

Shri M. Govinda Reddy on the 22nd September, 1955 regarding the manufacture of typewriter parts, it was stated that the Indian manufacturers other than Messrs. Godrej & Boyce had got a phased programme and that in the end they were not to require more than 10 per cent, of the parts to be imported. The correct position, however, is that they have got a phased programme of manufacture and in the end they are not to require more than 15 per cent, in the case of Remingtons and 24 per cent, in the case of Royalas of the parts to be imported. I regret the error that crept in the earlier statement.

PAPER LAID ON THE TABLE

BUDGET ESTIMATES OF THE DAMODAR VALLEY CORPORATION FOR 1956-57

THE DEPUTY MINISTER FOR IRRIGATION AND POWER (SHRI J. S. L. HATHI) : Sir, on behalf of Shri Gulzari Lai Nanda, I beg to lay on the Table, under sub-section (3) of section 44 of the Damodar Valley Corporation Act, 1948, the Budget Estimates of the Damodar Valley Corporation for the year 1956-57. [Placed in Library, see No. S-70/56.]

SHRI KISHEN CHAND (Hyderabad) : Sir, In view of the fact that the construction of the dams has been going on for so many years, will it be possible to discuss the Budget on the floor of the House?

MR. CHAIRMAN: Will it be possible to discuss the Damodar Valley Corporation Budget here? That is the question.

BUDGET (RAILWAYS), 1956-57— GENERAL DISCUSSION—continued

DR. RADHA KUMUD MOOKERJI (Nominated): Mr. Chairman, I think it is agreed on all hands that the Ministry of Railways is entitled to congratulation on their rare achievement

in producing what may be called a 'prosperity Budget' against adverse economic and political conditions. I do not pay this compliment as a mere conventional practice, but I want to give, certain facts in support of the compliment that I am paying it.

First of all, a very important point emerges out of the Budget and that is not very well noticed. I take the Railway accounting in this manner. First of all, we take the total earnings at Rs. 345 crores against which the working expenses which are to be deducted amount to Rs. 269 crores. Next, out of these working expenses there is a deduction of Rs. 45 crores as contribution towards the Depreciation Reserve Fund. So, from the point of view of my accounting, I think that this deduction does not give a fair picture of the real financial position. I should like to say that where the net receipts after deduction of working expenses amount to Rs. 76 crores, I should like to add to these Rs. 76 crores the deduction of Rs. 45 crores as contribution to the Depreciation Reserve Fund. My reason is that the railway has already earned this amount of Rs. 45 crore and of course, it has yfcaf it apart as Reserve Fund for Development. Therefore, if I add Rs. 45 crores to Rs. 76 crores, the total is roughly Rs. 120 crores. So, I say that the net earnings of the Railways should be taken at Rs. 120 drores. This means that, if we consider the total amount on capital at charge as, say, roughly Rs. 1,000 crores, this annual income earned on that capital will amount to Rs. 120 crores, which means practically 12 per cent, return. So, on the basis of this commercial stand-point, I think that there are very few industries in the private or public sector which can show this record amount being earned—a profit of 12 per cent, on the capital outlay. This is the first point which has struck me, but it is a point which is not noted in the Railway Ministry's account as presented on the old traditional lines. I should like them to consider whether it is not fair to them to count this as an income.

nd point of appreciation is probably, it is, the only one under the Government can show that the expenditure allotted to it for planning has been incurred and there have been no lapses. For instance, there is the allotment of Rs. 350 crores which is later raised to Rs. 400 crores. That amount has not only been fully utilised, but even the expenditure sanctioned has been exceeded by actual works done up to a limit of Rs. 432 crores. There are few Departments which can show this very creditable account of achievement, namely, that it has not allowed any of the grants to lapse for want of work done during the period.

Then again, I say that there is an additional contribution of Rs. 10 crores provided by the Railway to the Depreciation Reserve Fund, instead of the Rs. 35 crores towards the Second Plan. Even from now onwards, the Railway Ministry is building up its financial capacity by which it may be able to execute its responsibilities which will devolve upon it under the Second Five Year Plan.

Now, how is the Railway faring in regard to meeting the great difficulties which we face all over the country with the shortage of passenger coaches and also wagons? On this account, I find that there is a very liberal provision made and the situation certainly will be very soon grappled with successfully. For instance, as you will find from the speech that has been read out by the hon. Railway Minister, there is an acquisition of 1,589 locomotives, 4,837 coaches and as many as 61,773 wagons. I think that this addition to the railway material will substantially help towards the easing of the situation as regards both passenger and goods traffic.

In this connection, I should like to say that while the Railways manfully struggle to discharge their responsibilities towards the country under the Plan, at such a time there has been a reduction of the railway

demands by the Planning Commission. The demand was originally Rs. 1,480 crores and that demand has now been reduced to Rs. 1,125 crores, although the Railway Ministry thinks that it would still be able to make good this cut in the demand by utilising their resources.

Then the general situation created by this inadequacy of funds for Railways is that we find that only about 3 per cent, increase is provided for in regard to the length of mileage in the country. As you know, there are vast areas in the country which are still to be opened up by the Railways and Railways are most important civilising agencies and these out-of-the-way places in India which are quite substantial in area will be left out of the influence of civilization.

When we consider the question of improvements to existing conditions, I should like to consider that these include perhaps subjects like passenger amenities or the reconditioning of old stations. These subjects should yield in importance to the primary subject of letting the people know what improvements the Railways are offering because there are vast areas which are yet inaccessible to the Railways and therefore it would be far better if we have some idea of priorities of plans for railway development. I think the highest priority should be given to this question of opening up areas where there is no railway at all; instead of talking about amenities of travel, we should first of all make provision for travel itself, so that the greatest of all amenities which the people would appreciate would be the provision of railway lines for their use.

There is another item, *i.e.*, the increase in the working expenses of about Rs. 10 crores. The Railway Minister has rightly pointed out in this connection that this increase in the working expenses is really called for by increases in wages of employees, additional staff required, increase in the cost of materials for

[Dr. Radha Kumud Mookerji.] railway working, materials like steel, fuel etc. Therefore this increase in the working expenses is really legitimate, because it is called for by circumstances over which the Railways have no control.

Now, I want to deal with another point. I find that, although the Railways are the largest purchasers of stores, most of these stores are of indigenous manufacture. This amounts to 78 per cent, of the total stores required, and the imports amount to only 10 per cent., and therefore the Railways are the most important industry which really gives the utmost possible encouragement to indigenous industries. In that way, the Railways justify themselves very well in this most important economic field. For instance, as many as 180,000 employees are today clothed in khadi. I hope that the term 'khadi' includes only cloth made from hand-spun yarn and not cloth made from mill-made yarn.

I have to bring to the notice of the Railway Ministry some more points which require their attention. First of all, I should like to congratulate the Ministry again on the successful working of their unique All India Institution, *viz.*, the Railway Research Institute at Lucknow. Recently I had the privilege of visiting this place under arrangements made, by the Railway Board, and therefore what I say is on the basis of my actual observations on the spot. This Institute is grappling with very very technical problems relating to locomotives, coaches, wagons, sleepers for railway tracks—whether the strength of these is adequate or not—so that a very great measure of supervision is being applied to the purchase of these railway materials. All these problems are being studied with the greatest possible technical ability. I found also that the Railway Research Institute is not able to produce its own bulletins. I suggest that they be asked to produce periodical bulletins showing the results of their specialised

research in the higher branch of railway engineering.

Now, I have got some suggestions again from actual experience on the spot. There are certain measures for the safety of railway travel to which the attention of the Ministry I wish to draw. More liberal provision is needed for block token working on all single line sections and also for lock and block instruments on double line sections. There should be more liberal provision for mechanised humping arrangements at important marshalling yards. These arrangements are now in Naihati but Moghal Sarai requires immediate attention. I found at Moghal Sarai also other bottlenecks which could not be got over, bottlenecks which hamper the movement of traffic up and down. Here also there is great improvement needed. Then I think that all outlying sidings taking off from main lines should be interlocked with block instruments.

Then I come to a local problem, *viz.* the problem of Sealdah station. It is not probably widely known that Sealdah station is the busiest station in India. It has to deal with two lakhs of passengers every day, as against even Howrah which deals with 70,000 passengers. This station also handles daily the largest number of trains in the whole world, something like 248 trains a day. The levers of its control cabin are operated 23,000 times in every 24 hours. The safety of this vast traffic is secured through a complex system of **interlocking** of points and signals designed to prevent conflicting movements. The trains run hopelessly overcrowded, and electric traction is the only remedy. I am glad that the Railway Ministry is attending to this problem with all possible expedition. Some of the counters of this station have to sell tickets for 240 stations, receiving Rs. 30,000 daily from sale of tickets. Parcels traffic is equally heavy, consisting of 4,000 outward and 5,000 inward parcel packages per day.

B. C. GHOSE (West Bengal): what publication have these irs been taken?

"Jr. RADHA KUMUD MOOKERJI: jout three thousand mail bags pass ough that station daily. I am giving these figures to show the work that this station has to handle.

SHRI B. C. GHOSE: Where are the figures taken from?

DR. RADHA KUMUD MOOKERJI: From actual inspection. Thanks to the Railway Administration, I was given "facilities for inspection, and I find that this station is utterly neglected. It has to receive daily 1,000 maunds of fish. I am trying to place the complete picture before the House. The problems of this station are aggravated by the refugees settling themselves -within the station and they cannot be removed as quickly as they arrive. Therefore, I say that, when the Railway Ministry considers plans for expansion of stations top priority should be given to Sealdah station, instead of reconditioning stations like Baroda or Surat which pale into Insignificance as compared with the magnitude of the task that Sealdah station is called upon to perform day "by day.

Now, I come to Howrah station. Here, there has been a great deal of modernisation of its control cabin, which has 84 level frames consisting of 32 signal levers, 28 double point levers, 18 single point levers. The control system works satisfactorily and there is no complaint on the part of the management of the station, although the work of the station is daily expanding. The control cabin ■now handles daily the movements of 430 trains besides 1,000 shunting movements. So, the magnitude of the task is enormous, and I think that the Railway Administration must give top priority to these new problems which are cropping up. The power signalling points and signals help „ quicker operations and ^afer movements. I wish that this could also be reproduced in other

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stations. The Howrah station sells every day 25 thousand tickets and for that there has been a mechanised system set up. The sale of tickets has been mechanised electrically and each machine can now serve 30 passengers per minute. I hope my hon. friend Mr. Bhupesh Gupta will not object to this mechanisation which reduces employment of labour. Each machine can now serve 30 passengers per minute. Similarly the station receives daily 16,688 packages weighing about 9,600 maunds while the outward traffic comprises 14,000 packages per day weighing 10,762 maunds. As regards goods, the station has to handle daily 183 wagons with consignments booked to Howrah and 129 wagons loaded with outward consignments.

Then I come to Howrah-Kharagpur traffic which also is equally heavy and desperate. The suburban service carries over 35,000 passengers daily. You can imagine the overcrowding against which there is hardly any remedy considering the present resources of the Railways.

Then I come to Tatanagar. Although it is a very important industrial town, it has been a very shabbily served station. The platform is too low and Tatanagar has to handle 150 wagons outwards while the inward loads mean 650 to 700 wagons. This station also, I found, is not very happy as to its machinery for handling all this traffic.

Then I come to Kharagpur. I am afraid that the part played by Kharagpur in railway development is not adequately appreciated. The Kharagpur workshops repair broad-gauge engines, coaches and wagons besides building broad-gauge coaches. The shops are not being duly expanded. Every month their outturn is 24 locomotives with complete overhaul and I am told that each such over-hauled locomotive has quite a good length of life extending to over 20 years. Then there is a belt system of repairs which is unique

[Dr. Radha Kumud Mookerji.]

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in India and the outturn is 4 bogie coaches per day. Five new coaches are built per month and so these arrangements may be profitably expanded so that, as I have been saying, perhaps it is more economical to finance repair works than to instal new plants for the manufacture of wagons and locomotives. This is an aspect of railway development which requires fuller attention.

Lastly I come to Naihati where you find a unique example of a modern hump yard which deals with traffic of all descriptions besides despatching empties to the coal-fields and loaded wagons to other stations. The hump in this yard is thoroughly modern. The points are all electrically operated and retarders are worked hydraulically.

So my conclusion is this, that perhaps these few stations, viz., Howrah, Sealdah and Kharagpur, require very great attention on the part of the Railways so that they may be better able to cope up with the very difficult problems which are unique in their character.

Lastly I would say that this particular region of the country which shows phenomenal overcrowding as regards traffic both of passengers and goods, should be given adequate priority in all plans for railway development. Thank you.

श्री मैथिली शरण गुप्त (नाम निर्देशित):
सभापति महोदय, मैं जो कुछ निवेदन कर रहा हूँ उसके पहले मैं यह कह देना चाहता हूँ कि माननीय रेल मंत्री के सम्बन्ध में मैं झलीभांति जानता हूँ कि वे हमारे हित के लिए जो भी सम्भव हो, करते रहे हैं, करते हैं और करते रहेंगे। मैं छोटा सा अपना एक अनुभव मात्र सुनाता हूँ और वह इसलिये नहीं कि मैं हाउस की सहानुभूति प्राप्त कर लूँ। मैं तो यही आशा करता हूँ कि हाउस का थोड़ा सा मनोरंजन उससे हो जाय।

घटना ३० दिसम्बर की है। मैं काल पंजाब मेल से झांसी जा रहा था और दुर्भाग्य से स्टेशन पर पहुँचते पहुँचते गाड़ी छूट गई। उस दिन "जनता" गाड़ी भी जाती थी, सोचा उसी से चलें। मैं था और मेरे अनेक कुटुम्बीजन भी थे। हम लोग "जनता" में बैठे तो गये, परन्तु बैठने के बाद जो कुछ हुआ वही मैं आपसे एक पद्य में निवेदन करना चाहता हूँ :

वंचित हो डाक से, कुटुम्ब युक्त घंटों बैठ,
"जनता" से जाने की प्रतीक्षा करता रहा।
भीड़ की क्या बात कहूँ यात्रियों का तांता बढ़,
चढ़, चढ़ निज काल कोठरी सी भरता रहा।
गंद बल्ले बन के बिछोने और ट्रंक चले,
सम्मुख कपाल क्रिया देख डरता रहा।
झांसी में न जाने किस भांति जीता उतरा मैं,
दिल्ली से चला तो मार्ग भर भरता रहा।

SHRI H. N. KUNZRU (Uttar Pradesh) : Mr. Chairman, the Railways are only one of the three forms of transport that we are concerned with, the other two being road transport and inland water transport. It would be an advantage, I am sure, to us all if we could take.....

SHRI P. S. RAJAGOPAL NAIDU (Madras): Air transport.....

SHRI H. N. KUNZRU: My hon. friend behind me points out that I have forgotten air transport. Air transport is growing but at the present time we can hardly take that into account as a means of moving a substantial portion of the traffic that we have to deal with now and shall have to deal with in the coming years. It would be an advantage, I was saying, to us and to the country if we could take an integrated view of the problem of providing adequate transport facilities. But unfortunately at the present time it is possible for us to discuss these different forms of transport only piece-meal. I shall, therefore, have to confine my remarks to the Railways. Before I refer to some

of the important problems that we are faced with, I should like to acknowledge the good work done both by the Ministry and by the Railway Board in the year 1954-55. The interest of my hon. friend, the Minister of Railways, in making third class travel easier, providing amenities to third class passengers and making it possible for people with limited resources to have more opportunities of travelling etc. is well known. I should add to this list, his concern for increasing the budgetary provision made for the welfare of the staff. The arrangements that are being made in connection with this matter are highly praiseworthy and I have no doubt that the atmosphere that he has created will help in such problems relating to third class passengers and to the poorer section of the public being considered more continuously and more carefully in the days to come. I have already said that I should like to acknowledge the work done by the Railway Board in the year 1954-55. It gives me pleasure to say that the performance of the Railways in 1954-55 was appreciably better than in the previous year. There has been a great deal of improvement in many matters. For instance, with regard to the wagon miles per wagon day, for 1953-54 they were 40.1 miles and in 1954-55 they came up to 43.3 miles. There has also been considerable improvement in net ton miles per wagon day, economy in the consumption of coal etc. Sir, I have, during the last two or three years been a critic of Railway Administration and I thought it necessary to refer to those matters in which substantial improvement had been made, before I dealt with certain other features of the working of our Railways which were not quite so satisfactory.

I have already said that the wagon miles per wagon day have increased from 40.1 in 1953-54 to 43.3 in 1954-55. But it is, I think, necessary for us to know how this result has been achieved. Anyone looking at these figures would think that the speed of goods trains had gone up. But when

I examined the figures I found that the average speed of goods trains instead of increasing, had fallen both on the broad gauge and on the metre gauge lines. The fall is slight, but considering the fact that this fall has been continuing for the last four or five years, one feels that the problem is a serious one and requires much more attention than has yet been given to it. On the broad gauge the wagon miles per wagon day were 9.3 in 1950-51. For the next year they were 9.2 and for the year after that they were 9.1. In 1953-54 they were 8.9 and in 1954-55 they were 8.7. Thus in the course of four years, or rather I should say five years, if we take the years from 1949-50, the wagon miles per wagon day have come down from 9.5 to 8.7 that is, by about a mile. This is a very important matter, because even a slight improvement, Sir, in speed and in wagon movement can enable the Railways to move substantially more traffic than they are doing now. I am not, Sir, unmindful of what was said by the Railway Minister in his Budget speech with regard to the improvements that have taken place in the current year. But I cannot deal with them because I do not know whether they concern the particular problems to which I am going to draw his attention. Even taking that into account, I say that this problem of goods train speed has become serious and it seems to me from the results that it has been neglected.

The Railway Minister has told us in his Budget speech of the increased density of traffic because of the expenditure incurred on the Railways during the First Plan period. I understand, Sir, from the Report of the Estimates Committee that this question was examined by the Efficiency Bureau and that it came to the conclusion that the drop in speeds was more than could be accounted for by the increased density of traffic and allied factors. Its view was that an additional cause for the drop in speed was the deterioration in the general standard of working, supervision etc. Coming next to the metre gauge—I

[Shri H. N. Kunzru.] am sorry I find I have made a mistake. I have so far been giving the figures with regard to the metre gauge and not with regard to the broad gauge. I shall now give the figures for the broad gauge. In 1950-51 the wagon miles per wagon day were 10.8 and in 1954-55 they were 10.1. Here too there has been a substantial drop. On both these sections, therefore, it is necessary that increased efforts should be made in order to improve the position.

