will have to go to only two bath rooms. I am sure it will not cost much if a wash basin is provided for in every compartment and I am sure the Railway Minister would look into this matter and see that this defect is made good.

Then, Sir, I would like to mention a word about the catering in the Grand Trunk Express. No doubt catering in the vestibuled train is really good. I must admit that the catering is really good, though it is priced high. But the catering in the Grand Trunk Express, ever since this catering has been taken over by the department, has become worse. When the contractor was having the catering in the Grand Trunk Express, we have been agitating that the stuff was bad and the catering should be taken over departmentally. I am not speaking on behalf of the contractors. I am one of those who have been from the beginning agitating that departmental catering should be introduced. But I want at the same time the Railway Ministry should see that the catering is improved. It is getting very bad and I may tell you I remember that I made a remark in the suggestion book or in the complaint book—whatever you call it—that the rice that was supplied to me one day three or four months back was very bad. I had made a note of it in the book that this kind of rice I had not tasted even in the worst ration times in the history of our country. It was so bad. Usually I do not exaggerate, but that was really a bare fact.

Lastly, I would like to mention about the punctuality of the railways. I find that it is very much lacking, excepting this vestibuled de luxe train which keeps to the correct time. I am told that so far this train has not reached late at all, at any rate between Delhi and Madras and Madras and Delhi. But I find invariably the Grand Trunk Express reaches two hours late or three hours late. Not only the Grand Trunk Express but even trains which run only for short distances, reach their destinations one or two hours late. I see no reason for this. I feel that there should be punctuality maintained. There are several occasions when I had missed a connecting train to

Delhi or the plane to Delhi. Even if the train is to travel a distance of" one hundred miles, there is a delay of one hour or two hours. So, I would like to see that operating efficiency is maintained by the railways and unless that is done, I do not think that we can say that we have perfected in the matter of the running of our railways. That is all I feel I have to submit in this matter.

Once again I congratulate the Railway Minister for coming forward with this Budget and also for the all round improvement which he has made in his regime as Railway Minister.

Mr. CHAIRMAN: Dr. Shrimati Seeta Parmanand. Fifteen minutes.

DR. SHARIMATI SEETA PARMANAND (Madhya Pradesh): Mr. Chairman, I would like to begin by complimenting the Railway administration on the array of achievements that they have themselves depicted pictorially and graphically in these two booklets "Towards Better Conditions of Travel" and also "Report by the Railway Board on Indian Railways" and the other book on Indian Railways.

[MR. DEPUTY CHAIRMAN *in the ' Chair.*]

I would like to point out at the same time that these occasions are not meant only to give compliments, but they are meant really to make suggestions on the floor of this House, specially because otherwise the officers concerned are often complacent to the extent of not even replying to letters of Members of Parliament. It also shows incidentally what they must be doing with regard to letters or complaints sent by other persons.

While dealing with the statements made here in this book, Report by the Railway Board on Indian Railways, giving their achievements, as far as my zone is concerned, from a cursory glance I would like to mention that there are some inaccuracies.

[Dr. Shrimati Seeta Parmanand.] there; and in such a book written under the authority or in the name of the Railway Board, there should not be such inaccuracies. They say on page 106, 'raising or lengthening of platforms' and they mention the platform at Nagpur. I do not know what kind of lengthening it is that even today, every day the coaches or the bogies that are attached at Nagpur have to be outside the platform, more or less, on a slope and people have to climb, as they climb high stairs. This should not be the type of work that is done and that should be mentioned here.

Similarly, I find the mention of completion of retiring room at Nagpur in this Report for 1955-56, but since I know that a retiring room at Members—that a conference of Aslan-Nagpur has been in existence for some time there, I would also like to mention it. There is a mention of completion of the platform at Parasia. The other day, after two years I had occasion to get down at that platform. It is surprising that when a new platform has been built, it is again so low /that it should have been rather not built. Why build in this manner to cause inconvenience to passengers? I do not know where the money meant for the platform has gone? Incidentally I would like the Railway Minister to make occasional enquiries as a sort of sample enquiry in different places in view of the rampant corruption that is going on or is always attributed as going on in the Railways, with a view to finding out how much of the money allotted to Railways is really spent fully and adequately on this. Sir, while talking about these improvements effected, I would like to mention one more thing about the way in which these various architects, engineers or people in charge of execution of the construction works are doing things. Their attitude in doing the thing is just to do them according to a certain set plan or pattern or theory and not from a practical point of view. I would like to men-

tion that knowing the way the bearers and others do things—they do not keep clean hands and so do the passengers even—they have not taken care to put either glaze type of tiles or even oil paint in which case the place could be washed every day, or even at places where people come out from pantries into the dining hall or get down from the kitchen into the dining hall. The result is that within a few weeks of a new building being constructed patches of dirt and other things on the walls, wash basins, etc. are in such profusion that perhaps all the newness of the building and the beauty of the thing is lost. These are little details. I could give thousands if I had the time. But I feel that it is the attitude of these men in charge to do the things mechanically without the least concern or care that is responsible for all this, and I would appeal to them that they should do everything as they would do for their own homes. I am quite sure that they would never leave these things in this fashion in their own homes. Sir, I may mention in this connection that some improvements have been made on the basis of my suggestions.

Sir, I would like also to mention that the Railway Administration which gets boquets for doing so many things—because so much money is available to the Railway Board which is all their own, being separate from General Administration—should see that every pie of the money spent on every item is made good to the public. Before I go to other matters I would like to thank the Railway Minister who at last after two years has taken prompt action on my suggestion, made during my last speech also in March, in which I narrated the harrowing difficulties to which the passengers at Nagpur station were put by the railway authorities not attaching a through bogie from Nagpur to Jubbulpore, and I am glad to say that from the 1st of May this has been done, and I am sure that people would be thankful for this. I do not



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want to go into the various things which I want to get done, because I feel that if the Railway Administration is in that same receptive and cooperative mood, they will be attending to those things.

Before I turn to the other points I would also like to point out to the Railway Minister, who always has, having once been the Labour Minister, the conveniences of the poor people nearer to his heart, that there are stations like Anuppur between Bilaspur and Katni where during the winter nights the people have to wait for two hours or more in the open. The result is that the one waiting room is crowded by people who can assert themselves, and the other simple people that are left in the dew have to huddle themselves actually on the platform or in the open. I hope before any new construction is undertaken, a survey of these stations should be made and some covered shelter should be provided for these people. I would also like to mention that the Delhi Station has been built up nicely and it looks very impressive and for a metropolis it is a good station. Even there a little care has not been taken to provide a sort of dividing rail on the bridge road so as to separate the incoming and outgoing passengers in the right and left directions. That would not only save time but avoid accidents to people. These are little things but they show how things have not been cared for by people in charge of the construction work.

Now, Sir, I would come to a problem in which I have taken special interest, and that is catering. Sir, departmental catering has been introduced for the last year and a half and it is all to the good because when we are moving towards a socialist pattern of society, it is necessary that Government should gain experience and make this amenity available to the people in the best way possible. But, Sir, what is our experience? I am very sorry to say that nowhere is

there any indication in the various book\* of accounts submitted to us of the profit and loss position of this huge department. Only in license fees Government used to get Rs. 25 lakhs before the last, two years. Then, Sir, the rent for the various refreshment rooms, etc. was there. In addition, the caterers used to make a good deal of profit. But what is the position now? Though Government has not conveniently given the figures here, I am sure the Deputy Minister will come out in his speech giving the figures of sales everyday. I hope that in those figures would be included the receipts of all the small vending stalls and every little contractor that were on the Railways, not only of the railway caterers. When I am told that the daily sales in Nagpur are Rs. 800 or at another station, Bombay, Rs. 7000— I have got the Catering Advisory Committee's Report here—it includes the receipts of all catering contractors on the Railways, that is, vegetarian, non-vegetarian, various other things, fruit, milk, everything. Sir, when others are making such huge profits, it is not understood why Railways should run these concerns at a loss, and ail of them are being run at a loss. That is the reason why they have not mentioned the figures about the profit and loss account on such an important item. Even in Delhi Station I venture to say that the annual loss is, Rs. 50,000, where they should have run it at a thumping profit. So, why I am criticising these is that Government should take up all these concerns, but at the same time Government should not get a bad name that it cannot run such a small thing which an ordinary 'konchawalla', or every Tom, Dick and Harry in the world, not only in this country, runs at a profit. It may be pointed out that the overhead charges are heavy, but I should like Government, with the co-operation of the people who have run it at a profit, to reduce the overhead charges. I have been given the authority to supervise the catering of Grand Trunk Express and some other stations on the Central Railway. It is very difficult to get

[Dr. Shrimati Seeta Parmanand.] into the train and examine things every time. But once or twice I have seen and I have found that there is no account kept of the provisions given to the cook and the number of meals produced. Unless these are allied, how can anything be run at a profit? There is a lot of leakage. Even every housewife knows how this could be done. This simple thing is not done. It is no man's property. As I was observing the day before yesterday, the Railway has to inculcate in its workers that "this is your own work" and that it is a commercial concern. I would even advise Railways to have some system of incentive bonus.

Sir, I would like to come to the treatment that has been given to the contractors, even the small vending contractors. With regard to the contractors, though we wanted to introduce a socialist pattern of society, it was not necessary to turn them out of business lock, stock and barrel overnight, as it were. We have to consider them as our own brethren. Contractors are not criminals; they are the citizens of this country. They deserve a good treatment and they should have been given catering opportunities even by this Catering Committee which says that the aim of this Departmental catering is to work in co-operation with contractors and to improve catering based on their experience. That should have been so; but, in practice, the matter is different. I would like to put it before the hon. Minister that the people who have been given the power to deal with this, people who have been promoted suddenly to become Additional Members of the Railway Board or whatever it is, do not bother to see whether justice is meted out to their own brethren. There has been so much of nepotism. While some contractors are not given contracts for more than a specified number, other contractors are treated differently. Though Brandons and Spencers are one, they are given a different treatment, while some people have be«n

given one vending contract. Displaced persons who were given a special treatment providing a means of livelihood, have been ousted and sent away lock, stock and barrel to other places several miles away. It is a great hardship to these poor people to take their families to other stations at long distances. People knowing business ought to have been put in charge of this catering administration. When a vending contract is given, it should be given for big stations as well as for small stations, so that there is a sort of smooth running, which would equalise their losses. For this it is necessary to give to the contractors contracts for some big stations along with the small ones. It is necessary to give them some stations not very far away. I need not go into details. I will speak to the hon. Railway Minister in the presence of his officials and then we can know their defects. (Times bell rings.)

Sir, it is not yet 15 minutes.

MR. DEPUTY CHAIRMAN: You have taken already 15 minutes.

DR. SHRIMATI SEETA PARMA-NAND: Sir, first, I surrendered my right. I had given my name long ago, but I surrendered my right to speak first. I will just finish, Sir.

Sir, I would like to say one word about the employment of the dismissed staff. Because we want the socialist pattern of society and want to have departmental catering, it does not mean that people who have spent twenty or twenty-five years as supervisors in this business should be suddenly left on the streets, looking for some other employment. They should be given salaries commensurate with what they were earning and full advantage should be taken of their experience. They should be made re-ponsible for running the railway catering on a profitable basis as they had done before. So, Sir, the case of the small contractor, the big contractor and the supervisor has to be gone

into personally by the Railway Minister. If it is left to the officials concerned, naturally the report will go back again to the Railway Minister justifying their own action.

Sir, I would like to say one word about the representation of women on the various Committees. I made a request last year and the year before that on some of the Committees and the Zonal Committees women should be given substantial representation because there was hardly a woman representative there. Then a change was made. I pointed this out to the Deputy Minister and ultimately he gave thought to it and one or two women were put on the Committees. If we have equal rights in the Constitution and if the services of women are to be utilised in the country's plan of development, it is necessary that they should be associated with the administration in these subjects, where they can come and give their time. I would suggest, therefore, that even on the Zonal Committees, apart from the small Catering Committees which meet twice in a year or so, representation to women should be given. In these advisory committees, there are two or three ladies and two gentlemen. The work cannot be done in that way. Women in different stations also have to be taken. If there are 30 members in a Committee, we should have six or seven ladies; then only it will be good. We do want the co-operation of women.

I would like to point out one inconsistency. The railways are giving many passes even to their retired personnel; they go to the extent of giving them passes twice a year. The Railway Administration, when asked to give some sort of a pass for use by the ladies who would be working at different stations without any honorarium, for going over certain areas, replies came that it is very difficult to do so. I cannot understand, when they are not checking so much of ticketless travel, why people who are giving their honorary services should not be

given passes. If it is not within the competence of the officials concerned to make this concession, they should refer the matter to the higher authorities.

Lastly, Sir, we are all anxious that there should be more public co-operation for the successful implementation of our Five Year Plan and for that reason, it is very necessary that people should have a feeling that there is full justice and no attitude of victimisation or nepotism in the railway administration. It is very necessary that the administration should give a fair deal to these various people who are disestablished. I hope that our Railway Minister will see to it that there is no injustice done so that there is an atmosphere and climate of satisfaction and enthusiasm for the Government's policies.

Thank you, Sir.

SHRI BHUPESH GUPTA (West Bengal):  
Mr. Deputy Chairman, I rise to speak on this Budget with the hope that the Railway Ministry will, with the advent of the new Minister, take a new look at things, because, undoubtedly, there is a need for this. In the course of my speech and within the time allotted to me, I would only like to touch upon some important aspects—and that too, in broad outlines—of the Railway administration. Railway affairs are big and one takes a lot of time to develop various themes. I cannot but attach high importance to the question of the relations between the Railway Administration on the one hand and the railway employees and workers on the other. I would also, in that connection, try to refer to some aspects of the living conditions of the railway employees. Then, I would try to deal with passenger amenities; then with the economic aspect of the railway together with the administrative setup. I choose these four themes for my speech this afternoon.

All of us want that our Railways should be run efficiently and that

[Shri Bhupesh Gupta.] they should register an all-round progress. There are no two opinions about it. Whether one is a Communist or a Congressman or belongs to no other party, we all agree on the one hand that Indian Railways which are the life-lines of the nation must be run well and efficiently to the satisfaction of all. They have a part to play in the remaking of the country's economy and the building up of its future. However, Sir, that depends on how you handle the material as well as the human aspects of the Railway Administration. It is easy to set a locomotive in motion through a simple mechanical process, but to set in motion a million men in creative activity requires human feelings, a human approach and above all, the promotion of democratic methods. I regret to say that all these have been found somewhat appallingly wanting in the Railway Administration of our country. And I would be very happy if the hon. Minister takes the initiative in making up the deficit on that account. What I mention today I say with the fervent hope that a change in the outlook, approach and the methods on the part of the Ministers, Railway Board officials, General Managers and others like them will take place. I, therefore, demand a change of policy and outlook in the administration. I particularly appeal to Shri Jagjivan Ram who is the senior-most—I suppose next to Pandit Jawaharlal Nehru,—member of the Cabinet and has acquired considerable experience in the field of administration, to give his personal attention to the problems that are facing' the Railways today. Well, I hope he would look into our criticisms, not with that kind of approach to which they had been earlier subjected, but that he will consider our suggestions with that generosity and broadness that is demanded of such a responsible Minister of the Government. I would urge him not to proceed on the beaten-track which has produced many bottle-necks, hold-ups, frictions and the like in the relations between the workers and the employees on the

one hand and the Railway Administration on the other. We want a smooth running in the field of industrial relation\*. I would ask him to try our suggestions, and if they are found unworkable, impracticable or wrong, it is open to the hon. Minister to return to the beaten-track. Nobody can prevent him, but I would beg of him to give a trial to the suggestions that we are making and see how they work.

MR. DEPUTY CHAIRMAN: Shall we sit through the lunch hour?

SHRI BHUPESH GUPTA: We are prepared.

MR. DEPUTY CHAIRMAN: Shall we adjourn till two of the clock and sit till six? I have 22 names before me and the list is increasing. So, we shall meet at two and go on till six. We will continue at two of the clock.

The House stands adjourned till two.

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

The House reassembled after lunch at two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

SHRI BHUPESH GUPTA: Mr. Deputy Chairman, when the House adjourned, I had only concluded my prefatory observations. Now let me come to the various concrete problems. The main problem, apart from the general economic problems that the railwaymen are facing, is the problem of victimisation. We are told that the predecessors of these Ministers had rehabilitated many railway lines and all that. Now, Sir, in our view these industrial relations or the relations that exist between the employers and employees are very bad, and I think efforts will be directed along the line to rehabilitate them, because these relations have been disrupted and befouled by certain policies and behaviours of the Administration. It is hot possible to recount the tale here because there is not much time left, but

it is well-known that ever since 1948-49, charge-sheeting, suspension, dismissal, arbitrary transfer and punishment in the form of break in service had become a common practice in the railway administration. Scores of railway men were suspended in 1949-50, many of whom are still under suspension and their case remains undecided.

SHRI KISHEN CHAND (Andhra Pradesh):  
Sir, the Treasury Benches are empty.

MR. DEPUTY CHAIRMAN: Yes, yes. I have sent for the hon. Minister. He is coming.

SHRI BHUPESH GUPTA: Under the Second Five-year Plan, Sir, this victimisation has somewhat been intensified in our Railways. Now, Sir, I will just give you some examples to illustrate my point. -

No less than 80,000 railwaymen mainly on the South-Eastern, Northern and Central Railways had been given the break in service punishment in 1956 alone. In the Southern Railway 500 railwaymen including many trade union leaders and workers were arrested and were suspended in connection with the spontaneous strike of 1956. Eleven were later removed from service. Against 46 cases are still pending. This is the position. Then, Sir, in this period again almost in every line many charge-sheets have been issued. It is not possible to give the details of all these charge-sheets. We get information from various sources. Charge-sheets » are being freely resorted to victimise and terrorise the railwaymen. Now here I would like to point out one thing that previously the practice was that the Administration issued charge-sheets and called for replies.

SHRI AKBAR ALI KHAN: Sir, no Minister is in the House.

SHRI BHUPESH GUPTA: When they found that this made it difficult for them to arbitrarily suspend or

penalise the railwaymen, they resorted to Article 311 of the Constitution for using this power for summary dismissal. Here I shall give you an example. I am reading now from an actual charge-sheet, but I will not tell you the name, with your permission. It says:

"The President is satisfied that the retention of so and so in service is prejudicial to national security and that so and so ought to be removed from service."

Then it states that it is not expedient to give so and so an opportunity to show cause against the action proposed to be taken in regard to him as stated above. Now all this has been done under Article 311 of the Constitution and in the interest of the security of the State. I have got cases of railway employees who had been summarily dismissed under Article 311, and I understand many more orders of this kind are being issued. How many, I do not know. But four cases have, come to my knowledge and I have reason to believe that at least eight orders are there in one particular section. I would ask the Government to explain why this Presidential power, and that too in the name of security of the State, is being resorted to. Am I to understand that the Indian Republic is a kind of toy State that gets threatened and jeopardised every now and then by two, three or four railway employees? I think it is a gross abuse of the constitutional power and authority on the part of the Railway Board to suppress and vanquish the legitimate demands of the railwaymen, to suppress the trade union movement of these people, to trample under feet the democratic rights and liberties and the trade union rights which the railwaymen cherish. I would ask the Government to explain this position.

Now, Sir, the reason why they are doing so I can tell you. In one case where the charge-sheet answer was given, the General Manager came before the Madras High Court, and

[Shri Bhupesh Gupta] here is the Madras High Court's judgment of 5th July, 1956, which says that "If charges of this kind were to be held sufficient, no Government employee can be confident of remaining in service beyond a week." This is what the Madras High Court had to say with regard to a charge-sheet that was given for dismissal to a railway employee. In order to obviate the examination of the charge-sheet by the High Court and judicial authorities, the Railway Administration today, to our great shame, has resorted to invoking Article 311 with a view to suppressing and dismissing railwaymen. I would ask the Government to put a stop to this practice. It does not speak well of the Administration. It demoralises the railway-men. It brings a blot on the Administration as a whole for which we are all sorry. Therefore, Mr. Deputy Chairman, I would ask the hon. Minister to go into this question. Then, Sir, there are brief dismissal orders also which are given, two line charge-sheets, for example, "Your services are terminated with effect from 11th April, 1957. Arrangements are being made to settle you up immediately." These kinds of charge-sheets are being given to temporary employees and they are being summarily dismissed from the job. This is how things are happening on the Railways. Now, Sir, there are many more cases. I know of a case where the General Secretary of the Southern Railway Union was charge-sheeted because he made a statement in the press. Well, if that statement was wrong, it was open to the Railway Authorities to contradict that statement. They have got a tremendous propaganda weapon in their hands. They can counteract any such statement instead of resorting to these underhand and hit-below-the-belt methods. I ask: How is it that on the one hand you are talking about democracy and on the other hand you are persecuting and dismissing a person who in the capacity of a Secretary of the trade union comes out with a public statement in the press? If he had made a bad statement, he

must have weakened his own case. If he had made a good statement, the case required to be looked into by the Railway Administration and he certainly did not deserve to be so summarily dismissed or otherwise prosecuted. I know of cases where railway-men have been persecuted because they made representations through M. Ps. They are perfectly entitled to come to Members of Parliament and to make their representations so that we can go, tell their tale of sorrow, press their grievances, and seek redress. What are we here for? We are not here just for the luxury of being here. We are here as the representatives of the people with a view to taking up their case and pressing upon the Government so that the grievances of the people are redressed. Democracy demands that such things should be allowed, and railwaymen should not be excluded from doing so. It is no use talking about democracy and practising something else. It is no use flirting with the shadow of democracy while snubbing its substance. I would ask the Government to note what I say. Therefore, Mr. Deputy Chairman, these are important matters which call for the consideration of the Government. I do not think that the Government will lose anything if railwaymen were to make certain representations through Members of Parliament whether they belong to our party or their party.

Then, there are many other cases of safeguarding rules, disciplinary rules, security rules, and all that. Now, the railway employees are called upon to report on the activities of their relatives. If they do not do so, the Watch and Ward people are asked to do so.

"A railway servant is required to prevent any member of his family from taking part in or subscribing in aid of or assisting any movement which tends directly or indirectly to be subversive of the Government which has the final say in deciding whether a movement is subversive or not.

If the railway servant cannot prevent his family members *in* the matter of what has been stated in para, preceding this, he shall report the same to the Government.

A railway servant shall not attempt to bring outside influence to be brought upon any superior authority."

These are the rules. These rules are resorted to for setting father against the son, son against the father, husband against the wife, wife against the husband, brother against brother, thereby demoralising the entire administration of the Railways. I would ask the Government to refrain from this foul and insidious course. I know that they are touchy about some political parties. I would ask them to reconcile themselves to the Communists. It is no good denying the right to the railwaymen to associate themselves with the Communists when you have to put up with us here in this House as the main opposition party in the country. Now, this is not merely confined to the Communists and suspected Communists. This is directed against all the parties in opposition. I have never heard of a case when a railwayman has been charge-sheeted or persecuted for his association with the Congress Party, but I know of many cases in which charge-sheets were made against people because of their alleged association with the Communist Party. If the Congress Party is entitled to its rights, if people are entitled to support and subscribe to the views of the Congress Party, they are also entitled to support the Communist Party and subscribe to its views. There should be no repression, there should be no prosecution, there should be no harassment, there should be no McCarthyism in this field. This is what I would ask the Railway Minister to take note of. We know that people have different political views. There are some who support the Congress, there are others who do not. There are people in this country who support the Communist Party and

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even think, that that Party should be placed in a position of authority in one State. There are others who do not think so. Just like that, among the men on the Railways also divergent political views will prevail, and differences in ideologies will be there. Let not the Railway Administration behave in this way and import these differences into its affairs thereby disrupting the railway organisation, disrupting the Railway Administration. We would ask the Government to note and realise that this kind of partisan politics will do no good to the Railway Administration in the country or the Railways in the country. In the Railways today Communists and Congressmen are working in the same boiler room. Their co-operation is needed irrespective of their political views. Communists and Congressmen work in the same railway workshop, and they work in friendly and mutual co-operation. We do not want this kind of untouchability in the railways. Therefore, I would like the hon. Minister to note and take measures to avoid this. All railwaymen, whether they belong to this party or that, are doing a common task to which we are devoted, and that task shall be performed. Therefore, I have mentioned this thing, and I hope the hon. Minister will go into this.

Then, a word about spying and espionage. I do not think that any Intelligence Branch should be created in the Railways. I do not think that Mr. Jagjivan Ram, is temperamentally suited to preside over an Intelligence Service, and he should disband it, if there exists one. An Intelligence Service is there already in the country and I need not go into it. It is not my job now, and I think that the Railway Administration should be rid of this.

Now, I will give you one example. A railway worker was charge-sheeted because he was, according to the Watch and Ward, moving about with a Communist girl, but they never took care to find out that that Communist

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[Shri Bhupesh Gupta] girl was his own wife. When did the Communists become such a source of fright for you? I do not know that we are so powerful, we are so frightening that you should be so frightened as to issue such fantastic and non-sensical charge-sheets. I would ask the hon. Minister to look into this question. In this connection, I would say, do not make any distinction between a Communist and non-Communist, between a Congressman and a Communist. The criterion should be efficiency and devotion to service; the criterion should be patriotism, the criterion should be a democratic sense and patriotic spirit. That is how the matter should be viewed.

I would make some suggestions in this connection. First of all, I would like both the All India Federations to unite. We would like to build up trade union unity. Unfortunately it has not been coming about, and I would like the hon. Minister to exert his influence so that the two Federations are united into a single union. Should that not come about, it should be his task to recognise both the Federations. I do not think that he has any particular reason for any particular fascination for Vasavada or dislike for Guruswamy. Personal feelings may be there, but for the better administration of the Railways, I think that for the present both the Federations should be given recognition and this is important. If we can do anything in this connection, our co-operation would be forthcoming, because trade union unity is an article of faith with the Communist Party and the Communist ideology. I would ask him to recognise and respect the trade union rights. Today, they must realise that they are living in the 20th century. We are not living in the medieval age when little tyrants could go about strutting on the stage as if they were the masters of the situation. Workers' rights have to be respected. Their dignity has to be respected. It must be realised that until and unless this is recognised and

we respect such rights, we cannot build healthy industrial relations. I would ask for the stopping of these charge-sheets, and arbitrary dismissals and mis-use of Article 311. This has become an engine of oppression on the Railways. Then, espionage should be stopped. Workers should be free to have their political opinions and even the right to participate in political activities so long as they do not interfere with their work. This also is very necessary. I hope these suggestions will be gone into by the hon. Minister. Then I turn to the conditions of the workers. Now we have been told much about this great New Deal. We heard of a New Deal in President Roosevelt's time. We are again being treated to a kind of New Deal under Shri Jagjivan Ram but the Deal is hardly any new and there is nothing much to write home about. After all this New Deal affects only 30,000 or 35,000 workers. He says 1,30,000 but it affects only 30,000 and they get very paltry increments of a few rupees. Those who are there already don't get much. Only new recruits will get some benefit, old people will not get very many benefits. Except for about 30,000, immediate benefit will not follow. About 6-50 lakhs of workers are there in class IV. They get a pay between Rs. 30 to Rs. 60. About 3-50 lakhs of Class III are there and their wages are also extremely low. Two lakhs employees are casual labour and they will not be even entitled to this pay scale of the Railways. This is another aspect. I don't want to dilate on it. He knows.

The housing conditions are appalling. Many of them in Sealdah live in wagons and you know that they are without houses. As you know, they had been demanding certain increases. The Pay Commission fixed the emoluments on the assumption that prices would stabilise somewhere between 160 and 170 compared to prewar index of 100. They also suggested that for every 20 point increase, the dearness allowance should be raised by Rs. 5. As you know, the cost of living has gone up much higher just-



fying a fairly big rise in the dearness allowance if the Pay Commission recommendations were to be adhered to. But only one such increase was given in 1951 and even that was not in keeping with the rise in the cost of living. It can be safely stated that even now under the Second Plan the cost of living will not come down to 160 or 170 as assumed by the Central Pay Commission. So the question of increase in the emoluments has assumed very great urgency. You can understand the condition of the workers. Their borrowings from the Cooperative Credit Societies have gone up to Rs. 12 crores annually compared to Rs. 4 crores seven years ago. This New Deal is not going to alter the picture. Now it has already been suggested that the dearness allowance should be amalgamated with the basic pay. What do I suggest in this connection? I would just mention. Because of the hundreds of crores you are earning through the Railways I suggest that there should be a 25 per cent, increase in the wages as an interim relief, plus the dearness allowance increase according to the recommendations of the Pay Commission. This should be done pending the fixation of wages by the Wage Board. Fair price shops should be opened so that the cost of living could be kept at a certain level. This is very important. This demand should be accepted by the Government.