I shall now come to the net ton miles per wagon day to which the Railway Minister has attached a great deal of importance. He said with pardonable pride the other day that the net ton mile per wagon day in 1954-55 was better than in any previous year. Well, let us concede that there has been an improvement. The net ton miles per wagon day have gone up from 441 in 1953-54 to 483 in 1954-55. But let us again consider what this is due to. It is partly due, of course, to the increase in wagon miles per wagon day. But as the net ton miles are a product of the distance covered by a wagon in a day and the load carried by it, it is necessary to see whether the wagons were better loaded. Now, a little arithmetic will show that while in 1953-54 the load per broad gauge wagon was 11 tons, that in 1954-55 was about 11.16 tons.

This is not a very substantial increase but even this slight increase, I admit, has enabled the Railways to show better results but imagine, Sir, how much better the performance would have been had improvement in this respect been substantial. It may be said that the average load per wagon that I have referred to does not refer to the actual load in a loaded wagon but only refers to the average load in wagons some of which may be empty. I find from the Report on the Administration of the Railways for the year 1954-55, that in that year, out of about 49 wagons in a goods train, only 35 were loaded. Well, allowing for this, the load in a wagon will go up proportionately. It will

go up by about 15.4 tons but I understand that according to the new rules, a broad gauge wagon can be loaded up to 22 tons. Therefore, it appears from the figures that I have given, that only two-thirds of the wagon capacity is being utilised. There are different forms of goods traffic too and in respect of the conveyance of light merchandise, the railways are at a disadvantage because it occupies a great deal of volume while its weight, unit by unit, is less than that of heavy merchandise. Even so, I think the matter requires to be looked into. If we are to take advantage of the permission given for the extra load, surely these figures ought to be improved. I am not a technical man and I do not know whether it was wise to increase the load per wagon in the manner that has been attempted in order to move the traffic but taking facts as they are, it appears to me that the wagon capacity is not being fully utilised. This is surprising because there is so much of traffic waiting to be carried. If the Railways had to wait for traffic, I could understand wagons being sent away not fully loaded but when the registrations are increasing —on the broad gauge I think they increased from about 59,000 in 1953-54 to 89,000 in 1954-55— it is difficult to understand why the wagons should not be more fully loaded. I think I need say nothing more on this point in order to show that there is a great deal of room for improvement still in the figures relating to the movement of traffic. Perhaps I might refer to one other figure also, namely, the better loading of wagons, which was referred to by the Members of the Railway Board when they addressed a Press Conference the other day. It was pointed out, I think, that the wagon load on the broad gauge had increased from 482 tons to, I think, 500 tons, but this is, in a large part, due to the fact that while on an average there were only 34 wagons in a goods train in 1953-54, there were 35

wagons in 1954-55. I think, therefore, that the Railway Board cannot

claim much credit for the increase in train loads except to the extent that they have been able to move more traffic.

Now, Sir, I shall come to a few other points of considerable importance which require immediate attention. During the first Plan period, according to the Railway Minister, the rehabilitation and development expenditure on the railways would have amounted to Rs. 432 crores. In the second Five Year Plan, there will be an additional expenditure of Rs. 1,125 crores. The framing of schemes, their execution, the proper supervision of the working of the Railways all over India—which is the task of the Railway Board—will become much heavier in future. Now, had a commercial concern been provided with so much money, it is inconceivable that staff would not have been adequately increased and the supervisory organisation considerably strengthened. Here we find that though the strength of the Railway Board has been increased by the addition of a Chairman, as a result of the excellent step taken by the Railway Minister, measures have not been taken to enable it to cope efficiently with the additional burden that is being placed on it. The Estimates Committee has suggested that the strength of the Board should be increased by the addition of a Member to it. This may be done, Sir, but what I have in view is that the Members of the Board should have adequate time to tour because, in no other way can they discharge their functions efficiently. At the present moment, what we need is proper supervision and personal contact. Proper supervision and personal contact will not be possible unless the Members of the Board are required to deal with only such work as they can discharge efficiently. Now, the Estimates Committee has pointed out that there has been a great delay in the disposal of cases recently and that these delays amount to from 35 to 45 per cent, of the cases in the first few months of, I think, 1955. I think, Sir, that, what-

ever steps may be taken to strengthen the Railway Board, it should be borne in mind that it is to be made sufficiently strong to cope efficiently with the increasing workload.

The next point that I should like to deal with is the position of the General Managers of the Railways. What I have said with regard to the Members of the Railway Board apply equally to the General Managers of the Railways. In their case to maintain personal contact, staff is even more necessary than in the case of the Railway Board. But is it possible for a General Manager to find time for exercising supervision and for travelling on all sections of the line so long as the zones remain as large as they are? I know, Sir, that the Central Railway is going to be divisionalised very soon and probably in the next two years the other Railways too will be divisionalised. But there is a limit, Sir, to the amount of work that even a divisionalised railway administration can perform. The East Indian Railway was a divisionalised railway, but it was found that its work was so heavy that, in spite of the divisionalised system of administration, it could not deal with it efficiently. The calculations that have been made by the Efficiency Bureau show that on several zones the work-load is already much heavier than can be efficiently borne, and in the next five years, Sir, this load will increase considerably. Is it not desirable, therefore, Sir, to take this matter into account now so that the question of the regrouping of the railways may be considered from a new angle? When the existing railway zones were formed the situation was entirely different. No one thought at the time that in the course of about ten years the railways would spend about 1,400 crores of rupees for then-rehabilitation and development.

SHRI B. C. GHOSE: Nearly Rs. 1,600 crores.

SHRI H. N. KUNZRU: Yes, it is about Rs. 1,600 crores (1,125 plus 430). Surely, therefore, this question has

[Shri H. N. Kunzru.] to be approached from a new standpoint. Consistency should not be allowed to be an obstacle in the path of change when the interests of the country require changes in the present system.

Another thing that I would like to mention in this connection is the urgent need for decentralisation. When so much work has to be done, it is necessary to know what is the work that each class of officers can perform. I take the top level administration first, namely, the Railway Board. Is it necessary at the present time, that the Members of the Railway Board should continue to do what they have been doing as a matter of tradition for many years? Is it not desirable that it should be considered carefully whether some of their duties could not be transferred to the officers under them so that they may be required to attend only to planning and the urgent questions arising therefrom and other questions of policy.

[MR. DB>UTY CHAIRMAN in the Chair]

Now, what I have said with regard to decentralisation will also be needed in connection with the relationship that prevails at present between the Railway Board and the General Managers. Indeed this divisionalisation will be necessary, in my opinion, at all levels of administration. The art of efficient administration, in my opinion, consists in so distributing the work that no officer may be called upon to do the work which a person of lesser standing can perform equally efficiently. While on this subject I should like to draw the attention of the Railway Minister to the need for an analysis of the work of the railway officers. I suggest that a job analysis be undertaken so that all unnecessary work may be done away with and the work that should be performed might be properly distributed between the various grades of officers.

Sir, I find that my time is over, but with your permission, I should like to refer only to one more matter before

I sit down, and that is the railway research organisation. Now, Sir, much more expenditure is being incurred on research in the railways than was being incurred four or five years ago. When the Indian Railway Enquiry Committee reported, the total expenditure on research stood at, I think, 2½ lakhs of rupees, whereas, according to the estimate for 1956-57 it is likely to be about Rs. 16 lakhs, and when the annual receipts of the railways are expected to be of the order of Rs. 345 crores in 1956-57, is this expenditure on research, of Rs. 18 lakhs, adequate in a commercial organisation the annual earnings of which will now amount to about Rs. 350 crores. Though progress by slow stages might have been inevitable and wise in the past, it seems to me that the research organisation should be utilised much more than is being done at the present time. The Indian Railway Enquiry Committee reported that the research organisation should be suitably expanded, that people with good qualifications should be appointed and should be so remunerated that it may be possible for the railway authorities to retain their services. The idea was that people who were recruited for research work should continue as research workers. Now I do not know whether that object has been attained. The Government of India accepted this recommendation, but I understand that an interchange of officers is still going on between the Railways and the research organisation. Then, Sir, another point that was made by the I.R.E.C. was that there was need for contact between the railway research organisation and the other scientific organisations in the country, the university laboratories, the national laboratories and so on. The Railway Board intended in 1948 to set up a committee consisting of the representatives of the universities in the national laboratories and so on, but I cannot find out from the latest report on the research organisation whether, such a committee has been brought into existence or not. I hope it has been established but if it has not been, I suggest that

it should be established as early as possible—Sir, there are other questions that can profitably be dealt with in the general debate but as I have already finished my time, I shall deal with such problems as I have not been able to refer to at a later stage.

MR. DEPUTY CHAIRMAN: There Are 22 names listed for today. So we will sit through the lunch hour. I hope the House will agree.

DR. SHRIMATI SEETA PARMA-NAND (Madhya Pradesh): Mr. Deputy Chairman, it is with great pleasure that I associate myself with the compliments that have been showered on the Railway Minister for the management of the Railways last year and specially for the improvements that have been effected almost in all directions. Sir, though the excellent pamphlet that is usually brought out by the Indian Railways is a catalogue of the accomplishments of the Railways, it would not be out of place for me to refer to a few pointedly and with that I would like to make some suggestions. After all, the object of this debate is to get more suggestions from Members in order to effect more improvements and if any of them appears as comments, they should be taken in the spirit in which they are made.

Sir, better supply of fresh water has already been referred to, but the way in which fresh water is served sometimes at the stations still requires improvement. Though a long ladle is given for serving water or even if there is a tap provided for doling out water, you find the vendors taking the mug and dipping it inside! This should be stopped as it produces pollution. Of course, these are minor details but if we are aiming at perfection even these have to be looked into.

Sir, waiting halls have been built but in those waiting halls today better supervision is needed to keep them in a good condition. I would refer to

the waiting hall at Nagpur. If you were to look at the condition there I do not think that the money spent on it could be considered well spent. It is not enough to build these big buildings with a lot of expenditure; it is necessary to see that their maintenance is also attended to.

Air-conditioned trains, Janata expresses, more coaches etc. are among the many things that have been provided but as far as the coaches are concerned there should be a certain uniformity aimed at. Coaches even of the same class that are newly built are not alike and in some of them it is rather unfortunate that the space between two berths is not even more than 18 inches.

Similarly, the Railway Ministry was good enough to appoint an anti-corruption enquiry committee and the hon. Minister has already said that most of the suggestions made by that committee have been accepted. But I would here like to mention that if the Railway Ministry and its staff are so vigilant in seeing that the suggestions that were made are accepted, then the state of affairs that is found today particularly in the matter of night vending should not be found. I may mention that as many as perhaps 15 or 18 times I had occasion to complain about shouting near compartments during the night particularly when the compartments are closed and none is likely to purchase. All the advantage of reserving a berth at night is lost when at every station you find vendors shouting at the top of their voices. After suggestions are recorded in the suggestion book, you get a stereotyped reply—it might be printed for convenience—that the matter is receiving attention and after 15 days you get another letter saying that suitable action has been taken. But you may pass by that very station within eight days and you will find the same shouting of vendors. And this is not over one line, but it is the case practically in all Railways in the country and this breach of rule indicates that corruption is rampant.

[Dr. Shrimati Seeta Parmanand.] among the staff because it goes without saying—and it should be obvious—that the vendors who commit this breach of regulations and create disturbance at every station by shouting at the top of their voices at any hour of the night must be doing so with the connivance of the railway staff and may be with certain perquisite that they may be getting.

Tourist Guides and other employees have been increased and I am very glad to note that expenditure on the side of employment has gone up from Rs. 104 crores to Rs. 140 crores. That means that incidentally the Railways are helping to check unemployment and in this connection I would like to express my gratification at the fact that more and more women are being employed in the railways. But I would like to make a suggestion here to the Railway Department because the Railways are an arm of education as effective—which perhaps they do not realise—as broadcasting and information; through the various notices that they put up and by the use they can make of their loudspeakers etc., they can try to educate the public in various ways regard to their social duties. Here I may also point out that when more and more women are being employed for various jobs in the Railways particularly where they have to come into contact with the public at various stations—may be with persons from the lowest rung of the social ladder—it is necessary to lay down certain code of demeanour for them because their education ordinarily is not of a high standard, nor do they get opportunities to learn social etiquette and manners in their own homes. So particularly when they have to come into contact with so many men of all ages in the performance of their duties, it is necessary to lay down certain code of conduct which will make it incumbent on them to observe certain decorum and dignity. And I may add that the same code could be passed on to women police who are engaged

there. May I add that the women's organisations will do whatever they can in due course?

Another good step that the Railways have taken, of which I would like to make a mention is that they have appointed a committee which they say, after a lot of protests in this House or rather at the suggestion and request from hon. Members of the House, will be associated with the management of catering. But I am sorry to see that though the talks started in August—the news appeared in the papers about that time and the hon. the Railway Minister was pleased to make some reference to it in conversation—somewhere about November, letters were issued by the Department concerned from Bombay—the Manager of the Central Railway—and it is February now, when it is said that the meeting may be called in April. If it takes six months after a decision is reached to call such a meeting, I do not know what actual work is expected of it and what importance is given to it. I had already stated that in aspects of management of Railways which are specially suitable for women more and more women from every town and big places should be associated and I would again like to mention here that the Railways have not thought it fit to associate any woman on any of their consultative committees though there may be one or two here and there perhaps in the Eastern Zone. Really speaking as far as passenger amenities are concerned women would be in a much better position to give advice and take up the responsibility. Therefore, at least 50 per cent, of the personnel of such bodies could with propriety be women because 50 per cent, of the electorate too are women.

Now, I come to another point which deserves notice. The Railway Minister has himself referred to it in this pamphlet 'Indian Railways'. In the last paragraph on page 4, referring to the question of catering, he has said:

"One of the important decisions taken during the meeting held in February 1955, was the endorsement of the policy of extension of departmental catering, as recommended in the Report of the Committee on Catering."

The objects given by him for doing this, later on, are two, namely, (i) to standardize catering and (ii) to make the holdings manageable. I will read out the wording: "for setting the standard and serving as a model, and to reduce the holdings of big contractors to sizeable limits". It is in this connection that I would like to say a few words. In spite of the observations made during the last debate, the Railway Ministry did not think it fit to invite some of the Members from both Houses—and in that more women—to find out what further they had to say with regard to catering. Since that time much water has run under the bridge and many more stations have been taken over by the Railway Ministry. I would like to say that nobody will have any quarrel with departmental catering because that is in the fitness of things, because with socialisation being our policy and nationalisation our aim, all our industries and this catering being one of the small industries ought to be departmentalised, that is, incidentally nationalised. But the object that the Railways have behind this has to be served in a just manner, in a manner that would not be detrimental to the interests of the country. It has to be seen that the Railways' departmental catering that is already going on is being run profitably and is being run efficiently. If we were to eat in the train that is running between Calcutta and Nagpur with departmental catering, or if we were to take our meals in some other stations that are being run departmentally, we would find that the food is not only not satisfactory, but the complaints also are increasing. Apart from that it has to be seen that the railway contractors' number with large holdings, is not one. It is not one firm or two firms. There are quite a number of con-

tractors who have large holdings. They are citizens of India. Yet they are not treated in a fair manner. They are not like zamindars being given compensation for going out. So, it is necessary to see that they are driven out from the business within a reasonable period of three years, to say the minimum, if not five years. After all it has been their means or livelihood. They have invested in their furniture and other equipment and it is not right that they should be overnight offered notice of one month, say, in the case of vending contracts or three months in the case of refreshment room contracts, before being asked to go out lock, stock and barrel. It may be according to the rules to give such notice. It may be asked whether the officers who are responsible for this advice are also not under the same terms of service? Anybody who may be responsible for such treatment, anywhere in any administration—who are under the same terms of service, I would say, of being dismissed at one month's notice—if they are turned out by Government, not for bad service, they would certainly not think that they have been dealt with fairly. They would make representations and the Government also, in all fairness, would give them the advantage of a departmental enquiry. For that reason it is not right—when there is no charge of actual bad service—to turn out any set of the contractors within such a short period. After all they are not organised enough perhaps as a group of officers would be, particularly like the lower group of servants today, in the Railways or in the post offices, who could go on strike. They are not organised to that extent and so they may not have been able to get an effective hearing. It is necessary to point out that in spite of the Railways having taken up this subject of departmentalisation of catering, they have not been able to make provision for opening new stalls at such big stations and important stations of pilgrim traffic like Puri, where people are put to a great deal of inconvenience. Even my home

[Dr. Shrimati Seeta Parmanand.]

town railway station, Chhindwara, is now going without a Hindu refreshment stall for the last ten months. And in a small place like Chhindwara where there are no good hotels, many people who come there from the neighbouring colliery areas have always to go to these railway stalls in the hope of getting good service, because they are open always. They are under the supervision of railway officials and as such they cater better food than perhaps the town refreshment stalls. So, these are some of the examples where the Railways have not done what you would think should be done in accordance with good standards of public administration. I would like any public administrator to be appointed to go into this question of the way the Railways have dealt with catering and the Government should make it a point to invite outside opinion about the treatment of these contractors, to say, the way in which certain zones have been omitted. Why is it that the zone from which the hon. Deputy Minister himself comes, the Southern zone has been excluded from this new departmentalisation? Sir, would the Railway Ministry not like to see that the Delhi station, for instance, and some other stations which have been taken over by them are running at a profit? So, for that reason it is obvious that when Government officers today are running various concerns not only in the Railways—as was aptly mentioned by the lady speaker yesterday, where the national spirit has not gone deep down into our bone marrow, where we do not think in our undertakings that everything that we do for the public is like doing something for our own home—a lot of wastage comes in. And as such even in regard to departmental catering, until such well trained personnel, that is, the students who are in schools today become men and then come forward, it would be almost impossible to run this railway catering or any other Government concerns with absolute profit. For that matter, I might incidentally state that the Railways have

shown such a big profit. But as was said at another place by somebody very highly placed, it should be and would be possible, if that national spirit permeated, to turn these railway profits today shown in the Budget perhaps to three times. There is such a lot of wastage not only in contracts given, but in other places from top to bottom. Where public property is concerned, we have not yet learned today to feel that all public property is our own property and if we are going to act in earnest we have to see to that first. Sir, I think I have said enough about this railway catering to point out to the Government that in spite of the losses that they have incurred on departmental catering on the zones that existed even before this new Catering Committee's Report was taken up—that is, the Bengal Nagpur Railway and the Southern Railway, the catering on which is much talked of, which is being run at a loss of at least two and a half lakhs rupees to the exchequer—if they want to take up a few stations, with the two objects stated here namely, standardization and running compact areas—they themselves, in each zone, should take up a compact area, say, ten or twelve stations. And they should show that they can run them at a profit. What they have done today is not at all consistent with the very competent report submitted long ago by the Kunzru Committee, that is, to take big stations with small stations. But they have selected for themselves, it seems, big stations which they are going to run, for which notices have appeared in the papers today and propose to leave a few small stations to a few new people. I feel, Sir, that the result will be unfair treatment of our citizens, the contractors in this manner.

Sir, I am afraid that after a 1 P.M. colossal waste of money and

finding that the Railways are not able to run catering at a profit, they will again invite tenders and hand them over to some other people in a year or so, which will lead to so much unsettlement. It is significant that the figures have not been given

of losses over every station in detail but this policy should be stopped even at this stage and all contractors be taken out from their business on percentage basis. That is a certain percentage of their business would be taken away every year and finally within a period of three years, they, may be asked to go. Such of them whose work would be considered useful for running the Railway departmentalised work for catering should be retained and their experience should be utilised. The rest should be asked to go. None will have any quarrel with that idea because I have always stood for nationalisation not only in the case of Railways or railway catering, but in every industry if that could be done. But when we are showing such a favouritism to big businessmen, when it has been our policy to help small-scale industry people, when the Planning Commission itself had said that small-scale industry people should be invited to invest when the capital fights shy and the industry should be run for a year and then handed over to them it seems going against this policy if we are going to send out people who have been for generations in this business on a large scale, in such a short time. They should be asked to go; that is the national policy. But they must be given time if they are to be treated fairly and if the Administration is not to be charged with high-handedness.

I would like, lastly, to mention one point and that is with regard to the corridor trains which our Railway Administration is going to introduce. I saw a reference somewhere that the Ministry are thinking of putting some radios there. I may here use this opportunity to request the Railway Administration not to introduce the loudspeaker and the radio in the corridor trains for propaganda because I have travelled in such trains in China. In season and out of season there these radios are working and you sometimes get irritated. The idea there is that people should have

hardly any time to think on their own or that they should be constantly indoctrinated. We certainly could make use of these radios for propaganda, but that indoctrination could be done on the railway waiting halls. But in trains people would sometimes like to have rest or sleep. Trains are hardly the places where people should be indoctrinated. Above everything else, I am very much afraid of *'film music'*—that horrible film music—touching upon all kinds of wrong things through erotic and sentimental songs harmful to the younger generation being put there all the time. So, I would appeal to the Railway Ministry not to make use of these corridor trains for such purposes, except perhaps sometimes for giving some instructions. They, in China, have the radio for whole time. They would tell us that all that was ushered in because we do not know the Chinese language—"The next station is such and such" or "Do not put your hand out of the window" etc. I think that there are various other ways in which our countrymen can be taught about various Government plans, but this need not be the place. The corridor train need not be used for these things.

There are one or two very small suggestions that I would like to make, and that is with regard to bolting on the toilet room of every compartment from the side of the compartment. A suggestion to this effect was made by me last time, but it was turned down. The answer given was that in case of a burglar getting in, he would put the passenger in the toilet room and proceed with his business of stealing. It is hardly an answer, because it is much better to be locked in the toilet room by a burglar than murdered or manhandled. For that matter, there is the chain to be pulled in the toilet room and a person can easily pull it from the toilet room without any interference. So, for the safety of the passengers, I think that the Railways would consider putting a bolt in the toilet room from the side of the seating arrangement.

[Dr. Shrimati Seeta Parmanand.] Similarly, with regard to various suggestions that we send, the reply usually given by the Railway Administration is that every suggestion is not practicable—perhaps, theirs is the last word in regard to the correct position. For instance, if they are asked—as I had asked them—to put an extra train on week-ends between the busy colliery centres— between Chhindwara and the colliery area—they reply that the coach capacity does not permit that. I should like to know whether the officers had time to find out whether, in spite of all the coaches being available, it would not be possible to put a train of two or three coaches, because there are no other means of communication between that area about 40,000 to 50,000 people live there—and Chhindwara town. They do like going during week-ends to markets or business to Chhindwara.

There is the second reply and I think of taking it up at the meeting of the Informal Consultative Committee. It is about introducing a through coach from Nagpur to Jabalpure, especially for women, travelling third class. I do not ask for second or first class coach. The simple reason for my request is that Nainpur, in rainy season or during the scorching summer heat and at odd times, women are hardly able to change coaches at Gondia. You may be surprised that the reply was that for the distance between Gondia and Nainpur, the accommodation is already short for those people. If this one through coach is added from Nagpur to Jabalpur, the accommodation would be the same. After all, people from Nagpur to Nainpur are to board the Gondia train at Nainpur. It is not Understood how a few people would not be able to get into this compartment at Gondia to Nainpur when all others from Nagpur train get into the Gondia-Jabalpur train. This just an example of a reply I received from them. The attitude should be not to make out that theirs should be the last word and that the proposal cannot be examined more closely.

With these few words, I would again like to congratulate to the Railway Minister on the Budget, but with one reservation. I would request him to see that the absolute injustice to caterers at the hands of the Railways is done away with and the policy changed immediately. It would not make the Railway Ministry feel small.

There is one more point which the hon. Member from Andhra had made and to which I think, it is necessary to reply. He was dealing with the advisability of not appointing bigger bodies to deal with any question and in that connection, he went on to say without realising what he was saying, "Do you mean to say that catering with all its racketeering that was going on would have had a chance of going at all if there had been a statutory authority to hand over"? What he meant was that because it was a two-man committee, it was possible to get what was done and he was at the same time scoffing at the suggestion, perhaps wanting to take note of the suggestion made last time that more people from both the Houses should have been associated later on, to go into the details of the conclusions arrived at that Committee. But at the same time when it was some remark with regard to the Planning Commission personnel by some of the Members from Madras, Mr. Hegde for example, he came forth to defend the appointments of the Planning Commission by saying, "Who are the Planning Commission? The Planning Commission is there only on behalf of Parliament". Now in one breath he wanted to defend the Planning Commission, a bigger body, and in another breath.....

MR. DEPUTY CHAIRMAN: He was not referring to the Planning Commission at all. Somebody said that there should be a statutory body to administer the Railways, and Prof. Ranga said that the Railway Board was the proper authority and that, if there were a statutory body, most of the improvements would not have been possible. You have misread his speech.

DR. SHRIMATI SEETA PARMA-NAND: I have taken extracts from his speech. To that, I would like to say that a bigger body would have been able to go into the whole question thoroughly—a bigger body of outside people, not only people who are in the Department and who are always dealing with the problem, whose advice would always be available, but the advice of outside people who are not always dealing with the question is very necessary.

SHRI T. S. PATTABIRAMAN (Madras): The National Railway Users Consultative Committee recommended departmental catering.

DR. SHRIMATI SEETA PARMA-NAND: I am reminded of that. If the proceedings of that Consultative Committee were to be gone into, I think it would be seen that it was towards the fag end of the whole meeting, when practically everybody was dead tired, that the matter of catering was taken up and slurred over. That is hardly the way of putting it through that Committee. I would really like to ask the hon. Minister as to how many women were there. My contention has always been that there should have been at least four Members from the other House and two from this House and that more women should be on such a Committee to advise on catering. If the men on the Committee were to know something about cooking of the various dishes that are required, I might have understood it.

Thank you, Sir. I feel that the Railways have done a good deal towards improvement but still what is required is that they should go into the various suggestions that are made here and feel that they deserve consideration and not just have the complacent feeling that whatever they do is the only right thing to be done.

SHRI RAJENDRA PRATAP SINHA (Bihar): Mr. Deputy Chairman, I am grateful to you for giving me this opportunity to express myself on the

Railway Budget. Before I make a few comments on the Budget proposals, I would like to pay my compliments to the Railway Administration for the work that they have done during the year 1955-56. I have examined the various indicators and I find that the Railways have turned the corner and have now arrested the deterioration that was going on.

Sir, I am conscious of the great interest that our Railway Minister has got for third class passengers and that it is his constant concern to improve their lot in travel. I am aware of the various amenities that are provided for third class passengers but I am only sorry that the third class passengers will continue to travel under very very suffocating conditions during the Second Five Year Plan period as well, because with the financial allocations that have been made for the Railways, the Railway Administration will not be able to increase the passenger capacity to their original estimate of 30 per cent, but will only be able to increase it by 15 per cent. It will only mean that the chronic feature of overcrowding on the Indian Railways will continue in the Second Five Year Plan period as well.

I would now like to highlight some of the disquieting features which are evident to me in the Second Five Year Plan of the Railways. I would like the House to appreciate the consequences that will flow from the serious cut that has been imposed upon the Railways by the Planning Commission. As you know, the original plan prepared by the Railway Board was to cost Rs. 1,480 crores, but the allocation made by the Planning Commission is only of the order of Rs. 1,125 crores. This means that there is a cut of about 25 per cent., and out of these Rs. 1,125 crores, Rs. 375 crores are expected to be provided by the Railways themselves. You will remember that in the First Five Year Plan, out of a total cost of Rs. 400 crores, the Railways were asked to contribute Rs. 320 crores which they could not

[Shri Rajendra Pratap Sinha.] do, and there was a shortfall of Rs. 40 crores in their contributions. I wonder if such a shortfall would be condoned in the second Plan period. Therefore the Railways have to augment their resources in order that they will be able to fulfil the entire commitment of Rs. 375 crores. You will find therefore that the Railway Minister has imposed a surcharge on goods traffic. Passenger rates have escaped unscathed, but I am afraid that they will have to take their turn in the later period of the Plan. The Freight Structure Committee will now have to review the entire freight structure of the Railways in view of the demands made on the Railways now. I am sure that that Committee will have to adjust the freight structure in such a manner as to enable the Railways to meet the development finance requirements. Therefore, I think that enhanced rates for passenger and goods traffic will have to come into play during the next Plan period.

Let us now view the demand and the cut. The demand of the Railways for the second Plan was Rs. 1,480 crores and a cut has been imposed upon them. Let us view this in the background of the implementation of the first Five Year Plan and also in the light of the demand that is likely to be made upon the Railways during the second Plan. You will remember that the modest objectives before the Railways in the first Plan were to rehabilitate the Railways in such a manner that all the back load of replacements, renewals, etc. would be fully met. I find that this rehabilitation programme has not been fully completed yet. There have been shortfalls in important sectors. While making our plans for the second Five Year Plan and also allocating financial resources for this, this factor will have to be kept in mind that the Railways have not yet been able to achieve the objectives of the first Plan, i.e., the rehabilitation of the Railways.

Sir, there are various factors that have to be taken into account and I find that the Estimates Committee's Eighteenth Report is very interesting in this respect and they have taken all the factors that had to be rehabilitated during the first Five Year Plan. In Appendix III they have taken the position of the rolling stock and I find that at the end of the First Five Year Plan, i.e., 31st March 1956, the percentage of shortfalls with regard to locomotives will be 25 per cent, with regard to coaches 25 per cent, and 22 per cent with regard to wagons. Therefore you will find that so far as this important rehabilitation of rolling stock is concerned, that has not been completed during the first plan period. Similarly if you take the track position, you will find that there has been a serious shortfall in the completion of the track renewals and they say: "On the 1st April 1955, the mileage under speed restrictions due to the arrears of track renewal was 1,784. The Committee strongly feel that immediate steps should be taken to eliminate these speed restrictions by strengthening the track where necessary". The Estimates Committee has also estimated that by the end of the second Five Year Plan, 4,000 miles of track will remain to be renewed and overhauled. Now they have estimated the debit side of the first Five Year Plan and three things they have recounted, viz., the chronic over-crowding, the incapacity of the Railways to carry all the goods and passenger traffic offered to them and the short-fall in the renewal of tracks. They have suggested:

"It is therefore, obvious that the magnitude of the second Five Year Plan of the Railways will have to be such as to wipe out the points on the debit side."

In the light of this, we have got to review the second Five Year Plan proposed for the railways. This has also been referred to by previous speakers. You will find that the goods traffic increase at the end of the first plan is estimated at 66 million tons out of which the Railways are going

provide for only 42 million tons. There will be a gap of 24 million tons which is uncovered. The question is whether this 24 million tons is a correct estimate. You will find that during the first plan period the Railway Administration had estimated that there would be an increase of about 10 per cent. in goods traffic whereas actually you will find that at the end of the five year period they have carried 24 per cent. more of goods traffic and they have left 5 per cent. of the goods traffic that could not be carried during the last period of the plan. Therefore you will find that their estimates for increase in traffic went wrong in the first plan and what we feel is this that the estimates for the second plan period will also go wrong as they are grossly underestimated. Shri T. T. Krishnamachari, the Minister for Commerce and Industry, speaking on this point, said:

"These must be assessed with foresight and imagination. Small increases in terms of arithmetical percentages of known demands will not do. In an underdeveloped country like ours, the needs for transport facilities develop in geometrical progression and not in arithmetical progression."

He has said this in his own inimitable manner and I hope the Railway Administration will take note of it. The Estimates Committee have also said that this estimate of gap of 24 million tons is extremely conservative. Now my friend Mr. Ghose pointed out the other day the estimates made by the *Eastern Economist*. They think that the gap will be of the order of 35 million tons. If this gap is there—whether it is 24 million tons or 35 million tons—at the end of the plan period, I am sure the entire plan will slide back. We are having big targets of production both in the agricultural sector and in the industrial sector—both private and public—and all this production programme will slide back if the Railways fail to carry the goods offered to them. I would therefore urge that the Planning Commission should restore the

cut that has been made on the Railways. As a matter of fact I would like that the Railway Ministry should make a concerted effort and should make a demand that their cut must be restored and if necessary, the cut should be made in other sectors and I am sure the House will support the Railway Minister in making such a demand on the Planning Commission. I was just looking to the Twentieth Report of the Estimates Committee which was circulated to us only this morning and I find that the Planning Commission have said that they will keep in view the demands by the Railway Administration and they will constantly review the position in such a manner that they will do their best to provide the necessary funds. Now I find that the only plea which the Commission took was that the steel and other foreign aids of the adequate quantities will not be available and so they had reduced the allocation and they had offered certain quality of steel which, if the Railways accepted, they said they would be in a position to increase the allotment and I find the Railways have accepted those qualities and therefore I am sure if the Railway Ministry is alive to this question and keeps on constantly hammering this point, the Planning Commission will consider this question and they have said that for the first year they have met their demand in full and in the subsequent years also, they would try to meet the demand in full as far as possible.

Now I would like to say something regarding the re-grouping system. Hon. Pandit Kunzru has made a remarkable speech in this connection and I should like only to lend my support also to what he has said that the re-grouping system on the Railways should be examined at an early date. I find the Estimates Committee have also gone into this question very thoroughly. The Railway Enquiry Committee presided over by Acharya Kripalani has also suggested that this question should be examined at an early date. I am sure the Railway Minister has kept an open mind on

[Shri Rajendra Pratap Sinha.] this question and he has very recently—only last year, divided one of the zones and has created the South Eastern Zone. Now there is absolutely no criterion that this should be the mileage of a certain zone. But judging from the workload that has been worked out by the Efficiency Bureau. I find that the work-load has been increasing and is likely to increase in the future and therefore a shorter zone is a necessity as was explained by my friend Pandit Kunzru.

Sir, I was going through the report of the Indian delegation which went to Russia and I find that they also have said something on this question which I think will be of some interest to the House. The delegation has found that in Russia there were as many as 48 railway units before the last war. In 1946 there were as many as 54 railway units. But in 1946, they suddenly decided to regroup their railways and they regrouped these 54 railway units into 10 units. They did this, of course, by enlarging the areas of each. But they soon found that this was a very uneconomic and wasteful system of organising their railways and they have now, I find from the report, given up these regrouped ten units and they have promptly come back to 41 units. And the average route mileage there comes to only 2,000 to 3,000 miles. Our Estimates Committee have also said that the consensus of opinion was that the average route mileage per unit should not be more than 3,000 to 3,500 miles. I would, therefore, very strongly urge upon the Railway Minister to appoint a high-power technical committee and allow it to function and to examine the whole question impartially and give its decision and we should abide by the decision given by this high-power committee.

Sir, a question that may arise is whether this is the appropriate time for us to go into this matter. I find that Mr. Puri who is I think an ex-Financial Commissioner of our Railways and an authority on the subject

has in an article dated the 6th January last stated that this was the most appropriate time when the question of the regrouping of the Railways should be examined and not when we were in the full swing of the development plans of the second Five Year Plan. And his views, Sir, should be given due weight, because he is an expert on this question and I think the Railway Administration would do well to examine this matter.

I have only one more point to touch upon and that relates to the question of catering on which my hon. friend took a lot of time. I said something about this subject last time and I want to congratulate the hon. the Deputy Minister over there and say that I have found that the quality of the food, about which I had complained during the debate on the last Railway Budget, on departmental catering has very much improved. The service is very good and prompt and good food is served by the departmental caterers in the areas where I had been travelling, that is to say, on the Eastern and Northern Railways. At the same time, I would like to add that the hon. Deputy Minister may be pleased to take a sympathetic view of the whole question of enforcing departmental catering by doing away with the private caterers. I know that this decision of having all departmental catering, has to be implemented. But there is no point in taking a vindictive attitude towards the contractors who have, after all, served the Railways and the travelling public during the last so many years; and I share the views of the previous speaker that these private contractors should be removed during a period of time so that they could take up some other avocation. As far as I remember, the decision of the committee on catering also was that there should be both departmental catering and private catering that the private caterers should be gradually done away with. I understand that probably notices have been served on all the contractors throughout our Railways, leaving

out a few on the Southern Railways, that they must all quit by the 31st of this month or probably the next month. This is very hard on them and as I said, they have done good work in the past and they have had their association with the Railways and I only appeal to the Railway Minister that.....