*(Time bell rings.)*

Five minutes more. The demands should be accepted by the Government.

Regarding passenger amenities, it seems according to the explanatory memorandum that Rs. 105.25 crores come from third-class passengers whereas 13.7 crores come from the upper class passengers according to the Budget estimates.

Now overcrowding is the problem. What are you going to do to relieve this overcrowding? The Plan does not say anything. You have practically

washed your hands clean, of this responsibility, by telling that there will not be any improvement as far as amenities and relieving of the over-crowd are concerned. I object to this. I think steps should be taken, especially to relieve overcrowding in third-class carriages. We are told vestibuled or deluxe trains, as they are called, have been introduced. We see them running. 225 passengers are carried in each train as against 750 in other trains. If you have introduced deluxe trains, why are you having first-class air-conditioned carriages? Eliminate them and fit third class carriages. That will relieve overcrowding to some extent. Gentlemen who have got accustomed to travelling in air-conditioned trains can travel a little reclining and not lolling about in the big seats. They can go in the deluxe cars and travel quite comfortably in the reclining seats instead of insisting upon their pound of flesh, namely, the first-class air-conditioned carriages which they are used to. You introduce more carriages for third class passengers.

About surcharge on railway fares, I don't know why the Railway Minister accepted this thing. He should never have accepted it. As you know, the Railway Convention of 1954 decided upon certain contributions to the Centre. Then it was at 35. Later it was raised to 45 last year. Now an underhand method is being used to increase the railway fare and there is of course a suggestion that this money will be given to the States. Nobody will be misled by this sop of giving to the States. The people will be fleeced by this. It is the third-class passengers who will be the worst sufferers. Therefore I ask them to stop and not to accept this increase and prevail upon the Finance Minister not to press this.

Then I come to essential construction. Here we get 87 miles of new lines in one year out of 160 miles provided for in the Plan. Why the figure is so low, I don't know. I sug-

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 gest that in West Bengal, West Dinajpur and Darjeeling, where\* the railway connections are bad, improvements should be effected and I don't see any reason as to why the D.H. Railway should be closed.

Regarding electrification, one may be having his doubts if one embarks on a big scheme but certain suburban area schemes in Calcutta, Bombay etc. are essential, if only to move the passengers who come to Calcutta and other places for work. Anyhow I am not suggesting that you embark on a big scheme of electrification.

Then the railway fares are high. They say that it is the lowest in India but then coal is the cheapest, steel is the cheapest, labour is the cheapest, buying capacity of the people is the lowest in this country. Therefore it is no good comparing the position here with the countries elsewhere. These are some of the suggestions I wanted to make.

With regard to passenger amenities, the need of the third class passengers should have the utmost priority. They should be the focus of attention or the main-point of attention of the Railway Minister. That is most important.

About the Railway Board I would like to say a few things. Here you find in this explanatory demand that there are about 11 top officials of the Railway Board who between them get about Rs. 3-98 lakhs. Every Member of the Railway Board gets Rs. 4,000. The Financial Commissioner gets Rs. 4,000, and Directors between Rs. 2,500 to Rs. 3,000 etc. This goes on like that. Is it good? When the Railwaymen demand wage increases, you turn them down. When they come with their representations at the Kalka station, they are fired upon and hounded out. But you allocate funds for the bosses, you give generously amounts of Rs 4,000 etc. It is no use for the Prime Minister to ask the people to use small cars, not to fly flags and become a little simple and

all the rest of it when so much money is being earmarked for every top official, as salaries for the Members of the Railway Board. I would ask the Railway Board Members to set an example by voluntarily surrendering a part of their salary. This is what I would ask them to do.

*(Time bell rings.)*

Thus the expenditure on the staff will be less. Economy should be effected there, on the staff. I cannot give even an idea of the economy in detail because all the figures are not available to me. I can say this much that if the hon. Minister will go into the economy of the Railways, if he will look into the financial affairs of the Railways, it will be possible for him to find a lot of money, I mean, to save a lot of money with which the amenities for the passengers could be provided and the demands of the workers could be met. These are some of the suggestions. I could have made very many more suggestions. I hope they will be made by other Members.

In conclusion I would only appeal to the Railway Minister in all seriousness to do the needful and set matters right. I have avoided saying things that might hurt him. I have avoided raking up the past and I have avoided the language and accents which I have used in the past against the Railway Administration and the Members of the Railway Board. If I have done so, it is because I want him to start writing on a clean slate, and that clean slate he must have. I think there are too many blots on the copy-book of the Railway Administration. They have to be wiped out by the hon. Minister. I hope a new venture will be made, new methods will be adopted, a new outlook will be developed so that these ' \* rgets of the Railways' Second Five Year P^an could be fulfilled, so that our Railway Administration could be run efficiently and well and our railwaymen could become contented and happy. It is necessary to set a good example in the greatest

of the undertakings in the public sector of our economy. It should be a model for others to emulate. In taking economy measures they should be guided by consideration for the workers. They should take to the democratic method to ascertain the suggestions of the workers. They must be ready to accept criticisms and admit mistakes. This is how the hon. Minister should proceed. I assure him that if he makes a break with the past he will be getting every co-operation from every patriotic party and organisation in the country, and I hope that in the coming five years he will turn a new leaf and unwrite the black chapter that has been written and write a new chapter in the Railway Administration. The workers are there to fulfil their responsibilities and functions. I would only ask the Administration to be aware of its responsibility and realise that in the conditions of democracy it is they who must set an example by changing their mode of life and behaviour so that everything would go on smoothly and well.

MR. DEPUTY CHAIRMAN: Shri Lingaraj Mishra! (*After a pause*) He is not here. Shri Basappa Shetty.

SHRI B. P. BASAPPA SHETTY (Mysore): Mr. Deputy Chairman, I thank you for allowing me to make a few observations on the Railway Budget.

Except for a few changes here and there and fresh taxation proposals the Budget is more or less the same as was placed in the month of March last before this House.

I know, Sir, that there are several handicaps and obstacles in the way of development and expansion of our Railways, for which there is a great demand in the country. Self sufficiency we have not yet achieved

in the manufacture of a sufficient number of railway engines, railway wagons and coaches in spite of the best efforts that our Railway Ministry have put in in that direction. We hope to succeed in our efforts shortly and we hope we will be able to meet the demands of the country to their full satisfaction.

As regards fresh taxes, Sir, it has been imposed on railway fares. No, doubt the Constitution provides for the levy of fresh taxes on railway fares. But its incidence on railway fares hits mostly the poor people, the third-class passengers who travel from their villages to go to the towns and cities to purchase some articles or to file some petitions before the revenue courts or to attend courts in connection with some cases of litigation, etc., and they return home from those places after their work is over. Sir, it is really very difficult for them to pay this tax. In addition to this fresh tax they have already to pay in their villages Panchayat tax, land revenue, education cess, professional tax, excise duty, etc. Therefore to levy further tax on these people would be really very cruel and unjust on the part of the railway authorities. I appeal to the Railway Minister to kindly see that the case of the third-class passenger is considered favourably and the needful done at an early date.

As regards upgrading of posts in the railway department, certain improvements have been effected and I am glad to note those improvements in the pay scales of certain accounts department clerks, assistant station masters and other servants. Sir, in this connection I should, like to mention that injustice seems to have been done to the assistant station masters. Their pay scale has no doubt been raised to Rs. 80 as in the case of the accounts department clerks, but the promotion scales of the assistant station masters, they have not mentioned in the White Paper on the Railway Budget. At page 12 of that White Paper they have not

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mentioned the promotion scales of these assistant station masters although the accounts department clerks are considered to be subordinate to the assistant station masters.

When the assistant station masters ask them to do certain work urgently or more efficiently they do not pay heed to their words, and so it becomes a job for the assistant station masters to extract work from them. It is because they feel that they are getting higher promotional scope than the assistant station masters. Therefore, Sir, you must see that the status and pay scales of the assistant station masters are raised above the scales of these accounts department clerks. That way we can bring about efficiency in the service and all the rest of it. Therefore this is an important question which deserves deep consideration by the hon. Minister for Railways.

Now, Sir, in regard to the construction of over-bridges and under-bridges at road-rail level crossings no sufficient attention seems to have been paid by the railway authorities. In the absence of under-bridges or over-bridges at important rail-road level crossings great inconvenience and annoyance is felt by the travelling public because the vehicles are held up at those crossings for hours together on account of a train standing at a station very near the crossing, and until the goods train leaves the station the servant at the level crossing will never open the gate and, as I said, the vehicular traffic on the road is held up for hours together. Often this question has been brought to the notice of the Railway Minister but no effort seems to have been made in this regard. I am therefore urging the Minister to pay early attention to this question and see that the needful is done. I understand that the construction of these bridges could not be taken up because of the difficulty in getting the quota of funds payable by the municipalities' where road-rail level crossing lies within municipal area. The railway authorities demand of the municipality to contribute their

quota to the expenditure. But some minor municipalities are not able to pay their quota because of the meagre financial resources of those municipalities. So the position is that neither the municipalities pay their quota nor the Railways construct those bridges thus putting the public to suffer a lot for want of under-bridges or over-bridges at the important rail-road level crossings. So the question, deserves early attention of the Railway Minister to see that the defects are set right as early as possible. In this respect, Sir, I should like to read from the fifty-ninth Report of the Estimates Committee for the year 1956-57 wherein they have given some suggestions: "The Committee recommend that certain broad rules' may be framed to govern cases of construction of over or under, bridges in place of existing road-rail level crossings in consultation with the Railway Ministry so that a uniform procedure may be evolved for the future. The details can be left to be worked out by the authorities' on the spot according to the exigencies of each case. This would enable a speedy settlement of the preliminaries." I hope our Railway Minister will take into consideration this recommendation and see that the needful is done early.

Sir, as regards the punctuality of over-aged trains I should like to speak a few words. It is a sorry state of affairs that the trains in most of the sections arrive very late. The timings of departures and arrivals are very very irregular. I have experienced it many a time. This time when I travelled from Bangalore to Poona on the way I could see several breakdowns and the engines giving a lot of trouble, and the train was held up for hours together, and when I enquired of the officers who were there, they said, "Well, Sir, what to do? We are helpless. The engines are very old. They ought to have been condemned long ago. Still we have been running these trains with the very old engines. We have to repair them and that takes-

time, and so there is delay in running the trains." Even at the starting stations, Sir, the train starts very late. As a matter of fact, Sir, at Bangalore a train which ought to take off at 10 o'clock sometimes leaves at 11 o'clock. Even in the starting stations delay is caused and they say that it is because of the engine's trouble.

Sir, the metre gauge section between Bangalore and Poona is very very bad and that line requires immediate supply of fresh engines. If the Railway Minister travels by that train *incognito*, I am sure he will experience these difficulties. This can be set right easily and I am sure he will pay attention to this section, particularly between Bangalore and Poona which is very bad and which is so much neglected and where old and rotten engines are put.

As regards fresh lines to be taken up, Members of Parliament have been pressing now and then that attention should be paid to these fresh lines wherever there is demand and construction work should be taken up immediately. We are not opposed to construction of fresh lines being taken up to link up heavy industrial centres; that is very essential as steel is required in large quantities for development works in the country but what about the backward areas which are badly in need of railways for the development of their economy? Sir, the Malnad hilly areas are very backward and they come under backward category. In some areas there people have not at all seen railways. The Malnad area is full of rich natural resources which can be explored if rail communications are established. It is best suited for developing the bee-keeping industry and I am glad to say that the All-India Khadi Board have paid their best attention to develop this industry and they are supplying purest extracted honey to the market. In this Malnad area coffee, cardamom, pepper and areca-nut are grown in plenty and the forest area is rich in timber and all these can be transported very easily by the

Railways to the nearest port of Mangalore which is very near to the Malnad area. Sir, several Malnad Conferences have been held wherein they have passed resolutions unanimously appealing to the Railway Minister to develop these areas by construction of railways.- But on page 8 of the speech of the Railway Minister this is what has been said:

"The honourable Members will observe from the details that I have just given that surveys of a large mileage have already been completed and those of other lines aggregating again to a considerable mileage are also in progress. When all these survey reports are received and examined, some of the lines might be eliminated on financial and other considerations. But even in regard to the rest, I see no prospect of their construction being taken in hand during the second Plan period . . .

Sir, we are really sorry to note these remarks made by the hon. Minister in his speech. (*Time bell rings.*) But what about the lines which have already been surveyed? Are they going to be eliminated also? Sir, in this connection I would point out that there is already a feeling in the South that the South is very much neglected in the matter of Railways. This speech of the hon. Minister has not only caused fear and doubts in the public mind but it will create a further feeling of dissatisfaction that they will never get Railways in those areas in the near future.- Sir, there is no use of surveys being carried out when there is no will to take up construction works. The change of portfolios now and then also comes in the way of progress and development of the Railways in the country. We have to struggle hard with the new Minister afresh on the necessity and importance of taking up these works which had already been recognised by the previous Minister. But I hope the present Minister for Railways will follow in the footsteps of his predecessor and see that all the assurances given by his predecessor are carried out to the fullest extent.

[Shri B. P. Basappa Shetty.] Sir, the Government should have a definite policy regarding the development of backward areas, otherwise the areas will remain as they are and they will be making the rich areas richer and the poor areas poorer and this policy is not appreciated by the people.

MR. DEPUTY CHAIRMAN: It is time, Mr. Basappa Shetty.

SHRI B. P. BASAPPA SHETTY: Two minutes more, Sir. I would plead again for taking up construction works relating to surveys already completed. In this connection, if it is a question of want of funds, I would like to suggest that it is no longer necessary to go in for doubling of the lines or electrification in certain sectors. It is said that the object of doubling certain lines and electrifying some of them is to travel faster. They say that the speed of the trains can be accelerated. If that is the only advantage to be gained, then I say that the speed can remain as it is; Heavens are not going to fall on us if we travelled a little slow. Heavy sums to the extent of Rs. 160 crores have been set apart for electrification and doubling of lines and we will not get any utility or return from this huge investment; it will be a mere show. I believe it is not the policy of the Government to make the rich richer and the poor poorer. This sum of Rs. 160 crores can be utilised for the construction of fresh lines, particularly in the Malnad area and I hope the hon. Minister will bestow deep consideration and thought to this important question. (*Time bell rings.*) One minute more, Sir.

I shall be failing in my duty if I did not point out the urgent need and importance of a railway line in my constituency. The hon. Minister has referred in his speech also to the Kadur-Chikmagalur-Sakleshpur project. Sir, this has been pending for more than 35 years. In 1952 the representatives from Chikmagalur and all Members of Parliament from Mysore gathered in the chamber of the then hon. Minister for Railways. The Chair-

man of the Railway Board was also present when we discussed this question threadbare. Sir, the necessity for the construction of this line was recognised by the then Railway Minister, Shri Lai Bahadur Shastri and he assured us that he would try his best to include this project in the First Five Year Plan; he said he would try his best to have this included in the First Five Year Plan and if not definitely in the Second Plan. But even in the Second Plan, we note with regret that it has not been included and we are very much disappointed. When I go to my constituency the first question that the public of my constituency put to me is, 'what have you done for our railway line? Is it for this that we have sent you to Delhi as our representative in Parliament?' Sir, it is becoming very difficult for us to satisfy them. It is a very backward area and to improve backward areas it is very essential that the Government should give first priority to those backward and underdeveloped areas where there are no Railways at all. I would therefore request the hon. Minister to bear in mind this question and to see that construction work is taken up very soon.

MR. DEPUTY CHAIRMAN: That will do. Mr. Lingaraj Mishra. Now Orissa will put forward its demands.

SHRI LINGARAJ MISHRA (Orissa): Mr. Deputy Chairman, I would like to take this opportunity for placing some of the difficulties, grievances and claims of Orissa for sympathetic consideration and early redress.

I would first draw the attention of the hon. Minister to the very deplorable state of affairs in the Rupsa-Bari-pada-Banjriposi section of the South Eastern Railway which was formerly known as the Mayurbhanj Light Railway. The four locomotives working in this line were first commissioned more than half a century back when the line was first laid and they are still there

in service without any replacement by better and up-to-date ones. As a result of this, most of these locomotives are very often sent to the workshop to the great inconvenience of the travelling public as well as of the trade and commerce of the locality. I find from the Explanatory Memorandum on the Railway Budget that 1586 new locomotives have been acquired during the First Five Year Plan, but none of these four tiny N.G. locomotives could be replaced and hence the difficulty still continues and sometimes the service in the line is entirely or partially stopped. I would draw the attention of the hon. Minister to this state of affairs with the hope that he will see that the engines are replaced.

4

In this connection, I understand the former Minister for Railways, Shri Lai Bahadur Shastri, when he visited Baripada, had held out hopes that this N.G. line would be converted into a B.G. line and would be linked up with the Tatanagar-Badampahar section to provide a cross line between the coastline and the Calcutta-Bombay line. I should like to know authoritatively from the hon. Minister what is proposed to be done in respect of this line?

THE MINISTER P<sup>O</sup>R RAILWAYS (SHRI JAGJIVAN RAM) : That will be done in due course.

SHRI AKBAR ALI KHAN: That is the patent reply of the Minister.

SHRI LINGARAJ MISHRA: I would next draw the attention of the hon. Minister to the short supply of wagons for transport of cocoanuts from Orissa. The coastal districts of Orissa, particularly the districts of Furi and Gan-jam have a very large cocoonut growing area. Sakhigopal in Puri district is one of the main centres for cocoonut export. Sufficient numbers of wagons are not always available for this purpose, resulting in the stoppage of transport for weeks together. This entirely upsets the rural economy of that area because cocoonut is the only cash crop in those parts. The local

railway officials are generally very rigid in the observance of rules in the matter of supply of wagons and they do not take into consideration the very adverse economic effect of stoppage of transport for weeks and months together. I had once drawn the attention of the Member for Transportation in the Railway Board to this state of affairs and he was good enough to see some extra supply of wagons to relieve the congestion. But this intervention from the top is not always possible or desirable. I understand this is due to the fact that in the classification of commodities for railway transport, cocoonut is classified as an oilseed and not as a perishable foodstuff, which it actually is. The cocoanuts of Orissa generally are never used for extraction of oil, because the oil content is said to be low. But the sugar content in the cocoanuts of Orissa is rather high and, therefore, there is good demand for these cocoanuts for food purposes in other States, particularly in Madhya Pradesh. I would request the hon. Minister to see that the classification of commodities is revised to give a higher priority to cocoanuts for transport.

Next, I would draw the attention of the hon. Minister to the only railway educational institution in Orissa, namely, the Middle English School at Khurda Road. There has always been an insistent demand from the railway employees for upgrading this institution into a high school of the technical type, with engineering and mechanics as technical subjects. When the hon. Minister, Shri Lai Bahadur Shastri, had visited Khurda Road, he was so much convinced of the expediency and reasonableness of this demand, that he declared at a public meeting that any scheme for a technical high school, agreed to between the Education Minister of Orissa and the General Manager of the South Eastern Railway, would be accepted by the Railway Board and implemented instantaneously. But to our utter surprise, when such an agreed scheme came to the Railway Board and to the Railway

[Shri Lingaraj Mishra.] Ministry, it was unceremoniously turned down by somebody down below without even the knowledge of the Railway Minister and orders were issued only for opening the next higher class of an ordinary academic high school. When this matter was brought to his notice, he was rather very sorry and he had promised that the wrong done would be undone by the beginning of the next school session. But I am sorry nothing has so far been done. Even in the matter of issue of orders for the opening of the next higher class for the next session, the railway authorities generally issue their orders year after year some time in October or November, whereas the school session begins in July. I am afraid the railway officials are not in a position to understand the difficulties of educational institutions. This creates great difficulty and worry to the students and their guardians and some of the students who can afford leave this school and seek admission elsewhere. This state of affairs should be redressed and I hope the previous promise of my hon. friend's predecessor would be acceded to and this school be converted into a technical high school.

In this connection, I would also draw the attention of the hon. Minister to the demand of the Oriya employees at Kharagpur for opening an Oriya section in the multi-lingual primary school there. I understand one or two Oriya teachers were appointed some two years back, but no formal orders for the opening of this Oriya section has been issued so far and the teachers are being utilised for other miscellaneous teaching purposes, without serving the purpose for which they were meant. This also needs immediate attention of my hon. friend.

Last year when it was decided to reduce the divisional system of administration in the various Railways, it was strongly rumoured that things were being manoeuvred in the General Manager's office in such a

way that no divisional headquarters would be located in any part of Orissa. We were so much upset by this rumour that the Members of both the Houses in a joint representation approached the hon. Minister and urged on him the justice and desirability of having at least one divisional headquarters within the limits of Orissa. He was good enough to give us an assurance in writing that so far as divisionalisation scheme was concerned, the South Eastern Railway would come last, and when that came, certainly the claims of Orissa would be duly considered and at least one divisional headquarters would be located in Orissa. I would remind my hon. friend, the Railway Minister of this commitment of his predecessor in this respect and we hope we shall not be disappointed.

Orissa had been much neglected in the past in the matter of opening of new lines, but since exploitation of the untapped mineral and forest resources of Orissa has now been accepted as the immediate Government policy and since big industrial projects like the steel plant at Rourkela, cement factory at Raj-Gangpur and an aluminium plant near Hirakud had been decided upon and are under execution, I hope these schemes for laying up new lines for the transport of iron ore and for the transport also of the finished materials would be taken up very soon. So far as I understand, two lines, namely, Sarn-balpur-Kantabanji and Rourkela-Tal-cher had been long since surveyed, but I am disappointed to find that there is no provision in the budget this year for taking up any of these lines.

3 P.M.

I would draw the attention of my hon. friend, the Railway Minister, who is always so sympathetic to us to consider these few grievances and to give us immediate redress.

-Thank you, Sir.



हुआ तब से पुराने भारत के नवीनीकरण के लिए पंचवर्षीय योजना द्वारा उन्नति और विकास के कार्य हो रहे हैं। हर एक प्रकार के कार्य का विकास हमने देखा और रेलवे के बारे में भी कई एक जगह भारतवर्ष में यात्रियों को दी जाने वाली सुविधाएं देखने में आईं। कई एक चीजें अभी कार्यान्वित नहीं हो सकी हैं और धीरे धीरे हो रही हैं। लेकिन हमारे भारतवर्ष के कोने के स्थानों में जो छोटे छोटे स्टेट्स पड़े हुए हैं, शायद वहां पर रेलवे यातायात के प्रबन्ध के लिए प्रथम पंचवर्षीय योजना में उसका जिक्र नहीं आया है। द्वितीय पंचवर्षीय योजना के सिलसिले में हमारे इस साल के बजट में जो समालोचना हो रही है उसके अन्दर भी उसका जिक्र नहीं आया। इसलिए आज मैं अपने प्रदेश के बारे में जो कि हिन्दुस्तान के एक कोने में है, इस सदन के सामने कुछ बातें रखना चाहता हूँ।

जैसा कि आपको मालूम है, भारत के पूर्वोत्तर कोने में हमारी मनीपुर की टैरीटरी है। यह उसकी एक अन्तर्राष्ट्रीय सीमा है और बड़े महत्व की जगह है। इसलिए मैं यह बहुत आवश्यक समझता हूँ कि वहां विकास योजनाएं और यातायात का पूरा प्रबन्ध जल्दी शुरू होना चाहिए। इसके अलावा सन् १९५६ के ११ जून के दिन से वहां का जो रास्ता है वह नागाओं के उपद्रव के कारण बन्द हो गया है और उससे हमारा जनता की आर्थिक अवस्था प्रति दिन बिगड़ती और गिरती जा रही है। तो मैं इस समय उसके बारे में विशेषतः वहां का सामान्य नकशा सर्वप्रथम इस सदन के सामने रखना चाहता हूँ।

हमारा मनीपुर स्टेट उत्तर, पश्चिम और दक्षिण सीमान्त में आसाम के कई जिलों के साथ लगा हुआ है। उत्तर, पूर्व और दक्षिण में वह ब्रह्मदेश के अपर च्विन्दिन डिस्ट्रिक्ट से लगा हुआ है। मनीपुर स्टेट चारों ओर पहाड़ों से घिरा हुआ इलाका है। पश्चिम

से उत्तर दक्षिण तक ६ पहाड़ों से वह घिरा हुआ है और उत्तर पूर्व दक्षिण में ५ पहाड़ों से किलेबंदी की तरह चारों ओर घिरा पड़ा है। बीच में समतल भूमि प्रायः ७०० वर्गमील है। बरसात के दिनों में ७०० वर्गमील के इस हिस्से का एक-तिहाई भाग पानी से भर जाता है और वहां झील बन जाती हैं। हमारे इस पर्वतीय प्रदेश में ६ लाख आदिवासी रहते हैं जिसमें हमारे आदिमजाति भाई प्रायः दो लाख हैं। हमारे यहां से दूसरी जगहों में जाने का एक ही रास्ता है और उसमें मोटर का यातायात होता है। माल वगैरा ढोना ही हमारे यहां की जनता के जीवनोपार्जन का मुख्य साधन है। तो वह जो रास्ता है यह ईम्फाल से मनीपुर रोड स्टेशन तक है जो कि डी० एम० रोड कहा जाता है। ईम्फाल से मनीपुर रोड तक १३४ मील की दूरी है और उसमें ६७ मील मनीपुर का इलाका आ जाता है। मनीपुर का सीमांत माउ है। माउ से आगे ६७ मील नागा हिल का इलाका है और हमारी सीमा से २२ मील नागा हिल का डिस्ट्रिक्ट कोहिमा है। जब हम १९५६ के साल में यहां दिल्ली आए थे प्राइम मिनिस्टर और होम मिनिस्टर को अपने प्रदेश के बारे में एक प्रतिवेदन देने के लिए तब हमारे साथ दो एडवाइजर, एक एम० पी, कुल मिलाकर हम चार आदमी थे। उसी समय की बात है, ७ जून को पंत जी ने और प्राइम मिनिस्टर ने हमसे कहा कि टेलीग्राम आया है, वहां मनीपुर में वार हो रही है, आप लोग जल्दी चले जाइये, और वहां जाकर लोक सेवा कार्य कीजिए। हम लोग उन्हीं के कहने के मुताबिक चले गए। ११ तारीख जून को सुबह सात बजे मनीपुर रोड से हम लोग स्टेट ट्रांसपोर्ट की बस में रवाना हुए, १३ गाड़ियां हमारे साथ चलीं और हम साढ़े दस बजे सुबह नागा हिल पहुंचे। उसी दिन रात को ६ बजे से सुबह साढ़े आठ बजे तक चारों ओर नागा उपद्रवियों के साथ लड़ाई होती रही थी। लेकिन हम लोगों को पता नहीं था। हमने खेतों में काम

[श्री लालत माधव शर्मा]

करने वाले और फल फूल बेचने वाले लोग नहीं देखे । लेकिन वहाँ से जाने वाले कई आदिमियों ने हमको बताया कि अभी साढ़े आठ बजे तक गोली चलती रही । बाद को मिलिटरी वालों से मैंने पूछा कि लड़ाई हुई तो किस तरह से जा सकते हैं और उन्होंने हम से कहा कि अब खतरा नहीं है और आप लोग जा सकते हैं । तब फिर हम लोग वहाँ से रवाना हुए । लेकिन कोहिमा से सवा तीन मील की दूरी पर हमारी १३ गाड़ियां पर गोली चलनी शुरू हुई । हमारा एक ड्राइवर मारा गया और ३ आदिमियों को चोट लगी । हमारे साथ एक श्री द्विज मणि शर्मा के हाथ में भी चोट लगी । हम लोग नागाओं के हाथ में गिरफ्तार भी हुए और १२ घंटे बाद उन्होंने हमको छोड़ दिया । उस दिन से मनीपुर ईम्फाल से नागा हिल में आना जाना बिलकुल बन्द हो गया । सड़क बन्द हो गई और हवाई जहाज के जरिये हमारा आना जाना होता था । जब हमने होम मिनिस्टर महोदय को इस सम्बन्ध में रिपोर्ट दी तब आने जाने का प्रबन्ध हुआ है । सैनिकों की मदद से हमारा आना जाना होता है । पहले जब हम एक दिन में जाते थे तो अब दो दिन लगते हैं । इसलिए हमारी आर्थिक अवस्था इतनी गिर गई है कि हमारे यहाँ दैनिक खाने पीने के प्रयोजन की चीजों के दाम बहुत बढ़ गये हैं । सरसों का तेल सवा तीन रुपया सेर से साढ़े तीन रुपया सेर हो गया है, मूंग की दाल एक ६० से एक ६० दो आने, नमक के दाम पांच आने सेर, अरहर का दाम १२ से १४ आने तक हो गया है । हमारे यहाँ कोई इंडस्ट्री नहीं है, कारखाने नहीं हैं । हमारे यहाँ की मुख्य फसल और अनाज चावल है । लेकिन हमारे यहाँ चावल के दाम एकदम गिर गये । सरकारी दाम १० ६० मन था तो बाजार में वह साढ़े आठ, नौ ६० मन बिकता था । लेकिन हमारे मनीपुर रोड में इसका भाव है ३२ ६०, ३० ६० मन है । ये हालत है हम मनीपुर वालों की । हम जो हैंडलूम