"SHRI P. S. RAJAGOPAL NAIDU: Yes. very good association.

SHRI RAJENDRA PRATAP SINHA: Whatever that may be, they have been serving the Railways since long and also the public. So I appeal that a sympathetic attitude may be taken and they may be removed gradually so that they could also get themselves absorbed in some other business.

SHRI T. S. PATTABIRAMAN: Mr. Deputy Chairman, after the glowing tributes that have been paid to the Railway Ministry, I have very little to add. Yet, I would like to say that in the context of the position as it was when we attained independence and the work that has been done in the past six or seven years, the improvement in the Railways is not only phenomenal but even striking. The Railways, when our freedom was won, was in a most shattered condition and the legacy that was left by the British, was a war-torn railway system and people were wondering whether it could at all be rehabilitated and they were never hopeful that the Railways could ever be improved. But thanks to the vigorous policy pursued by the Ministry and especially in the hands of the present Minister, we have not only crossed the difficulties, but have certainly come to an era of prosperity and progress. Today overcrowding has been greatly avoided, a number of new trains have been introduced and the rolling stock and other things are being fully utilised. Today the nation is not only having the benefits of a good railway system but the Railways have also become a good commercial proposition since it is bringing good profits to the general R.S.D.—4.

treasury of the country. Tribute is due not only to the Railway Minister and the Railway Ministry, but also to the rank and file of all those working in the Railways, who have been able to make this great experiment a wonderful success. Today, we find that the ordinary traveller, the common traveller who travels in the third class has got better facilities and amenities and more attention and the conditions of his travel have become one almost of comfort. And there are several Janata trains and longdistance trains, with sleeping accommodation. All these have helped to a very great extent the ordinary traveller, and the man who contributes the greatest amount to the income of the Railways is getting some benefits.

Sir, the catering arrangement has vastly improved and it was a very pitiable note that was struck by my hon. friend who spoke just now about departmental catering. I thought that the controversy of departmental and contract catering was only an academical one and had ceased to have any practical value. In a socialistic pattern of society however hard an individual who is a contractor maybe hit, it cannot be helped, for there are certain items which should be considered as public utility concerns and not as profit-making concerns. It is not the humanitarian viewpoint of the individual contractor that counts, but it is the treatment that had been meted out to the millions of the travellers of this country by the contractors, that is more pertinent. Sir, it was pointed out that some of these contractors would be left on the streets, as if they were going to starve. I do not know what they are going to do with all the money they earned in years past. But the paramount consideration seems to be that these people should not be left in the streets. But may I ask what shall become of the thousands and thousands of persons who travel every day and every night on our trains who do not get their money's worth? They should not be exploited. With this end in view and in order to create the feeling that the Railways are not a

[Shri T. S. Pattabiaman.] profit-making concern, but an important public utility Concern, the Alagesan Committee decided that departmental catering should be extended. It is not as if that Committee recommended that on one fine morning the entire catering should be placed in the hands of departmental caterers. It is neither feasible nor possible. I do not understand why there should be a hue and cry when a few station have been taken, when a few canteens have been taken up, for departmental catering.

Whatever may be the views of the solitary Member, I want to assure the Railway Minister and the Ministry that the people of this country are behind them in the view that not only should departmental catering be extended but that the contractor system should be eliminated altogether. That will be a good day and I am sure, Sir, that the peoples' backing will be there.

Having gone through the glorious Budget that we have had, the Railway Minister and the Ministry have drawn our attention to certain disturbing features of the Railway Administration. The first point that I would like to focus on is the question of safety on railways. This aspect is even more important than the question of amenities to passengers or improvements to the existing stations. The paramount consideration, the primary consideration, the first duty of the Railways is to ensure the safety of the travelling public. If that is conceded—and I am sure there is no doubt about it—then we must also see that steps are taken to see that the safety of the track is also ensured. It is not only a question of ensuring the safety of the track by having interlocking arrangements or having a rigid set of rules or by any other means; the human factor counts and it has been brought out by important research organisations in England and America, Institutions which are concentrating on this problem of accidents, that the human element counts. Sometimes this element fails and in spite of all the best devices, accidents occur. That is

why refresher courses are there and I am happy that the Government thinks it necessary that every railway employee should undergo this refresher course once in at least five years. Now I think it is generally once in ten years that every employee gets a chance but I am sure, in view of the reports of the various committees set up by Government, it will be possible for every railway employee, from the top man down to the gangman, to have his refresher course at least once in five years. That will ensure the safety of the track.

Secondly, on page 5 of the "Progress of the first Five Year Plan on Indian Railways", the Administration has drawn attention to the percentage of over-aged stock on line on 31st March 1951 and expected to be on line, on 31st March 1956. It is surprising, Sir, even in 1956, after having rehabilitated the Railways to the tune of Rs. 250 crores, we would still have a large percentage of over-aged engines and wagons. In 1951, it was 23 per cent, in the broad gauge locomotives while now it will be 32.5 per cent. I do not want to tire the House with the details but still, about one-third of the rolling stock is still over-aged and we are not able to rehabilitate them. This is a sad state of thing* I am happy that the Government has taken a decision to send a Mission abroad to make purchases so that we can not only clear off our arrears but also have good and new locomotives and other wagons which are required for our railways. I would appeal to the Ministry to concentrate on this so that we will have enough of rolling stock in the next few years for replacing these over-aged stock. There is no use talking about punctuality when we have such over-aged stock. This is the reason for late arrivals and late departures. The Railways have solved many insoluble problems and it is not beyond their capacity to solve these problems also. I am sure that if an all-out effort is made, we could get the necessary number of locomotives and wagons so that this percentage is reduced at least to ten.

Another disturbing feature is track renewal arrears. This is a most important thing in the running of the railways. On page 4, paragraph 7, it is said:

"The actual expenditure on rehabilitation of track and bridges suffered a slight set back due to shortage of material and, in consequence, the estimated expenditure is likely to be Rs. 64*41 crores as against the planned provision of Rs. 70'47 crores. At the end of the planned period, the arrears of track renewal on Indian Railways are expected to be 7,223 miles for rails, 7,389 miles for sleepers and, in consequence, 1,784 miles of track will remain under speed restrictions."

This is a very dangerous situation today. If the track is not renewed properly, if the track is not maintained properly, accidents are bound to happen whatever other precautions that we may take. The other precautions will be of no avail if the track renewal programme is slack. I know that the Railways are not to be blamed for this. The difficulty is due to the scarcity of raw materials. It is only with the greatest strain that the Railways are managing things as they are but I would still urge that the Railway Administration should be more vigilant and see to it that the necessary funds are made available in this behalf immediately. One of the main features is the lack of sleepers and I am told that for lack of suitable sleepers, many more miles have had to be kept out of the scope of repairs and renewals. I understand that shortly a Mission is leaving for abroad for the purchase of the iron and steel requirements. It will be worthwhile for the Railway Administration to consider whether it will not be possible to find out if we can get cast iron sleepers for our Railways so that there may not be any shortage on this account. There are two types of sleepers that are used, one is the wooden one and the other is cast iron.

j I am told that the cast iron sleepers would cost roughly about Rs. 22 whereas the wooden ones cost about Rs. 14. The life of the cast iron sleepers is 2½ times more than the wooden ones which cost only Rs. 14. The shortage of this type of sleepers is partly due to the scarcity of the necessary wood. The high cost is also partly due to the avariciousness of the State Governments to have the monopoly of the various forests. Whereas it costs these State Governments about five rupees, they want to have a racket and plunder the Central Administration by demanding Rs. 14, thus making a large profit. If the State Governments could be persuaded not to be so capitalistic minded in this socialistic pattern of society, the Railways would be able to get their sleeper requirements fulfilled at a much lesser expenditure.

I would now like to refer to the transport bottleneck in this country. Though it has been relieved to a very great extent by the various methods evolved, still, in the Southern Railways, transport bottleneck is a great handicap. The transshipment difficulty at Vijayawada is still there. For example, in the Salem line, booking is not available for four days in a week and whatever booking is available, is overloaded. I know that the authorities are taking all steps to see that the booking position becomes easy but still it has not been much of a success. I would appeal to the authorities to take in hand the doubling of the entire Madras-Vijayawada section. If that is done, the transport problem would be eased.

I know that the booking of parcels and goods from Poona to Bangalore is heavily congested as a result of which, thousands and thousands of lorries get the necessary traffic to ply and the Railways are losing the revenue. If something could be done with regard to this, the Railways would be able to harvest a big revenue for them.

I do not want to go into the details of many things but one sad feature of

[Shri T. S. Pattabiraman.] the Railway Budget is that there is no hope for any new railway lines in the future. The Planning Commission has put its axe on the expenditure side of the Railways, and as a result the *new* Railways that had been planned to be developed in this country are to suffer. Yet there is a ray of hope in the speech of the hon. Minister that they will be considered and that suitable action will be taken to open up new railway lines.

I would like to point out on this occasion, Sir, that the Salem-Bangalore metre-gauge line is not only a necessity but an immediate necessity. The progress of the survey has been very satisfactory and I am sure that the Government will take a decision very soon. May I appeal to the Minister for Railways not to treat the Salem-Bangalore line as a new line, but to include it in the list of dismantled and to be restored lines, because the Morappur-Hosur line and the Tiruppattur-Krishnagiri line were dismantled during the last war and in place of these two lines we are now asking for a Salem-Bangalore line, and I would like the railway authorities to consider this as restoration of a dismantled line and give top priority to this line. This will improve the vast hinterland of Salem district, which is economically, socially and politically backward. It will also create jobs, it will create more employment especially to the handloom weavers, it will create opportunities for those forsaken people, and I am sure the Railway Ministry will take a favourable decision very soon.

Sir, the past year has been one of concrete activity amongst the railway-men. We are very happy to see that the relationship between labour and the railway managements has been very cordial. If there have been no strikes, if there have been no disputes and if there has been no dislocation of traffic, the thanks of the country are due not only to the railwaymen, who have been very excellent in their behaviour, who believe that consultation is the best form to

get the things they want, they are also due to the most realistic and sympathetic attitude taken by the Railway Administration. Many of the problems had been settled across the table and it is tribute to both the parties that the nation has not been made to suffer for want of a realistic attitude on their part. Still, Sir, there are certain people, certain individuals who are apprehending that their position in the railway unions will be jeopardised and thinking that they will lose their position are trying to create dissension in the rank and file of the union, but it is very happy to note that the railwaymen have not fallen a victim to it. I would appeal to the railwaymen not to be carried away by the insinuations or the activities of these individuals, who have no interest as railwaymen in their hearts but their own self-interest, but think that the national enterprise requires constant attention and constant devotion to work and that the Government are most sympathetic to them and that they will meet whatever reasonable demands they put forward. We hope, Sir, that they will not allow these disturbing factors to disrupt the union of the National Railwaymen's Federation and disrupt the progress of the country.

Then, Sir, I want to take this opportunity to request the Railway Minister to decide favourably the case of the firemen on the ex-South Indian Railway, which has been hanging fire for a long time. With the details of the case I do not want to burden the House because the Government and the Railway Board are fully aware of it. They are called illiterate, and they were recruited before 1949 on different terms. Now their promotion has been affected by the classification of A, B, C grades, and they are put to very great inconvenience. Even after having served for about 18 years and 20 years they are not able to get to the A grade and it is surely causing them hardship. Whatever may be the merits of the case, these 350 men are not great in number compared to the total number in the Indian Rail-

ways and so let them not have a feeling that even after serving the Railways for such a long time their services are not being recognised just because they were not educated. But certainly the fault is not theirs. About those people recruited after 1949 I am not much worried, but those who were recruited under different conditions should be recognised for promotion, and I am sure, Sir, they will be given sympathetic treatment.

One other point I want to say is this that the Railway Minister has been very kind in integrating and giving a status to the personnel of the ex-State Railways. I have no quarrel with it and I welcome the sympathetic attitude that has been taken by the Railway Ministry. On the other hand, Sir,⁴ one factor should not be forgotten. Some ex-State Railways, Sir, had only about 15 or 20 or 22 miles of railway line before they were taken over, and most of them, the Rajasthan Railway and other Railways were very small Railways, and the personnel there—if I am not casting any aspersion on them—were not fully trained. Many of them were **not** qualified engineers. Most of them were draughtsmen or even less qualified persons, but they were taken in and not only that, they were shown favouritism in the matter of quick promotion just before the integration came about. Fully knowing that integration will be taking place the next day, just to favour them, the State Administration made these people General Managers, District Traffic Superintendents and so on the previous day and gave them all sorts of status, and that has affected us. They were people who had no working experience beyond the knowledge they had of the one or two mixed trains that were running on their lines. These people now want to be made D.T.S. or District Mechanical Engineer. By all means let it be, but what about the fate of those persons who had been having greater experience of bigger Railways and where they had been suffering for a long time? Should their interests be made

to suffer, Sir? So I would appeal to the Railway Minister that, in trying to help those people from the States, the legitimate interests of the people who have had greater experience, who are better qualified and who have got greater claims to seniority, should not be overlooked and they should not be made to suffer. I am sure their interests will be also taken into consideration.

Lastly, Sir, I am very happy that the Railway Minister has made mention in his speech of vandalism and destruction of railway property. It has become the habit of some political parties that if they are dissatisfied with anything they take to vandalism, arson and loot and their first target seems to be the railway station. We have seen it in the wake of the S.R.C. Report and disturbances broke out throughout the country and the people chose railway stations as their easiest target of attack. It is also because the State Governments are not very keen on protecting the railway stations, but they are more keen about their own property and they do not attach much importance to this. But the Security system with the police that is being envisaged in this Budget should keep the miscreants off the track and they should be kept at bay. It will be an interesting thing if the Railway Ministry decides to punish the miscreants in the manner I suggest in those places where by sheer vandalism they destroy the properties of the railways. Of course, it is impossible to punish them individually, but punish them collectively by not restoring those things destroyed or those stations burnt out. It is public property. The Deputy Minister told the other day in the other House that Rs. 55 lakhs worth of railway property, which is national property and the taxpayers' property, was destroyed during the last riot. Sir, should not these things be stopped? The best thing will be for the people as a whole to be punished in those areas by not restoring or repairing those things, and if the people want them to be repaired or to be restored, the Railway Ministry should make it a condi-

Ibnri T. B. Pattabiraman.j tion precedent to doing so that the people of the locality should contribute 50 per cent, towards the cost. That will be the deterrent way of teaching the miscreants a good lesson.

Now, Sir, I have spoken what I felt in the matter and I would like to conclude by saying that the Railways have done remarkably well. There is no adverse comment against the Railways anywhere, from any quarter. The Railways have been the proudest part of our Administration, and I am | sure, Sir, that, under the able leadership and under the able guidance of our Minister and Depiity Minister, the Railways will make further progress and bring more credit to our country.

SHRI P. S. RAJAGOPAL NAIDU: Mr. Deputy Chairman, I would like to join the previous speakers in paying my humble encomiums to the Railway Ministers and also to the Ministry and to the Railway Board for the improvement in the Railways to this extent.

Sir, the Budget that is presented is one of very wide satisfaction with a remarkable progress in railway earnings. It gives relief to one to see that a capital outlay of nearly Rs. 1125 crores is to be put through within the next five years without increasing the freight rates, at any rate the passenger rates, as the Budget Estimate shows. Of course there is a very slight increase in the freight rates.

Sir, the Railways had approached the Planning Commission for an allocation of Rs. 1480 crores or nearly Rs. 1500 crores, but the Planning Commission had allocated only Rs. 1125 crores. Sir, in the special Report that has been submitted to the Parliament by the Estimates Committee, in one of the letters written by the Deputy Chairman of the Planning Commission to the Chairman of the Estimates Committee with regard to the insufficiency of the allocation of funds raised by the Chairman of the Estimates

Committee, the reply that is given by the Deputy Chairman of the Planning Commission is this: "In the allocation of funds to the Railways the Planning Commission also had to keep in view the difficult problem of foreign exchange and the uncertainty of steel supplies, apart from the claims of other sectors on the available financial resources." So, Sir, the two important difficulties which had been raised by the Planning Commission are the non-availability of the foreign exchange and also the uncertainties in the availability of steel supplies.

Sir the Estimates Committee had examined the Commerce and Industry Ministry and as a result of discussions with that Ministry the Estimates Committee had come to this conclusion. I would read a few sentences from the letter written by the Chairman of the Estimates Committee to the Chairman of the Planning Commission:

"We had discussions with the representatives of the Ministry of Commerce and Industry as also the Railway Ministry separately and jointly. The representatives of the Ministry of Commerce and Industry assured us that, if the Railways were in a position to accept Thomas Quality steel and steel in Millimetre sections, it would be possible for the Ministry of Commerce and Industry to meet the demands of "the Railways in regard to steel to the full extent. We, therefore, asked the Railway Ministry to examine these points and come to a quick decision. We were glad to learn that the Railway Ministry have since agreed to accept Thomas Quality steel and steel in Millimetre sections."

So, in view of this decision, the uncertainties with regard to steel cannot stand in the way of the Planning Commission giving the maximum allocation of funds to the Railways. Of course, the difficulty of foreign exchange is there. It cannot be ruled out. But the one redeeming feature of the Chairman of

the Planning Commission's letter to the Chairman of the Estimates Committee is the last sentence:

"It is the intention of the Commission to make periodical appraisals of the transport requirements in the light of the developments in the various sectors of the plan and to take steps within the resources available to ensure, as far as possible, that the progress of the plan is not impeded by inadequacy of the rail transport."