इंडस्ट्री, कर्चे का कपड़ा बुनना बगैरा घंघे हैं इनसे ही अपना निर्वाह करते हैं और दूसरी जो चीज है वह है चावल । चावल का भी भाव एक-तिहाई गिर गया है । साढ़े आठ ६० मन का भाव आपको भारतवर्ष में कहीं देखने को नहीं मिलेगा । लेकिन यातायात न होने के कारण मनीपुर रोड में वही चावल, ३०, ३१ या ३२ ६० मन बिकता है ।

हमारा एक कच्चार का पैदल रास्ता है जो ईम्फाल से ६८ मील दूर जीरिवाम तक है । यह बहुत पुराना रास्ता है लेकिन आजकल वह जाने लायक नहीं है । इस रास्ते में चार पांच नदियां हैं । ये नदियां ये हैं : ईरांग नदी, वराट नदी, नुवा और लैमताक और इनमें छोटे छोटे पुल हैं जो टूट गये हैं । आजकल इस रास्ते से कोई नहीं जा सकता है और इस तरह हमारे जीरिवाम सब डिवीजन में कोई नहीं पहुंच सकता है । यहां से करीब २५ मील की दूरी पर सिलचर टाउन है । अप्रैल, १८, १८३३ को ईस्ट इंडिया कंपनी और महाराजा गम्भीर सिंह के बीच एक संधि हुई थी । उसे गवर्नर जनरल की नुप्रीम कौंसिल ने पास कर दिया और रास्ता कंपनी की ओर से बना । उसे करीब १२५ साल हो गये हैं, वह बहुत पुराना रास्ता हो गया है । इसके लिए हमें, केन्द्रीय सरकार के होम मिनिस्टर से अपील की तो उन्होंने इसके लिए ८० लाख रुपये का अनुदान प्रदान किया । अगर इस रास्ते को मोटर के लायक बना दिया जाय तो वहाँ के रहने वाले, आसपास के जितने भी फौरेस्ट हैं और उनमें जो अमूल्य पदार्थ पड़े हुए हैं उनका उपयोग कर सकेंगे और उन सबके लिए एक नया जीवन हो जायेगा ।

इस क्षेत्र में अगर चन्दन के ढेर के ढेर पड़े हुए हैं । अगर चन्दन का ठेका हर साल दिया जाता है, हजारों कूली उसमें काम करते हैं लेकिन वे सारे जंगल को काट काट कर खराब कर देते हैं । इस समय वहाँ पर इस चीज को सुरक्षित रखने के लिए कोई व्यवस्था नहीं है । हमारे पहाड़ी भाई जूम्ब

करके इस तरह इन श्रमूल्य श्रगर चन्दन के जंगलों को बरबाद करते जा रहे हैं। ये जंगल हमारे देश की राष्ट्रीय सम्पत्ति हैं। इन जंगलों में सिनकोना, चाय और चांदमोगरा होता है। चांदमोगरा महाकुष्ठ की बीमारी में काम आता है। इस तरह की कई अन्य दवाइयाँ और जड़ी बूटियाँ इन जंगलों में पड़ी हुई हैं और ठेकेदारों को इन्हें काटने की मोनोपली मिली हुई है और ये नष्ट हो रहे हैं। अगर यह रास्ता जल्दी बन जायेगा तो इन सब चीजों का नष्ट हो जाना बच जायेगा और हमारे देश की राष्ट्रीय आय भी बहुत बढ़ जायेगी।

तीसरा रास्ता प्लेन रोड का है जो कि ईम्फाल से ६२ मील की दूरी पर है। यह रास्ता ब्रह्मा की सीमान्त से होते हुए जाता है। यह पैदल चलने का रास्ता है। हमारे इतिहास में जिस चीनी यात्री हुएनसांग का नाम आता है वह इसी रास्ते से आया था। यह रास्ता अपर ब्रह्मा से भाम्मो काठा होते हुए प्लेन को आता है। इस रास्ते का जिक्र हमें हुएनसांग की रपोर्ट से भी मिलता है। दूसरे महायुद्ध में इस रास्ते का इस्तेमाल किया गया था तब से मोटर का यातायात शुरू हुआ और अब तक चालू है। हमारा व्यापार ब्रह्मा और चीन के साथ सीधे होना चाहिए।

हमारे मणिपुर के पूर्वी हिस्से में कई तरह के खनिज पदार्थों का भंडार पड़ा हुआ है। पुराने जमाने में करीब १<sup>१</sup>/<sub>४</sub> हजार वर्ष पहले से ब्रिटिश राज तक ककचिन के रहने वाले लोग अपने राजा को पांच, छः सेर लोहा हर महीने खजाने के लिए देते थे। हमारे यहां लोहे के पहाड़ हैं, तांबे के पहाड़ हैं, अभ्रक, टैलकम पाउडर, सोना, कोयला, चूना और कई तरह के पदार्थ मौजूद हैं, जिनका अभी तक इस्तेमाल नहीं किया गया है। हार के लिए जो मानिक होता है वह भी सफेद, लाल, पाला इत्यादि सब यहां ही मिलता है। इस तरह से हमारे यहां के पहाड़ों में कई तरह

के खनिज पदार्थ मिलते हैं। रेलवे लाइन और सड़कें न होने की वजह से उनका इस्तेमाल अभी तक नहीं किया गया है। अगर सरकार की ओर से रेलवे लाइन का बन्दोबस्त कर दिया जाय तो वहां के लोग खुशहाल हो जायें और इस तरह से हमारे देश की राष्ट्रीय सम्पत्ति जो अभी तक दबी पड़ी हुई है वह इस्तेमाल में आ सकेगी।

#### (समय की घंटी)

मैं एक दो मिनट में अपना भाषण खत्म करता हूँ। १९०९ में ब्रिटिश ईस्ट इंडिया कंपनी की ओर से जिस रेलवे लाइन का सर्वे किया गया था, जिसे सिलचर ब्रह्मा लाइन कहते हैं उसको जीरिवाम सब डिवीजन, बराट नदी और चुड़ा चान्दपुर से होते हुए आपको बनानी चाहिये क्योंकि यही एक ऐसा रास्ता है जहां पर आप आसानी के साथ रेलवे की लाइन बना सकते हैं। उत्तर की तरफ तो आपको बड़े बड़े ऊंचे पहाड़ मिलेंगे। लेकिन प्लेन की तरफ सिर्फ ३२ मील का पहाड़ी इलाका है, ब्रह्मा देश की सीमा मिलेगी। मेरा रेलवे मिनिस्टर महोदय से यह निवेदन है कि अवश्य इस रेलवे लाइन को बनाने की ओर ध्यान दें।

प्रथम पंचवर्षीय योजना में तो इस ओर ध्यान नहीं दिया गया मगर मैं आशा करता हूँ कि द्वितीय पंचवर्षीय योजना में इसके बारे में अवश्य ख्याल रखा जाये। उत्तर की ओर तो आपको ७<sup>१</sup>/<sub>४</sub> हजार फुट ऊंचे पहाड़ मिलेंगे मगर यह रास्ता बहुत ही कठिन होगा।

मैं फिर रेलवे मिनिस्टर महोदय से अपील करूंगा कि जिस लाइन का ईस्ट इंडिया कंपनी के समय सर्वे किया जा चुका था उसे अब बनाया जाय। जहां के रहने वाले लोगों के लिए रेल एक स्वप्न की चीज है उनके लिए आप उसे साकार करके दिखाइये। आदमी ने केवल पिकचर में ही रेल की तस्वीर देखी है उस जगह पर रेल पहुंचा कर आप हर तरह की सुविधा दें, यहीं मेरा आप से प्रार्थना है।

1957-58—

श्री जुगन किशोर (पंजाब): उपसभा-पति महोदय, मेरे भाई शर्मा जी ने अभी मनीपुर का जिक्र किया। मैं एक ऐसे इलाके का जिक्र करने के लिए खड़ा हुआ हूँ जो दिल्ली के बगल में है और पहले अंग्रेजी राज्य में दिल्ली का हिस्सा रहा है। वहाँ भी वैसे ही हालत है जैसी कि हमारे भाई मनीपुर की बता रहे हैं। मैं आपकी सेवा में क्या अर्ज करूँ, वह इलाका निहायत पिछड़ा हुआ इलाका है, पसमांदा इलाका है। अंग्रेज उसको पिछड़ा हुआ रखना चाहते थे क्योंकि पहली जंगे आजादी में वहाँ के लोगों ने अंग्रेजों की मुखातिफत की थी। इसके अलावा अंग्रेजों को वहाँ से फौज में भर्ती होने के लिए वालंटियर मिलते थे। अगर वह इलाका तरक्की करता तो वहाँ से फौज में भर्ती न होती। इसलिए अंग्रेजों की यह स्वाहिष्य थी कि वह इलाका तरक्की न करे। वह इलाका जिसकी तरफ से मैं आपके यहाँ नुमाइन्दा बन कर आया हूँ, उसको हरियाना का इलाका कहते हैं। कुछ भाइयों ने शायद पहले इसका नाम बहुत कम सुना होगा, लेकिन अब चन्द दिनों से अखबारों में हरियाना प्रांत के मुताल्लिक कुछ आवाज उठ रही है और मैं उसी इलाके के नुमाइन्दे की हैसियत से आपसे कुछ अर्ज करना चाहता हूँ। भाखरा नहर के आने से अब इस इलाके में पानी की सहायित जरूर हो गई है, लेकिन जहाँ तक रेल यातायात का ताल्लुक है, अब भी वहाँ ऐसे देहात मौजूद हैं जहाँ से रेलवे लाइन २०, २० और २५, २५ मील तक नहीं है। अब भी जब हम वहाँ इलेक्शन में जाते हैं तो कई जगह ऐसे आदमी मिलते हैं जो यह कहते हैं कि आपने मोटर तो हमें दिखा दी, अब जरा रेल भी ले जाकर दिखा दो। वहाँ ऐसे आदमी मौजूद हैं जिन्होंने अभी तक रेल नहीं देखी है। वहाँ एक और मुकाम फतेहाबाद है जो कि तहसील हैडक्वार्टर है, लेकिन वहाँ से भी रेलवे लाइन २०, २५ मील है। नहर के आने के बाद से फतेहाबाद में काफी रीनक हो गई है, अनाज भी बहुत पैदा होने लगा है

और सरकार वहाँ मंडी भी बना रही है, लेकिन अब तक कोई रेलवे लाइन वहाँ ले जाने की योजना नहीं बनी है। मैं रेलवे मिनिस्टर साहब से यह अर्ज करूँगा कि पाकिस्तान में लायलपुर के चले जाने के बाद यदि आप हिंसार जिले को लायलपुर बनाना चाहते हैं तो आपको रेलों का जाल हिंसार जिले में बिछा देना चाहिये ताकि वहाँ अन्न जो पैदा हो वह आसानी से दूसरी जगह भेजा जा सके।

मैं रेलवे मिनिस्टर साहब की सेवा में यह भी अर्ज करना चाहता हूँ कि हरियाना प्रांत के जो निवासी हैं उनके साथ रेलवे की मुलाजिमत में स्टेपमदरली सलूक हो रहा है। उसकी वजह यह है कि जितने भी डिवाजनल हैडक्वार्टर्स हैं उनमें एक भी डिवाजनल हैडक्वार्टर हरियाना प्रांत में नहीं है। अगर रेवाड़ी में डिवाजनल हैडक्वार्टर हो तो हमारी कुछ हालत अच्छी हो, लेकिन डिवाजनल हैडक्वार्टर दूसरी जगह है, हरियाना प्रांत में कोई डिवाजनल हैडक्वार्टर नहीं है, इसलिए हमारे साथ स्टेपमदरली सलूक किया जाता है। अब तो हमारे यहाँ के लोगों को नौकरी दी नहीं जाती है और अगर दी भी जाती है तो उनको किसी न किमी तरह से निकालने की कोशिश की जाती है।

इसके अलावा रेलवे मिनिस्टर साहब से मैं यह अर्ज करूँगा कि हरियाना के व्यापारी भी आज रेलवे मुलाजिमीन से बहुत परेशान और नाला हैं। आप जानते हैं कि जब सालगाड़ी के डिब्बे व्यापारियों को न मिलें तो वे डिब्बे हासिल करने के लिए कोई न कोई तरीका इस्तेमाल करते हैं। जब हम स्कूल कालेज में पढ़ा करते थे तो यह सुना करते थे कि रेल, जेल और डाक इन तीनों महकमों की नौकरी खाक है।

रेल, जेल और डाक के महकमों में आमदनी नहीं होती थी, इसलिए इनकी नौकरी अच्छी नहीं समझी जाती थी, लेकिन

आज हम क्या देखते हैं ? रेलवे मालगोदाम की नौकरी के लिए आप देखिये कि कितनी कोशिश की जाती है। यह रेलवे मिनिस्टर साहब अच्छी तरह जानते हैं कि यह कोशिश क्यों की जाती है। यह आप जाकर व्यापारियों से पूछ सकते हैं कि उनकी क्या हालत है और वे किस तरह रेलवे बैगन अपना माल दूसरी जगह भेजने के लिए हासिल करते हैं। मैं अर्ज करूँ कि जो रुपया व्यापारियों से इस तरह हासिल किया जाता है वह एक गरीब की जेब पर पड़ता है। व्यापारी दे देता है लेकिन जो कुछ वह व्यापारी देता है वह सब अपने मुनाफ में लगा कर एक गरीब से वसूल करता है। इसलिए मैं रेलवे मिनिस्टर साहब की तबज्जह इस तरफ दिलाना चाहता हूँ और यह चाहता हूँ कि वे इस तरफ खास ध्यान दें और जो इस तरह की बदउनवानियाँ और रिश्वतसतानी रेलवे के गोदामों में चल रही हैं उसको बन्द करने की कोशिश करें।

इसके अलावा मैं आपकी तबज्जह एक बात की तरफ और दिलाना चाहता हूँ। हिंसार दिल्ली से रेलवे लाइन के रास्ते डेढ़ सौ मील के फासिले पर है और वैसे सीधे सड़क के रास्ते सौ मील के फासिले पर है। लेकिन आप देखेंगे कि जो हिंसार की गाड़ी चलती है वह नौ घंटे के अन्दर दिल्ली पहुँचती है। इतनी देर नौ घंटे का रेल का सफर कराना और फिर उस पर किराया बढ़ाने की बातें करना, यह कहां तक रेलवे ऐडमिनिस्ट्रेशन को शोभा देता है। मैं आपकी खिदमत में इसके मुताल्लिक कुछ अर्ज करना नहीं चाहता था, लेकिन ताहम मैं यह अर्ज करूँगा कि सफर के यह नौ घंटे लगते हैं, इनको अगर कम कर दिया जावे तो इसमें रेलवे का ही फायदा है। आजकल बहुत से भाई जो हिंसार से दिल्ली आना चाहते हैं वे मोटर से सफर करते हैं क्योंकि वे रेल से सफर करना पसंद नहीं करते हैं। अगर इन नौ घंटों को घटा कर चार पांच घंटे का सफर कर दिया जाय तो रेलवे को बहुत फायदा होगा।

हमने दरखास्तें देकर यह कोशिश की कि कोई इस किस्म की गाड़ी हिंसार से दिल्ली चलाई जाय, जो कम वक्त ले। रेलवे ऐडमिनिस्ट्रेशन ने हमारी दरखास्तों पर एक डीजेल गाड़ी चलाई और वह डीजेल गाड़ी आजकल चल रही है। लेकिन वह डीजेल गाड़ी बजाय इसके कि दिल्ली पहुँचे, वह रास्ते में सरायरोहेला में ही मुसाफरों को उतार देती है। इससे आप अन्दाजा लगा सकते हैं कि एक मुसाफिर जो दिल्ली जाना चाहता है, वह बजाय इसके कि दिल्ली उतारा जाय, रास्ते में सरायरोहेला में उतार दिया जाये, तो उसे कितनी मुसीबत और कितना खर्च बर्दाश्त करना पड़ता है। इसलिए मैं रेलवे मिनिस्टर साहब से यह अर्ज करूँगा कि जो डीजेल गाड़ी हिंसार से सरायरोहेला तक आती है उसको मेहरबानी करके अगर वे दिल्ली तक कर दें तो उससे मुसाफिरों को बड़ी सहूलियत होगी और रेलवे की आमदनी में भी इजाफा होगा।

मैं आपकी तबज्जह एक और बात की तरफ दिलाना चाहता हूँ। जो रेल का किराया बढ़ाने की कोशिश की जा रही है, उसके बारे में मैं यह अर्ज करूँगा कि हमारा इलाका निहायत पसमांदा है, वहाँ के लोग बहुत गरीब हैं, उम्मीद है कि १०, १२ साल के बाद जब वहाँ नहरें, सड़कें और रेलवे लाइन का जाल बिछ जाय तो वे अच्छी तरहकी कर जायें और फिर ज्यादा किराया देने के काबिल हो जायें। इसलिए जहाँ आप ३० मील का किराया माफ करते हैं वहाँ अगर ५० मील का किराया माफ कर दें तो उससे हमारे इलाके के लोगों का फायदा हो जायगा।

आखिर में मैं आपकी सेवा में सिर्फ यह अर्ज करना चाहता हूँ कि यह हमारा इलाका बहुत अच्छा है, वहाँ की जमीन बहुत अच्छी है, पानी आने से वह तरक्की करेगा और वहाँ खूब पैदावार होगी। इसलिए उस पैदावार

[श्री जुगल विशोर]  
को दूसरे हिस्सों में पहुँचाने के लिए वहाँ रेलवे लाइन का बिछाया जाना बहुत जरूरी है। मुझे उम्मीद है कि अगर इस पंच-साला योजना में नहीं तो अगली पंचसाला योजना में वे इस पिछड़े इलाके में रेलवे लाइन का जाल बिछाने के लिए जरूर कोशिश करेंगे।

SHRI V. C. KESAVA RAO (Andhra Pradesh): Mr. Deputy Chairman, I thank you for giving me this chance to speak a few words on the Railway Budget.

Sir, we are in this country accustomed to criticise everything that comes here. I think, Sir, a word of appreciation also should be there for the people who work for the good of the country. When they are doing their work according to the policy laid down by the Ministry and approved by this Parliament, and when we are progressing rapidly, it is the duty of the Members of Parliament here to speak a word of appreciation for the good work that they are doing.

Sir, as regards amenities, during the last five years and during the current year also, they are systematically following the policy of giving more amenities to the passengers. According to the reports that are given to us, about 800 new coaches have been put on the lines for the use of the third class passengers. And many other amenities such as fans, , fittings, lavatories, halting stations, platforms and waiting halls have also been provided. If anybody goes with a mind of appreciation, he will find that a large number of works have been carried out throughout the country, and especially in the Southern Railway, Sir, where I travel more, we find that almost every alternate station is remodelled now; platforms have been widened and bigger platforms have been constructed for keeping longer trains. Many stations

have been electrified. During the First Five Year Plan passenger amenities were enlarged and the policy of giving more amenities was followed. That policy is being followed under the Second Five Year Plan also, but that does not mean that we should tax the third class passengers more. Our country is wedded to a socialistic pattern of society and we want that more taxes should be collected from the richer people and less from the poor people. If this policy is followed, I think we can give more amenities and facilities to the third class passengers, and we know that most of the revenues of the railways are derived from the third class passengers. So, nobody will grudge if we give more amenities to third class passengers. Instead of increasing the third class fares within 30 miles, I suggest that nobody will grudge if the fares of the Second and First Classes are raised.

Sir, I come from Andhra Pradesh. In this State about 2,000 miles of railway lines are there, and we know that the country has been divided into zones. But not even a single sub-divisional headquarters has been established in that State.

Another point is that every region has got a regional Service Commission but none from Andhra Pradesh has been appointed as a member of any Service Commission. Why I am pressing this point is that the rights of Andhras are not properly protected by the Regional Committees set up at Madras and Bombay. The Southern and the Central Railways pass through the State and in the Service Commissions of these two Railways not even a single member from Andhra Pradesh has been appointed to look after the interests of the Andhras. This will be known only to those people who are coming from that State, and every time an advertisement comes out for some job or other, we find that the Andhras are neglected. In order to safeguard the interests of three crores of Andhras,

I request the hon. Minister to appoint one Andhra each to the Regional Service Commissions at Madras and Bombay.

Another point about the appointments is this: There is of course reservation for the Scheduled Castes and Scheduled Tribes. In the other House it was pointed out that out of a few thousand appointments advertised, only a few hundreds were filled. I want that this reservation should be strictly followed. Of course, the question of minimum qualification is there, but the railway authorities always press for higher qualifications. When a minimum qualification is fixed, I think that that minimum qualification should be observed in the case of backward classes like the Harijans and tribals. I hope that the Railway Minister will consider this point and give more representation to them according to the percentage fixed by the Government.

If we look at the railway map of India, we will find that there is a network of Railways in the north, and in this respect also my State has been neglected. We find only two lines, one on the east coast and the other in the west. If we want to cut across and go from east to west, we have to go another two hundred or three hundred miles more. Now, the Nagarjunakonda Project has come into existence. This will benefit the surrounding areas and the country will develop, and naturally we want more transport facilities. So, if a railway line is constructed from Hyderabad to the Nagarjunakonda Dam and from there either to Bitra-gunta or Gudur or Ongole on the east coast, I think that will cover most parts of Andhra Pradesh.

Another point is that after Hyderabad has become the capital of the State, proper trains are not there. If a person wants to go from Vizaga-patam to Hyderabad, it takes at least

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two days, and from Madras also, it takes one and a half days. The unfortunate part of it is that even from Bezwada to Hyderabad, which is just about 200 miles, it takes about 14 to 16 hours. We have got one passenger train and one bogey attached to the G. T. Express from Madras. I think that special trains should be started either from Bezwada or from Vizagapatam, or some more bogeys should be attached to the G. T. Express at Madras which should be detached at Bezwada, and special trains from Bezwada should be run to Hyderabad for the facility of passengers.

As regards new lines, as I told you earlier, a line from Macherla, i.e. the Nagarjunakonda Dam, to Gudur will be all right. According to the report, some survey has been made between Nellore and Cuddapah. If this line is constructed, it will help to a large extent the under-developed areas of the Royalaseema Districts.

Another point is, as my hon. friend has pointed out, Assistant Station Masters are paid very low salaries. It was also brought to my notice that these Assistant Station Masters have to exercise a certain amount of control over clerks, and I was informed that clerks are paid more than the Assistant Station Masters. Even goods clerks are paid more than them. For purposes of supervision, position alone will not do. A man getting Rs. 80 p.m. will not be able to control a man getting Rs. 150 p.m. So, this point should be borne in mind.

It was also brought to my notice that some four or five village congress committees have sent memoranda to the Railway Board and also to the General Manager, Southern Railway, to open a small station at Pandillapalli between Vetapalemu and Kadavakuduru. This demand has been there for about 10 years, and nobody has cared to look into this. Every time they made a representation, they got a reply within a fort-

[Shri V. C. Kesava Rao.] night that it was not possible. This place is exporting casuarina firewood and cashew nuts, which is a cash crop. If a small flag station is started here, I think it will not be a loss to the Government.

Sir, my district grows tobacco, about 60%, and for the curing of tobacco, large quantities of coal are essential. Coal is not given in proper time, because wagons are not supplied. If the tobacco is not cured in time, it will be spoiled, and the ryots will get nothing. Therefore, I appeal to the Railway Minister to see that the cultivators are not put to loss simply because wagons are not available. Wagons should be supplied for this purpose. In my area, there are hundreds of barons which cure tobacco with the coal. So, for the supply of coal, wagons should be supplied to these people to carry coal from the coal-fields to my district. With these few words, I conclude.

SHRI KISHEN CHAND: Mr. Deputy Chairman, when I read the Budget presented by the hon. Railway Minister I was glad to see that as a financial report it was a very good document. It shows a good surplus, it shows a surplus of Rs. 30 crores after paying the contribution to the General Revenues at the rate of 4 per cent, and provides Rs. 45 crores in the Depreciation Fund. That means, it has made a gross profit of about Rs. 120 crores. In so far as this gross profit is fairly large, I am quite satisfied. But whether this gross profit has arisen due to the good manage-

ment of the railways or it has arisen in spite of inefficiency, that has to be studied very carefully. I am glad that the hon. Minister is putting his best efforts to improve the Railway finances, but a little more care, a little more supervision, a little more enthusiasm on the part of his subordinates will increase the Railway profits considerably. We have the Second Plan period in which goods to

the extent of 180 million tons have to be carried and the Minister in his Budget speech pointed out that with the provision of Rs. 1,125 crores in the Second Plan, the Railways will not be able to carry more than 162 million tons. In order to carry 180 million tons which is the expected requirement of goods traffic, another Rs. 100 crores will be required by the Railways. Besides, the rates have gone up and the estimate of Rs. 1,125 crores will require another Rs. 100 crores to reach the target of 162 million tons to be carried. Therefore the hon. Minister has estimated a requirement of Rs. 200 crores and for meeting that he has increased the railway freight surcharge from 6 per cent, to 12½ per cent. He has presented the possibility of further increase in freight charges after the report on freight enquiry under the Chairmanship of an hon. Member of this House has been submitted and Government had taken action on it. It means that there is a possibility of further increase in the freight charges either directly or by alteration of classification, that is, changing the goods which are being carried at a lower rate into a classification where the charges are higher. In any case the Minister expects a higher income not by more efficient management of the Railways but on account of this additional surcharge of 6½ per cent, and later on by further raising of the freight charges. I submit that directly or indirectly all these surcharges and the extra freight on transport of goods are going to be transferred to the consumers. If all the raw materials are going to bear an additional surcharge of 6½ per cent, and even assuming that the railway freight is only 20 per cent, of the cost of materials, it will mean an increase of at least 1½ per cent, in the cost of production. Further the finished goods are to be carried to their destinations



on which freight will be paid. So, all, in all, this will lead to an increase of 3 per cent, in the price of the manufactured article. With the levy of excise duties by the Finance Minister and various other charges and this additional cost of 3 per cent, on all manufactured articles, we are slowly and gradually increasing the cost of all articles and thereby indirectly helping inflation. I submit that the Railway Minister, instead of increasing the freight charges, should really see whether economy is not possible. I don't know much about all railway stations but I can certainly submit that in the case of Secunderabad and Hyderabad, wagons are lying in the sidings and they remain there for days at a stretch. If any complaint is made, the excuse offered always is that there is no engine power. We are purchasing locomotives, we are manufacturing locomotives, we are reconditioning the old locomotives and in spite of that, if the excuse of lack of engine power is offered, it seems a little fishy and the suspicion is that it is only a lame excuse. It is essential that the Railways should utilize their wagons and locomotives to better advantage.

I don't want to weary the House by giving statistics by which it can be proved that the performance of our goods traffic has not improved, that the average speed of the goods train has, if at all, gone down slightly. The turnover of wagons also is not as efficient as before, and the loading of wagons is not to the maximum capacity. The Railways have introduced a very good system of loading a wagon for one destination but that method is not followed fully and the result is that if it carries goods for all wayside stations, naturally the train is delayed besides it adds to the cost of loading and unloading a wagon.

Then I come to the question of increase in railway fares. If this income was coming to the Railways and was going to be utilized for

providing greater amenities to the Railway passengers, there might have been some justification for it. You know that in the Second Plan it was estimated that passenger traffic will go up by 30 per cent, but in the provision of Rs. 1,125 crores the Railways are going to provide for a 15 per cent, increase in the passenger traffic. When the actual passenger traffic goes up by 30 per cent, and the Railways only provide for 15 per cent, the congestion will further increase. Even at present, the congestion in third-class is very heavy and if the traffic increases by 30 per cent, and the additional trains only provide for 15 per cent., the result will be even greater congestion in the third class.

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AN HON. MEMBER: And greater income.

SHRI KISHEN CHAND: It will lead to greater income, but if you want to earn money, the best possible course is to make third-class passengers travel in goods wagons as it is possibly done in Nepal and in some places of North East Bihar. Even now in a third class coach which has an accommodation for 40 passengers, generally 100 passengers are huddled into it. If according to the hon. Member, for getting more income the III Class bogie is filled to three times its capacity, the effect of suffocation cannot be overcome by the few fans that are provided by the hon. Railway Minister. I submit, Sir, that if there was any justification for this increase in railway fares, it should have been on the basis of providing more passenger traffic. But the hon. Finance Minister has stated that this income is going to be given to the States for implementation of the Second Five Year Plan. What is the object of giving this income to the States when the railways need it very badly? The entire economy of our country depends upon transport, and unless transport both in goods and in passenger traffic is fully provided for, we cannot imple-

[Shri Kishen Chand.] ment the Second Five Year Plan. I would request the hon. Railway Minister to fight the Finance Minister against this imposition. He Should insist that the railway passengers, in particular the third-class passengers, are so heavily burdened that they cannot bear this extra cost. You know, Sir, that the average distance travelled by a third-class passenger is less than 150 miles. If you wanted to be kind to the third-class passengers you could have kept an exemption limit of 150 miles in the case of third-class passengers. If that provision had been made that there would be no surcharge from third-class passengers travelling up to a distance of 150 miles, half the hardship and suffering # would have been overcome because, as I said, a large percentage of third-class passengers go to distances within 150 miles for the fulfilment of their urgent needs. The district headquarters has got all the revenue offices. Every petition that has to be placed must go to the district headquarters, and litigation requires their presence. And in all these cases it is more or less essential for the poor villager to travel by rail, and in such a case to impose a surcharge of 5 per cent for the first 30 miles and 15 per cent thereafter is a very heavy surcharge, which he is absolutely unable to pay. Mr. Bhupesh Gupta has very well answered the possible reply of the Railway Minister that our third-class rates are the lowest in the world. He has pointed out that our coal is the cheapest, our steel is the cheapest, our labour is the cheapest and the paying capacity of our poor travellers is the lowest that one can imagine. In such a case it is impossible for him to pay this additional surcharge. The result will be more ticketless travel. By going on increasing our third-class fares and filling the compartment to three times its capacity a ticket-inspector cannot, even enter such a compartment and naturally cannot check the passengers' tickets. The result will be that ticketless

travel will increase. A dishonest traveller does not pay a pie to the Railways while an honest passenger has got to pay the full fare plus this surcharge of 15 per cent. So I would humbly request the hon. Railway Minister to oppose the imposition of this surcharge by the Finance Minister, imposed not for the sake of the Railways but for the sake of the general revenues and for the sake of augmenting the revenues of the States for implementing the Second Five-Year Plan.

Sir, I come to the question of new railway lines, which must be opened, which are essential to be opened. Time and again the question has been raised in this House that the portion of the railway line between Bezwada and Madras is a bottleneck, that the entire traffic from the north and the east has to pass through Bezwada and that the portion between Bezwada and Gudur, which is a single line track with no suitable facilities in the marshalling yards, is the bottleneck. And so an alternative route has been suggested. Instead of doubling the-line, because during the rainy season there is often a breakdown when a bridge gives way or the track is washed away and the traffic has to be diverted, may I submit to the hon. Railway Minister that he may consider the construction of a separate line between Hyderabad and Gudur *via* Nagarjunakonda. The railway line can be built as there are no big rivers which have to be bridged. It is absolutely an untapped area and there are no railway lines in that area. The result will be that the distance between Hyderabad and Madras will be reduced to 320 miles and it will be ten hours' run. Madras and Hyderabad are capitals of very big States. Now we are adopting a very circuitous route. First the train goes up to Bezwada, then to Kazipet and then comes down to Hyderabad. It is a distance of 485 miles, but if the hon. Minister built a railway line through Nagarjunakonda from Hyderabad to Gudur, the distance-

between Hyderabad and Madras will be reduced to 320 miles, and every train from Hyderabad to Madras will save 160 miles. You can realise, Sir, that where two trains are run now, three trains can run because they will have to cover only 320 miles while the present lead requires 486 miles. Therefore it is in the interests of economy and in the interests of more efficient running of the trains that this portion is built up. If this portion is to be linked up it will mean constructing a railway line for about 250 miles only because Gudur-Madras portion will be common. It is already in existence, and it is a double line. All the bridges are there already. So it means only construction of 240 or 250 miles of railway track. Even at a cost of Rs. 5 lakhs per mile it will mean about Rs. 12 crores and these Rs. 12 crores the hon. Minister will be able to save in the cost of running the trains within two or three year' time. It is an economic proposition; it is a good proposition.

I will go a step further and say if the central part of India, the cotton growing area, is linked up by a broadgauge line from Hyderabad to Bhopal avoiding Nagpur and going right through Berar *via* Yeotmal and all the intervening places, we will be opening up this area to rail traffic. I know, Sir, that there is a metre-gauge train going from Hyderabad *via* Nizamabad right up to Manmad, but it does not pass fully through the cotton-growing area. The cotton-growing area is Nander, Yeotmal and southern portions of Berar, and opening up of this area is only possible if we connect Hyderabad with either Betul or Itarsi or Katol, anyone of these places by a direct broadgauge route. This will mean that the distance between Hyderabad and Delhi will be reduced by 200 miles, and the Grand Trunk Express can then run between Madras and Delhi *via* Hyderabad making a saving of nearly 200 miles. I would say that this is very essential.

Sir, suggestions have often been made as how to remove the conges-

tion in the third-class. I welcome the introduction of the de luxe train, in particular the part of the III Class in it. Sir, it is a very comfortable train and people are liking it very much. But may I draw the attention of the hon. Railway Minister to the fact that in the train which starts from Bombay for Delhi, nearly 100 or 150 passengers book their reservation for stations upto Baroda. That means the train comes full from Bombay up to Baroda, and at Baroda those passengers get down, and then these 100 or so seats remain empty right up to Delhi, while at Bombay station there are 100 passengers for Delhi who remain on the waiting list for want of reserved accommodation in the train. When such is the case I suggest to the hon. Railway Minister to see if it is possible to have a separate bogie attached at Bombay going up to Baroda so that at Baroda, when these hundred passengers or so get down that bogie may be cut off. If this is done and full provision is made for passengers desiring to come to Delhi, you will find that the train will come fuller. It will give more income to the Railways and greater convenience to passengers from Bombay who want to come to Delhi by this good fast and comfortable train.

4 P.M.

Then, Sir, I would suggest once more to the hon. Minister that he should do something about the second class. The present second class is nothing; it has no conveniences at all. It only provides sitting accommodation and that also is not fully provided because you often find that in a second class compartment where the provision is only for six seats, there will be at least eight to ten passengers but they cannot complain. They must travel in the second class in order to maintain their dignity and they cannot afford to travel in the first class. May I submit that instead of this type of second class he might convert some of the third class coaches into second class coaches by putting a gaddi on the seats and provide full berths so

[Shri Kishen Chand.] that they can sleep at night time? And if the difference of fare between the second class and third class is the same as in the case of third class and air-conditioned third class, that is, four pies a mile, I am sure a large number of third class passengers will take advantage of this new type of second class and travel comfortably with sleeping facilities.

Then, Sir, I come to a minor matter about the time table. In this, may I point out to the hon. Minister that there are very curious anomalies? I do not want to weary the House by a long list of examples but one example will be found very interesting.

SHRI P. D. HIMATSINGKA (West Bengal): They want some suggestions.

SHRI KISHEN CHAND: Only one example I would give. Now, this de luxe train from Delhi to Madras passes through Kazipet at a time when there is no connection from there for Hyderabad. That means, if there is a passenger who wants to go to Hyderabad from Delhi and if he wants to take advantage of the de luxe train up to Kazipet, he will reach Kazipet and then he will have to remain there for nearly 12 hours because a connecting train has left ten minutes before that. I cannot understand why the person who prepares the time table cannot see why the train which leaves ten minutes earlier could not be delayed by about 20 minutes so that there could be a connection to Hyderabad for the passengers reaching Kazipet by the de luxe train. But no attention is paid to that and the train leaves just ten minutes before the de luxe train reaches Kazipet. Similarly, if a passenger coming from Hyderabad wants to take advantage of this de luxe train at Kazipet, he misses it by about ten or fifteen minutes. He reaches Kazipet ten or fifteen minutes later.

There is another thing which I would like to point out. If there are

two trains running between Delhi and Bombay, generally both of them start in the evening or morning. Why is it that between Delhi and Bombay we do not have a 24-hours services with two trains, one leaving Delhi in the morning and reaching Bombay in the morning and the other train leaving Delhi in the evening and reaching Bombay in the evening so that the stations which are reached at night by one train can be reached in daytime by the other train? People generally want to get down in daytime, but if you run both the trains in the morning then the same stations are reached by both trains at night time. If, on the other hand, you have a 12 hours' difference between the two trains, the result will be that half the stations will be reached in day time by one train and the other half will be reached in day time by the other train. By this simple device you can provide convenience to passengers. I do not see any reason why we cannot do that. An hon. Member told me just now, 'why can't you make suggestions?' I have time and again made suggestions but no notice is taken of them. I can point out to the hon. Minister that I have even received acknowledgments from the Railway Board that the matter is going to be considered but it always rests there. No further intimation is received as to whether it has been rejected and what grounds have been found for rejecting it. Nothing further is heard about it.

I hope the hon. Minister will be careful as the rainy season will be coming on us in about three months' time. In Hyderabad it begins towards the end of July in full force and August and September are the most dangerous months for the Railways as far as the monsoon is concerned, particularly in the eastern part of Andhra Pradesh. Sir, most of us are not satisfied with the decision of the Government on the findings of the Mahbub-nagar disaster Inquiry Commission. We think that it is a case of sheer negligence by the Railway authorities. They could have averted it. I do not

want to weary the House by a detailed examination of the formula but it is common knowledge that in these parts the catchment area being extensive and the rainfall coming on suddenly they must provide for larger vent for the flow of storm water. That has not been provided by the railways. It is no justification to say that these bridges have existed from 1916, because the density of traffic, the size of trains, the size of the engines, the speed of the trains, all have gone up. The strain on the bridges is much greater and for the greater strain on the bridges it is very essential that we should strengthen our bridges. The hon. Minister has not paid full attention to that matter but I do hope that in anticipation of heavy rains which may be expected during the months of August and September, the hon. Minister will put more Inspectors, carefully have those bridges examined and see that greater provision is made for storm water vents so that the embankments are not endangered. It is really the embankments which give way first and then the bridge collapses.

Now, Sir, I wanted to say a few words about economy in the Railways. We are having a good financial result not because the railways are better managed but on account of the Second Five Year Plan the traffic is going up even if we carry the traffic badly. The rates are fairly high and there is a good deal of profit but that is no reason why the Railways should not try to earn greater profits so that the extra profits can be utilised for the reconstruction of the railways and fulfilling the targets of the Second Five Year Plan. In this connection I will only say that the Railways should go in for greater economy in coal. The present engines are using more coal per ton mile than a few years back because in those days there was an incentive offered to railway workers if they saved coal. But that incentive has been removed now. (*Time bell rings.*) The result is that there as no effort for economy and fuel is burnt

unnecessarily. The coal prices are going up and it is very essential, if we really want to make larger profits, that there should be economy in the consumption of coal. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Mr. Kailash Bihari Lall.

SHRI KAILASH BIHARI LAL (Bihar): Sir, I was told that my name may not be included because there are 22 speakers before me. My name was to come up tomorrow.

MR. DEPUTY CHAIRMAN: You want to speak tomorrow?

SHRI KAILASH BIHARI LALL: Yes; that is what I thought.

MR. DEPUTY CHAIRMAN: You can speak tomorrow then. Sardar Budh Singh.

سردار بدھ سنگھ (جموں اینڈ کشمیر):

جناب ڈپٹی چیئرمین صاحب - میں اس ریاست سے آیا ہوں جو کہ اس نقشہ میں انڈیا کے شمالی سرے پر ہے - میرے خیال میں آپ کے پاس یہ ریلوے کا نقشہ پہنچ گیا ہے اور ہر ایک ممبر نے اس کو دیکھا ہوگا - اگر نہیں دیکھا ہو تو میں اپنی تقریر شروع کرنے سے پہلے یہ دکھا دینا چاہتا ہوں کہ یہ انڈیا کا آخری سرا ہے کشمیر ہے - انڈیا میں ریلوے لائنوں کا جو جال بچھا ہوا ہے اس سے یہ بالکل خالی ہے -

ہم نے سلفہ ۱۹۴۷ میں ہندوستان سے ایک سیشن کیا پتھلی طور پر اٹل

[ سردار بدیع سنگھ ]

اور پختہ ایکسپریشن کیا التماس کیا - اور تب سے ہم برابر اس اہد میں تھے کہ وہاں کوئی ریلوے لائن اٹھائی لیکن بد قسمتی سے اس نقشہ کا کشمیر کا حصہ ابھی تک اس سے خالی ہے - نقشہ میں اپ دیکھینگے کہ ہماری حدود کے ساتھ ایک طرف ریشیا ہے چین ہے اس کے ساتھ نیپال ہے اور دوسری طرف افغانستان ہے پاکستان ہے - ہمیں فکر ہے اور خوشی ہے کہ ہم نے ایک زندہ اور شاندار ملک کا سائنڈ پکڑا ہے اور اس کے ساتھ ہمیں بنگوشی شامل ہوئے ہیں - جب ہمیں نئی ریلوے لائن بنانے کا سوال پیدا ہوتا ہے تو مجھے معلوم نہیں کہ کس طرح سے اور کن باتوں کو ضروری سمجھ کر کے یہ پروگرام سیٹ کیا جاتا ہے - پانچ برس سے مہوں برس ہوں اور پانچ برس سے متواتر ہر سال میں نے بڑی دردناک اپیلوں کی ہیں کوئی جواب نہ ملا اور آخری بار یک مارچ سنہ 1954 کو میں نے ریلوے منسٹر صاحب سے کہا تھا کہ جیسا کہ کچھ لوگ شک کرتے ہیں اسی طرح سے کیا ہم سمجھ لیں کہ آپ کو اور یہاں کی گورنمنٹ آف انڈیا کے کسی منسٹر کو بھی ایسا تاؤت ہے کہ ابھی کشمیر آپ کا نہیں ہے اور ہم آپ کے نہیں ہوں - اگر ایسا ہے تو یہ ہماری نہایت بدقسمتی ہے - اس پر انہوں نے جواب دیا تھا کہ یہ

فلسفہ ہے کہ ہمیں شک ہے ہم سمجھتے ہیں کہ کشمیر ہمارا ہے - لیکن وہاں ریلوے پر خرچ زیادہ ہوتا ہے - پہلے پل بنانا ہوتا ہے وغیرہ - جب کشمیر کو اپنا سمجھتے ہیں تو مجھے اس سے بڑا حوصلہ ہوا تھا - اب ہم اپنی تکلیفوں موجودہ ریلوے منسٹر صاحب سے بیان کرنا چاہتے ہیں چونکہ بڑے نیک دل ہوں جنہوں نے کہ بڑی کوشش سے اپنے اسٹاف کو امپلیمینٹ اور رعایتیں دینے کا پروگرام بنایا ہے جنہوں نے کہ قریب تین ہزار میل لمبی لائن بنانے کی تجویز کی ہوئی ہے - جن میں سے قریب دو ہزار میل کی لائن مکمل ہے اور ۱۳۸۰ کروڑ روپے کے قریب پانچ سالہ پلان میں رکھا ہے لیکن مجھے افسوس ہے کہ میرے ملک کے لئے جہاں کہ ریلوے لائن کی بڑی سخت ضرورت ہے وہاں کوئی لائن تجویز نہیں کی گئی ہے - پارٹیشن کے پہلے ہمارے دس راستے بارڈر پر تھے - یہ جو نقشہ مجھے ہاتھ میں ہے اس میں یہ بارڈر دکھایا گیا ہے اور اس میں ہمارے دس راستے تھے اور ہمیں زیادہ سے زیادہ پانچ دس میل سے لیکر ۲۵ یا تیس میل تک چاکر ریلوے لائن پکڑنا ہوتا تھا - ہماری کروڑوں روپے کی لکڑی باہر جاتی تھی - دریائے جہلم، راوی اور چناب سے ہماری لکڑی جاتی تھی اور جہلم میں وزیر آباد میں ہماری منڈیاں ہوا کرتی تھیں اور ہم کروڑوں روپے اپنی لکڑیوں کی

قیمت کا لے لیا کرتے تھے۔ لیکن اب وہاں تک ان تینوں دریاؤں سے لکڑی جانی بالکل بند ہو گئی ہے اور ہماری لاکھوں روپیہ کی لکڑی بیکر چلی جاتی ہے۔ وہاں کشمیر سے لیکر مظفر آباد تک جو لکڑی کے جنگل ہیں وہاں سے کروڑوں روپیہ کی لکڑی کاٹ کر دریا کے ذریعہ سے وہ بہا کر اپنے پاکستان کو لے گئے ہیں۔ صرف جموں کے پاس چناب کا ایک تھوڑا حصہ ہی اکھاڑ میں چند میل کا آتا ہے جہاں کہ ہم لکڑی پکو کر رکھ سکتے ہیں۔ وہاں پر ہم نے لکڑی گودام بنایا اور اس میں لاکھوں روپیہ کی لکڑی رکھی لیکن جب فائدہ آیا تو وہ بہا کر چلی گئی وہ صرف دو میل گئی اور پاکستان میں چلی گئی۔ لکڑی کا سٹاک کیوں رکھتے ہیں کہ ہم اس کو جلدی بھیج نہیں سکتے ہیں اور نہ ہی وقت پر باہر بھیج سکتے ہیں راستوں کے بند ہو جانے کیلئے کے نہ ہونے سے لاکھوں روپیہ کا نقصان ہو جاتا ہے۔ ہم نہ تو لکڑی ساتھ ساتھ پہنچا پاتے ہیں اور نہ میوے فروت جلدی باہر بھیج سکتے ہیں۔ ہماری یہ حالت ہے کہ پٹھانکوٹ سے لیکر سری نگر تک ۲۶۵ میل کا فاصلہ ہے اور سری نگر سے لداخ تک ۲۵۰ میل کا فاصلہ ہے۔ یہ ہماری بدقسمتی ہے کہ ۳۵۰ اور ۵۰۰ میل تک ہمارے لوگ سر پر بوجھ اٹھا کر ۲۵-۲۵ اور ۳۰-۳۰ دن کے بعد کہیں پٹھانکوٹ میں آکر ریل کی

صورت دیکھتے ہیں۔ اس کام میں ہزاروں مسافروں کو سخت تکلیف و خرچ برداشت کرنا پڑتا ہے۔ ہمارے کشمیر کی اس وقت چالیس لاکھ آبادی ہے اور ان میں سے دس لاکھ سے زیادہ لوگ ایسے ہونگے جنہوں نے کہ ریل کی شکل تک نہیں دیکھی۔

میں آپ کو یقین دلانا ہوں کہ یہ نقشہ سوائے کناب میں بند رکھنے کے وہاں کبھی نہیں لیجھاتا ہوں۔ ایک دفعہ میں لے گیا تو مجھے بہت شرم محسوس ہوئی۔ ہمارے لوگ کہتے ہیں کہ یہ دیو دیوے لائن کا سارا جال ہندوستان میں بچھا ہوا ہے لیکن ہمارے یہاں ریل کہاں ہے یہ پوچھنے لگے کہ کب ریل آئیگی۔ اتھارہ میل کی ریل بنی تھی لیکن وہ ریل بھی بند ہو گئی دس راستے بھی چلے گئے اور ۸۰۰ میل کی جو کچی اندرونی سڑکیں ہیں ان پر بھی تارکول ہونا ہے ان کو بھی پختہ ہونا ہے۔ تو تجارت کی یہ حالت ہے کہ ہم اپنی کوئی لکڑی آسانی سے پہنچا نہیں سکتے۔ ہم کوئی چیز میوے وغیرہ پہنچا نہیں سکتے اور جو چیز یہاں ایک پیسہ کی ملتی ہے وہاں چھ پیسہ کی ملتی ہے کیونکہ اس پر کوایہ چوہتا ہے اور لاکھوں سڑکوں میں لاکھوں کروڑوں روپیہ کا پتھر بوجھ ہوتا ہے۔ اس میں نامعلوم کتنا روپیہ اور وقت ہم لوگ خرچ کر چکے ہیں۔ ہم دس دس

[ سردار بدھ سنگھ ]

اور بیس بیس دن تک پہاڑوں میں جنگلوں میں تکریریں مارتے ہیں اور بارشوں وغیرہ میں ندی نالوں کو پار کرتے ہیں تب کہیں ریلوے اسٹیشن تک پہنچتے ہیں۔ تو اس میں کتنا وقت اور کتنا کرایا خرچ ہوتا ہے اور زندگی میں کتنی تکلیفیں اور مصیبتیں آتی ہیں۔ یہ انویہو (تجربہ) ہم ہی کر سکتے ہیں۔ دوسرا کیا جائے۔ تو میں آریبل منسٹر کی خدمت میں بڑے ادب سے عرض کرنا چاہتا ہوں کہ یہ تو سول آبادی کی حالت ہے۔ ہمارے ملک کی آمدورفت کی حالت ہے۔ پھر ہمارے ملک میں جنگ ہوئی۔ کروڑوں اربوں روپیوں کا نقصان ہوا۔ جب میں کسی مخالف بچے کے لوگوں سے ایوزیشن والوں سے یا کسی کانگریس والوں سے یہ سنتا ہوں کہ کشمیر پر آپ اتنا روپیہ کیوں خرچ کر رہے ہیں تو میری سمجھ میں نہیں آتا ہے کہ یہ کیا بات ہے۔ اگر کہیں جنگ لڑنی ہے اگر کہیں جنگ کا خطرہ ہے اگر کہیں دشمن ہے تو وہ صرف کشمیر کے بارے پر ہے۔ جنگ وہیں لڑنی ہے وہیں ملہتری کا دو ارب روپیہ خرچ کرنا ہے اور وہیں سے مقابلہ کرنا ہے۔ وہ پاکستان ہر وقت لڑنے کے لئے تیار بیٹھا ہے۔ حملہ کرنا آسان ہے اس میں فائدہ رہتا ہے لیکن حملہ کو اچانک روکنا بڑا خطرناک ہوتا ہے۔ آپ نے اخباروں میں پڑھا

ہوگا کہ آجکل ہمارے ملک میں کیا ہو رہا ہے وہاں تمام پانی پانی ہو گیا ہے سوکھیں تو بگٹی گئی ہیں تو ت گئی ہیں پل گر گئے ہیں۔ وہاں کھانے کو کوئی چیز پہنچ نہیں سکتی ہے موجودہ ذخیرہ خرچ کر رہے ہیں تو اگر ریل ہوتی تو ہم وہاں کافی چیزوں کا اسٹاک کر سکتے تھے۔ یہ تو سول آبادی کی حالت ہے۔ آسانی بارش و فائدہ ہماری بدقسمتی ہے۔ اس کو آپ اگے جانے بھی دیجئے ممکن ہے ہم اور پانچ سال تک ریلوے لائن کا انتظار کریں گے لیکن میں آپ سے پوچھنا چاہتا ہوں کہ جو ہزاروں کی تعداد میں وہاں ملہتری پڑی ہوئی ہے اور جو لاکھوں کی تعداد میں ملہتری کے علاوہ دوسرے لوگ ملک کی حفاظت و انکی امداد و خدمت کے لئے وہاں بیٹھے ہوئے ہیں ان کے لئے راشن جنگ کا سامان اور پیٹرول وغیرہ کیسے پہنچایا جائیگا موجودہ حالت میں کس قدر پہنچایا گیا۔ وہ تو ریلوے لائن سے دو سو سے پانچ سو میل کی دوری پر ہیں اور ۱۶-۱۶ اور ۱۸-۱۸ ہزار فٹ کی اونچائی پر بہادر سپاہی بیٹھے ہیں۔ اگر آپ کفیا کماری سے لیکر وہاں تک کا حساب لگائیں تو وہ ۲۸ ہزار فٹ سی لیول کی اونچائی تک پہنچا ہوا ہے تو آپ ہی سمجھئے کہ آمدورفت کی وہاں تک کیا سہولیت ہے اور ہماری کیا حالت ہے۔ آپ کہتے ہیں کہ پانچ سالہ پلان میں ہم



نے کوئی بچت نہیں رکھی ہے - سمجھ میں نہیں آتا کہ بچت کب رکھینگے - جب آگ لگیگی تب کفواں کھودنے سے کوئی فائدہ نہیں ہوگا - میں بار بار کہتا رہا ہوں اور آج بھی کہتا ہوں کہ وہاں اب پلیمیسائٹ کی کوئی بات نہیں ہے - وہاں اس کا کوئی کسی قسم کا خطرہ نہیں ہے - مکمل طور پر آئینی اور قانونی طور پر اخلاقی طور پر اور یقینی طور پر ہم نے ہندوستان کے ساتھ ایکسپشن کر لیا ہوا ہے اور اس میں کسی قسم کا اندیشہ نہیں ہے - اب دشمن کو اپنے ملک سے باہر نکالنا ہے اور بس -

بلاشبہ ہمارا ملک پسماندہ ہے پاکستان نے وہاں ہزاروں جانیں ہلاک کی ہیں - ہم پسماندہ تو ہیں مگر باوجود اس کے ہم ترقی کے کام کر رہے ہیں - آپ کا جو رویہ ہمیں ملتا ہے وہاں اسکی دو چار آئے بھی قیمت فی روپیہ نہیں رہتی ہے - کیونکہ وہاں نہ لوہا ہے نہ سمنٹ ہے اور نہ کولتار ہے نہ کوئی سامان ہے - ان چیزوں کے بغیر نہ ہم پختہ نہریں بنا سکتے ہیں نہ پل بنا سکتے ہیں نہ ڈریلنگ بنا سکتے ہیں نہ مکان بنا سکتے ہیں اور نہ سڑکیں بنا سکتے ہیں - کشمیر کی بڑی بدقسمتی ہے - اگر ہمارے ہاں ریلوے ہوتیں اور سڑکیں پختہ ہوتیں تو یہاں سے ریل میں بیٹھے بیٹھے

ہمارے مہمان آرام سے وہاں پہنچتے اور ہمارا ملک آباد ہوتا - ہم آمدگی سے بڑی خوشی سے دھتے اور آپ سے ایک پیسہ بھی نہ مانگتے - ہم اپنی آمدنی سے کام چلا لیتے - بارش برفداری بلکہ ہر وقت ہم تو اپنے آپ کو ایک قلعہ میں بند پاتے ہیں ہمارے دیگر تمام راستے بند ہو گئے ہیں ہمارا تمام رویہ و ذرائع آمدنی کم ہو گیا ہے اور جنگوں کی بے شمار لکڑی شہتیری ضائع ہو رہی ہے کوئی چیز بھی ہماری وقت پر نہ کہیں پہنچ سکتی ہے نہ یوری قیمت پا سکتی ہے اسواسطے میں عرض کرنا چاہتا ہوں کہ کم از کم فوجی نقطہ خیال سے پرلیٹیکل نقطہ خیال سے اور ملک کو بچانے کے خیال سے ہی وہاں ریلوں کا ہونا نہایت ضروری ہے - مخالفوں کی طرف سے یہ کہا جاتا تھا کہ راستہ بند ہونے سے کشمیریوں تم سر جاؤ گے - جاو ہندوستان کی طرف دیکھیں کیسے جاتے ہو لیکن آپ نے یہ تکلیف دور کر دی ہے اور آپ نے بائہال تیل کھول دی ہے مخالفوں کے منہ پر چھت لگائی ہے میں آپ کا مشکور ہوں شکر گزار ہوں - ہم سب آپ کے انتہائی شکر گزار ہیں اس سے آسانی سے سیدھے طریقہ سے ہر وقت آپ آ جا سکتے ہیں - اب تو یہ بھی ضروری ہے کہ وہاں کشمیر میں آپ کی ریل بھی جائے - جو آپ نے سری نگر سے مادھوپور تک ریل لائن پر ۳۴ لاکھ روپیہ خرچ کیا وہ بھی بھکا رہتی ہے -

[ سردار بدھ سنگھ ]  
ہم اس کو دیکھ کر ترس رہے ہیں کہ  
یہ یہاں پڑی ہوئی ہے - ہمارے علاقہ  
میں کیوں نہیں لائی جانی -