That is the only redeeming feature. The Railway Ministry has in view in (the next five years to lay 3,000 miles of new track but the Planning Commission had sanctioned only 800 miles of new track and that too, the track to be laid in areas where the steel plants will be located and also where certain heavy industries are to be located. We all know that the three steel plants are to be put up only in North India and that means that in the next five years new railway lines will be laid only in North India and that too in areas where these heavy industries and steel plants will be located. There will be nothing so far as the South is concerned. 'Sir, the Railway Ministry had planned for an increase of 6 per cent, per annum in passenger miles, that is, a 30 per cent, increase in the course of five years, but the Planning Commission has allocated only for an increase of 3 per cent, per annum. The opinion of the Planning Commission is that the 15 per cent, increase in the passenger train miles during the Plan period may not give much relief to the existing state of overcrowding but they hope that a certain number of replaced coaches and passenger locomotives may be found in sufficiently serviceable condition to be retained in service to add to the facilities for dealing with the increase in passenger traffic and for reducing overcrowding to some extent. That means that it is admitted by the Planning Commission that there is going to be overcrowding and that the present overcrowding is not going to

be relieved to any appreciable extent' But what the Commission suggests is that the old coaches may be retained in service and they may be serviced to give further service. It will mean a lot of expenditure without the necessary convenience to the passengers.

Coming to goods traffic, it has been estimated by the Railway Ministry that during the Plan period there will be an increase of nearly 51 per cent, but the Planning Commission has given an increase of only 46 per cent, in line capacity. That means that there will be still shortage so far as wagons are concerned. Sir, we in the Railway Corruption Enquiry Committee had come to the conclusion that the most important reason for corruption is this shortage of wagons. Shortage of wagons means that there will be less of supply than the demand and that means that we cannot root out corruption. If the Railways want to root out corruption completely, they have to place more wagons at the disposal of the merchant community. Unless that is done corruption cannot be eradicated at all. On the other hand it will increase; that is my opinion.

Sir, before passing on to the financial aspects of the Budget, I would like to touch briefly upon the question of reorganisation of railway zones. It has been recommended by the Estimates Committee and also by the Railway Corruption Enquiry Committee that the existing system of administration of railways is certainly creating great hardship. The Efficiency Bureau had also enquired and come to the conclusion that certain railways have got the maximum workload, more than double even. Taking 100 as the maximum workload, it has been estimated that in certain zones it has gone up even to 232—that is in the Eastern Zone—and in every other zone it is over 100. Last year, rightly the Ministry had split the Eastern Zone into Eastern and South Eastern Zones. But they have not split the other zones also into

[Shri P. S. Rajagopal Naidu.] smaller zones. What they now contemplate, according to the speech of the Railway Minister is introduction of divisionalisation. Sir, even if the divisional \ pattern is introduced in each railway—I remember that each division has about 600 miles now—yet there will be only one General Manager. We may adopt the system of divisional pattern but that cannot eliminate the otherwise heavy workload which is there in the railways. We can certainly decentralise to a certain extent by adopting the divisional pattern but what the Estimates Committee as well as the Corruption Enquiry Committee had suggested was to see that we have as far as possible smaller zones. I do not know why the Railway Minister did not mention anything about that in his report. Both the Estimates Committee and the Corruption Enquiry Committee have recommended a high-powered technical committee to be appointed to go into the question of reorganisation of the zones. With the coming increase in the capacity of the Railways, this is the right time to see to this aspect and to enquire into this matter before launching upon the introduction of the divisional pattern and to see whether the present zones can be split up and made into smaller zones. I personally feel that the divisional pattern is the best because the man on the spot will have more powers and his area will be less. But at the same time if the zones are not made small with only one General Manager for each zone at the top even the introduction of this divisional pattern will not in my opinion work well, and reduce the work load.

The other most important recommendation that has been made by the Corruption Enquiry Committee is this. The hon. the Deputy Minister while replying to certain questions stated the other day that with regard to the question of anti-corruption officers, there is to be a Vigilance Officer at the Centre. The Railway Corruption Enquiry Committee on

page 105 has recommended that the officer at the zonal level, that is, the senior administrative officer of the Anti-corruption Department, should be obtained on loan from a Government Department other than the Railways. In the previous paragraphs in that chapter it has been stated by that Committee as to why an officer should be obtained on loan from a Government Department other than the Railways. But I remember the hon. Deputy Minister saying that the senior administrative officer in the zones is only going to be an officer from the Railway Ministry. I do not know why the recommendation of the Corruption Enquiry Committee has not been accepted in this regard. We all know why the Committee had suggested that an officer from a Department other than the Railway Ministry should be there in charge of railway corruption. I would once again request the Railway Minister to see that an officer outside the Railway Ministry is appointed as the chief security officer so far as each zone is concerned.

Sir, I would like to allude briefly to what my friend, Mr. Pattabiraman, had spoken a little while before, that is, vandalism done to the Railways. It has been estimated that the loss is not fifty lakhs or fifty three lakhs of rupees as has been stated by Mr. Pattabiraman, but it is nearly a crore of rupees. It is a national loss. We have seen in yesterday's General Budget that has been presented that even with the increase of two annas in the postal registration rates and with the increase in the minimum rates of telegrams from twelve annas to thirteen annas, the additional revenue yield is nearly Rs. 75 lakhs....

SHRI K. (ISH) CHAND: (Hyderabad) : Additional.

SHRI P. S. RAJAGOPAL NAIDU: Yes, additional. When one crore of rupees is the amount of loss that is incurred by the Railways on account of this vandalism, we must see that something is done to prevent

recurrence of such things in our country. I will go to the extent of even suggesting—not only the remedy that has been suggested by Mr. Pattabi-raman, namely, leaving the stations unbuilt, so that the ruins can always be remembered as land marks of vandalism done by these people in that area—but also that if these buildings are to be restored, punitive tax will have to be levied on people coming from that area, so that such things cannot be repeated again in that area. It is a bad thing. If people are aggrieved by any decision arrived at by the Government, this is not the way to demonstrate to the country, like destruction of railway property. People forget for a moment that railways are their own property. It is the property of the nation and it is the duty of everyone to see that railway property is protected. After all who are the persons who suffer? It may be the man who is responsible for the destruction of the property will have to travel. It may be that his own brother or his own cousin will be travelling by that train. And people forget for a moment that if not that day, the next day they have to use the very same transport to go from one place to another. We have seen how much inconvenience has been done to the passengers recently. We have seen how for nearly a fortnight railways could not run trains in that route during nights from Calcutta to Bezwada.

Sir, I shall now briefly go into this surcharge on freight. Before I deal with that I would like, briefly, to deal with the financial aspects of the Railway Budget. The estimated gross traffic receipts of Rs. 314 crores for 1955-56 have exceeded the budgetary anticipation by about Rs. 22 crores, as a result of which the net surplus has gone up from Rs. 7.14 crores to Rs. 9.58 crores, even after the depreciation has been stepped up from Rs. 10 crores to Rs. 45 crores. For the budget year, the gross traffic receipts are expected to increase to Rs. 345 crores, that is, by Rs. 34 crores

more than the revised figure for this year. The net surplus even without the proposed surcharge will come to Rs. 11 crores and it will now be Rs. 23 crores with this increase in freight rates. It has been estimated by the Planning Commission that the Railways will have to meet out of its own resources Rs. 375 crores within the next five years. And according to the present figures the income of the Railways will amount to Rs. 325 crores and Rs. 50 crores will have to be made good during the Second Plan period to overcome the shortfall. The Railways out of their own resources will have to provide Rs. 375 crores. Some critics might say that when the Railways can find Rs. 11 crores income, even without levying this extra freight charge, why should the freight rate be increased? We should not be content with these 800 mills of railways that are provided by the Planning Commission in the Draft Outline of the second Five Year Plan. The Railway Ministry have correctly anticipated things and they have provided for the survey of two thousand miles of new railway lines to be laid within the next five-year period. And if we are to be content only with what is provided in the Plan, certainly no additional freight charge need be levied. But if we have to develop Railways, if we have to lay new railway lines, if we should have an all round development of the Railways, one should not grudge the small increase in the freight rates. Even last year I remember the Railway Minister had come forward with an extra surcharge of 12½ per cent, but at the request of Members of Parliament it had been reduced to 6½ per cent, over last year's rates. Now, if I am correct, the increase is only by 6½ per cent. But what I would like to say, when I deal with these freight rates, is that exemption should be granted not only to the articles that are provided for in the speech of the Railway Minister, but also to certain other important agricultural commodities and also to certain perishables. Amongst the agricultural commodities, the most

[Shri P. S. Rajagopal Naidu.]
important commodities would be
sugarcane and also *gur*. Wagons are
very largely used by sugarcane
growers to transport sugarcane
from their fields to

he
nearest mill. A large number of
wagons are being utilised for this purpose.
The mill is not going to give cane-
growers enhanced rate. The agriculturists
will have to forego something out of their
own profits. With a view to help the cane-
growers, the Railway Ministry should see
that this exemption is granted in the case of
sugarcane and also in the case of *gur*. I am
sure that the hon. Deputy Minister knows that
gur is consumed mostly in Calcutta. *Gur* will
have to move from U. P. to Calcutta; *gur*
will have to move from Madras and Andhra
to Calcutta. We know the market with
regard to *gur* has fallen very much and if a
surcharge is to be levied even on *gur* we can
imagine how it will react. If the
freight rates are also increased, it will affect
only the agriculturists and not the
merchants.

I would like to deal very briefly with the
question of change of headquarters of certain
Railways. I will refer to only one or two
railways. With regard to the change of head-
quarters of the Western Railway, I should
like briefly to invite the attention of the hon.
Deputy Minister to what the Estimates
Committee has said. The Western
Railway has a broad gauge of 1,260 miles
and a meter gauge of 3,518 miles.
The zonal headquarters of the Western
Railway is at Bombay which is not served by
the meter gauge at all. What I would like to
suggest is that if the Western Railway is not to
be split up into two smaller zones, there should
be at least a separate headquarters with a
senior deputy general manager posted at
Ahmedabad which serves both the meter gauge
and the broad gauge. There will be lack of
attention so far as the meter gauge is
concerned if the headquarters are located at
Bombay. Bombay is served only by the broad
gauge. Therefore, as far as the meter gauge
is

concerned, I would suggest that there should
be a separate headquarters located at another
place—either at Ahmedabad or Viramgam
or at any place, even a place like Ajmer.

The same is the case with the Southern
Railway. In this Railway we have the
headquarters at Madras. Madras is served both
by the meter and the broad gauges. But
the entire meter gauge is only
towards the South of Madras. We
have very little broad gauge so
far as the Southern Railway is concerned.
It is only 1,163 miles. We have a majority of
only the meter gauge, which is 4,159 miles. I
would suggest, as in the case of the Western
Railway, that there should be—if the
Southern Railway is not to be split up into two
smaller zones,—one for meter gauge and the
other for broad gauge—at least a separate
headquarters with a senior deputy general
manager at a place. say, Trichirapalli
where there is a big railway workshop or
even at Madurai. Next, I would like to mention
about the way in which the Railway Public
Service Commission is making selections. I do
not say that they are partial and all that. I
do not suggest it for a moment. But there are
certain anomalies in the selection of candi-
dates by the Railway Service Commission.
When graduates as well as matriculates apply
for the same job, we find, with a prescribed
percentage, they select 75 per cent. from
amongst the matriculates and 25 per cent. from
the graduates. If a matriculate and a graduate
apply for the same post and if before the very
eyes of the graduate the matriculate is
selected, it will certainly be a heartburn to the
graduate. I do not understand the reason
behind this kind of selection. My suggestion
is that, if a better qualified man applies for
a post, he should be selected first,
before a less-educated person is thought
of for the post. If there are 500 applicants—
100 graduates and 400 non-graduates—
if the graduates are suitable, they should be
selected first and, the less-educated should be
thought of afterwards.

I would also like to deal briefly with regard to certain concessions and also certain amenities which the Railways are providing for and which they have to provide for and shall stop with it. It is certainly welcome that certain concessions are being granted. Probably, there is less traffic between June 15 and September 30 and that is why the Railways have come forward with these concessions during that period, but I would suggest that in places where there is a keen competition between road and rail—between bus traffic which is privately managed and the Railways—the latter will have to offer better concessions. I will quote only one instance and I am sure that the Deputy Minister for Railways also will agree with me as he is better acquainted with that area like me. You have Katpadi and Madras. The distance is 85 miles. The bus service charges Rs. 2. So if a man goes to Madras and returns, he has to pay Rs. 2 plus Rs. 2 i.e., Rs. 4 by bus. But the Railway at present charges Rs. 2/12 between Madras and Vellore and a passenger from Madras to Vellore and back has to pay for train fare Rs. 2/12 plus Rs. 2/12 i.e. Rs. 5/8. I find that nearly 90 per cent, of the traffic from Vellore, which is a big city, to Madras is done by bus. They prefer only bus travel because it is cheaper. They do not think of trains. When the train fare was Rs. 2/5 for both up and down journeys. One was travelling to Madras and returning back by train. Now the entire traffic is lost to the Railways. This is only one instance and there are several places certainly between Madras and nearby cities where such concessions will have to be introduced. With regard to certain other amenities provided, I welcome the introduction of air-conditioned vestibuled trains. By this we are introducing not only better comforts to passengers, but I will go to the further extent of saying that we will be checking corruption and ticketless travel, because one may go right from one end of the train to the other even when the train is moving. The ticket examiners can go from one

end to the other and check ticketless travel which can thus be reduced.

[THE VICE CHAIRMAN (DR. P. SUBBARAYAN) in the Chair.]

People can go for dinner at any time they like even when the trains are on the move. They need not get down to go to the dining car.

The other advantage is that the congregation of passengers getting into one compartment is avoided and passengers may avoid places of rush and get into less crowded compartments.

These are some of the advantages of the vestibuled train system.

Sir, I will be failing in my duty if I do not mention about the way in which the bath-rooms are modified in the trains. We find that the Railway Board has got certain ideas as to how the bath-room should be. They are trying to convert the European style bath-rooms into Indian style ones and are making a mess of the whole thing. Let the European style bath-rooms remain as they are. They may introduce the Indian type in the newly constructed carriages, but to convert them from European type into Indian type is a sort of a cumbersome mixture of both and making a mess of the whole thing.

Then I wish to say a word about the train conductors. I do not know what these conductors are for. I can say that they are thoroughly useless. Excepting to come and ask at every important junction as to the number of passengers travelling, I do not know if they are doing any other work. They do not attend to the passengers' convenience. Even when we send for them, we do not get them at all.

Lastly, I have to mention about the speed of the Grand Trunk Express. I do not know whether, with the introduction of these bi-weekly or weekly trains from October 2 between Delhi and the three other principal cities of India, these trains with only

[Shri P. S. Rajagopal Naidu.] two classes are going to cover the distance in a much shorter time than what it is now. For instance, take the G. T. Express. It takes nearly 45 hours to cover the distance. I think I must thank the hon. the Deputy Minister for reducing the running from 47 hours to 45, but even so, the average speed comes to only twenty-nine miles per hour. I do not know why that train should take such a long time. I do not know why it is called Grand Trunk Express. I do not see any grandness about it.

SHRI H. C. DASAPPA (Mysore):
Grandness is in the trunk.

SHRI P. S. RAJAGOPAL NAIDU: I would suggest that much faster trains should be introduced between important cities. I can say that the Frontier Mail which runs between Delhi and Bombay is certainly a fast train. I do not know what prevents the Railway Board from introducing trains which run faster. I am sure that with the introduction of vestibuled trains, much delay can be avoided in stoppages in important junctions where people get out for their dinner. With the lessening of the stoppage time at dinner stations certainly we can shorten the running time of trains. I do not want to take much time of the House, but I will be failing in my duty if I do not say that the Railway Ministry should see that as far as possible overcrowding is lessened. The Railways in our country, so far as the fares go, are the cheapest in the world, but that is because there is overcrowding in our compartments, and the number of passengers travelling in a compartment far exceeds the number that the compartment is expected to carry. No doubt, when this is avoided and more amenities are provided for the passengers, the income of the Railways will come down, but that does not mean that amenities should not be improved. It

should be the object of the Railways to provide improved passenger amenities, especially for the third class passengers who contribute 85 to 90 per cent, of the income of the Railways so far as the passenger traffic is concerned. With these few words, I commend the Railway Budget.

سرکار بدھ سنگھ (جموں اینڈ

کشمیر): جناب وائس چیرمین

صاحب - آنریبل ریلوے منسٹر صاحب

نے جو ریلوے بنجٹ پیش کیا ہے وہ

نہایت ہی مفصل ہے اس میں کوئی

چھڑ پوشیدہ نہیں رکھی گئی ہے

اور بڑی صفائی سے ہر ایک بات کو

ہاؤس کے سامنے رکھ دیا گیا ہے -

انگریزوں کے وقت میں میں لائنس -

بڑی بڑی لائنس صرف ملیٹری

پوائنٹ آف ویو سے لائیڈ آرڈر قائم

رکھنے کی خاطر اور اپنی سہولیت کے

لئے بذاتی جانتی تھیں اور صرف اسی

خیال سے لائنس کو وہ بنایا کرتے تھے -

جب سے ملک آزاد ہوا تب سے اگر ہم

غور کریں اور مقابلہ کریں تو یہ معلوم

ہو سکتا ہے کہ آنریبل منسٹر نے

آزادی کے بعد کتنی اندرونی لائن بنائی

ہیں وہ صرف ایک اپنا ہی منسٹر

بنا سکتا ہے اور کوئی دوسرا نہیں بنا

سکتا - اس وقت تک ملک کے

درمیانی حصہ میں دائیں بائیں اور

دور دراز علاقے میں چو لوگ دھتے تھے

انہوں نے ریل کی شکل بھی دیکھی

نہیں دیکھی تھی لیکن اب یہ کوشش

کی جا رہی ہے کہ جہاں ممکن ہو

سکے وہاں ہر جگہ ریل پہنچانی
چائے۔

ہمیں جو نقشہ دیا گیا ہے وہ بہت
ہی خوبصورت نقشہ ہے۔ میں نے بھی
اس پر نگاہ کی ہے اور اس کو یہاں ہی
دیکھ دیا ہے۔ میں اس کو کبھی کشمیر
نہیں لے جاتا ہوں کیونکہ ایک دفعہ
میں لے گیا تو لوگ متحہ سے پوچھنے
لگے کہ یہ نقشہ تو بڑا خوبصورت ہے
اتنی ریلیں ہیں تمام ہندوستان میں
اس کماری سے لیکن پٹھانکوت اور
مادھوپور تک ریلیں ہیں لیکن کشمیر
میں تو کوئی ریل نہیں ہے۔ میں نے
ان سے یہی کہا کہ اس کا میرے پاس
کوئی جواب نہیں ہے۔

پچھلے سال میں نے یہ عرض کیا تھا
کہ ہمارے یہاں چالیس پچاس لاکھ
انسان رہتے ہیں۔ ہماری پانچ سو
میل کی لمبی ایک اسٹیٹ ہے جو کہ
بدقسمتی سے حماہ کی وجہ سے تباہ و
برباد ہو چکی ہے۔ ہمارے یہاں آئے
جانے کو جو چھ سات راستے تھے جہاں
آٹھ میل سے لیکن زیادہ سے زیادہ تیس
میل تک کی ریلوے لائن تھی جسکے
ذریعہ سے ہمارے پاس مال و اسباب
پہنچتا تھا اور جسکے ذریعہ سے ہم
اپنا مال لیجایا کرتے تھے اور آمد و
رفت ہوتی تھی جس سے کہ ہم بڑے
آرام سے تھے اور جو ۲۸ میل کی ریلوے
لائن سیالکوت سے جموں تک کی تھی
وہ سب کی سب ختم ہو گئی ہے۔
یہ نہ معلوم کیا ہمارے خوش قسمتی

تھی یا ہندوستان کی تھی کہ ہم کو
اس نے ساتھ شامل ہونا تھا اور ایک
راستہ گردا۔ پور سے پٹھانکوت کا ہی وہ
گیا تھا۔ اتنے لوگوں کو لاکھوں آدمیوں
کو پانچ سو میل تک پیدل سفر کرنا
پڑتا ہے کیونکہ لاری میں سفر کرنے کے
لئے غریب پیسہ دے نہیں سکتے ہیں
اور اگر دے بھی دیں تو ۲۵ روپیہ
خرچ کرنے کے بعد ہی وہ پٹھانکوت کی
شکل دیکھتے ہیں اور درمیان میں جو
تکلیفیں اور مصیبتیں ہوتی ہیں وہ
وہی جانتے ہیں۔ ہمارے آنریبل
منسٹر لال بہادر شاستری جی کے دل
میں اس حد تک درد ہے کہ وہ تمام
ایمپلیمینٹس ورکرس کے لئے اور پیسمنٹس
کے لئے ہم پہنچانا چاہتے ہیں اور
نئی لائنیں نکالنے کے لئے دو ہزار میل
لمبی لائن کا سروے کرا چکے ہیں اور
ہزاروں میل کا ابھی اور سروے کرائینگے
اور مہربانی کر کے مادھوپور تک سڑک
بھی پہنچائی ہے جس کے لئے ہم نے
ان کا شکریہ ادا کیا تھا اور پچھلے سال
یہ عرض کیا تھا کہ ہمارے یہاں بھی
ریلوے کا سروے کرائیں۔ شاید پچھلے
سال کچھ غلط فہمی ہو گئی تھی
کیونکہ اس کا متحہ کوئی تسلی بخش
جواب نہیں دیا گیا تھا۔ میں نے یہ
عرض کیا تھا کہ آپ کم سے کم جموں
تک سروے تو کرا دیں تاکہ ہم کو
اطمینان ہو جائے اور لوگوں کو اطمینان
ہو جائے کہ ہمارے یہاں ریل آجائیگی۔
ہم لوگ جو ذمہ دار آدمی ہیں ہمارے

[سردار بدھ سنگھ]

منسٹر بھی اور ہمارے پرائم منسٹر بھی جو کہ خاص طور پر ذمہ دار ہیں انہوں نے ابھی حال میں تقریر کی کہ چھ چھ پر ریل آئیگی - اور جموں تک تر ضرور آئیگی - میں صرف اتنا ہی کہوں گا کہ لاکھوں کی آمد و رفت ہے اور کروڑوں روپیہ کا مال یہاں سے وہاں جاتا ہے - تمام کھانڈہ نمک، کھڑا لوہا سیمنٹ اور چٹنی عمارت کی اور دیگر ضروریات کی چیزیں ہیں وہ سب یہاں سے جاتی ہیں - یہ تو آپ جانتے ہی ہیں کہ وہ ملک پہلے سے ہی پسماندہ ہے، بیک وردہ ہے، غریب ہے اور پھر جنگ کی وجہ سے وہ بہت ہی غریب ہو گیا ہے - جو چیز ہمیں پٹھانکوٹ میں ایک روپیہ کی مالتی ہے وہ لدانچ میں پانچ روپیہ کی مالتی ہے، چھ روپیہ کی مالتی ہے - جو کھانڈہ ہمیں دس آنے بارہ آنے سیر مالتی ہے وہ شاید پانچ روپیہ سیر بھی لدانچ میں نہیں مالتی - آپ نے فوجیں رکھی ہیں اور ہمارے ملک کی حفاظت کر رہے ہیں اس پر اور اس کے علاوہ بھی آپ نے کروڑوں روپیہ خرچ کیا ہے اور ایک سوک جموں تک بلنا دی ہے - اگر یہ سوک نہ بناتے تو ہم ہار جاتے اور کشمیر کا ملک آپ کے پاس نہیں رہتا اور ہم لوگ تو بالکل غلام ہی ہو جاتے - لیکن خوش قسمتی سے آپ نے اس سوک کی ضرورت محسوس کی باوجود اس کے کہ آپ اس وقت پر یہ

یقینی طور پر سمجھتے تھے کہ اس ملک کا ابھی فیصلہ نہیں ہوا ہے پھر بھی آپ نے کروڑوں روپیہ لگا کر ایک نہایت خوبصورت عمدہ سوک بنا دی ہے جسکی وجہ سے ہماری ضروریات زندگی ہم کو پہنچتی ہیں - ہم پٹھانکوٹ سے پانچسو میل پر چیزوں کو لے جاتے ہیں - جو بہت مہنگی پڑتی ہیں - وہاں جو بانہال میں تیل بڈائی جاتی ہے اس کو بلوانے کی مہربانی کرنے کے لئے میں شکریہ ادا کرتا ہوں - لیکن کیا آپ کو معلوم ہے کہ تیل سے اصلی اور پورا فائدہ نہیں ہوگا اگر ریلوے نہیں ہے - اگر آپ حساب لگائیگی تو معلوم ہوگا کہ ریلوے کے نہ ہونے سے کروڑوں روپیہ بیکار جا رہا ہے - آپ اندازہ لگائیں کہ کروڑوں روپیہ بلکہ میں تو کہوں گا کہ یہ عربوں تک پہنچ جائیگا جو کہ پٹرول پر خرچ ہوتا ہے - اس کے علاوہ تین تین چار چار اور چھ چھ دن تک لڑیاں اور پٹرول کی گڑیاں کھڑی رہتی ہیں کیونکہ بارش ہو جاتی ہے راستہ بند ہو جاتا ہے، سیلاب آ جاتا ہے راستہ ٹوٹ جاتا ہے، پہاڑ گر جاتا ہے - تو اس قدر روپیہ اس پر آپ خرچ کر رہے ہیں - اتنا نقصان ہو رہا ہے اس سے ریل بن سکتی تھی - وہاں سبز فائر ہے وہاں فوجیں ہیں اور ایک منٹ میں بھی جنگ شروع ہو سکتی ہے اور فوج کی آمد و رفت زیادہ ہو سکتی ہے - فوج کی آمد و رفت کے ساتھ

سامان جنگ کی ضرورت ہے - سول آبادی کو بھی آمد و رفت کی سہولیت اور وقت پر چیزیں ملنے کی اشد ضرورت ہے - تجارت کے خیال سے اور چیزوں کے سستا ملنے کے خیال سے بھی ہم عرض کرنا چاہتے ہیں کہ کوئی وجہ نہیں ہے کہ اس ملک کو بالکل اگنور کر دیا جائے اور نظر انداز کیا جائے اور ایک انچ بھی ریلوے لائن نہ بنائی جائے -

میں پوچھتا ہوں کہ جب سے ہم نے ڈیفنس فارن آفیس اور کمپنی کیسٹس آپ کے حوالے کیا اور توتلی ساری ریاست آپ کے حوالے کی تو کم سے کم ۲۸ میل ریلوے لائن تو اب تک بن ہی جانی چلائی تھی جو پہلے ہی سے موجود تھی - اس کو بحال کرنے کے لئے خاص توجہ کیجئے - ہم نے کار و بار کے لئے کوشش کی - وہاں ہم نے تجارت چلانے کی کوشش کی - لیکن تجارت نہیں چل سکی - ہم نے گارجانہ بنانا چاہا وہ نہیں بن سکا - جب ہم نے لوگوں کو کہا کہ روپیہ لگاؤ تو کہا گیا کہ فہر یقینی حالت میں ہم روپیہ نہیں لگاؤ چاہتے ہیں - اور ابھی ریلوے کا کوئی بلڈویسٹ نہیں ہو سکتا - پتہ نہیں پلیدی سائٹ ہو اور کس کے پاس ملک کا کون سا علاقہ چلا جائے - ہم نے جب سلف ۱۹۴۷ میں جبکہ پلیدی سائٹ کا سوال ہی نہیں تھا اچھی طرح طے کر کے مکمل طور پر الحاق کیا - ہندوستان کے

سانہ بلا شرط الحاق کیا - اور پھر ۲۸ - ۲۹ - ۵۰ - ۵۱ - ۵۲ - ۵۳ کو پورے متواتر ۶ سال ہم الحاق کی تصدیق کا ریژولوشن پاس کرتے رہے جب اپنے آرگنائزیشن کی طرف سے سارے ملک کی طرف سے ہم نے پوری طرح الحاق کر دیا - دستور ساز اسمبلی میں ایکسپشن کی تصدیق و تکمیل کر دی اور یقینی طور پر یہ سب باتیں ہو گئیں تو اب رائے شماری کا سہارا پیدا نہیں ہوتا لیکن معلوم نہیں ہر سال جب ہم ریلوے کا بجٹ پیش کرتے ہیں تو ہمارے علاقہ کی طرف توجہ کیوں نہیں کی جاتی - جب جموں تک ریل پہنچانے کے لئے کوئی انتظام نہیں کیا جاتا تو اس سے عام لوگوں میں طرح طرح کی افواہیں ہوتی ہیں - تشویش ہوتی ہے کہ ابھی حکومت کو یقین نہیں ہے کہ کشمیر ہندوستان میں رہے گا یا نہیں - آپ کروڑوں روپیہ فوج کے اوپر ڈیفنس کے اوپر پٹرول پر اور سڑکوں کے اوپر خرچ کر رہے ہیں - نئی نئی سڑکیں بنا رہے ہیں ریلوے کیوں نہیں بناتے - لیکن میں آپ سے کہتا ہوں کہ کوئی ملک جنگ نہیں جھٹ سکتا کوئی ملک محفوظ نہیں رہ سکتا کوئی ملک محفوظ و آباد نہیں ہو سکتا - وہاں تجارت اور پلاننگ کا کوئی کام نہیں چل سکتا اور کمونزمی پراجیکٹ یا کسی اور طرح کی ترقی کرنے کا کام نہیں کیا جا سکتا جب تک وہاں ریل نہ پہنچائی

[سرکار بدھ سنگھ]

جائے۔ میں آپ کو بتانا چاہتا ہوں اور ریلوے منسٹر صاحب کے نوٹس میں لانا چاہتا ہوں کہ رام بن نام کا کا پل پچاس برس پہلے ایک بنگالی نے بنایا تھا اور اس میں کوئی بدیشی لوہا تک نہیں لگا اور وہ اتنا مکمل بنا کہ آج تک قائم ہے اور اب وہ نیا بن رہا ہے۔ اس کے لئے گارنٹی کی ضرورت ہے سیمنٹ کی ضرورت ہے۔ تو میرے کہنے کا مطلب یہ ہے کہ آجکل کے زمانہ میں تو ان کاموں کا کرنا اور پاؤں کے سامان کی بھی اشد ضرورت ہے اس لئے صرف فوجی نقطہ نگاہ سے خاص طور پر اور عام لوگوں کی ضرورت کو دیکھتے ہوئے بھی ریلوے بنانے کی سخت ضرورت ہے اور آپ کو وہاں ریلوے جلد سے جلد بنانی چاہیئے۔ آپ نے فرمایا ہے کہ ماڈھوپور سے کٹھوعہ تک سروے قریباً مکمل ہو گیا ہے۔ ٹھیک ہے۔ وہ ان آپکو ضرورت ہے کیونکہ قیشینس نے بے آپ اسے مکمل کر رہے ہیں۔ راوی کے اس پار نہر ہے۔ سیلاب کا خطرہ رہتا ہے وہاں ہزاروں لاکھوں روپیہ خرچ کر کے آپ باندھ رہے ہیں۔ وہاں تو آپ کو ہر چیز کی ضرورت ہے۔ لیکن اس سے ہم کو کیا فائدہ ہوگا۔ جبکہ ہمارا ملک ایسا ہے کہ جہاں کسی قسم کی آب و ہوا نہیں لاسکتے اس واسطے میں بڑے ادب سے جہاں اس بات کی تعریف کوونکا کہ ہندوستان بھر میں جس حد تک آپ ترقی کا

کام کر رہے ہیں اور اس کے لئے ہم مبارکباد دیتے ہیں لیکن ساتھ ہی بڑے ادب سے درخواست کروں گا کہ جموں کی جو پولیٹیکل صورت ہے سیاسی صورت ہے اور لازمی طور پر آپ کو ہمارے ملک کے بارڈر کو محفوظ رکھنے کے لئے اور فوج کو محفوظ رکھنے کے لئے اور کشمیر کی پچاس لاکھ رعایا کو آباد رکھنے اور محفوظ کرنے کے لئے ہر چند کوشش کرنی ہوگی۔ لیکن آپ کو کشمیر کی رعایا کی طرف بھی دیکھنا چاہیئے اور ان میں ایسی حالت پیدا کرنی چاہیئے جس سے ان میں بھروسہ اور اطمینان پیدا ہو اور دشمن لرگ چاہے وہ پاکستانی ہوں یا سامراجی ان میں یہ تر یا جھوٹی افواہ نہ پھیلا سکیں کہ دیکھیئے ابھی ہندوستان کی حکومت ترقی کے کام اس لئے نہیں کرنا چاہتی کیونکہ اسے تر ہے کہ کشمیر ہمارے ہاتھ میں رہے گا بھی یا نہیں۔ جب ہم ان کے لئے ترقی کا کام کریں گے تب جا ان کے عوام میں بھروسہ اور اعتماد پیدا ہوگا۔ آپ نے ہندوستان میں دو ہزار میل کا سروے کیا ہے ہمیں معلوم نہیں کہاں ہوا کہاں نہیں لیکن ہم کو خوشی ہے حسد نہیں ہے کہ کہاں کتنا کام ہوا ہے۔ آپ جتنی میل تک لائن بنوانا چاہیں ضرور بنوائیں لیکن ساتھ میل لائن بنوانے کے لئے آپ جموں کا سروے چھ مہینے کے اندر کر کے اس کام کو جلد انجام دے سکتے ہیں۔ وہاں ڈوئی درمیان میں سوائے راوی کے دریا

یا پہاڑ نہیں ہے - آپ جناب عربوں روپیہ خرچ کر رہے ہیں تو یہ کام جو پچھلے چار پانچ چھ سال میں بھی نہیں ہوا آٹھ سالوں سے جبکہ الحاق ہوا متواتر ریلوے کا سوال باقی پڑا ہوا ہے اس کو آپ پورا کریں اور جلدی ریل بنائیں۔ ہم نے کئی بار کہا کہ ہمارے لئے ریل بنانا ریل بنانا - لیکن اس کا کوئی جواب نہیں ملا - میں نے پچھلے سال کہا تھا کہ اودھم پور سے سڑک بنائیتے۔ آپ کو یہ سب اپنی فوج کے لئے بنانا ہے، ڈیفینس کے لئے بنانا ہے، سامان جنگ پہنچانے اور اپنی حکومت کو قائم رکھنے کے لئے بنانا ہے جو ضروری ہے۔ ہم عرصہ سے اپنی طرف سے عوام کو یقین دلاتے آ رہے ہیں کہ ہندوستان کی حکومت اس کام کو اب جلدی کرے گی۔ اس واسطے اب ہمیں بدنامی کا بھی خطرہ ہے کیونکہ ہم اپنے وعدوں کے بارے میں ان کو کوئی جواب نہیں دے سکتے - اس لئے میں بڑے ادب سے آنریبل لال بہادر شاستری صاحب سے عرض کر رہا کہ وہ کم سے کم فائبر ایئر پلان میں یہ تو کرا دیں کہ اس علاقہ کا سروے ہو - سروے ہونے کے بعد جبکہ آپ کو کافی گنجائش ہے تو ریلوے بنا دیجیئے۔ ریلوے نو آپ کو لازمی طور پر وہاں بدنی پڑیگی - کشمیر آپ کسی صورت میں قبضہ میں نہیں رکھ سکتے کسی صورت میں بھی آپ وہاں جنگ نہیں جیت سکتے اور وہاں کے لوگوں کو اپنی طرف تہہ دل سے شامل نہیں کر سکتے

RSD.—5.