آپ نے یہاں تو فرسٹ کلاس کی  
سیت دیدی ہے کہ تم یہاں سے بیٹھے  
بیٹھے آرام سے فرسٹ کلاس میں جاؤ  
لیکن وہاں ہمیں موٹر پر جانا ہوتا ہے  
اور اونچی نیچھی سڑکوں پر سے جانا  
ہوتا ہے جہاں بارش ہوتی رہتی ہے -  
تو میری موٹر الٹ گئی کیونکہ بارش  
کا موسم تھا اور کافی چوت آئی - لیکن  
خیر میری زندگی تھی جو کہ میں  
آپ کو دیکھ سکا ہوں اور بیچ گیا ہوں -  
تو یہ حادثہ میرے ساتھ ہو گیا تھا  
ہزاروں آدمیوں کے ساتھ ہو  
چکا ہے - آمدورفت کی یہ تکلیف یہ  
مصیبتیں ہزاروں آدمی اٹھاتے ہیں -  
اس لئے میں ذہنی منسٹر صاحب  
سے یا منسٹر صاحب سے عرض کرونگا  
کہ مہربانی کر کے وہاں جا کر سٹر  
تو کریں - ریل اگڑ وہاں نہیں ہے  
تو موٹر ہی پر سٹر کریں اور دیکھیں  
کہ سالانہ کے پہاڑوں سے گہرے ہوئے  
ہمارے ملک میں ارد گرد کس طرح  
سٹر ہو رہا ہے - یہاں آلو ۸ آنے سیر  
ملتا ہے وہاں دور کے علاقوں میں تین  
چار روپہ سیر کے بھاؤ پر بھی کوئی  
آلو نہیں لے جا سکتا کیونکہ موٹر روڈ  
تک کوئی راستہ ہی نہیں ہے سڑک  
ہی نہیں ہے کوئی پہونچ سکتی نہیں

سکتا ہے - لاکھوں کروڑوں روپوں کا ہم  
لکڑی کا سامان فرنیچر وغیرہ بنا رہے  
ہیں لیکن ہم آمدورفت کے ذریعہ  
آسان نہ ہونے سے یہاں ان چیزوں کو  
پہونچا نہیں سکتے - اپنا مہوہ پھل  
پھول وغیرہ وقت پر بیچ نہیں سکتے  
اکثر راستے میں خراب ہو جاتا ہے -  
دوسری طرف ہمارے یہاں ضروریات  
زندگی کی چیزیں مہنگی ملتی ہیں  
کھانقہ آپ کو مل تو رہی ہے اگرچہ  
اس پر ٹیکس لگا ہوا ہے - ہمیں  
بعض جگہ ملتی ہی نہیں ہے -  
ہمارے یہاں لدانچ میں روپیہ میں  
آدھ پاؤ کوانٹ نہیں ملتی - لوگ  
نک قال کر گزارتے ہیں - یہ  
پہانہ کیا جاتا ہے کہ صاحب پانچسو  
میل کے علاقہ میں ہو کر پٹھانکوٹ  
سے ریلوے کیسے پہونچا سکتے ہیں -  
جذاب بڑی عجیب بات ہے سروسٹ  
جموں تک تو لائن بنائیں آپ ذرا  
ہمارے لوگوں پر رحم کریں از سر نو  
فور کریسے کنسیڈر کریجے اور ہماری  
اس تجویز کو ڈیولپمنٹ منسٹر صاحب  
کے سامنے آپ کو رکھنا چاہیے ڈیٹینس  
منسٹر صاحب کے سامنے رکھنا چاہئے  
اور پرائم منسٹر کے سامنے رکھنا چاہئے  
گویا ہر ایک ڈیپارٹمنٹ کے سامنے  
رکھنا چاہئے اور اس چیز کو مد نظر  
رکھنا چاہئے نہ ہمارے ملک کے جس  
حصہ میں پاکستان کا قبضہ ہے وہاں  
پاکستانی ریلوے لائن کے اوپر بیٹھے  
ہوئے ہیں - تمام بارڈر پر ان

کی ریلوے لائن بچھی ہوئی ہیں - اور امریکہ سے تمام جنگ کا سامان وہاں ریلوے لائن پر سے ہو کر لیا جا رہا ہے - اسکا تمام جنگی سامان فوج اور ایمونیشن یہاں تک کہ امریکہ سے ایٹم بم وہاں پہنچ رہا ہے - اور ہمارے یہاں کی حکومت فک کو رہی ہے اور فرماتی ہے کہ پانچ سالہ پلان میں اس کی گنجائش نہیں ہے - اس کو سوچنا چاہئے کہ کروڑوں روپیوں کا پتھروں موٹر لڑیوں میں ضائع جا رہا ہے برباد ہو رہا ہے خرچ ہو رہا ہے - انڈیا بڑا سرکار کا نقصان ہو رہا ہے اور لوگوں کو تکلیف ہو رہی ہے - خود ہماری فوج کا عظیم روپیہ مفت خرچ ہو رہا ہے - سری نگر میں ۱۶ ء ۱۷ ہزار فٹ کی اونچائی میں بہادر جوان لوگ جاتے ہیں یہاں دیہے دیتے ہیں تھوڑے دن کی رخصت پر اپنے بال بچوں کو ملنے اپنے گھر نہیں جاسکتے کشمیر میں دن گزار دیتے ہیں - کیونکہ راستہ بند ہو جاتا ہے اور ان جوانوں کے لئے وہاں چیزیں لہجالی کا کوئی آسان راستہ نہیں ہے خاصہ خرچ کرنا پڑتا ہے تو یہ ایک ایسی بات ہے جو میں آپ کے سامنے بار بار عرض کرتا ہوں ہو مرتبہ ایلی تقریر میں کہتا ہوں کہ ہمیں اور ہماری فوج کو یہ تکلیف ہو رہی ہے اس لئے ریلوے لائن ہمارے یہاں ضرور بننی چاہئے - لاکھوں کروڑوں

کا ہمارا سالانہ نقصان ہو رہا ہے اور کسی طرح سے آپ ہماری مدد کریں - میں یہاں سنتا ہوں ہو ایک کہتا ہے کہ ہمیں یہ امینٹیٹیز ملنی چاہئے وہ امینٹیٹیز ملنی چاہئے - تھیک ہے کہ جنکے یہاں ریلوے لائن ہیں وہ مزید سہولتوں کے بارے میں طرح طرح کی شکایتیں کرتے ہیں لیکن ہمارے یہاں جہاں ایک بھی ریلوے لائن نہیں ہے ہم لوگ کس چیز کی شکایت کریں - میں بڑے ادب سے عرض کرونگا کہ ہمارا جو ملک ہے اسکو ریلوے لائن نہ ہونے کی وجہ سے بڑا بھاری لاس ہو رہا ہے - ہو ایک انسان اس کی وجہ سے مصیبت اٹھاتا ہے تکلیف میں ہے اور ریلوے کے لئے بیتاب ہو رہا ہے - ہمارے یہاں زیادہ تر سبھی اندرونی سوکھیں خام ہیں کچی ہیں اور خاص کر ہوسات کے دنوں میں بند ہو جاتی ہیں - علاوہ سول آبادی کے ان سے زیادہ تر فوج کی آمدورفت و ضرورت کے واسطے کام لیا جاتا ہے - پٹھانکوٹ سے جو سوک کشمیر کو جاتی ہے صرف وہی ایک پختہ سوک ہے باقی سب خام ہیں - حالانکہ اس سوک کی حالت بھی اب بہت خراب ہو چکی ہے - جموں سے چمب کو جموں سے پہنچے کو اور کشمیر وینی سے کیرن کو اور سرینگر سے اوزی کو اور لدانج کو جو راستے گئے ہیں یہ اکثر سول آبادی کے علاوہ زیادہ تر فوج کی

[سردار بدھ سنگھ]

ٹریفک کے واسطے ہیں۔ بارش ہوتے ہی وہاں کے یہ سارے راستے کئی دن بند ہو جاتے ہیں اور کوئی چیز وہاں نہیں پہنچائی جا سکتی۔ نہ جموں میں نہ کشمیر میں کہیں نہیں پہنچائی جا سکتی۔ اب جو پل بن رہے ہیں ان پر لاکھوں روپیہ آپ خرچ کر رہے ہیں بیچ بیچ میں آپکو انکی امرمت کرنی پڑتی ہے۔ اس میں آپ کو کافی روپیہ خرچ کرنا ہوتا ہے۔ کیوں نہیں آپ وہاں ایک ریلوے لائن بنا دیتے اور اتنا روپیہ پتھروں اور سڑکوں کی مرمت پر اس میں خرچ کرنے کے بجائے جو سالانہ لاکھوں روپیہ میں ہوتا ہے ریل بنانے میں خرچ کر دیتے۔ آپ وہاں کے لوگوں کو حوصلہ تو دیتے رہیں اور وعدہ بھی تو کریں کہ اب ریلوے لائن تیار کرینگے۔ بقی نہیں بنانے میں آپ بارہ کروڑ روپیہ خرچ کریں گے مبارک۔ مگر ریلوے بنانے کے لئے کیوں نہیں روپیہ دیتے کیوں نہیں ہماری مدد کرتے۔ ریل نہ ہونے کی وجہ سے ہمارے یہاں نہ کولتار جا سکتا ہے نہ سیمنٹ پہنچ سکتا ہے نہ عمارتی سامان گوزد وغیرہ پہنچ سکتے ہیں۔ ہمارے یہاں لوہا ہے کونٹہ ہے تانبہ ہے اور بھی کئی چیزوں کی کانیں ہیں۔

(وقت کی گھنٹی بجتی ہے)

آج سے ۲۰ - ۲۵ ورش پہلے جب ہمارے یہاں ریلوے بنانے کے لئے سروے ہوا

تھا کہ ان کانوں تک ریلوے لیجائی جائے تب یہ بات پائی گئی تھی اور ریکارڈ میں ہے کہ کروڑوں من لوہا کروڑوں من کونٹہ ہمارے یہاں سے مل سکتا ہے۔ ہمارے یہاں نیلم کی کانیں ابڑک کی کانیں اور تانبے کی کانیں ہیں تو ہمارے یہاں منرلس اور مائنس کی بھرمار ہے۔ ہمیں آپ سے ان چیزوں کے نکالنے میں مدد کی ضرورت ہے۔ ہمیں ریلوے بنانے کے لئے صرف گرتھر چاہئے سیمنٹ چاہئے۔ ان چیزوں کی ہمیں ضرورت ہے۔ سلیپر تو ہم خود اتنے بنا سکتے ہیں کہ آپ کو جتنی ضرورت ہو سارے ہندوستان کے لئے اس ضرورت کو بھی ہم پورا کر سکتے ہیں۔ آپ کروڑوں روپیہ کا سلیپر باہر سے منگاتے ہیں برما سے منگاتے ہیں ملایا سے منگاتے ہیں لیکن میں آپ کو بتلا دوں کہ تمام انڈیا کو ہم سلیپر سپلائی کر سکتے ہیں بشرطیکہ آپ ریلوے لائن تیار کریں۔ ہمارے یہاں سے لاکھوں کی تعداد میں سلیپر بہہ بہہ کر پاکستان میں چلا گیا ہے۔ غضب ہے کہ آپ لوگ کہتے ہیں کہ سلیپر نہیں ہے۔ جب اپنی حکومت ہے اپنا راج ہے تب یہ چیز جو ہمارے ہاں کافی ہوتی ہے کہ ہماری چیز اس طرح ضائع جاتی ہے جو لاکھوں کی تعداد میں ہے اس کی روکتھام کریں۔ ساتھ لاکھ سلیپر پچھلے کئی سالوں میں پاکستان چلے گئے۔ ہر

دوسرے تیسرے سال کئی لاکھ کا نقصان ہوتا ہے کوئی حساب نہیں ہے نقصان کا اور ہم ہیں کہ اتنی قیمتی چیزوں کو اپنے ملک میں تو ضائع ہونے دیتے ہیں اور باہر کے ملکوں سے خریدتے ہیں۔ ہماری اپنی جائداد دشمنوں کے ہاتھ میں چلی جاتی ہے۔ ہم لوگ بھولے نہیں ہیں کہ دشمن کے ہاتھوں کتنے ظلم و ستم اور لوٹ مار اور جان و مال کے نقصان کے ہم شکار ہوئے۔ ہمارا ملک چلا گیا ۲۸ ہزار مربع میل رقبہ ہمارے ہاتھ سے نکل گیا اور سب سے بڑی بات یہ کہ ہمارے اپنے بھائی وہاں مارے گئے اور پاکستان کے قبضہ میں اب بھی ہمارے وطنی بھائی لاکھوں کی تعداد میں تباہ و برباد حالت میں ہیں۔ میں پھر کہتا ہوں کہ اگر آپ پھر بھی کہتے ہیں کہ ہمارے لئے ریلوے کی کوئی گنجائش نہیں ہے تو پھر آپ سے ہمارے لئے کیا فائدہ کی امید ہو سکتی ہے اس سے بدقسمتی کی بات ہمارے لئے اور کیا ہو سکتی ہے کہ آمدورفت کی ہماری تکلیف و عظیم نقصان کو نہیں روکا جاتا آپ ہی بتائیں کہ ہماری ریاست کے علاوہ کونسی ستیت ملحدوں کے اندر ایسی بدقسمت ہے جہاں ریلوے لائن نہیں ہے۔ ایک انچ بھی ریلوے لائن ہمارے یہاں نہیں ہے۔ میں عرض کرنا چاہتا ہوں کہ یہ جو میرے ہاتھ میں نقشہ ہے اسے آپ غور سے دیکھیں میرے پاس وقت اتنا نہیں ہے کہ میں اس بارے میں آپ سے

وہاں کے سارے حالات بیان کروں لیکن مجھ کو آپ کی نیک نیتی اور آپ کی ہمدردی اور آپ کے اخلاق پر پورا بھروسہ ہے کہ آپ مدد کریں گے۔ میں یہ جانتا ہوں کہ نکتہ چینی کرنا مخالفت کرنا بہت آسان ہرنا ہے کام کرنا مشکل ہوتا ہے۔ ریلوے قیادت میں کام بڑا دشوار اور مشکل ہے۔ مثل ہے کہ

آپ نہ دے چلو بھر پانی۔

سو نقدے جن گڈا آئی۔

یعنی خالی مخالفت و نکتہ چینی کرنے والے کی یہ حالت ہے کہ خود تو ایک چلو پانی مہیا نہیں کر سکتے مگر ان کی نادا و مخالفت کرتے ہیں چلوں نے گڈا بہا دی ہے۔

اپوزیشن والوں کی طرف سے باوجود اس کے کہ ریلوے نے ملک کے اندر اچھے کام کئے اور حتیٰ الوسع پبلک کی بھی خدمت بہت اچھی کر رہی ہے وہ لوگ جو متحض مخالفت کی خاطر اس محکمہ کی مخالفت کر رہے ہیں۔ یہ حالت نہیں ہے لیکن جو اس میں خامیاں ہیں اس کو بیان کر کے وہ اپنا فرض ادا کر رہے ہیں انہیں ایسا کرنے کا حق ہے۔

پھر حال میں اس بات کے لئے ضرور شکرگزار ہوں کہ انڈیا کے اندر جو کچھ بھی ریلویز میں ترقی ہوئی ہے وہ قابل تعریف ہے اور اس کے لئے منسٹر صاحب مبارکباد کے حقدار

[.ردار بدھ سنگو.]

होते हैं— आप नूँ नूँ रेलवे लाइनों  
बनाइये सब तरह की सुविधाएँ प्रदान  
को महीना के अंत में— लेकिन इस  
के साथ हमारे अर्थोपार्जन को भी कुछ  
नजर रखना पड़ेगी और हम लोगों  
की भी सुरक्षा और आराम का ध्यान  
रखना पड़ेगा— हमारी राय के अनुसार  
यह से अर्थोपार्जन के लिए कुछ  
चिंतन करे और हमारे करोड़ों अर्थोपार्जन  
को सुरक्षा के लिए— इस लिए  
आप मीठी-मीठी पर ध्यान और नजर रखनी  
करें और दूसरे अर्थोपार्जन के  
प्रोग्राम में हमारे अर्थोपार्जन को भी  
शामल कीजिए— यद्यपि हमारे रेलवे लाइनों  
बनाने का अर्थोपार्जन—  
अनुशासन के साथ हमें आप का अर्थोपार्जन—  
शुक्रिया अर्थात् अर्थोपार्जन—

†[सरदार बृष सिंह (जम्मू और  
काश्मीर) : जनाब डिप्टी चियरमैन साहेब ।  
मैं उस रियासत से आया हूँ जो कि इस नक्शा  
में इंडिया के शुमाली सिरे पर है । मेरे ख्याल  
में आपके पास यह रेलवे का नक्शा पहुंच गया है  
और हर एक मंत्री ने उसको देखा होगा ।  
अगर नहीं देखा हो तो मैं अपनी तकरीर शुरू  
करने से पहले यह दिखा देना चाहता हूँ कि  
यह इंडिया का आखिरी सिरा काश्मीर है ।  
इंडिया में रेलवे लाइनों का जो जाल बिछा  
हुआ है उससे यह बिल्कुल खाली है ।

हमने सन् १९४७ में हिन्दुस्तान से  
रेलवे लाइनों का अर्थोपार्जन पर अर्थोपार्जन और  
पुष्टा अर्थोपार्जन किया इत्यादि किया और  
तब से हम बराबर इस उम्मीद में थे कि वहां  
कोई रेलवे लाइन आयेगी लेकिन बदकिस्मती

†Hindi transliteration.

से इस नक्शा का कामकाज का हिस्सा अभी तक  
उससे खाली है । नक्शों में देखेंगे कि हमारी  
हद्दों के साथ एक तरफ रशिया है, चीन है  
उसके साथ नेपाल है और दूसरी तरफ अफ-  
गानिस्तान है, पाकिस्तान है । हमें फख्र है  
और खुशी है कि हमने एक जिन्दा और  
शानदार मुल्क का साइड पकड़ा है और उसके  
साथ हम बखुशी शामिल हुये हैं । जब कहीं  
नई रेल लाइन बनाने का सवाल पैदा होता है  
तो मुझे मालूम नहीं कि किस तरह से और  
किन बातों को जरूरी समझ करके यह  
प्रोग्राम सैट किया जाता है । पांच बरस से  
मैं यहाँ हूँ और पांच बरस से मुनवातिर हर  
साल मैंने बड़ी दर्दनाक अपीलें की हैं कोई  
जवाब न मिला और आखिरी बार एक मार्च  
सन् १९५६ को मैंने रेलवे मिनिस्टर साहेब से  
जब यह कहा था कि जैसा कि कुछ लोग शक  
करते हैं उसी तरह से क्या हम समझ लें कि  
आपको और यहाँ की गवर्नमेंट आफ इंडिया  
के किसी मिनिस्टर को भी ऐसा डाउट है कि  
अभी काश्मीर आपका नहीं है और हम आपके  
नहीं हैं ? अगर ऐसा है तो यह हमारा निहायत  
बदकिस्मती है । इस पर उन्होंने जवाब दिया  
था कि यह गलत है कि हमें शक है हम  
समझते हैं कि काश्मीर हमारा है । लेकिन  
वहाँ रेल पर खर्च ज्यादा होता है पहले  
पुल बनाना होता है वगैरह । जब काश्मीर  
का वह अपना समझते हैं तो मुझे सबसे बड़ा  
हांसला हुआ था । अब हम अपनी तकलीफें  
मौजूदा रेल मिनिस्टर साहेब से बयान करना  
चाहते हैं जो कि बड़े नकदिल हैं जिन्होंने कि  
बड़ी कोशिश से अपने स्टाफ को एमेनिटीज  
और रियायतें देने का प्रोग्राम बनाया है  
जिन्होंने कि करीब ३००० हजार मील लम्बी  
लाइन्स बनाने की तजवीज की हुई है जिन में  
से करीब दो हजार मील की लाइन मुकमल है  
और १४८० करोड़ रुपये के करीब पांच साला  
प्लान में रखा है लेकिन मुझे अफसोस है कि  
मेरे मुल्क के लिये जहाँ कि रेलवे लाइन की  
बड़ी सख्त जरूरत है वहाँ कोई लाइन तजवीज

नहीं की गई है। पाटिशन के पहले हमारे दस रास्ते बौर्डर पर थे। ये जो नक्शे मेरे हाथ में हैं, समें यह बौर्डर दिखलाया गया है और उसमें हमारे दस रास्ते थे और हमें ज्यादा से ज्यादा पांच दस मील से लेकर पच्चीस या तीस मील तक चल कर रेलवे लाइन पकड़ना होता था। हमारी करोड़ों रुपये की लकड़ी बाहर जाती थी। दरियाय जेहलम, रावी और चनाब से हमारी लकड़ी जाती थी और जेहलम में बजौराबाद में हमारी मंडियां हुआ करती थीं और हम करोड़ों रुपये अपनी लकड़ियों की कीमत का ले लिया करते थे। लेकिन अब वहां तक इन तीनों दरियाओं से लकड़ी जानी बिल्कुल बन्द हो गई है और हमारी लाखों रुपये की लकड़ी बेकार चली जाती है। बनी काश्मीर से लेकर मुजफराबाद तक जो लकड़ी के जंगल हैं वहां से करोड़ों रुपये की लकड़ी काट कर दरिया के ज़रिये से वह बहाकर अपने पाकिस्तान को ले गये हैं। सिर्फ जम्मू के पास चनाब का एक थोड़ा हिस्सा ही अखनूर में चन्द मील का आता है जहां कि हम लकड़ी पकड़ कर रख सकते हैं। वहां पर हमने लकड़ी का गोदाम बनाया और उसमें लाखों रुपये की लकड़ी रखी लेकिन जब फ्लड आया तो वह बहकर चली गई; वह सिर्फ दो मील गई और पाकिस्तान में चली गई। लकड़ी का स्टॉक क्यों रखते हैं कि हम सको जल्दी बेच नहीं सकते हैं और ना ही वक्त पर बाहर भेज सकते हैं। रास्तों के बन्द हो जाने, रेलवे के ना होने से लाखों रुपये का नुकसान हो जाता है। हम ना तो लकड़ी साथ साथ पहुंचा पाते हैं और ना मेवे फूट जल्दी बाहर भेज सकते हैं। हमारी यह हालत है कि पठानकोट से लेकर श्रीनगर तक दो सौ पैसठ मील का फासला है और श्रीनगर से लद्दाख तक दो सौ पचास मील का फासला है यह हमारी बद-किस्मती है कि चार सौ पचास और पांच सौ मील तक हमारे लोग सर पर बोझ उठाकर २५-२५ और ३०-३० दिन के बाद कहीं पठानकोट में आकर रेल की सूरत देखते हैं।

25 R.S.D.—7

इस काम में हज़ारों मुसाफ़रों को सहत तकलीफ़ व खर्च बरदाश्त करना पड़ता है हमारे काश्मीर को इस वक्त ४० लाख आबादी है और उनमें से दस लाख से ज्यादा लोग ऐसे हैं जिन्होंने कि रेल की शकल तक नहीं देखी।

मैं आपको यकीन दिलाता हूँ कि यह नक्शा सिवाय किताब में बन्द रखने के वहां कभी नहीं ले जाता हूँ। एक दफा मैं ले गया तो मुझे बहुत शर्म महसूस हुई हमारे लोग कहने लगे कि यह देखो रेलवे लाइन का सारा जाल हिन्दुस्तान में बिछा हुआ है लेकिन हमारे यहां रेल कहां है यह पूछने लगे कि कब रेल आयेंगी। अट्टारह मील की रेल बनी थी। लेकिन वह रेल भी बन्द हो गई, दस रास्ते भी चले गये और ८०० मील की जो कच्ची अन्दरूनी सड़कें हैं उन पर भी तारकोल होना है, उनको भी पुख्ता होना है। तो तिज़ारत की यह हालत है कि हम अपनी लकड़ी आसानी से पहुंचा नहीं सकते, हम कोई चीज मेवे वगैरह पहुंचा नहीं सकते और जो चीज यहां एक पैसे की मिलती है वह वहां छ. पैसे की मिलती है क्योंकि उस पर किराया चढ़ता है और लारियों सड़कों में लाखों करोड़ों रुपये का पेट्रोल खर्च होता है। उसमें न मालूम कितना रुपया और वक्त हम लोग खर्च कर चुके हैं। हम दस दस और बीस बीस दिन तक पहाड़ों में, जंगलों में टकरें मारते हैं और बारिशों वगैरह में नदी नालों को पार करते हैं, तब कहीं रेलवे स्टेशन तक पहुंचते हैं। तो इसमें कितना वक्त और कितना किराया खर्च होता है और जिन्दगी में कितनी तकलीफें और मुसीबतें आती हैं। यह अनुभव (तजुर्बा) हम ही कर सकते हैं। दूसरा क्या जाने। तो मैं ऑनरेबल मिनिस्टर की खिदमत में बड़े अदब से अज़र करना चाहता हूँ कि यह तो सिविल आबादी की हालत है, हमारे मुल्क की आमदोरफ्त की हालत है। फिर हमारे मुल्क में जंग हुई करोड़ों अरबों रुपयों का नुकसान हुआ। जब मैं किसी मुखालिफ़ बेंच के लोगों से, अपोजिशन वालों से या कई कांग्रेस वालों से यह सुनता

[ सरदार बुध सिंह ]

हूँ कि काश्मीर पर आप इतना रुपया क्यों खर्च कर रहे हैं तो मेरी समझ में नहीं आता है कि यह क्या बात है। अगर कहीं जंग लड़नी है, अगर कहीं जंग का खतरा है, अगर कहीं दुश्मन है तो वह सिर्फ काश्मीर के बौर्डर पर है, जंग वहीं लड़नी है वहीं मिलिटरी का दो अरब रुपया खर्च करना है और वहीं से मुकाबिला करना है। वह पाकिस्तान हर वक्त लड़ने के लिये तैयार बैठा है। हमला करना आसान है उसमें फायदा रहता है, लेकिन हमला को अचानक रोकना बड़ा खतरनाक होता है। आपने अखबारों में पढ़ा होगा कि आजकल हमारे मुल्क में क्या हो रहा है, वहाँ तमाम पानी पानी हो गया है, सड़कें डूब गई हैं, टूट गई हैं, पुल गिर गये हैं। वहाँ खाने की कोई चीज पहुंच नहीं सकती है। मौजूदा जखीरा खर्च कर रहे हैं तो अगर रेल होती तो हम वहाँ काफी चीजों का स्टॉक कर सकते थे। यह तो मित्रवादी की हालत है, इन्तहाई बारिश व फ्लड हमारी बदकिस्मती है। इसको आप अगर जाने भी दीजिये मुमकिन है हम और पांच साल तक रेलवे लाइन का इंतजार करेंगे लेकिन मैं आपसे पूछना चाहता हूँ कि जो हजारों को तादाद में वहाँ मिलिटरी पड़ी हुई है और जो लाखों की तादाद में मिलिटरी के अलावा दूसरे लोग मुल्क की हिफाजत व उनकी इमदाद व खिदमत के लिये वहाँ बैठे हुए हैं, उनके लिये राशन जंग का सामान और पेट्रोल वगैरह कैसे पहुंचाया जायेगा। मौजूदा हालत में किस कदर पहुंचेगा। वह तो रेलवे लाइन से दूसरे पांच सौ मील की दूरी पर है और १६-१६ और १८-१८ हजार फुट की ऊंचाई पर बहादुर सिपाही बैठे हैं। अगर आप कन्या कुमारी से लेकर वहाँ तक का हिसाब लगायें तो वह २८ हजार फुट सी लेवल की ऊंचाई तक फैला हुआ है। तो आप ही समझिये कि आमदोरफ्त में वहाँ तक क्या सहुलियतें हैं और हमारी क्या हालत है। आप कहते हैं कि पांच साला प्लान में हमने कोई बचत नहीं रखी है। समझ में नहीं

आता कि बचत कब रखेंगे। जब भाग लगेगी तब कुआं खोदने से कोई फायदा नहीं होगा। मैं बार बार कहता रहा हूँ और आज भी कहता हूँ कि वहाँ अब प्लैबिसाइड की कोई बात नहीं है। वहाँ इसका कोई किसी किस्म का खतरा नहीं है। मुकम्मल तौर पर आइनी और कानूनी तौर पर इस्लाकी तौर पर और यकीनीतौर पर हमने हिन्दुस्तान के साथ ऐक्सेशन कर लिया हुआ है और इसमें कोई किस्म का अदेशा नहीं है। अब दुश्मन को अपने मुल्क से बाहर निकालना है और बस।