جب تک آپ ان کو زندہ رکھنے کی چیزیں پیدا نہیں کریں گے - ان کو مہنگی چیزیں دہانی پڑتی ہیں اور آمدورفت میں نہایت مصیبت اور تکلیف برداشت کرنی ہوتی ہے -

وہاں پر جو سپاہی لوگ مڈوآسی - بدگالی - مرہٹے - پنجابی وغیرہ گرم ملک کے جاتے ہیں جنہوں نے کبھی سخت سردی نہیں دیکھی چھٹیوں میں آرام کرنے کی غرض سے آتے ہیں لیکن آپ حیران ہو جائیں گے کہ وہاں ایک تو سردی اتنی سخت پڑتی ہے کہ آج تک وہاں زیرو ذکر تیسریچر ہے دوسرے ان کو آنے جانے کی سہولیت نہیں ہوتی ہے - وہ گلیشور برف میں پڑے حفاظت کر رہے ہیں مگر وہ اتنے پریشان ہو جاتے ہیں کہ وہاں ہی سرینگر میں دس دن گزار کر واپس چلے جاتے ہیں - اگر وہاں ریل کا انتظام ہو تو وہ گھروں میں آ جا سکتے ہوں - ایک وقت یہ بھی ہے کہ ایک دفعہ جو آدمی وہاں سے آتا ہے تو واپس جانا وقت پر اس کے لئے بہت مشکل ہو جاتا ہے بڑی مصیبت ہو جاتی ہے - غریب کشمیریوں کی حالت آپ دیکھیں گے تو وہ بھیچارے کراہے کے لئے پیسہ خرچ نہیں کر سکتے ہیں اور من من بہر کا بوجھ نمک، کھانا، سودا وغیرہ اپنی پیتھ کے اوپر لہجائے ہیں - ان کی زبان باہر نکلی ہوتی ہے - آنکھوں سے خون ٹپکتا ہے - پہاڑوں میں پندرہ بیس دن چلتے ہیں تب

(سپرڈار پٹھہ سنگھ)

جا کر گھر پہنچتے ہیں۔ کیا یہ تکلیف نہیں ہے مصیبت نہیں ہے۔ میں کہتا ہوں اور اچھی طرح جانتا ہوں کہ لال بہادر جی کے دل میں درد ہے۔ ہمدردی ہے اور سب کچھ ہے۔ اسلئے میں کہوں گا کہ مہربانی کر کے بجٹ پر نظر ثانی کریں۔ آپ سروے کریں اور اس کے بعد جموں میں جتنی جلدی ہو سکتا ہے ریل پہنچائیں۔

میں پھر کشمیر کے متعلق عرض کروں گا۔ میں فوجی باتیں ایوان کے سامنے نہیں کہنا چاہتا کیونکہ وہ باتیں دیکرتے ہیں انہیں آئی چاہیئے ہملوگ جو ملک کے بارڈر میں رہتے والے ہیں بڑے سخت خطرے و تکلیف میں ہیں۔ ایک ایک چیز بڑی مشکل سے دور دراز اور مہنگی پہنچانی پڑتی ہے اس واسطے پہلے آپ جلد سے جلد وہاں سروے کیجئے جموں تک۔ اور میں امید کرتا ہوں کہ دوسرے سال تک آپ اس کام کو ضرور کر دیں گے۔ کم سے کم جموں سے اوڈھ پور تک ریل لانا آپ کے لئے لازمی ہوگا۔ وہاں آپ کی فوج کا ہیڈ کوارٹر ہے۔ جتنی آپ کی طاقت ہے زمین اور آسمان کی وہ اوڈھ پور میں مضبوط اور محفوظ رکھنی ہوگی۔ اگر اس جگہ آپ کی ریل نہیں جاسکتی تو اس کو آپ مضبوط بھی نہیں کر سکتے ہیں۔ اس کے بغیر ہماری پوزیشن بڑے خطرہ میں ہوگی ریلوے کے بند ہو۔ بڑی تکلیف

ہمیں ہے۔ اور اس درد دیکھ اور تکلیف سے ہی میں یہ باتیں عرض کر رہا ہوں۔ آپ ہماری کہی ہوئی باتوں پر ضرور توجہ دیں گے اور بجٹ پر نظر ثانی کریں گے۔ ہمارے پاس آپ مفصل رپورٹ پیش کرتے ہیں بہترین نقشے دیتے ہیں لیکن منجھ تو کم سے کم اپنے بھائیوں کے سامنے بڑی شرم ہوتی ہے کہ ان کے لئے ریلوے بنانے کے لئے ہم کچھ نہیں کر سکتے۔ آپ تین چار سو کروڑ روپیہ پلاننگ میں خرچ کر رہے ہیں اور اتنی تمام لائیں آسام تک پھیلا رہے ہیں۔ بڑے بڑے پہاڑوں کو آپ نے چیر دیا ہے کوئی وجہ نہیں ہے کہ جموں میں ریل نہ بنائی جائے۔ اس لئے میں پھر عرض کروں گا کہ آپ مہربانی کر کے وہاں ریل پہنچائیں اور ہماری دعائیں حاصل کیجئے۔ ہمارے اوپر رحم کیجئے۔ ملک کو قبضہ میں رکھنے کے لئے فوج کو طاقتور بنانے کے لئے جنگ کو جیتنے کی خاطر اور کشمیر کو خوشحال بنا کر اس کو اپنے ساتھ شامل کرنے کے لئے حکومت کے لئے یہ ضروری ہے لازمی ہے کہ ادھر توجہ دے۔ کیونکہ آپ کو جنگ اتنی کہیں نہیں لڑنی ہے جتنی کہ ہمارے لوگوں کے ملک میں۔ وہ سات سو میل کے بارڈر میں رہتے ہیں دونوں طرف فوجیں کھڑی ہیں۔ متحالف سے جنگ لڑنی ہے۔ ہمارے ہاتھ آپ مضبوط کیجئے۔ وہاں سیمینٹ، لوہا، گرتھ، نمک، کپڑا وغیرہ تمام ضروریات بہم پہنچائیں۔

دشمن سے اپنی فوج کے ساتھ لڑنے کے لئے ہم لوگ وہاں موجود ہیں، ہمارے بچے موجود ہیں، ہم لڑنے کے لئے تیار ہیں۔ ہم پاکستان کے ساتھ لڑے ہیں، مرے ہیں۔ خود میرے اپنے نزدیکی رشتہ دار ۲۰ آدمی مارے گئے ہیں۔ ہم لڑنے مرنے کے لئے تیار ہیں۔ لیکن ہمارے ہاتھ پیرو مضبوط کیجئے۔ وہاں ایسی حالت پیدا کیجئے کہ ہم مصیبت کے وقت آپ کو فوراً فون کر سکیں جس سے کہ آپ کی امداد ہم کو فوراً آ پہونچے۔ وہاں ایک رات میں برف پڑ جاتی ہے، بارش پڑ جاتی ہے اور آنے جانے کا کوئی سلسلہ نہیں رہ جاتا۔ اس حالت میں ہم کس کے پاس جا کر روئیں اور رپیتیں۔ اس لئے میں آخر میں صاف لفظوں میں یہ کہتا ہوں کہ اگر ہندوستان میں کہیں ریل کی ضرورت ہے تو سب سے پہلے آپ کی دیلوے جموں و ہریانہ چاہئے۔ جموں اور کشمیر میں دیلوے ہونی چاہئے اور تب ہی ہمارا ملک بچ سکتا ہے۔

میں اس گستاخی کی معافی چاہتا ہوں کہ میں نے سخت لفظوں میں اپنے یہاں کی ضرورت کے متعلق عرض کیا ہے لیکن دل میں درد بہت بڑا ہے دکھ بڑا ہے اس لئے میں امید کرتا ہوں کہ آپ ہمارے ارپو مہربانی کریں گے۔

*[سرदार बुध सिंह (जम्मू और काश्मीर) : जनाब वायस चैयरमैन साहब,

†Hindi transliteration.

आनरेबिल रेलवे मिनिस्टर साहब ने जो रेलवे बजट पेश किया है वह निहायत ही मुफस्सिल है। इसमें कोई चीज पोशीदा नहीं रखी गई है और बड़ी सफाई से हर एक बात को हाउस के सामने रख दिया गया है। अंग्रेजों के वक्त में मेन लाइन, बड़ी बड़ी लाइनें, सिर्फ मिलिट्री प्वाइन्ट आफ व्यू से ला एन्ड आर्डर कायम रखने की खातिर और अपनी सहूलियत के लिए बनाई जाती थीं और सिर्फ इस ब्याल से लाइन्स को बनाया करते थे। जब से मुल्क आजाद हुआ तब से अगर हम गोर करें और मुकाबला करें तो यह मालूम हो सकता है कि आनरेबिल मिनिस्टर ने आजादी के बाद कितनी अन्दरूनी लाइनें बनाई हैं वह सिर्फ एक अपना ही मिनिस्टर बना सकता है और कोई दूसरा नहीं बना सकता है। इस वक्त तक मुल्क के दमियानी हिस्से में दायें बायें और दूर दराज इलाके में जो लोग रहते थे, उन्होंने रेल की शक्ल भी कभी नहीं देखी थी। लेकिन अब यह कोशिश की जा रही है कि जहां मुमकिन हो सके, वहां हर जगह रेल पहुंचाई जाय।

हमें जो नक्शा दिया गया है वह बहुत ही खूबसूरत नक्शा है। मैंने भी इस पर निगाह की है और इसको यहां ही रख दिया है। मैं इसको कभी काश्मीर नहीं ले जाता हूँ। क्योंकि एक दफा मैं ले गया तो लोग मुझ से पूछने लगे कि यह नक्शा तो बड़ा खूबसूरत है। इतनी रेलें हैं, तमाम हिन्दुस्तान में राजकुमारी से लेकर पठानकोट और माथों पुर तक रेलें हैं, लेकिन काश्मीर में तो कोई रेल नहीं है। मैंने उनसे यह कहा कि इसका मेरे पास कोई जवाब नहीं है।

पिछले साल मैंने यह अर्ज किया था कि हमारे यहां ४०, ५० लाख इन्तान रहते हैं। हमारी पांच सौ मील की लम्बी एक स्टेट है जो कि बदकिस्मती से हमले की वजह से तबाह व बरबाद हो चुकी है। हमारे यहां आने जाने को जो ६, ७ रास्ते थे जहां

[सरदार बुध सिंह]

आठ मील से लेकर ज्यादा से ज्यादा ३० मील तक की रेलवे लाइन थी जिसके जरिये से हमारे पास माल अमबाब पहुंचता था और जिसके जरिये से हम अपना माल लेजाया करते थे और आमदोरफ्त होती थी, जिससे कि हम बड़े आराम से थे और जो २८ मील की रेलवे लाइन स्यालकोट से जम्मू तक की थी, वह सब की सब खत्म हो गई है। वह ना मालूम क्या हमारी खुशकिस्मती थी या हिन्दुस्तान की थी कि हमको इसके साथ शामिल होना था और एक रास्ता गुरुदासपुर से पठानकोट का ही रह गया था। इतने लोगों को, लाखों आदमियों को पांच सौ मील तक पैदल सफर करना पड़ता है। क्योंकि लारी में सफर करने के लिये गरीब पैसा नहीं दे सकते हैं। और अगर वे भी दें तो पच्चीस रुपया खर्च करने के बाद ही वह पठानकोट की शक्ल देखते हैं। और दमियान में जो तकलीफें और मुसीबतें होती हैं, वह वही जानते हैं। हमारे आनरेबिल मिनिस्टर लाल बहादुर शास्त्री जिनके दिल में इस हद तक दर्द है कि वह तमाम एमिनिटीज वर्कर्स के लिये और पैसेन्जर्स के लिये बहम पहुंचाना चाहते हैं और नयी लाइनें निकालने के लिये दो हजार मील लम्बी लाइन का सरखे करा चुके हैं और हजारों मील का अभी और सरखे करायेंगे और मेहरबानी करके माधौपुर तक सड़क भी पहुंचाई है जिसके लिए हमने उनका शुक्रिया अदा किया था और पिछले साल यह अर्ज किया था कि हमारे यहां भी रेलवे का सरखे करायें। शायद पिछले साल कुछ गलतफहमी हो गई थी क्योंकि इसका मुझे कोई तसल्लीबक्श जवाब नहीं दिया गया था। मैंने यह अर्ज किया था कि आप कम से कम जम्मू तक सरखे तो करा दें ताकि हमको इतमीनान हो जाये और लोगों को इतमीनान हो जाये कि हमारे यहां रेल आजायेगी। हम लोग जो जिम्मेदार आदमी हैं, हमारे मिनिस्टर भी और हमारे प्राइम मिनिस्टर भी जो कि खास तौर पर

जिम्मेदार हैं उन्होंने अभी हाल में तकरीर की कि चप्पा चप्पा पर रेल आयेगी और जम्मू तक जरूर आयेगी। मैं सिर्फ इतना ही कहूंगा कि लाखों की आमदोरफ्त है और करोड़ों रुपये का माल यहां से वहां जाता है। तमाम खांड, नमक, कपड़ा, लोहा, सीमेंट और जितनी असारत की और दीगर जरूरियात की चीजें हैं, वह सब यहां से जाती हैं। यह तो आप जानते ही हैं कि वह मुल्क पहले से ही पशेमान्दा है, बैकवर्ड है, गरीब है और जंग की वजह से बहुत ही गरीब हो गया है। जो चीज हमें पठानकोट में एक रुपये की मिलती है वह लदाख में पांच रुपये की मिलती है, छः रुपये की मिलती है। जो खांड हमें यहां दस आने बारह आने सेर मिलती है वह शायद पांच रुपये सेर भी लदाख में नहीं मिलती। आपने फौजें रखी हैं और हमारे मुल्क की हिफाजत कर रहे हैं। इस पर और इसके अलावा भी आपने करोड़ों रुपया खर्च किया है और एक सड़क जम्मू तक बना दी है। अगर यह सड़क न बनाते तो हम हार जाते और काश्मीर का मुल्क आपके पास नहीं रहता और हम लोग तो बिलकुल गुलाम ही हो जाते। लेकिन खुशकिस्मती से आपने इस सड़क की जरूरत महसूस की बावजूद इसके कि आप इस वक्त पर यह यकीनी तौर पर समझते थे कि इस मुल्क का अभी फैसला नहीं हुआ है फिर भी आपने करोड़ों रुपया लगा कर एक निहायत उम्दा सड़क बना दी है जिसकी वजह से हमारी जरूरियात जिन्दगी हमको पहुंचती है। हम पठानकोट से पांच सौ मील पर चीजों को ले जाते हैं जो बहुत महंगी पड़ती है। वहां जो बनहाल में टनल बनाई जाती है इसको बनवाने की मेहरबानी करने के लिए मैं शुक्रिया अदा करता हूं। लेकिन क्या आपको मालूम है कि टनल से असजो और पूरा फायदा नहीं होगा अगर रेलवे नहीं है। अगर आप हिसाब लागायेंगे तो मालूम होगा कि रेलवे के न होनेसे करोड़ों रुपया बेकार जा रहा है। आप अन्दाजा

लगायें कि करोड़ों रुपया बल्कि मैं तो कहूंगा कि यह अरबों तक पहुंच जायगा जो कि पेट्रोल पर खर्च होता है। इसके अलावा तीन, चार चार और छः छः दिन तक लारियां और पेट्रोल की गाड़ियां खड़ी रहती हैं। क्योंकि बारिश हो जाती है, रास्ता बन्द हो जाता है, सैलाब आ जाता है, रास्ता टूट जाता है, पहाड़ गिर जाता है। तो इस कदर रुपया इस पर आप खर्च कर रहे हैं। इतना नुकसान हो रहा है। इससे रेल बन सकती थी। वहां सीज फायर है, वहां फौजें हैं और एक मिनट में भी जंग शुरू हो सकती है और फौज की आमदोरफ्त ज्यादा हो सकती है। फौज को आमदोरफ्त के साथ सामाने जंग की जरूरत है। सिविल आबादी को भी आमदोरफ्त की सहाय्यत और वक्त पर चीजें मिलने की अशद जरूरत है। तिजारत के खयाल से और चीजों के सस्ती मिलने के खयाल से भी हम अर्ज करना चाहते हैं कि कोई बजह नहीं कि इस मुल्क को बिल्कुल इग्नोर कर दिया जाय और नजरन्दाज कर दिया जाय और एक इंच भी रेलवे लाइन न बनाई जाय।

मैं पूछता हूं कि जब से हमने डिफेन्स, फारेन अफेयर्स और कम्युनिकेशन आपके हावले किया और टोटली सारी रियासत आपके हावले की तो कम से कम २८ मील रेलवे लाइन तो अब तक बन ही जानी चाहिये थी, जो पहले से ही मौजूद थी। इसको बहाल करने के लिए खास तबज्जह कीजिये। हमने कारोबार के लिए कोशिश की वहां हमने तिजारत चलाने की कोशिश की। लेकिन तिजारत नहीं चल सकी। हमने कारखाना बनाना चाहा वह नहीं बन सका। जब हमने लोगों को कहा कि रुपया लगाओ तो कहा गया कि गैरयकीनी हालत में हम रुपया नहीं लगाना चाहते हैं। और अभी रेलवे का कोई बन्दोबस्त नहीं हो सकता। पता नहीं प्लेबिसिट हो और किसके पास मुल्क का कौन सा इलाका चला जाय।

हमने जब सन् १९४७ में जब कि प्लेबिसिट का सवाल ही नहीं था, अच्छी तरह तय करके मुकम्मल तौर पर इलहाक किया हिन्दुस्तान के साथ बिला शर्त इलहाक किया और फिर जब सन् ४८, ४९, ५०, ५१, ५२, ५३ को पूरे मुतबातर सात साल हम इलहाक की तस्दीक का रेजुलेशन पास करते रहे। जब अपने आर्गेनाइजेशन की तरफ से सारे मुल्क की तरफ से हमने पूरी तरह इलहाक कर दिया, दस्तूरसाज असेम्बली में एक्सेशन की तस्दीक व तकमील कर दी और यकीनी तौर पर यह सब बातें हो गईं तो अब राय शुमारी का सवाल पैदा नहीं होता? लेकिन मालूम नहीं हर साल जब हम रेलवे का बजट पेश करते हैं तो हमारे इलाके की तरफ तबज्जह क्यों नहीं की जाती। जब जम्मू तक रेल पहुंचाने के लिये कोई इन्तजाम नहीं किया जाता तो इससे अफ़वायें होतीं आम लोगों में तरह तरह की हैं, तशवीस होती है कि अभी हुकूमत को यकीन नहीं है कि काश्मीर हिन्दुस्तान में रहेगा या नहीं। आप करोड़ों रुपया फौज के ऊपर, डिफेन्स के ऊपर, पेट्रोल पर और सड़कों के ऊपर खर्च कर रहे हैं, नई नई सड़कें बना रहे हैं। रेलवे क्यों नहीं बनाते? मैं आपसे कहता हूं कि कोई मुल्क जंग नहीं जीत सकता, कोई मुल्क महफूज नहीं रह सकता, कोई मुल्क महफूज व आबाद नहीं हो सकता, वहां तिजारत और प्लानिंग का कोई काम नहीं चल सकता, कम्युनिटी प्रोजेक्ट ब्लॉक्स और और तरह की तरक्की करने का काम नहीं किया जा सकता जब तक वहां रेल न पहुंचाई जाय। मैं आपको बताना चाहता हूं और रेलवे मिनिस्टर साहब के नोटिस में लाना चाहता हूं कि रमवन नाम का पुल पचास वर्ष पहले एक बंगाली ने बनाया था और उसमें कोई विदेशी लोहा तक नहीं लगा और वह इतना मुकम्मल बना कि आज तक कायम है। और वह अब नया बन रहा है। इस के लिये गार्डर