बिला शुबहा हमारा मुल्क पस्मान्दा है। पाकिस्तान ने वहाँ हजारों जाने हलाक की है। हम पस्मान्दा तो हैं मगर बावजूद इसके हम तरक्की के काम कर रहे हैं। आपका जो रुपया हमें मिलता है वहाँ उसकी दो चार आना भी कीमत की रुपया नहीं रहती है। क्योंकि वहाँ ना लोहा है, ना सीमेंट है और ना कोलतार है, ना कोई सामान है। इन चीजों के बगैर ना हम पुस्ता नहरें बना सकते हैं, ना पुल बना सकते हैं, ना ट्रेन्च बना सकते हैं, ना मकान बना सकते हैं, और ना सड़कें बना सकते हैं। काश्मीर की बड़ी बदकिस्मती है। अगर हमारे यहाँ रेलवे होता और सड़कें पुस्ता होतीं तो यहाँ से रेल में बैठे बैठे हमारे मेहमान आराम से वहाँ पहुंचते और हमारा मुल्क आबाद होता। हम आपूदगी से बड़ी खुली से रहते और आपसे एक पैसा भी न मांगते। हम अपनी आमदनी से काम चला लेते। बारिशें, बरफ बारी, फ्लड के वक्त हम तो अपने आपको एक किले में बन्द पाते हैं हमारे दीगर तमाम रास्ते बन्द हो गये हैं। हमारा तमाम रुपया व जराय आमदनी कम हो गया है और जंगलों की बंगुमार लकड़ी गहलीरी जाया हो रही है कोई चीज भी हमारी वक्त पर ना कहीं पहुंच सकती है ना पूरी कीमत पा सकती है। इस वास्ते मैं अर्ज करना चाहता हूँ कि कम-कम फौजी नुकता स्थाल से, पॉलिटिकल नुकता स्थाल से



और मुल्क को बचाने के ख्याल से ही वहाँ रेलों का होना निहायत जरूरी है। मुखालिफों की तरफ से यह कहा जाता था कि रास्ता बन्द हो जाने से काश्मीरियो तुम मर जाओगे, जाओ हिन्दुस्तान की तरफ देखें कैसे जाते हो। लेकिन आपने यह तकलीफ दूर कर दी है और आपने बगिहाल टनल खोल दी है। मुखालिफों के मुँह पर चपत लगाई है। मैं आपका मशकूर हूँ, शुकगुजार हूँ हम सब आपके इंतहाई शुकगुजार हैं ससे आसानी से सीधे तरीके से हर वक्त अब आ जा सकते हैं अब तो यह भी जरूरी है कि वहाँ काश्मीर में आपकी रेल भी जाय। जो आपने श्रीनगर से माधोपुर तक रेल लाइन पर ३४ लाख रुपया खर्च किया, वह भी बंकार पड़ी है। हम उसको देख कर तरस रहे हैं कि ये यहाँ पड़ी हुई है। हमारे इलाके में क्यों नहीं लाई जाती।

आपने यहाँ तो फस्ट क्लास की सीट दे दी है कि तुम यहाँ से बैठे बैठे आराम से फस्ट क्लास में जाओ लेकिन वहाँ हमें मोटर पर जाना होता है और ऊंची नोकी सड़कों पर से जाना होता है जहाँ बारिश होती रहती है। तो मरी मोटर उलट गई क्योंकि बारिश का मौसम था और काफी चोट आई लेकिन खैर मरी जिन्दगी थी जो कि मैं आपको देख सका हूँ और बच गया हूँ। तो यह हादसा मेरे साथ ही नहीं हुआ हजारों आदिमियों के साथ हो चुका है। आमदोरफत की यह तकलीफ यह मुसीबत हजारों आदमी उठाते हैं। इसलिये मैं डिप्टी मिनिस्टर साहब से या मिनिस्टर साहब से अर्ज करूँगा कि मेहर-बानी करके वह वहाँ जाकर सफर तो करें। रेल अगर वहाँ नहीं है तो मोटर पर ही सफर करे और देखे कि हिमालय के पहाड़ों से घिरे हुये हमारे मुल्क में इंद गिद किस तरह सफर हो रहा है। यहाँ आलू आठ आने से मिलता है वहाँ दूर के इलाकों में तीन चार पैसे सेर

के भाव पर भी कोई आलू नहीं ले जा सकत। क्योंकि मोटर रोड तक कोई रास्ता ही नहीं, सड़क ही नहीं है, कोई पहुँच ही नहीं सकता है। लाखों करोड़ों रुपये का लकड़ी का सामान फनिचर वगैरह बना रहे हैं लेकिन हम आमदोरफत के जरिये आसान न होने से यहाँ इन चीजों को पहुँचा नहीं सकते। अपना मेवा, फन फूल वगैरह वस्तु पर भेज नहीं सकते अक्सर रास्ते में खराब हो जाता है। दूसरी तरफ हमारे यहाँ जरूरियात जिन्दगी की चीजें मही मिलती हैं। खाण्ड आपको मिल तो रही है अगरचे उस पर टैक्स लगा हुआ है। हमें बाज जगह मिलती ही नहीं है। हमारे यहाँ लडाख में रुपये में आवा पाव खाण्ड नहीं मिलती। लोग नमक डाल कर गुजारा करते हैं। यह बहाना किया जाता है कि साहब ५०० मील के इलाके में पठानकोट से रेलवे कैसे पहुँचा सकते हैं। जनाब बड़ी अजीब बात है सरदेस्त जम्मू तक तो लाइन बनाये आप जरा हमारे लोगों पर रहम करें, अजतरनी गौर करिये, कमिडर करिये और हमारी इस तजवीज को डेवे लपमेंट मिनिस्टर साहब के सामने आपको रखना चाहिये, डिफेंस मिनिस्टर साहब के सामने रखना चाहिये और प्राइम मिनिस्टर साहब के सामने रखना चाहिये गोया हर एक डिपार्ट-मेंट के सामने रखना चाहिये और इस चीज को मद्देनजर रखना चाहिये कि हमारे मुल्क के हिस्से में पाकिस्तान का कब्जा है, वहाँ पाकिस्तानी रेलवे लाइन के ऊपर बैठे हुये हैं। तमाम बोर्डर पर उनकी रेलवे लाइन बिछी हुई है। और अमेरिका से तमाम जंग का सामान वहाँ रेलवे लाइन पर हो कर लाया जा रहा है। उसका तमाम जंगी सामान फौज और एप्लीशन यहाँ तक कि अमरीका से एंजिन बम वहाँ पहुँच रहा है। और हमारे यहाँ की हकूमत फिक कर रही है और फरमाती है कि पांच साला प्लान में इसकी गुंजाइश

[सरदार बुध सिंह]  
नहीं है। उसको सोचना चाहिये कि करोड़ों रुपयों का पेट्रोल मोटर कारियों में जाया जा रहा है, बरबाद हो रहा है, खर्च हो रहा है। इतना बड़ा सरकार का नुकसान हो रहा है और लोगों को तकलीफ हो रही है। खुद हमारी फौज का अजीम रुपया व वक्त खर्च हो रहा है। श्रीनगर में १६-१७ हजार फुट की ऊंचाई में बहादुर जवान वह लोग जाते हैं, पहरा देते हैं। थोड़े दिनों की रुकसत पर अपने बाल बच्चों को मिलने अपने घर नहीं जा सकते, काश्मीर में ही दिन गुजार देते हैं क्योंकि रास्ता बन्द हो जाता है और इन जवानों के लिये वहाँ चीजें ले जाने का कोई आसान रस्ता नहीं है। खासा खर्च करना पड़ता है तो यह एक ऐसी बात है जो मैं आपके सामने बार बार अर्ज करता हूँ हर मंत्रवा अपनी तकरीर में कहता हूँ कि हमें और हमारी फौज को यह तकलीफ हो रही है, इसलिये रेलवे लाइन हमारे यहाँ जरूर बननी चाहिये। लाखों करोड़ों का हमारा सालाना नुकसान हो रहा है और किसी तरह से आप हमारी मदद करें।

मैं यहाँ सुनता हूँ हर एक कहता है कि हमें यह एमेनिटीज मिलनी चाहियें वह एमेनिटीज मिलनी चाहिये। ठीक है कि जिनके यहाँ रेलवे लाइन है वह मजोद सहूलियतों के बारे में तरह तरह का शिकायत करते हैं। लेकिन हमारे यहाँ जहाँ एक भी रेलवे लाइन नहीं है हम लोग किस चीज का शिकायत करें। मैं बड़े अदब से अर्ज करूँगा कि हमारा जो मुल्क है इसको रेलवे लाइन ना होने की वजह से बड़ा भाँसा लीस हो रहा है। हर एक इन्सान इसकी वजह से मुसीबत उठाता है, तकलीफ में है और रेलवे के लिये बेताब हो रहा है। हमारे यहाँ ज्यादा तो सभी अन्दरूनी सड़कें खाम हैं, कच्ची हैं और खास कर बरसात के दिनों में बन्द हो जाती हैं। अलावा सिविल आबादी

के इनसे ज्यादातर चीज की आम्दोरफ्त व जरूरत के वास्ते काम लिया जाता है। पठानकोट से जो सड़क काश्मीर को जाती है सिर्फ वह एक पुख्ता सड़क है बाकी सब खाम हैं। हालांकि उस सड़क की हालत भी अब बहुत खराब हो चुकी है। जम्मू से छम्भ को, जम्मू से पूंछ को और काश्मीर वैली से केरन को और श्रीनगर से उड़ी को और लद्दाख को जो रास्ते गये हैं यह अक्सर सिविल आबादी के अलावा ज्यादातर फौज की ट्रैफिक के वास्ते हैं। बारिश होते ही वहाँ के ये सारे रास्ते कई दिन बन्द हो जाते हैं और कोई चीज वहाँ नहीं पहुँचाई जा सकती। न जम्मू में न काश्मीर में कहीं नहीं पहुँचायी जा सकती। अब जो पुल बन रहे हैं उन पर लाखों रुपया आप खर्च कर रहे हैं, बीच बीच में आपको उनको मरम्मत करना पड़ता है, उसमें आपको काफी रुपया खर्च करना होता है। क्यों नहीं आप वहाँ एक रेलवे लाइन बना देते और तना रुपया जो पेट्रोल और सड़कों को मरम्मत पर खर्च करने की बजाय जो सालाना लाखों रुपये में होता है, रेल बनाने में खर्च कर देते। आप वहाँ के लोगों को हीसला तो देते हैं और वायदा भी तो करें कि कब रेलवे लाइन तैयार करेंगे। बड़ी नहर बनाने में आप दस बारह करोड़ रुपया खर्च करेंगे मुबारक। मगर रेलवे बनाने के लिये क्यों नहीं रुपया देते, क्यों नहीं हमारी मदद करते। रेल न होने की वजह से हमारे यहाँ न कोलतार जा सकता है न सीमेंट पहुंच सकता है न बजनी सामान गाडर वगैरह पहुंच सकते हैं। हमारे यहाँ लोहा है, कोयला है, तांबा है और भी कई चीजों को खाने हैं.....

(समय की घंटों)

आज से २०-२५ वर्ष पहले जब हमारे यहाँ रेलवे बनाने के लिये सरवे हुआ था कि उन खानों तक रेलवे ले जाई जाय तब यह बात पाई गई थी और रेकार्ड में है कि करोड़ों

मन लोहा, करोड़ों मन कोयला हमारे यहाँ से मिल सकता है। हमारे यहाँ नीलम की खानें, अबरक की खानें और तांबे की खानें हैं तो हमारे यहाँ मिनरल्स और माइनीस को भरमार है। हमें आपसे इन चीजों के निकालने में इमदाद की जरूरत है। हमें रेलवे बनाने के लिये सिर्फ गार्डर चाहिये, सीमेंट चाहिये इन चीजों की हमें जरूरत है। स्लीपर तो हम खुद इतनी बना सकते हैं कि आपको जितनी जरूरत हो सारे हिन्दुस्तान के लिये इस जरूरत को भी हम पूरा कर सकते हैं। आप करोड़ों रुपयों का स्लीपर बाहर से मंगाते हैं, बर्मा से मंगाते हैं, मलाया से मंगाते हैं लेकिन मैं आपको बतलाऊँ कि तमाम इंडिया को हम स्लीपर सप्लाई कर सकते हैं बशर्त कि आप रेलवे लाइन तैयार करें। हमारे यहाँ से लाखों की तादाद में स्लीपर बह बह कर पाकिस्तान में चला गया है। ग़ज़ब है कि आप लोग कहते हैं कि स्लीपर नहीं हैं, जब अपनी हुकूमत है, अपना राज है तब ये चीज जो हमारे यहाँ काफी होती है कि हमारी चीज इस तरह जाया जाती है जो लाखों की तादाद में है इसकी रोक थाम करे। साठ लाख स्लीपर पिछले कई सालों में पाकिस्तान चले गये हर दूसरे तीसरे साल कई लाख का नुकसान होता है कोई हिसाब नहीं है नुकसान का और हम हैं कि इतनी कीमती चीजों को अपने मुल्क में तो जाया होने देते हैं और बाहर के मुल्कों से खरीदते हैं। हमारी अपनी जायदाद दुश्मनों के हाथ में चली जाती है। हम लोग भूले नहीं हैं कि दुश्मन के हाथों कितने ज़ुल्म व सितम और लूट-मार और जान व माल के नुकसान के हम शिकार हुये। हमारा मुल्क चला गया २८ हजार मुरब्बा मील रकबा हमारे हाथ से निकल गया और सबसे बड़ी बात यह है कि हमारे अपने भाई वहाँ मारे गये और पाकिस्तान के कब्जा में, अब भी हमारे बतनी भाई लाखों की तादाद में तबाह व बरबाद हालत में हैं। मैं फिर कहता हूँ

कि अगर आप फिर भी कहते हैं कि हमारे लिये रेलवे की कोई गुंजाइश नहीं है तो फिर आपसे हमारे लिये क्या फायदा की उम्मीद हो सकती है। इससे बर्दाकस्मती की बात हमारे लिये और क्या हो सकती है कि ग्राम-रोपट की हमारी तकलीफ़ व अज़ीम नुकसान को नहीं रोका जाता। आप ही बताइये कि हमारी रियासत के बग़ैर कौनसा स्टेट हिन्दुस्तान के अन्दर ऐसा बदकिस्मत है जहाँ रेलवे लाइन नहीं है। एक इंच भी रेलवे लाइन हमारे यहाँ नहीं है। मैं अर्ज़ करना चाहता हूँ कि ये जो मेरे हाथ में नक्शा है इसे आप गौर से देखें मेरे पास वक्त इतना नहीं है कि मैं इस बारे में आपको वहाँ के सारे हालात और बयान करूँ लेकिन मुझको आपकी नेकनीति और हमदर्दी और आपके इहलाक के ऊपर पूरा भरोसा है कि आप मज़ीद गौर करेंगे। मैं यह जानता हूँ कि नुकताचीनी करना, मुखालफ़त करना बहुत आसान होता है काम करना मुश्किल होता है रेलवे डिपार्टमेंट का काम बड़ा वसीह और मुश्किल है। मसल है कि :

“आप न दे चुल्लू भर पानी।  
सौ निन्दे जिन गंगा आई ॥”

यानी खाली मुखालफ़त व नुकताचीनी करने वाले की यह हालत है कि खुद तो एक चुल्लू पानी मोहिया नहीं कर सकते मगर उनकी निन्दा या मुखालफ़त करते हैं जिसने गंगा बहा दी है। अपोजीशन वालों की तरफ से बावजूद इसके कि रेलवे ने मुल्क के अन्दर अच्छे काम किये और हत्तुलवसा पब्लिक की भी खिदमत बहुत अच्छी कर रही है वह लोग जो महज मुखालफ़त की खातिर इस महकमे की मुखालफ़त कर रहे हैं यह मुनासिब नहीं है लेकिन जो तामीरी नुकताचीनी या मुफीद तज़ाबीज पेश करते हैं उसमें खामियां हैं उसको बयान करके वह अपना फर्ज अदा कर रहे हैं। उन्हें ऐसा करने का हक है।

[सरदार बुध सिंह]

बहरहाल मैं इस बात के लिये जरूर शुक-गुजार हूँ कि इंडिया के अन्दर जो कुछ भी रेलवेज में तरक्की हुई है वह काबिले तारीफ है और उसके लिये मिनिस्टर साहब मुबारक-बाद के हकदार होते हैं। आप नई नई रेलवे लाइन बनाइये सब तरह की सहूलियतों पब्लिक को मोहिया कीजिये। मुबारक लेकिन इसी के साथ साथ हमारे ऊपर भी कुछ नजरे इनायत होनी चाहिये और हम लोगों की भी हिफाजत और आराम का स्थाल होना चाहिये। हमारी वादी के उस पार से दुश्मन न जाने कब जंग छेड़ दे और हमारा करोड़ों और अरबों रुपये का नुकसान हो जाये। इसलिये आप मेरी तजवीज पर गौर व नजरसानी करें और दूसरे पंचसाला प्लान के प्रोग्राम में हमारे मुल्क को भी शामिल कीजिये यानी वहाँ रेलवे लाइन बनाने का जरूर इन्तजाम कीजिये।

इन अल्फाज के साथ मैं आपका बहुत शुक्रिया अदा करता हूँ। ]

**श्रीमती माया देवी छेत्री** (पश्चिमी बंगाल) : उपसभापति महोदय, आपने मुझे इस रेलवे बजट में बोलने के लिये जो सुअवसर दिया है उसके लिये मैं आपको धन्यवाद देती हूँ। प्रायः सभी मेम्बरों ने, सभी सदस्यों ने फाइव इयर प्लान के विषय में काफी कुछ कहा है। मैं उसके विषय में ज्यादा बोलना नहीं चाहती हूँ। केवल मेरे जो छोटे छोटे विचार हैं उनको प्रकट करना चाहती हूँ। मैं आशा करती हूँ कि रेलवे मिनिस्टर महोदय मेरे इन छोटे मोटे सजेसंस को ध्यान में रख कर उन्हें पूरा करने की कोशिश करेंगे।

हम लोगों का ट्रेनों से आना जाना अक्सर होता है। मैं देखती हूँ कि गर्मी के दिनों में ट्रेन के अन्दर कभी तो पंखा नहीं चलता है, कभी लाइट नहीं होती और अंधकार में रहना पड़ता है। जब ये दोष रहते हैं तो उन पर हम लोगों का ध्यान जाता ही है क्योंकि इन्हीं दोषों के दूर करने के लिये

रेलवे का स्टाफ होता है। तो अब की बार जब हमने यह देखा कि पंखा नहीं चलता है तो हमने कई बार कंप्लेंट की और बहुत मुश्किल से पंखा मिला, लेकिन वह पहले थोड़ा सा चला फिर बन्द हो गया। जब हम लोगों को जो कि फर्स्ट क्लास में सफर करते हैं, फैन बन्द होने पर इतनी तकलीफ गर्मी के दिनों में मालूम पड़ती है तो फिर जो थर्ड क्लास में चलते हैं उनको कितनी तकलीफ होती होगी। थर्ड क्लास में सफर करने वालों की पशुओं के समान अवस्था रहती है और हमारे देश में उस दर्जे की अवस्था अभी भी सुधरी नहीं है। फैन बन्द हो जाने के वक्त उसमें सफर करने वाले लोगों को बहुत तकलीफ उठानी पड़ती है। मैं चाहती हूँ कि मिनिस्टर महोदय इस ओर ध्यान दें।

दूसरी चीज है रेलवेज में डाइनिंग कार के बारे में। आपने हम लोगों को क्वेटिंग कमेटी का मेम्बर बना रखा है। मैं प्रायः नार्थ ईस्टर्न जोन के डाइनिंग कार्स को विजिट करती हूँ लेकिन मेम्बर की हैसियत से नहीं बल्कि एक साधारण पैसेन्जर की हैसियत से जिसमें उन लोगों को मालूम न हो कि हम लोग उनको विजिट कर रहे हैं। इसलिये मैं जब भी विजिट करती हूँ तो चूपके से, यह देखने के लिये कि लोगों को जो खाना मिलता है वह कैसा रहता है। मैं देखती हूँ उनमें वेजीटेरियन और नान-वेजीटेरियन दोनों किस्म के लोगों को तकलीफ होती है। अगर उनसे पूछते हैं, सब्जी क्या है, वेजीटेरियन में क्या है, तो जवाब मिलता है "आलू है, दाल है।" "सब्जी नहीं है कोई?" जवाब मिलता है "सब्जी नहीं है।" तो आलू सड़ता नहीं, खराब होता नहीं इसलिये उनके पास आलू ही रहता है, दाल सड़ती नहीं, खराब नहीं होती है इसलिये दाल ही रहती है। सब्जी उनके पास कम रहती है। तो उन लोगों के पास रेफ्रिजरेटर होना चाहिये और उसमें उन्हें सब्जी रखनी चाहिये।

इसी प्रकार जब नान वेजीटेरियन से पूछते हैं, मीट है ? जवाब मिलता है, नहीं है। "अंडा है ?" "नहीं है।" ऐसी चीज नहीं होनी चाहिये। तो ये छोटी मोटी चीजें हैं। हमारे डिप्टी मिनिस्टर साहब ने पहले बताया कि खाने में गड़बड़ इसलिये हो जाती है क्योंकि कोई चाहते हैं बहुत मिर्च और कोई एकदम मिर्च नहीं चाहते हैं। लेकिन टेस्ट की बात अलग है। पर जहां तक फूड-स्टफ की बात है उसमें थोड़ा तो इंप्रूवमेंट होना चाहिये।

खास कर मैंने किचन की हालत देखी। जाड़ों के दिनों में डाइनिंग कार में थोड़ा गरम होने से कोई ज्यादा उन लोगों को कष्ट नहीं होता है मगर गर्मी के दिनों में किचन बहुत गरम हो जाता है और जो कर्मचारी वहां काम करते हैं वे बहुत तकलीफ महसूस करते हैं। आपके पास इंजीनियर हैं, एक्सपर्ट्स हैं, आप इस तरह का कोई प्रबन्ध करें जिससे कि वहां पर कूलर लगाया जा सके और उन लोगों को गर्मी में तकलीफ न हो।

दूसरी बात मुझे एनाउंसर के बारे में कहनी है। स्टेशनों में जिन लाउड स्पीकर से एनाउंस किया जाता है उनके माइक्स बड़े डिफेक्टिव हैं और उनसे क्लीयर आवाज नहीं आती है। फर्स्ट क्लास के पैसेंजर तो पहले से ही अपना वक्त, गाड़ी का नम्बर और प्लेटफार्म का पता करके चलते हैं मगर जो तीसरे दर्जे के यात्री होते हैं—भोलेभाले होते हैं—जिन्हें गाड़ी का वक्त अच्छी तरह से मालूम नहीं होता है कि कौनसी गाड़ी किस समय आयेगी और जायेगी और किस प्लेटफार्म से जायेगी, लाउड स्पीकर डिफेक्टिव होने की वजह से वे सुन नहीं पाते हैं। मेरा सुझाव यह है कि आपके माइक स्ट्रांग होने चाहिये, पावरफुल होने चाहिये जिससे उनके शब्द भोलीभाली जनता अच्छी तरह से सुन सके। इसके अलावा जो बोलने वाला हो उसकी आवाज भी क्लीयर होनी चाहिये

जिससे लोग अच्छी तरह से उस की आवाज सुन और समझ सकें।

तीसरी बात मुझे यह कहनी है कि कटिहार, गोरखपुर और सिलगुड़ी में जो एनाउंसर आपने रखे हैं उनमें से एक नेपाली एनाउंसर भी होना चाहिये। हमारे मिनिस्टर साहब सिर हिलाते हैं मगर नोट नहीं करते हैं। हमारे डिप्टी मिनिस्टर साहब तो सो रहे मालूम पड़ते हैं। तो मैं कह रही थी कि इन जगहों में एक नेपाली एनाउंसर भी होना चाहिये क्योंकि मैंने देखा कि गोरखपुर में करीब ३० या ३५ हजार गोर्खाली पेंशन लेने वाले आते हैं। इस तरह से गोरखपुर के स्टेशन में नेपाली पैसेंजर बहुत आते जाते हैं। अगर इन लोगों की सुविधा के लिये नेपाली एनाउंसर रख दिया जायेगा तो इन लोगों को जो कष्ट इस समय होते हैं वे सब दूर हो जायेंगे। इसी तरह से सिलगुड़ी और कटिहार में भी बहुत से गोर्खा लोग आते जाते हैं, वहां पर भी नेपाली एनाउंसर की जरूरत है।

पार्टीशन से पहले सिलगुड़ी से सीधे कलकत्ता आसानी के साथ लोग आ जा सकते थे। हमारी शाक सवित्रियां १२ घंटे के अन्दर पहुंच जाती थीं मगर पार्टीशन के बाद बहुत कठिनाई हो गई है। कोई सीधा रास्ता नहीं है। अब मनिहारी घाट में ट्रेन बदलनी पड़ती है और सब तरह की तकलीफें होती हैं। वहां पर एक ब्रिज बनने वाला था वह भी नहीं बन पाया है। अगर आप और कुछ नहीं कर सकते हैं तो कम से कम आप पैसेंजर और गुड्स ट्रेनों की तादाद तो बढ़ा दें तो बहुत अच्छा हो। दूसरी चीज हमने वहां पर यह देखी कि उन ट्रेनों में उतना सुधार नहीं हुआ है जितना कि और दूसरी ट्रेनों में हुआ है।

अब मैं दार्जिलिंग के बारे में कहना चाहती हूँ। दार्जिलिंग एक बोर्डर एरिया

[श्रीमती माया देवी छेत्री]

है। बोर्डर एरिया इसलिये है कि दार्जिलिंग के एक तरफ पाकिस्तान है, दूसरी तरफ तिब्बत और भूटान की सीमा लगी हुई है। इस तरह से हम दार्जिलिंग को एक बार्डर स्टेट कह सकते हैं। हमारे एक भाई ने नेफा के बारे में बतलाया कि उन जगहों पर रेल न होने की वजह से कितनी तकलीफ होती है। आपको मालूम ही होगा कि नेफा में किस तरह का गोलमाल चल रहा है। और वहां रेल न होने के कारण हवाई जहाज के जरिये माल गिराना पड़ा है। इस तरह से वहां के लोगों को और सरकार को बहुत तकलीफ उठानी पड़ी। इसी तरह से दार्जिलिंग में हमारी जो छोटी रेलवे चल रही है वह वहां की जनता और लोगों की कितनी तकलीफों को दूर कर रही है, यह सब को मालूम है। इसके अलावा वहां पर टी गार्डन्स हैं, जिन्हें रेलवे की निहायत जरूरत है। आप कहते हैं कि दार्जिलिंग हिमालयन रेलवे नुकसान दे रही है, इसलिये उसको उठा देना चाहिये। आप रेलवे लाइन बनाते हैं, रेल लाते हैं, वह इस ह्याल से नहीं करते कि आपको नफा हो बल्कि आप वहां के लोगों को सुविधा देने के लिये यह कार्य करते हैं। वहां पर इतने चाय के बगीचे हैं और ६०० मिलियन टंस चाय और ५ मिलियन टी चैस्ट बनती है। इस चाय से हमारी रेलवे को सिर्फ दो करोड़ रुपया मिलता है। वहां पर इतनी बड़ी चाय की इंडस्ट्री है और अगर आप इस रेलवे को बन्द कर देंगे तो यह कोई उचित बात मालूम नहीं होती है। हो भी सकती है और नहीं भी हो सकती है क्योंकि आपन बहुत दफा कहा है कि दार्जिलिंग हिमालयन लाइन एक खिलौना ट्रेन है, जिसे toy ट्रेन भी बोलते हैं।

श्री जगजीवन राम : वहां के लोग भी खिलौना हैं।  
She meant the people of that part of the country.

Shri AKBAR ALI KHAN: Of course, not the speaker.

श्रीमती माया देवी छेत्री : दिल्ली में जो रेलवे की नुमाइश हुई थी उसमें दार्जिलिंग हिमालयन रेलवे भी थी। बहुत से सदस्य उसमें बैठे होंगे, उस ट्रेन की सैर की होगी। इसलिये मुझे पूरी आशा है कि सरकार इसे बन्द नहीं करेगी। इस के साथ ही साथ मुझे यह कहना है कि इस लाइन में जो भाड़े की दर है वह एक मन की एक रुपया आठ आना है। जबकि ट्रक के द्वारा एक मन के माल के भाड़े की दर एक रुपया चार आना है। दार्जिलिंग से जो माल सिलगुड़ी ट्रक में जाता है उसको रेलवे कर्मचारी पहली प्राय-रिटी देते हैं और जो रेल द्वारा जाता है उसको नहीं देते हैं। जो व्यापारी यह चाहता है कि उसका माल दार्जिलिंग से सिलगुड़ी रेल में जाय उसका माल सिलगुड़ी में जा कर रुक जाता है और सड़ जाता है। आलू ऐसी चीज है जो बहुत ज्यादा दिन नहीं ठहर सकता है। इस तरह की दूसरी चीजें हैं, सब्जी वगैरह हैं। इस तरह से लोगों को बहुत परेशानी होती है। तो पासल ट्रेन में एक रुपया आठ आना देना पड़ता है, गुड्स ट्रेन में एक रुपया छः आना देना पड़ता है और ट्रक्स में एक रुपया चार आना ही देना पड़ता है। सिलगुड़ी से कलकत्ता तक छः रुपया आठ आने पासल ट्रेन में देना पड़ता है और एक रुपया दस आना गुड्स ट्रेन में देना पड़ता है। अब आप देखिये कि यह फर्क कितना है? सिलगुड़ी से दार्जिलिंग ५० मील है और कलकत्ता ३८० मील है। इतने फर्क में छः रुपया आठ आने में पासल ट्रेन में माल कलकत्ता पहुंचता है और एक रुपया दस आने में गुड्स ट्रेन में पहुंचता है। इस प्रकार इतना ज्यादा भाड़ा दे करके लोगों को नुकसान होता है। और बिजनस भी नहीं चलाया जा सकता है।

आपकी रिपोर्ट में कहा गया है कि हिमालयन रेलवे उठ रही है क्योंकि वह नुकसान देती है। नुकसान का कारण यह है कि एक

पसजर ४ रुपय ११ आने में थर्ड क्लास में दार्जिलिंग पहुंचता है और ११ रुपय ८ आने में फर्स्ट क्लास में दार्जिलिंग पहुंचता है जब कि बस में दो द्वाइ रुपय में, कार में तीन चार रुपय में और अच्छे से अच्छे कार में चार पांच रुपय में वह दार्जिलिंग पहुंच सकता है। इस तरह ४ रु० ११ आने थर्ड क्लास में और ११ रु० ८ आने फर्स्ट क्लास में दे कर कौन ट्रेन में चलेगा ? जो बाहर से टूरिस्ट्स आते हैं उनके लिये वह एक दर्शनीय ट्रेन है। इसलिये वे ट्रेन में चलते हैं, कार में नहीं चलते हैं। तो पैसेंजर का भाड़ा आपको कम करना चाहिये। वैसे पैसेंजर के भाड़े में अभी जो वृद्धि की गई है, लेकिन दार्जिलिंग की ट्रेन को दूसरी बात है। उसमें इस समय जो भाड़ा है उसी को कम करना चाहिये ताकि वह ट्रेन मोटर से कम्पीट कर सके और उसमें ज्यादा आदमी चलें।

दार्जिलिंग रेलवे में एक और कमी है। उसमें गुड्स ट्रेन सफीशिएंट नहीं हैं, पैसेंजर ट्रेन भी सफीशिएंट नहीं हैं। थर्ड क्लास में तो कुछ है ही नहीं। उसमें ट्वायलेट वगैरह कुछ नहीं है और जितने पैसेंजर्स रहते हैं उनके बैठने के लिये सुविधा भी कुछ नहीं है। ये तरह तरह की दिक्कतें हैं और मंत्री महोदय को इसे इम्प्रूव करना चाहिये।

दूसरा नुकसान का कारण यह है कि पहले कम्पनी के टाइम में जो किशनगंज और टिस्टा वैली लाइन थी, उस पर बहुत आमदनी होती थी, लेकिन डिजास्टर के बाद सन् १९५२ में वह लाइन बन्द कर दी गई। इससे अब कालिमपोंग और तिब्बत जितना माल जाता है, वह सब ट्रक से जाता है। इस लाइन के बन्द हो जाने की वजह से D. H. Section को नुकसान हो रहा है। इसके साथ साथ किशनगंज लाइन मीटर गेज में आ गई है, इससे भी थोड़ा नुकसान हो रहा है। तिघारी में जो वर्कशॉप है वह नैरो गेज का काम करने के लिये था, लेकिन अब वह ७० पर सेंट से ज्यादा मीटर गेज का

काम करता है। इसलिये आपका कितना हिसाब है वह मीटर गेज में चला जाता है और आदमी जितने हैं वे नैरो गेज लाइन के हैं और वे उसी हिसाब से चले जाते हैं। इसलिये भी वहां नकसान दिखलाया जाता है।

दार्जिलिंग में जो रेलवे में काम करने वाले आदमी हैं उनकी ठीक फीगर मुझे मालूम नहीं है। मैं ऐसे ही बतलाती हूँ कि वे शायद ४५०० हैं। आप यह रेलवे उठाना चाहते हैं तो इससे सबसे पहले अनएम्प्लायमेंट का सवाल उठता है। आप चार साढ़े चार हजार आदमियों को कहां एम्प्लायमेंट दे सकते हैं। थोड़े से अफसरों को आप कटिहार, गोरखपुर या किसी दूसरी जगह भेज सकते हैं, लेकिन जितने खलासी हैं या दूसरे मीनियल्स हैं उनको आप कहां भेज सकते हैं।

**श्री जग जीवन राम :** वही रखेंगे।

**श्रीमती मायादेवी छेत्री :** वहां कैसे आप रखेंगे ! जब रेलवे आप उठा रहे हैं, तो वर्कशॉप भी आप उठा लेंगे क्योंकि जहां रेलवे लाइन नहीं है वहां वर्कशॉप भी नहीं होता है। इस तरह रेलवे लाइन हटाने से वर्कशॉप भी वहां से हटाना होगा। आपको दार्जिलिंग का इम्प्रूवमेंट करना चाहिये। जैसा मैंने पहले बताया वहां टी इंडस्ट्री है और टी इंडस्ट्री के लिये वहां सीमेंट, आइरन और दूसरी हेवी इंडस्ट्री आरम्भ करना होगा, मेशीनरी ले जाना होगा। ट्रक्स से वहां कुछ नहीं होगा। ट्रक्स की कैपैसिटी आप जानते हैं। इसलिये वहां ट्रेन अवश्य दरकार है। जहां ट्रेन नहीं जाती है, वहाँ उन्नति भी कुछ नहीं हो पाती, भाड़ा बढ़ जाता है। कालिमपोंग में ट्रक से माल जाता है। इसलिये दार्जिलिंग में चीजों के जितने दाम हैं उनसे प्रायवेशी दाम कालिमपोंग में देने पड़ते हैं। जहां ट्रक्स से माल जाता है, वहां भाड़ा घटाने बढ़ाने का उनका अपना



**[श्रीमती मायादेवी छेत्री]**

तरीका होता है। इस पर भी ध्यान देने की जरूरत है।

एक बात यह भी है कि हिमालयन रेलवे टूरिस्ट्स के हिसाब से भी एक इम्पोर्टेंट रेलवे लाइन गिनी जाती है। बाहर से टूरिस्ट्स इस रेलवे लाइन को देखने के लिये आते हैं क्योंकि बल्डें में इतनी ऊंचाई पर कहीं कोई रेलवे लाइन नहीं है। जहां तक मेरा अन्दाजा है ७४०० फीट की ऊंचाई पर यह रेलवे लाइन चलती है। इसी से टूरिस्ट्स उसकी ओर आकर्षित होते हैं कि यह कंसी रेलवे है। शिमला में या दूसरे हिल एरियाज़ में भी रेलवे लाइन है लेकिन बल्डें में यह सब से ऊंची और सुन्दर है। इसीलिये इसका महत्व है। आप देश का महत्व भी बढ़ाना चाहते हैं, इसलिये इसका बनाये रखना बहुत आवश्यक है। यह रेलवे लाइन एक म्युज़ियम की तरह है और इसको इसी तरह बनाये रखना चाहिये। आप स्वयं सोचिये कि आप ताज महल पर कितना रुपया खर्च करते हैं।

**श्री जगजीवन राम :** आप अपना केस बहुत मजबूत बना रही हैं।

**एक माननीय सदस्य :** यह रेलवे लाइन बन्द नहीं हो रही है, लेकिन उनकी तकरीर हो रही है कि बन्द हो रही है।

**श्रीमती मायादेवी छेत्री :** ताज महल के पीछे करोड़ों रुपया खर्च हो रहा है। इसी तरह कुतुब मीनार पर लगे जाते हैं और दिल्ली का नकशा देखते हैं और उससे आमदनी क्या है? कुछ भी नहीं है, फिर भी आप देखिये कि उस पर कितना खर्च हो रहा है। तो यदि इस रेलवे लाइन से नुकसान भी हो तब भी यह एक म्युज़ियम की तरह रहनी चाहिये, इसको मेंटेन करना चाहिये और इसका इम्प्रूवमेंट करना चाहिये ताकि दार्जिलिंग का इम्प्रूवमेंट हो और बोर्डर एरिया मजबूत हो। डिफेंस के विचार से भी इसको रखना चाहिये। वहां गोर्खा रेकर्टिंग

डिपो भी है। इसीलिये हमने रेलवे मिनिस्टर साहब के पास एक मेमोरेण्डम भेजा है और शायद टर्नोवाम्स भी बहुत आ गये होंगे कि यह रेलवे लाइन बन्द नहीं होनी चाहिये। यदि आप यह रेलवे लाइन बन्द हो कराना चाहें क्योंकि यह नुकसान देती है तो यह भी हम आपको बता देना चाहते हैं कि इसको आप पब्लिक पर छोड़ दीजिये। हम इसे कोऑपरेटिव बेसिस पर चलायेंगे और आपको मुनाफा दे कर रहेंगे।

DR. W. S. BURLING AY (Bombay): Mr. Deputy Chairman, I consider it a great good fortune of ours that after a very popular Railway Minister, Shri Lai Bahadur Shastri, the reins of this Ministry have fallen into the hands of Shri Jagjivan Ram. Shri Jagjivan Ram fortunately for us all comes almost from the lowest stratum of our society, and that makes him a very liberal-minded man, a man of wide sympathies, with a great deal of feeling for the poor people. I would say this that we, especially the poorer sections of our society, look to him with great expectations. We are talking nowadays of a socialistic pattern of society, and by that we mean more or less an egalitarian type of democracy. I would very respectfully point out to the hon. Minister that the Railways offer a great field for experiments in egalitarian democracy, and I have no doubt that Shri Jagjivan Ram is the right sort of person who will take ample advantage of the opportunities afforded to him and introduce, initially by way of experiments and later on in a wholesale manner, his ideas into the administration of the Railways. As I said, the Railways offer a great field for these types of experiments which are absolutely essential if our society is to go forward.

Take for instance the question of discipline in the Railways. Nowadays the question of discipline is tied up with the relationship of master and servant. Whenever we talk of discipline, whether it is in the services or whether it is at home, we always think



of discipline as flowing from the basic ideas of the relationship between master and servant. It is sometimes said that the Railways should be an ideal employer. That again means that there is that relationship between the employer on the one hand and the employee or servant on the other. I very respectfully suggest to him that the type of discipline that obtains or ought to obtain in a democracy should not flow from this basic idea of relationship between master and servant but it ought to flow from some better idea, *viz.*, that all the citizens in the State are of the same rank and enjoy the same dignity. As a matter of fact, it is the basis of our Constitution.

Then, we talk of pay scales. Mr. Bhupesh Gupta pointed out that the Members of the Railway Board are paid very high salaries. I do not grudge them that. I do not envy them for that, but it is time we all thought more or less of equality of incomes whether in the realm of railway service or civil service or among the citizens generally and I do hope that Mr. Jagjivan Ram—I of course understand the difficulties in his way—in whom we have ample faith will be a pioneer in fields which today are unexplored, and I hope he will succeed, if not in achieving an egalitarian democracy, in at least taking us a step forward in that direction.

In discussing the Railway Budget, I come first of all to the Railway Receipts. As Mr. Kishen Chand pointed out—I do not want to repeat all those figures—the Budget shows that the Railways are a very sound financial concern. I think this is the long and short of it, but still on the side of receipts, I would make one or two—what I consider to be—important suggestions. In the first place, I do not see that there is much justification for the surcharge that has been levied on the railway fares as part of the General Budget. I feel that exemption limit should extend beyond the limit of 30 miles. We ought to reduce this to some principle. I am not wedded to 30 miles or 40 miles or 50 miles. It

would be remembered that, when the Budget was presented last year, we pointed out certain things about the Budget. It was agreed that so far as the limit of 50 miles was concerned, there must be no change in railway fares. Now, I presume that this limit of 50 miles was made on some sort of principle, and I feel that the principle is that so far as the poor man is concerned, he ought to be able to move about without any difficulty in his own district.

[THE VICE-CHAIRMAN (SHRI M. B. JOSHI)  
in the Chair.]

If we take the Nagpur District from where I come, you will find that the diameter of the district is about 50 miles. The distance from Nagpur to Wardha is about 50 miles, and from Nagpur to Bhandara it is about 40 miles or so. I feel, therefore, that there is a good deal of justification for the suggestion that is being made that within 50 miles there should be no surcharge; the present rates should be maintained, so that there will be no heavy burden placed on the poor man.

In the second place, I have another suggestion to make. After all, railway fares have got to have some sort of relationship with our income. For this purpose, we cannot depend merely upon average incomes of all the citizens in this country taken together. The average income may be very much more than the income of the least-paid person in our society. I am

referring now to the tribal 5 P. M. areas. The tribal areas are

well-defined areas and there you will find that the average income of a tribal person is much lower than the average income of the citizens in this country generally. I therefore suggest that whenever a railway line passes through a tribal area, the fare of the railways within that tribal area should be reduced suitably. These areas are not ill-defined areas, they are very well-defined areas. Take Bastar. If you want to have railway line in Bastar, you have to relate the

[Dr. W. S. Barlingay.] fare in Bastar State to the average income of a citizen there. The criterion that you have to take into consideration the average income of the citizens of the country generally will not hold good. Therefore I strongly suggest that this variation should be made. Are we going on up to six?

THE VICE-CHAIRMAN (SHRI M. B. JOSHI): Yes, up to six.

DR. W. S. BARLINGAY: This is with regard to the income. Now I come to the expenditure side. There, I would take this opportunity of pointing out that the Railways, as I said in the beginning, offer a great field for the training of our people. Take for instance the question of spitting. You will all agree that spitting is a very bad habit. Of course that habit occurs in almost every part of our country but it is undoubtedly a very bad habit. Now I congratulate the Railways for this, that I observe that during the last 10 years or so spitting inside a compartment has lessened to a very marked extent, and if I may say so, that is because of the fact that the Railways have put in all kinds of placards and so on. They have been very careful about this. As far as possible they have discouraged it but then, they have not followed this up far enough. Now take the case of a railway platform. You will find that even the railway servants are spitting indiscriminately on the platforms themselves. Now I am not surprised if the members of the public spit on the platform. It is a long long time habit and it will take some time for the habit to go. That is true enough but then when the railway servants themselves and when responsible officers of the railways spit on the platform, that pains me very much. I cannot excuse them for it and I feel that just like the habit of spitting, in the case of sanitary habits also, I would suggest and suggest very strongly, as strongly as I possibly can, that the railway servants, the hamals, the coolies and other menial railway servants ought to be trained to have

sanitary habits. I am a great traveller, I have visited a good many places in this country and I usually make it a point to travel third class wherever it is possible to do so and I have observed that even the first-class waiting rooms and latrines in them are used by railway servants. I don't mind that. That may be against the rules but I don't mind it. After all I consider them just as much human beings as we are but then when they spoil those latrines, then I have a grouse against them. They ought to see that these latrines and the bathrooms are kept absolutely clean, scrupulously clean. Here I come to the question of commodes.

*(Time bell rings.)*

Sir, I personally like to use commodes for individual use. How many minutes more have I, Sir?

THE VICE-CHAIRMAN (SHRI M. B. JOSHI): How much time do you want?

DR. W. S. BARLINGAY: I want to have at least 10 minutes more.

THE VICE-CHAIRMAN (SHRI M. B. JOSHI): Have five minutes more.

DR. W. S. BARLINGAY: I will try to keep within that limit. Take the European type of commode. I must say that I like that system for individual use but I say with some sense of responsibility that even the best persons in our society don't know how to use a European type of commode. If you use the commode!—I am not talking of you personally—and I go after you, then I have to be first of all your bhangi before I am in a position to use the commode. There is a world of difference between things which are meant for individual use and things which are meant for social use. A leper tomorrow may use that commode which I am supposed to use afterwards. That makes a difference. I therefore suggest and suggest as strongly as I can, that in the present conditions of India the social use of

this European type of commode ought to be discontinued and discontinued as soon as possible.

Then I come to the structure of latrines. I have been writing to your predecessor time and again that the present structures of latrines are not really as may be desired. I have pointed out two things. I have pointed out that these latrines in the third class should be as good, if not better than the latrines of the first class. Now it is just the other way round. The other day I was just sitting at home and my wife served us meals. I was sitting with some children. Because I was the boss of the family, my wife gave me a big thali and so far as the children were concerned, she gave them small thalis. I was really surprised that that should have been so but that is the custom in our country everywhere. We always treat the under-dog in a wrong way and so far as the superior person is concerned, we want to give him every possible facility. It should be the other way round. Now I wish to say this that if the hon. Minister will see the correspondence that I have had with his hon. predecessor then he will find that I have suggested several things which ought to be looked into and I am prepared to have discussions with him personally on that matter and I am prepared to make suggestions in a concrete way. It is not possible to demonstrate the whole thing here but I would say this that these latrines have no human proportions at all—very few of them have any human proportion—and that can be demonstrated.

In the same way, with regard to these various fittings, I have got two complaints against them. I always travel from Nagpur to this place. I will say without any fear of contradiction that there was not one single occasion when I found all the fittings in perfect order. There was always something wrong somewhere, the pipes were missing or the cocks were missing or there was something wrong with the flush, or there was something

wrong with the bulb or something wrong somewhere and every time I had to complain. Sometimes it came to this that I had to pull the chain of the train. Usually I don't indulge in that although I have got a lot of grouse in these matters. But, Sir, that shows the mismanagement on the Railways. I am not suggesting that the Railways are more mismanaged than other departments of Government. I am not suggesting that. Nonetheless, after all efficiency has got to be measured not by averages, not by figures but by the way it affects the common man in the country.

(Time bell rings.)

Since there is no time I would say only one or two sentences and finish. I am told—I speak subject to correction—that so far as Khandwa-Hingoli line is concerned, there has been a lot of difference between the estimates that have been accepted by Government and the tenders which have been offered. I am told that the differences are tremendous. If that is so, Sir, that shows that there is something wrong somewhere, that the department is not functioning properly. I would urge the Railway Minister, Sir, to look into this matter.

Then so far as new lines are concerned I have already suggested to you, Sir, that we ought to construct and we ought to give a relatively higher priority to new railway lines where they are absolutely necessary. We ought to construct a line, Sir, between Latur and Latur Road. Latur is on the Barsi Light Railway and Latur Road is on the main line. There is a distance of only ten or eleven miles between these two places and if that line is constructed it will mean immense convenience to the public.

Sir, there is a lot of other things which I wanted to say but then, since there is no time and since I do not want to take the time of the other Members I think it is much better for me to sit down at this stage.

**श्री बेवकी नन्दन नारायण (मुम्बई) :**  
श्री उपसभामुख, सर्वप्रथम तो मैं रेलवे मंत्री जी को बधाई दूंगा कि उन्होंने रेलवे विभाग की जिम्मेदारी को लेते ही एक बहुत अच्छा काम यह किया कि प्रेस्टीज बिल्डिंग बननी रोक दी। इसके साथ ही साथ आपको पता होगा कि अभी गोरखपुर में जो एक बहुत बड़ी एयर कंडिंशंड बिल्डिंग बनने जा रही थी, या मद्रास में बनने को थी, वे दोनों प्रेस्टीज बिल्डिंग बनने से उन्होंने रोक दिया है और मुझे आशा है कि इस तरह के खर्च को वे आगे भी रोकते रहेंगे। मैं उनसे प्रार्थना करूंगा कि जिस तरह से उन्होंने बिल्डिंगों के बारे में यह कदम उठाया है उसी तरह से जो रेलवे कर्मचारी दो हज़ार से अधिक तनशुवाह पाते हैं उनके लिये भी कुछ रोक कर दें।

इसके बाद दूसरी बधाई रेलवे मिनिस्टर को इसलिये है कि वह दिन ब दिन हर साल ज्यादा खर्च खरीदने लगे हैं और रेलवे में ज्यादा से ज्यादा तादाद में खर्च इस्तेमाल होने लगी है।

तीसरी बधाई इसलिये है कि वे रेलवे स्टोर्स के लिये हाथ की बनी चीजों को, खास कर स्माल स्केल इंडस्ट्री की चीजों को खरीदने लगे हैं। सन् १९५५-५६ में उन्होंने करीब एक करोड़ से ज्यादा कीमत की चीजें खरीदी। इस तरह से मुझे विश्वास है कि आप छोटे छोटे उद्योगों को अपने काम की चीजों के लिये ज्यादा अपनायेंगे। बधाई इस कारण भी है कि उन्होंने रेलवे में हिन्दी को ज्यादा प्रचार में लाने की कोशिश की है और कर रहे हैं। परन्तु मेरी एक शिकायत है। अभी छोटे छोटे स्टेशनों में स्वच्छता के सम्बन्ध में, क्लाइव इयर्स प्लान के सम्बन्ध में, जो इन्तहार लगे हैं, वे अंग्रेजी भाषा में ही लगाये गये हैं। कल ही मैंने अचनेरा स्टेशन में इस तरह के इन्तहार देखे। उस स्टेशन के गांव में या

नजदीक के गांव में शायद ही दस बीस अंग्रेजी पढ़े लिखे लोग होंगे जो कि इन इन्तहारों को पढ़ सकते होंगे, बाकी लोग तो वहां पर सब हिन्दी ही जानते होंगे। हमें हिन्दी के इन्तहार लगाने चाहिये जिससे आम जनता उन्हें अच्छी तरह से पढ़ सके।

अभी मैं स्टोर्स खरीद का एक गलत अंक बोल गया। एक करोड़ की जगह तीन करोड़ १८ लाख की करीब लघु उद्योगों की चीजें खरीदी गई हैं। यानी सन् १९५५-५६ में रेलवे ने अपने स्टोर्स के लिये कांटाज और स्माल स्केल इंडस्ट्री से ३,१८,६५,८५१ रु० के कीमत की चीजें खरीदीं।

इसके बाद मुझे जो खास बात सदन के सामने कहनी है वह यह है कि हमारी रेलवे ट्रेनों की पंचचुएलिटि जितनी होनी चाहिये उतनी नहीं है। कल मैं मथुरा से आया था तो भुसावल देहली रैमंजर ट्रेन पांच घंटा लेट आई। गत चार वर्षों में गाड़ियां किस हिसाब से वक्त पर आई और गई, मैं पढ़ कर मुना देता हूँ।

ब्रिड गेज में (मेल या एक्सप्रेस)	वक्त पर गाड़ी आई गई संख्या (फी सदी में)
१९५२-५३	७७.४६
१९५३-५४	७४.७६
१९५४-५५	७३.२५
१९५५-५६	७०.८४

यानी दिन ब दिन मेल ट्रेनें पंचचुएल कम होनी जा रही है, यह तो हुई ब्रिड गेज की बात। अब आप छोटी लाइन को लीजिये।

१९५२-५३	७७.३७
१९५३-५४	७०.१६
१९५४-५५	६३.८५
१९५५-५६	६०.३६

यानी दिन ब दिन मेल ट्रेनों और एक्सप्रेस ट्रेनों पंचचूएल कम होती जा रही हैं। मैं मंत्री महोदय से प्रार्थना करूंगा कि वे इस ओर ध्यान दें। मंत्री महोदय जी को याद होगा कि हमारे माननीय और आदरणीय प्रधान मंत्री जी ने भी गत वर्ष रेलवे मिनिस्टर और रेलवे मिनिस्ट्री का ध्यान इस ओर खींचा था।

इसके बाद अब मैं ओवर क्राउडिंग पर आता हूँ। हर साल १५० या २०० ट्रेनों बढ़ती हैं लेकिन ओवर क्राउडिंग कम नहीं होती। उस सदन में हमारे माननीय मंत्री जी ने यह कहा था कि यह आशा नहीं करना चाहिये कि ओवर क्राउडिंग जल्दी ही कम हो जायेगी। इस बारे में मैं एक दो सुझाव देना चाहता हूँ और वे यह हैं कि आप पैमेजर ट्रेनों से फस्ट क्लास को हटा दें। इन पैमेजर ट्रेनों में फस्ट क्लास का कोई उपयोग नहीं होता है। मैंने कई मर्तबा देखा कि फस्ट क्लास का डिब्बा खाली जाता है। उसमें ४०-५० मील के अन्दर वाला तो कोई शायद ही बैठता है और दूर के पैमेजर एक्सप्रेस से जाते हैं। अगर कभी कोई तहसीलदार या कोई दूसरे जिला अफसर सफर करते हैं तो वह भी एक आध घंटे के लिये। अगर वे भी उतने समय के लिये सेकेन्ड क्लास या थर्ड क्लास में बैठ जायें तो कोई हर्ज नहीं है। इस तरह से आप बहुत से फस्ट क्लास के डिब्बे बचा लेंगे जिन्हें आप तीसरे दर्जे वालों के काम ला सकते हैं। आपने ६ "डी लक्स" ट्रेनों चलाई हैं। हर "डी लक्स" ट्रेन में २६० आदमियों के लिये जगह होती है। २४० थर्ड क्लास वालों के लिये और २० फस्ट क्लास वालों के लिये। जब से यह ट्रेन चली है तब से आप देखिये कि क्या हिमाब है। २४० की जगह १०० भी नहीं बैठते हैं। मैं छः महीने का अन्दाजा कह रहा हूँ। जो दिल्ली से बम्बई को चलती है उसमें ५६ की औसत पड़ी है। जो नई दिल्ली से मद्रास को चलती है उसमें ४२ की औसत है और मद्रास से नई दिल्ली जो वापस आती है

उसमें ४५ है यानी एक चौथाई आदमी भी अभी तक छै महीनों में उसका फायदा नहीं ले रहे हैं और उसको कहा जाता है कि थर्ड क्लास एयर कंडीशंड ट्रेन। थर्ड क्लास का नाम लेना शलत है क्योंकि आप किराया लेते हैं सेकेन्ड क्लास का। इस सम्बन्ध में मुझे आपसे इतना ही कहना है कि यह ट्रेन हिन्दुस्तान के लिये मौजू नही है। यहाँ हिन्दुस्तान में सब गर्मी में पैदा हुये हैं, गर्मी में काम करते हैं, किसना क्या, मजदूर क्या, सभी गर्मी के आदी हैं, इसलिये यहाँ एयर कंडीशंड ट्रेन की कोई खास आवश्यकता नहीं है। इन ट्रेनों को थर्ड क्लास में, आडिनरी जनता एक्सप्रेस में बदल दिया जाय ताकि ओवर क्राउडिंग भी कम हो सके। इसमें कोई थर्ड क्लास वाला नहीं चलता है। जो सेकेन्ड क्लास और फस्ट क्लास के पैमेजर्स हैं वही इसका उपयोग करते हैं। यह बहुत तेजों से चलती है, दिल्ली से चलती है और आगरा में ठहरती है। इसमें कोई बंचारा गरीब नहीं चलता। यह डालक्स ट्रेन की लकड़ी जो है, यह हिन्दुस्तान के लिये मौजू है ऐसा मैं नहीं मानता।

इसके बाद मुझे कहना है कंटेरिंग के बारे में। कंटेरिंग के बारे में बहुत कुछ सुधार हो गया है और भी होगा कारण आपने यह तजवीज कर दी है :

"Orders were also issued to the Railway Administration to reduce the holding of large contractors to prescribed limits and in compact areas."

आपने कंटेरिंग के बारे में जो नियम बनाया है, उसी तरह के कुछ नियम मैं बुक स्टाल्स के बारे में आपसे बनवाना चाहता हूँ। आज ३४६ बुक स्टाल्स हैं और इन ३४६ बुक स्टाल्स में से एक ही कांटेक्टर ए० एच० वहीलर एंड कम्पनी के २३१ हैं। इस कम्पनी पर रेलवे बड़ी मेहरबान है और फिर यह देखिये कि यह २३१ स्टाल्स उस के पास कब से हैं।

[श्री देवकीनन्दन नारायण]

ईस्टर्न रेलवे में ६० वर्ष से,  
नार्थ ईस्टर्न रेलवे में २० वर्ष से,  
वेस्टर्न रेलवे में २५ वर्ष से,  
सेंट्रल रेलवे में ३० वर्ष से,  
नार्दर्न रेलवे में ६० वर्ष से, और  
सदर्न रेलवे में ५० वर्ष से ।

बुक स्टाल्स के बारे में इस तरह से मोनोपली हिन्दुस्तान में एक कम्पनी को दे दी गई है जिसका मेरे जैसे को आश्चर्य कोई कम नहीं है ।

श्री अं० कृ० डगे (मुम्बई) : अब भी उसका मालिक क्या व्हीलर ही है ६० साल के बाद ?

श्री देवकीनन्दन नारायण : मैं जवाब दे रहा हूँ, आप जरा ठहरिये । जिस तरह से आपने कंटेरिंग के बारे में किसी एक कंटेक्टर को दो चार से ज्यादा न देने का नियम बनाया है, उसी तरह से आपको बुक स्टाल्स के बारे में भी करना चाहिये । किसी को मोनोपली दे देना ठीक नहीं है । दूसरी बात यह है कि कंटेरिंग में उतना नफा नहीं है जितना कि बुक स्टाल्स में है । बुक स्टाल्स में २५ टका से ५० टका तक कमीशन मिलता है और ए० एच० व्हीलर ने बहुत से स्टाल्स सबलेट कर दिये हैं । इन्हें तो २५ से ५० टका तक कमीशन मिलता है और बहुत जगह पर इन्होंने १० और १५ टका कमीशन पर दे रखा है, यानी घर बैठे ऐक्सेटी लैंडलांड पहले हुआ करते थे उसी तरह से व्हीलर एंड कम्पनी है । एक और कम्पनी हिग्गिन-वाथम्स लिमिटेड, मद्रास के ४९ बुकस्टाल्स हैं । आज के जमाने में जब कि आप सोशल-लिस्टिक पैटर्न की बात करते हैं, किसी का २५ या ५० टका कमीशन लेना ठीक नहीं लगता । यदि आप इन स्टाल्स को दूसरे को देना ही चाहते हैं तो आप स्थानीय को आप-

रेटिव सोसाइटीज को यह काम दीजिये । इससे बहुत से गरीब आदमी अपना पेट भी भर सकते हैं और इसे सुचारू रूप से चला भी सकते हैं । मैं यहां तक कहूंगा कि किसी को देने की बनिस्बत रेलवे जिस पतरह से डिपार्टमेंटल कंटेरिंग करने लगी है उसी तरह से बुक स्टाल्स भी रेलवे की तरफ से चलें तो रेलवे भी इससे नफा पैदा कर सकती है ।

अब मुझे रेलवे फेयर्स के बारे में कुछ कहना है । आपने ३० मील तक पांच टका बढ़ाया है और आगे १५ टका बढ़ाया है । मैं मंत्री महोदय से प्रार्थना करूंगा कि आप ३० मील तक प्रवास करने वालों को छोड़ दीजियेगा । आप हिसाब लगाइये कि हिन्दुस्तान में आज एवरेज ट्रेवलिंग माइल्स पर पैसेंजर कितना है । सन् १९५४-५५ में ३०.७ था और सन् १९५५-५६ में ३०.१ था, यानी हजारों मील प्रवास करने वाले और १० मील प्रवास करने वाले सब का सम टोटल करके जो एवरेज निकाला गया है वह है ३०.१ । तो जब गरीब से गरीब आदमी इससे भी कम प्रवास करता है ५ मील, १० मील, या १५ मील, २० मील, तो मैं आपसे यह आशा करूंगा कि हिन्दुस्तान की गरीबी को देखते हुये आप कृपा करके ३० मील तक यह जो किराया बढ़ाना चाहते हैं उसे न बढ़ावें ।

इसके बाद मुझे अमेनिटीज के बारे में कहना है । प्रथम पंचवर्षीय योजना में ट्रेवलर्स अमेनिटीज के लिये यानी प्रवास की सुविधा के लिये १५ करोड़ रुपया निश्चित किया गया था, तीन करोड़ हर साल । परन्तु मैं देखता हूँ कि हर एक काम में रेलवे यह कहती है कि पैसा कम है, हम खर्च नहीं कर सकते, बहुत सी चीजें मिल नहीं सकतीं, मैटीरियल नहीं मिलता, इसलिये हम बहुत सी नई लाइन्स चला नहीं सकते, परन्तु मैं

पूछना चाहता हूँ कि इस एमेनिटीज़ के बारे में कौनसी दिक्कत पैदा हो गई जिसके कारण आप पांच वर्षीय योजना के १५ करोड़ रुपयों में से १३ करोड़ ३४ लाख रुपया ही खर्च कर सके और १ करोड़ ६६ लाख रुपया खर्च नहीं किया। मैं यह जानना चाहूँगा कि यह क्योंकर हुआ ऐसी कौनसी बात है, कौनसी दिक्कत पैदा हुई कि एमेनिटीज़ के बारे में पांच वर्ष में आप १५ करोड़ रुपया नहीं खर्च कर सके। उसमें १ करोड़ ६६ लाख रुपया बच गया।

(समय की घंटी)

इसके बाद मैं अपनी कुछ निजी बातें कह लूँ। दो वर्ष पहले हमारे भूतपूर्व मंत्री, श्री लालबहादुर जी, ने इसी सदन में यह कहा था कि रेलवे यह जरूर सोचेगी कि पाचोरा जामनेर लाइन जो नैरो गेज है वह ब्राड गेज लाइन बना दी जाय। मैं मंत्री महोदय को याद दिलाना चाहता हूँ कि व भूतपूर्व मंत्री महोदय के शब्दों की ओर ध्यान दें। यह लाइन जिस दिन से शुरू हुई है उसी दिन से यह नैरो गेज है और इसमें ४० वर्षों में न कोई डिब्बा बदला गया है और न कोई इंजन बदला गया है। जब चाहा यह खड़ी हो जाती है और जब चाहा तो यह चल देती है। तो इस लाइन को आप ब्राड गेज बना दीजिये। यह ३०-३२ मील की लाइन है और इस पर बहुत व्यापार निर्भर है। पाचोरा में इससे कपास और खास कर केलों के बैगन्स बदले जाते हैं जिससे केलों का बहुत नुकसान होता है। तो मैं मंत्री महोदय से यह आशा करूँगा कि पाचोरा जामनेर के बारे में जो आप कह चुके हैं उसको आप पूरा करें। हमारे मंत्री महोदय, श्री जगजीवन राम, यहां मौजूद नहीं हैं, परन्तु मैं यह प्रार्थना करूँगा कि ये जो स्टेशनों पर लेट्रीन्स हैं उनको आप जल्दी से जल्दी सेप्टिक बना दें या अक्रुआ प्रीवी बना दें ताकि भंगियों को जो मसीबत आज

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उठानी पड़ती है उससे वे बच सकें। बड़े बड़े स्टेशनों पर आप ने सेप्टिक टैंक बना दिये हैं, परन्तु आपके संडास और पाखाने करीब करीब हर एक स्टेशन पर हैं, बीच के और छोटे छोटे स्टेशनों पर भी हैं और उनमें भी ऐसा प्रबन्ध करने की आवश्यकता है। संडास जाने वाला हर एक आदमी एक लोटा पानी भी डाल दे तो यह अक्रुआ प्रीवी चल सकता है। इस हिसाब से मैं प्रार्थना करूँगा कि भंगियों की सुविधा के लिये अक्रुआ प्रीवी और सेप्टिक टैंक में आप ज्यादा से ज्यादा जो लेट्रीन्स प्लेटफार्म पर हैं उनको बदल दें ताकि आपको भंगियों का आशीर्वाद मिले। अब मैं समाप्त करता हूँ।

SHRI SONUSING DHANSING PATIL (Bombay): Mr. Vice-Chairman, I generally welcome the Railway Budget and while doing so I want to make a few observations. It has been said to the credit of the Railway Administration that the Railways are very sound in their finances. I differ from this view. The Railways are consuming the greatest share of the capital in the country's income. The Railway is having about Rs. 1,200 crores as their capital at charge and another Rs. 1,225 crores is to come to their share in the Second Five Year Plan. Looking to the whole administration as a business proposition, one has to see whether it is run in an efficient manner, because it has been said by the Planning Commission, in their observations, that they are among the main foundations on which the national economy rests. They provide a service which must be safe,— economical and efficient. As far as these tests are concerned, we have to analyse whether the Railways fulfil these tests. Whether they are giving proper dividends to the General Budget, dividends which are very badly required for the fulfilment of the country's Second Five Year Plan. The position of the funds which the Railways hold in three different accounts shows a little bit encourag-

[Shri Sonusing Dhansing Patil.] ing build-up, but even then some of the funds are withdrawn and they are kept not at a very encouraging level. At the same time, the Railways are going ahead with an ambitious plan; the plan really should cater to all the needs of the third class passengers who are in great number.

Much has been said in this august House about the amenities and the overcrowding in trains; the third class passengers are to the tune of 125 crores, a year. What is their condition? Has overcrowding lessened in the trains? No. If overcrowding is an offence in India, it is everywhere except on the Railways. Railways do not come under the clutches of the law of overcrowding. And if the traffic potentialities are very great, if we are not catering to that immense traffic, and if overcrowding is the order of the day in the Railways, should we not expect better profits from the railways, because it is a monopolist concern? It is the biggest nationalised undertaking in the country. The dividends which are now worked out show from 4'7 to 5'2 per cent. 5-2 per cent, is the proposed, anticipated dividend, but up to this time it has worked out at 4' 7 per cent. When money is scarce in the market, and when we are too short of funds for building the nation itself, it is high time that the railways, which have got an experience of a hundred years as a business concern, gave us better returns. But according to my humble opinion, the Railways are not giving that much revenue to the General Budget as it ought to give. If the capital at charge is taken as Rs. 1,200 crores and if 5 per cent, dividend is worked out, what do we get? We get a little above Rs. 40 crores, about Rs. 43 crores towards the general revenues. It ought to give at least Rs. 60 crores. If this proportion is worked out, what are the accumulated interest charges or dividends that we have to receive from the railways? Of course we see that the Railways have made some advance in providing

platforms, waiting rooms, drinking water, and so on and so forth. But even then, we see certain trains running from Delhi to Bombay, for example, the Pathankot Express and the Punjab Mail are always overcrowded. If we see the rush of passengers in third class, then we are hardly prepared to believe that the railways have made any sort of a progress. The third class overcrowding is still going on, so much so that the ice vendor's compartment is openly used as a sort of a relief compartment which is available on paying a certain premium to the ice vendor. His main business is not the sale of soda water or lemon water, but to receive passengers and make money out of it. It is an open secret. The whole Railway Administration knows it. The checking staff, the ticket collectors, or the crew, the Police take resort to the ice vendor's compartment and so also the needy persons. Those who have to travel a long distance by third class, they usually take resort to the ice vendor's compartment. If that is the condition, then we have to think seriously about the impact of traffic on third class compartments. So long as we cannot cater to the genuine needs of third class passengers from whom we get the highest revenue—of Rs. 105 crores on account of passenger fare, much of this, at least 80 to 85 per cent, of it, comes from the third class passengers,—this leads one to think seriously whether the Railways have made any progress. We have been supplied with several facts and figures in regard to travel and the headway made by our railways in comparison to the Railways in other countries. Our railways did make headway, but it remains to be seen as to whether, according to the proposals made in the Second Five Year Plan by the Planning Commission, we have opened out new railways in certain tracts where communication is most difficult. As my hon. friend, Sardar Budh Singh pointed out, as our friend from Assam pointed out, have we explored the possibilities of linking those areas by Railways, have we started opening



out of certain tracts in those needy areas? If that is not done, then it remains to be seen whether the Railways have worked to the satisfaction of the public at large.

There is under-utilisation of our wagons; there is under-utilisation of our engines; there is under-utilisation in the turnover of several bogies. And if that is not adequately looked into, then it remains to be seen whether these big officers who draw Rs. 4,000 or thereabout are the persons who properly manage this concern. There is a big list of these top offices and I am surprised to see it and it is commented upon by several friends that the Railway Board which according to the Railway Constitution or according to the law is a supreme body, which governs and controls the whole railway administration—beyond the votes by Parliament no other person has got any sort of control over this organisation. The Railway Board is a legacy of the past. It is a matter of serious concern whether the Railway Board should continue as it is or it should be modified in such a manner that more and more non-officials should be associated with the Railway administration. In a very big national undertaking like the Railways unless and until we have the confidence of the people behind it, no bureaucratic machine can work it to the fullest satisfaction of the public. The Railway Board mainly consists of the official bureaucracy. Should it govern our destiny or not is the question. My own view is it should be associated with men from the public who really enjoy the confidence of the public. It should be more and more democratic in its constitution.

Then, Sir, there are several things to which I would like to draw the attention of the hon. Minister for Railways. It has been said by the opposition that the labour relations in the Railways are not impartial and smooth and there are cases of victimization and some discrimination is made on political grounds. I would point out to my hon. friend, Shri

Bhupesh Gupta, that his union men or whatever union men they may be, have resorted to illegal strikes and about two lakhs and more days were wasted. It has been always made a point by the trade unionists that unless and until the labour relations are kept according to their satisfaction, peace and amity will not go on. This is a trick played by the unionists, because they have to create politics out of it. And my friends of the opposition who are masquerading themselves as the new democrats of the twentieth century have to see that the unionists inculcate a better sense of discipline and responsibility amongst the employees—the nationalised concern is to go smoothly—and they do not create any problem among different categories of labour, taking into consideration the overall level of incomes in the country. The railway labourers, right from the gangman up to the porter, are all well paid. They are paid more than the average primary teacher and village labour and if that is the scale of pay there, then it creates a sort of disparity of income in the society. If the railway workers are paid too much, then the other labour like agricultural labour feel that they are having a disadvantage. They are not inclined to work in the fields and as such they migrate to the big industrial towns..... or by some surreptitious method or by resorting to corruption they enter into the services. Corruption in railways is notorious. Take the P.W.Is. and the Sub-P.W.Is., the Resident Engineer's Office staff, the Division Office. What is going on there? Corruption and more corruption, Moreover, it is very surprising that in the whole planning of the Second Five Year Plan or the First Five Year Plan the people are not associated with the planning of the Railways. It is a department' by itself, it is an administration which is not open to the public. It is one of the few administrations which are not taking any co-operation from the public. Whatever committees they have got, for example, the Regional Committees, or committees of passenger users they are purely advisory. Sir,

[Shri Sonusing Dhansing Patil.] the planning in Railways does not start from below, and it is the kernel of the Second Five-Year Plan that the planning must start from below, but that is not done in the Railways.

Several suggestions were made here by my friend Shri Deokinandan Narayan. I endorse all of them. They are such suggestions regarding matters which can be immediately judged by a person with open eyes. There are several amenities which are still to be provided for on a large scale for example, the simple question of providing drinking water on the Railways, and simple sheds. That is not also looked into at several places. The patent system which is resorted to in the Railways for drinking water even at big junctions is a bucket or Matqa-Trolley though they have lately supplied some water coolers. The \*mat-qawalla' goes round, he has one pot only to draw water from the matqa and all passengers have to take water by resorting to their hands. In this process much water is wasted, and the man cannot drink properly. Cannot the Railways look into these things and supply two glasses? This is a dire need. I have made a specific note of this small fact on the Poona station. Not even pots are supplied. Whenever a person goes with a complaint to the station master, he feels that something is going to happen and he refuses to co-operate. He gets nervous about the complaint. This sort of attitude must go. At least the elementary necessities of passengers like drinking water, shed, lights, etc., should be provided quickly; leave aside fans in the Third Class or a few other amenities like air-conditioning in the Third Class. There is also disparity in amenities to the passengers. The Railways have got about 10 lakh people working. What is the amount provided for their amenities as against 125 crore people travelling? For the amenities of the travelling people it is only Rs. 15 crores, whereas for the amenities of the railway staff it exceeds this figure, it is much more than this Rs. 15 crores. If this is the

planning in the Railways, then one has to say whether the railway is meant for the bureaucratic machine or it is meant for the public. This bureaucratic mentality should go and the disparity between passenger amenities and staff amenities should be removed. Sir, the Railways are spending more and more on the pay and allowances of their staff, I have no grudge about it. They must also have a decent living. But while considering that they must not forget that the third class passengers are their main source of income.

Now, Sir, the Railway fares are proposed to be increased by an ingenious surcharge. What a tremendous amount of psychological effect it will have on the travelling public! As some friends have pointed out and I am also in agreement with them that if the first slab of 1 to 20 miles or 30 miles— whatever may be the figures, which comes to be suitably adjusted— if that can be exempted from the surcharge, then there will be a great relief and a great psychological effect on the travelling public that they are not being unnecessarily fleeced. Now an impression is being created in the public and the political parties will make capital out of it, that Government is going ahead with taxes in all directions. (*Time bell rings.*) So, Sir, I would earnestly request the Minister for Railways to drop this sort of step viz., the surcharge on the first 30 miles which is not going to bring more revenue. I will only make this suggestion that if third class passengers travelling from 1 to 30 miles are excluded from the surcharge, except in the suburban traffic, then there will be hardly any grudge against the proposed surcharge. If that is not done, it remains to be seen whether the Government goes with the people and people actively co-operate in the Government's measure for taxation, because after all public co-operation is the greatest thing in getting taxation proposals through.

With these remarks I support the Budget proposals with the modifications I have suggested in my speech.

SHRI J. S. BISHT: Mr. Vice-Chairman, I am really grateful to you for having given me this opportunity at this tail end of the day to speak a few words on the subject. I have had an opportunity of speaking on the Budget when it was presented in March, and I then made my observations with regard to the general broad lines of policy.

Before I begin speaking on these details, I wish to bring certain local complaints to the notice of the hon. Deputy Minister, because the time is very short and it is quite possible that in the hurry at the end of the day I may really forget about them. The first thing is that I must remind the hon. Minister that it was definitely promised that the bit of line between Rampur and Haldwani would be connected in the Second Five Year Plan. A survey was made and it has been completed, in fact the report says that it is about to be completed. It is hardly 38 miles or 40 miles, very short run. As you know in the First Five Year Plan we never had any share out of your Railway budget, and if you deny us in the Second Five Year Plan, it means that for a full period of ten years we go without even an inch of rail. It is really very strange because we were told when the whole Second Five Year Plan was under discussion that considerations of regional requirements will also be taken into view, and in an area which is so much lacking in communications, especially in rail facilities, it is highly imperative that this particular bit of line should be attended to in the Second Five Year Plan. I would request the Minister of Railways to give priority to this particular line which has been hanging fire for decades.

The second point is a smaller point. On our representation a small shuttle train was run from Bareilly to Bhoji-pura. The Lucknow Express on the broad gauge runs from Delhi to Lucknow, and Bareilly is an intermediate station. I think that the broad

gauge line train, the Lucknow Express, reaches Bareilly at 3 o'clock in the morning. But the tragedy of it is that, whoever has managed to draw up the programme, the shuttle tram leaves always a few minutes before this Lucknow Express reaches Bareilly. Why is that so? What is the fun of having that shuttle train if the passengers going from Delhi, who are not able even to sleep and who hope to get down at Bareilly at 3 o'clock in order that they may be able to catch that shuttle train, miss that train. Some arrangement should be made that the passengers of this train are picked up by that train so that they can catch the Naini Tal Lucknow Express that runs from Lucknow to Kathgodam. The difficulty is of course that this is controlled by the Northern Railway and that particular line is controlled by the North Eastern Railway. I do not know how much non-co-operation there is between these two particular regions, but I think it is the job of the Central Railway Ministry to see that this sort of non-co-operation is discouraged, because the travelling public suffers, and that some sort of coordination is arrived at so that this little amenity is availed of by those people.

The third local grievance is that there is a railway-cum-road bridge, at Moradabad, a very big bridge, but unfortunately, whoever is in charge of arranging the timings of that bridge, it so happens that sometimes the motor traffic is held up for two hours or three hours or even four hours. So, I think that this too requires a little co-ordination. If they try to stop the motor-vehicle traffic for as short a time as possible taking into consideration the requirements of the railway trains, it will add to the convenience of the public, because, after all, it is the same public which is moving by the road or by the rail. A little co-ordination on the part of the roadways of the Uttar Pradesh Government and the railway authorities at Moradabad will go a long way in

... creating this facility, especially in this summer season when so much traffic from this side of Meerut and everywhere is going up to those hills and going in their own cars. The traffic is held up merely because the bridge is closed, although the train may be coming an hour or two late. I hope that the hon. Deputy Minister will look into this and give this facility.

Coming to this particular Railway Budget, there is one point on which I wish to be enlightened. This House is seized at present of a Bill to provide for a Railway Protection Force. Now, we know that there is a Watch and Ward Department with the railways. Will the hon. Deputy Minister enlighten us as to what the strength of that Department is and what the annual cost is and secondly, whether the Railway Protection Force will be in addition to that or will be a completely new Force.

THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KJIAN) : It is the same Force.

SHRI J. S. BISHT: That is the same Force. But is the present strength of the Watch \* and Ward • personnel 36,000?

SHRI SHAH NAWAZ KHAN: No, it will go up to about 40,000.

SHRI P. S. RAJAGOPAL NAIDU: But the present rate of pilferage will continue to remain.

SHRI J. S. BISHT: That is what I am coming to. This Table shows that the claims of the third parties that are paid annually go to the tune of Rs. 2^ crores. This is apart from the pilferage of the railway property which, I believe, is in the neighbourhood of Rs. 1| crores or something like that.

SHRI P. S. RAJAGOPAL NAIDU: Rs. 4 crores.

SHRI J. S. BISHT: Rs. 4 crores is the total of Rs. 1\ crores paid to the third parties who claimed from the Railways—and the Railways have to pay them—and about Rs. 1J crores which is of the Railways, which they cannot claim.

SHRI P. S. RAJAGOPAL NAIDU: Including Rs. 4 crores.

SHRI J. S. BISHT: I do not know if this is correct, but if that is so, we are now to foot another Bill for Rs. 2\ crores for the Railway Protection Force. And the hon. Deputy Minister has just told us that the same Watch and Ward Force is to be converted into a Protection Force. How do we stand to gain? We lose Rs. 4 crores on that way and Rs. 1\ crores this way. If the pilferage is to go on and we are really to pay Rs. 4 crores, can't we at least save this Rs. 2J crores? It is no good. Because these people seem to be sharing it between themselves—it is somebody who is pilfering and somebody who is claiming from the Railways. There should be some real improvement in this direction. This amount of pilferage which, I believe, was about Rs. 4 or Rs. 5 lakhs before 1939-40—I am speaking subject to correction; my idea is that it was about Rs. 3 to Rs. 4 lakhs that was paid by the Railways—has gone up to about three to four crores of rupees. There is no sense of proportion.

SHRI P. S. RAJAGOPAL NAIDU: Eighty times.

SHRI J. S. BISHT: One can understand this during the war-time when everything was controlled; cloth was very expensive; oil was expensive; steel was expensive and foodstuffs were not available. At that time, there was this great temptation to steal and pilfer and sell the goods in the black-market and make good sums of money. Now, after the abolition of rationing, and the opening of the free markets, there should be no further temptation, unless, of course, the Watch and Ward forces are hand in glove with those people who are regular agents of the black-market, to

steal and then sell them at some greater profit. So, merely creating a Protection Force will not help us very-much. I think the hon. Minister will have to take some special steps in this direction and personally, I think that, if this whole matter were turned over to the regular police department, they will be able to handle it much better than having this sort of a semi-police force of your own, without having the advantage of the skill and the special technical qualifications of the regular police officers. You do not call it police force; you call it a Protection Force, but actually it is a sort of police force. And, instead of having this, if you make that much of a grant of Rs. 2 crores to the State police force to take over the whole thing or if the Central Police Establishment takes over the responsibility, I am sure they will handle the job much better than your own Protection Force. Your railway police do not know the intricacies of the thieves; they do not know who are the criminals outside the railway line. I mean, if you have the C.I.D. to co-ordinate their activities, this sort of a thing will be put down, with much better results. Of course, you are making an extra grant to them. You can try this. I personally think that you must give this job to those who have spent their whole lives in tracking down these criminals and who know these things much better.

There is another point to which I wish to draw the attention of the hon. Deputy Minister. I find that your recruitment of the Scheduled Castes Scheduled Tribes and Anglo-Indians is much below the level prescribed. I find here that the worst offenders in this respect are the Railway Public Service Commissions of Allahabad, Bombay and Calcutta. Madras seems to have done very well. For instance, the number of posts reserved for the Scheduled Castes in Madras is 529 and they have selected 508 candidates; posts reserved for the Scheduled Tribes are 139 and they have selected 137 candidates and in

the matter of Anglo-Indians, the posts reserved are 191 and they have selected 191 people. Very good selection. But look at Allahabad. The posts reserved for the Scheduled Castes are 2,047, but the number of people selected is 331; posts reserved for Scheduled Tribes are 370, number selected is 11 and out of 814 posts reserved for Anglo-Indians, only 15 have been selected. Similarly, in Bombay, out of 1,357 posts reserved for the Scheduled Castes, 635 have been selected, out of 633 posts reserved for Scheduled Tribes, 47 have been selected and in the matter of Anglo-Indians, out of 720 posts, only 36 have been selected. In Calcutta, out of 1,372 posts for the Scheduled Castes, 718 have been selected; out of 612 posts for the Scheduled Tribes, 84 have been selected and out of 454 posts reserved for Anglo-Indians, only 19 have been selected. So there seems to be a very great dearth of these people. I specially attach importance to the recruitment of Anglo-Indians because I am told that wherever they are put in they have shown a better sense of duty than others and they act as a good example to their fellow-workers. I think this should be stepped up and we should try our best to recruit as many Anglo-Indians as possible because they are also the citizens of India as any other people.

Then there is another point in which the Railway Administration does not seem to have made much progress, that is, checking ticketless travel. Still, the number is 7 million. That is the number of people who have been actually caught and the money recovered from them is Rs. 1,40,00,000. I do not know the actual number of people who were not brought to book. So far as the Railways are concerned, I think these are the people who were caught by the travelling magistrates. So, I should like to know what has happened to the railway magistrates. Has a permanent cadre been created for them or are they still on a temporary basis and are kept for three years? This is a permanent requirement of the Railways. If you want to

[Shri J. S. Bisht] check ticketless travel which is creating trouble, these railway magistrates should be absorbed into a sort of permanent cadre. Only when they have some security of service, some sort of promotion and have got a stake in the whole matter, these things will improve. But if they are kept only for a short period of three years and so on, they would be hand in glove with the ticket-collectors and ticket-checking inspectors who connive at this sort of ticketless travel, or course, with some profit to themselves.

(Time bell rings.)

Sir, I request you to give me a couple of minutes only, because I want to mention one particular point and that is the number of staff. The number of staff is very high. We have got about 10,23,118 people on the railway staff to run 34,000 route miles. It is rather very heavy. If you compare this with the American Railways who have practically the same number of staff for about 2,25,000 route miles. I am not in favour of retrenchment, because we want to create more employment. But when you expand your Railways, you may absorb them there. But, however, I feel that the number of people employed is rather too high and that is what is responsible for this very high cost. It is costing us about Rs. 148J crores in their salaries alone and as compared to Class I and II, it is only 3,000 people, costing Rs. 3,30,00,000 annually. It is this class III and class IV which is over-staffed and which is costing us a very huge amount. You may employ them anywhere else, but I believe you must economise on that account. (Time bell rings.) Just one point more Sir.

I agree with the view that the Railways are not really making a good profit out of the investment that belongs to the nation. Actually they give us only 4 per cent, on the capital investment, and it should be remembered that that 4 per cent, includes the interest. Out of Rs. 43 crores that comes to the Central Revenues Rs. 37 crores and odd lakhs goes by

way of paying interest. Only Rs. 6 crores and some lakhs goes to the Central Revenues. Just imagine, Sir, Rs. 6,07,00,000 on a capital investment of nearly Rs. 1,000 crores! This is not a balance-sheet which can be approved by any company or a corporation run on business lines. I therefore hope that something will be done in this respect.

Thank you.

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## MESSAGES FROM THE LOK SABHA

### I. THE RESERVE BANK OF INDIA (AMENDMENT) BILL, 1957

### II. THE STATE BANK OF INDIA (AMENDMENT) BILL, 1957

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

I

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith a copy of the Reserve Bank of India (Amendment) Bill, 1957, as passed by Lok Sabha at its sitting held on the 27th May, 1957."

II

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith a copy of the State Bank of India (Amendment) Bill, 1957, as passed by Lok Sabha at its sitting held on the 27th May, 1957."

Sir, I lay the Bills on the Table.

THE VICE-CHAIRMAN (SHRI M. B. JOSHI): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at two minutes past six of the clock till eleven of the clock on Tuesday, the 28th May 1957.