[सरदार बुध सिंह]

की जरूरत है, सीमेंट की जरूरत है। तो मेरे कहने का मतलब यह है कि आज कल के जमाने में तो इन कामों का करना और पुलों के सामान की अशद जरूरत है। इस लिये सिर्फ फौजी नुस्ते निगाह से ख़ास तौर पर और आम लोगों की जरूरत को देखते हुये भी रेलवे बनाने की सख्त जरूरत है। और आपको वहां रेलवे जल्द से जल्द बनानी चाहिये। आपने फरमाया है कि माधौपुर से कठुवा तक सरवे करीबन मुकम्मल हो गया है। ठीक है वहां आपको जरूरत है क्योंकि डिफेंस के लिये आप इसे मुकम्मल कर रहे हैं। रावी के इस पार नहर है। सैलाब का खतरा रहता है। वहां हजारों लाखों रुपया खर्च करके आप बांध बना रहे हैं। वहां तो आपको हर चीज की जरूरत है। लेकिन इससे हमको क्या फायदा होगा जब कि वहां हमारा मुल्क ऐसा है कि जहां किसी किस्म की आप रेलवे नहीं ला सकते। इस वास्ते मैं बड़े अदब से जहां इस बात की तारीफ करूंगा कि हिन्दुस्तान भर में जिस हद तक आप तरक्की का काम कर रहे हैं और इसके लिये हम मुबारकबाद देते हैं। लेकिन साथ ही बड़े अदब से दरखास्त करूंगा कि जम्मू की जो, पोलिटिकल सूरत है, सियासी सूरत है और लाजिमी तौर पर आपको हमारे मुल्क के बार्डर को महफूज रखने के लिए, फौज को महफूज रखने के लिए और काश्मीर की ५० लाख रियाया को आबाद रखने और महफूज करने के लिए हरचन्द कोशिश करनी होगी। लेकिन आपको काश्मीर की रियाया की तरफ भी देखना चाहिये और उनमें ऐसी हालत पैदा करनी चाहिये जिससे उनमें भरोसा और इतमीनान पैदा हो और दुश्मन लोग चाहे वह पाकिस्तानी हों या साम्राज्यी, उनमें यह डर या झूठी अफवाह न फैला सकें कि देखिये, अभी हिन्दुस्तान की हुकूमत तरक्की के काम इसलिये नहीं करना चाहती क्योंकि उसे यह डर है कि काश्मीर कभी हमारे हाथ में

रहेगा या नहीं। जब हम उनके लिए तरक्की का काम करेंगे तब जाकर इनके अंजाम में भरोसा और ऐतबार पैदा होगा। आपने हिन्दुस्तान में २ हजार मील तक सरवे किया है। हमें मालूम नहीं कहाँ हुआ कहाँ नहीं। लेकिन खुशी है हसद नहीं कि कहाँ कितना काम हुआ है। आप जितने मील तक लाइन बनवाना चाहें, जरूर बनवायें। लेकिन साठ मील लाइन बनाने के लिये आप जम्मू का सरवे ६ महीने के अन्दर करके और इस काम को जल्द अंजाम दे सकते हैं। वहां कोई दमियान में सिवाय रावी के दरिया या पहाड़ नहीं है। आप साहिब अरबों रुपया खर्च कर रहे हैं तो यह काम जो पिछले चार पांच छः साल में भी नहीं हुआ, आठ सालों से जब कि इल्हाक हुआ मुतवास्तिर रेलवे का सवाल बाकी पड़ा हुआ है, इसको आप पूरा करें और जल्दी रेल बनायें। हमने कई बार कहा कि हमारे लिये रेल बनाओ, रेल बनाओ। लेकिन इसका कोई जवाब नहीं मिला। मैंने पिछले साल कहा था कि ऊधमपुर से सड़क बनाइये। आपको यह सब अपनी फौज के लिए बनाना है। डिफेंस के लिये बनाना है। सामाने जंग पहुंचाने और अपनी हुकूमत को कायम रखने के लिये बनाना है, जो जरूरी है। हम अरसे से अपनी तरफ से अंजाम को यकीन दिलाते आ रहे हैं कि हिन्दुस्तान की हुकूमत इस काम को अब जल्दी करेगी। इस वास्ते अब हमें बदनामी का भी खतरा है। क्योंकि हम अपने वादों के बारे में इनको कोई जवाब नहीं दे सकते। इसलिये मैं बड़े अदब से आनरेबिल लाल बहादुर मिनिस्टर साहब से अर्ज करूंगा कि वह कम से कम फाइव ईयर प्लान में यह तो करा दें कि इस इलाके का सरवे होने के बाद जब कि आपको काफी गुंजायश है तो रेलवे बना दीजिये। रेलवे तो आपको लाजिमी तौर पर वहां बनानी पड़ेगी। काश्मीर आप किसी सूरत कब्जे में नहीं रख सकते, किसी सूरत में भी आप वहां जंग नहीं जीत सकते और वहां

लोगों को अपनी तरफ तहेदिल से शामिल नहीं कर सकते जब तक आप इनको जिन्दा रहने देने की चीजें पैदा नहीं करेंगे। इनको मंहगी चीजें खानी पड़ती हैं और आमदोरफत में निहायत मुसीबत और तकलीफ बर्दाश्त करनी पड़ती है।

वहा पर जो सिपाही लोग मद्रासी, बंगाली, पंजाबी वगैरह गर्म मुल्क के जाते हैं जिन्होंने कभी सख्त सर्दी नहीं देखी। छुट्टियों में आराम करने की गरज से आते हैं। लेकिन आप हैरान हो जायेंगे कि वहां सर्दी इतनी सख्त पड़ती है कि आज तक वहां जीरो डिग्री टेम्परेचर है। दूसरे उनको आने जाने की सहूलियत नहीं होती है। वह बलेशियर, बरफ में पड़े हिफाजत कर रहे हैं। मगर वह इतने परेशान हो जाते हैं कि वहां ही थ्रीनगर में दस दिन गुजार कर वापस चले जाते हैं। अगर वहां रेल का इन्तजाम हो तो वह धरों में आ जा सकते हैं। एक दिक्कत यह भी है कि एक दफा जो आदमी वहां से आता है तो वापस जाना बक्त पर उसके लिए, बहुत मुश्किल हो जाता है। बड़ी मुसीबत हो जाती है। गरीब काश्मीरियों की हालत आप देखेंगे तो वह बेचारे किराये के लिए पैसा खर्च नहीं कर सकते हैं और मन मन भर का बोझा नमक, कपड़ा वगैरह अपनी पीठ के ऊपर ले जाते हैं। उनको जबान बाहर निकली होती है। आंखों से खून टपकता है। पहाड़ों में १५, २० दिन चलते हैं तब जाकर घर पहुंचते हैं। क्या यह तकलीफ नहीं है, मुसीबत नहीं है? मैं कहता हूं और अच्छी तरह जानता हूं कि श्री लाल बहादुर जिनके दिल में दर्द है, हमदर्दी है और सब कुछ है, इसलिये मैं कहूंगा कि मेहरबानी कर के बजट पर नज़रसानी करें। आप सरवे करें और इसके बाद जम्मू में जितनी जल्दी हो सकता है रेल पहुंचायें।

मैं फिर काश्मीर के मुतल्लिक अर्ज करूंगा। मैं फौजी बातें एवान के सामने नहीं कहना चाहता क्योंकि वह बातें रिकार्ड में नहीं आनी

चाहिये। हम लोग जो मुल्क के बार्डर में रहने वाले हैं बड़े सख्त खतरे व तकलीफ में हैं। एक एक चीज बड़ी मुश्किल से दूरदराज और मंहगी पहुंचानी पड़ती है। इस वास्ते पहले आप जल्द से जल्द वहां सरवे कीजिये जम्मू तक। और मैं उम्मीद करता हूं कि दूसरे साल तक आप इस काम को ज़रूर करेंगे। कम से कम जम्मू से ऊधमपुर तक रेल लाना आपके लिए लाजिमी होगा। वहां आपकी फौज का हैडक्वार्टर है। जितनी आपकी ताकत है जमीन और आसमान की वह ऊधमपुर में महफूज और मरूमूस रखनी होगी। अगर इस जगह आपकी रेल नहीं आ सकती तो इसको आप मजबूत नहीं कर सकते हैं। इसके बगैर हमारी पोजीशन बड़े खतरे में होगी। रेलवे के बगैर बड़ी तकलीफ हमें है और इस दर्द, दुख और तकलीफ से हो मैं यह बातें अर्ज कर रहा हूं। आप हमारी कही हुई बातों पर तवज्जह देंगे और बजट पर नज़रसानी करेंगे। हमारे पास आप मुफ़्तसल रिपोर्टें पेश करते हैं, बेहतरीन नक्शे देते हैं। लेकिन मुझे तो कम से कम अपने भाइयों के सामने बड़ी शर्म होती है कि उनके लिए रेलवे बनाने के लिये हम कुछ नहीं कर सकते। आप तीन चार सौ करोड़ रुपया प्लानिंग में खर्च कर रहे हैं और इतनी तमाम लाइनें आसाम तक फैला रहे हैं, बड़े बड़े पहाड़ों को आपने चीर दिया है, कोई वजह नहीं है कि जम्मू में रेल न बनाई जाय। इसलिए मैं फिर अर्ज करूंगा कि आप मेहरबानी करके वहां रेल पहुंचाइये और हमारी दवाएं हासिल कीजिए। हमारे ऊपर रहम कीजिए। मुल्क को कब्जे में रखने के लिए, फौज को ताकतवर बनाने के लिए, जंग को जीतने की खातिर और काश्मीर को खुशहाल बनाकर और इसे अपने साथ शामिल करने के लिए हुक्मत के लिए यह जरूरी है, लाजिमी है कि इधर तवज्जह दें। क्योंकि आपको जंग

[सरदार बुधसिंह]

इतनी कहीं नहीं लड़नी है जितनी कि हमारे लोगों के मुल्क में। हम सात सौ मील के बार्डर में रहते हैं, दोनों तरफ फौज खड़ी है। मुखालिफ से जंग लड़नी है। आप हमारे हाथ मजबूत कीजिए। वहां सीमेंट, लोहा, गार्डर, नमक, कपड़ा वगैरह तमाम जरूरियात हमको बहुत पहुंचाए। दुश्मन से अपनी फौज के साथ लड़ने के लिए हम लोग वहां मौजूद हैं, हमारे बच्चे मौजूद हैं। हम लड़ने के लिए तैयार हैं। हम पाकिस्तान के साथ लड़े हैं, मरे हैं। खुद मेरे अपने नजदीकी रिश्तेदार २० आदमी मारे गए हैं। हम लड़ने मरने के लिए तैयार हैं। लेकिन हमारे हाथ पैर मजबूत कीजिए। वहां ऐसे हालत पैदा कीजिए कि हम मुसीबत के वक्त आपको फौरन फोन कर सकें जिससे कि आपकी इमदाद हमको फौरन आ पहुंचे। वहां एक रात में बर्फ पड़ जाती है। बारिश पड़ जाती है और आने जाने का कोई सिलसिला नहीं रह जाता। इस हालत में हम किसके पास जा कर रोयें और सर पीटें। इसलिए मैं आखिर में साफ लफ्जों में फिर कहता हूं कि अगर हिन्दुस्तान में रेल की जरूरत है तो सब से पहले आपकी रेलवे जम्मू में बननी चाहिए। जम्मू और काश्मीर में रेलवे होना चाहिए और तब ही हमारा मुल्क बच सकता है।

मैं इस गुस्ताखी की माफी चाहता हूं कि मैंने सख्त लफ्जों में अपने यहां की जरूरियात के मुताल्लिक अर्ज किया है। लेकिन दिल में दर्द बहुत बड़ा है, दुःख बड़ा है। इसलिए मैं उम्मीद करता हूं कि आप हमारे ऊपर मेहरबानी करेंगे।]

श्री अब्दुर रज्जाक खान (पश्चिमी बंगाल): मिस्टर वाइस चेयरमैन, मैं इस वक्त तकरीर करने के लिए तैयार नहीं था क्योंकि मुझे मालूम था कि मेरा नाम बाद में आयेगा, चुनावों में मुझे आपके हुक्म की तामील करने में देर हुई, जिस के लिए आप मुझे क्षमा करेंगे।

रेलवे बजट की बहस के दौरान मेम्बरों ने तकरीबन सब प्वाइन्ट टच कर दिये हैं और मेरे लिए कोई खास प्वाइन्ट कहने के लिए नहीं रह गया है। लेकिन फिर भी अपने स्थानांत को मुस्तसर तौर पर आपके सामने पेश करना चाहता हूं।

रेलवे हमारी कोम और नेशनल इकोनोमी के लिहाज से बहुत ही अहम है। कहना तो यह चाहिये कि रेलवे हमारे मुल्क के लिए रुढ़े रवां तो नहीं, रगे रवां तो जरूर है। उसके बगैर हमारी न कोई इन्टरनेशनल तरक्की हो सकती है, न बिजनेस की ही तरक्की हो सकती है, और न कोई सोशल और न कोई कलचरल तरक्की हो सकती है। इसकी अहमियत हमारी जिन्दगी में और हमारे मुल्क की जिन्दगी में इतनी बढ़ी हुई है कि जिसे हम नज़रअन्दाज नहीं कर सकते हैं। इस चीज़ को मद्देनज़र रखते हुए मैं चन्द बात इस बारे में आपके सामने पेश करना चाहता हूं।

सबसे पहली बात यह है कि हम रेलवे बजट को अपने प्लान से अलग करके नहीं देख सकते हैं। प्लान के रू से ही रेलवे बजट तैयार किया गया है और हमें भी उसी नज़र से उसे देखना होगा। फर्स्ट फाइव ईयर प्लान के मुताबिक जो बातें आनरेबिल मिनिस्टर साहब ने अपनी तकरीर में कहीं, उनको सुनकर हर शरूस खुश होगा। इन पांच सालों में नुमाया तौर बहुत सी बातों पर कामयाबी हुई है, मैं यह नहीं कहता कि सब बातों पर कामयाबी हुई है। लेकिन अगर पूरे तौर पर देखा जाय तो कामयाबी शानदार हुई है, इसमें कोई शक नहीं है। चुनावों के इस कामयाबी के लिए आनरेबिल मिनिस्टर साहब की जो तारीफ़ होनी चाहिये, उससे उन्हें महसूस नहीं किया जाना चाहिये। चुनावों में उनकी इस कामयाबी के लिए तारीफ़ करता हूं और चाहता हूं कि वे किस तरह से अपनी ज्यादा तारीफ़ हासिल करते रहें। लेकिन साथ ही मैं यह भी कह देना चाहता हूं कि बाज बाज बातों में अभी तक कोई तरक्की दिखाई नहीं दी। मैं मिसाल के

तीर पर कुछ बातें आपके सामने रखना चाहता हूँ। फर्स्ट फाइव ईयर प्लान में रिहैबिलिटेशन का जो मकसद था वह अभी तक पूरा नहीं हो सका। अभी तक रिहैबिलिटेशन बाकी है और दूसरे प्लान में भी यह पूरा हो सकेगा या नहीं, इसके मुतालिक कुछ नहीं कहा गया है।

दूसरी बात यह है कि हमारे पास रेलवे वैगनों की जो कमी है, उस कमी को पूरा करने के लिए कोई ज्यादा कोशिश नहीं की गई है। इसके साथ ही साथ वर्किंग आर्डर में किसी तरह की तरक्की हुई हो, इसका भी हमें पता नहीं मिलता है। मुझे ख्याल होता है कि वर्किंग आर्डर में बहुत ज्यादा तबदीली नहीं हुई है और न किसी तरह की कोई तरक्की ही दिखाई देती है। आराम और रिहायश में नुमाया तरक्की हुई है और दिन पर दिन होती जा रही है, इसमें कोई शक नहीं है। आपने वैगनों की कमी पूरा करने के लिए बाहर के देशों को आर्डर दिये हैं लेकिन जब तक हम अपनी मेहनत करके इस कमी को पूरा नहीं करेंगे तब तक हम आगे नहीं बढ़ सकते हैं। वैगनों के मामले में हम ने किसी तरह की तरक्की की है यह हमें दिखलाई नहीं देती है। मेरा ख्याल है कि इस मामले में कोई ज्यादा तरक्की नहीं हुई है। इस कमी की वजह हमें तलाश करनी होगी कि हम क्यों इस में कामयाबी हासिल नहीं कर रहे हैं। बाहर से मंगाने पर हमें भरोसा नहीं करना चाहिये बल्कि अपनी मेहनत से ही हमें इस काम को जल्द से जल्द पूरा करना चाहिये। इसी पर हमारी कामयाबी का दारोमदार होगा।

दूसरी कमी जो मुझे दिखलाई देती है वह करप्शन की है। यह हमारे लिए एक बहुत बड़ा मुश्किल मसला बना हुआ है। इस चीज को दूर करने में हमारे कदम कुछ उठे हैं, मैं यह नहीं कहता कि आपने कोई कदम नहीं उठाया है, लेकिन अभी तक ऐसी कोई बात देखने को नहीं मिलती, कोई रोशनी सामने नहीं आती जिससे हम यह समझें कि यह चीज खत्म होने जा रही है। चुनांचे मैं आनरेबिल मिनिस्टर

साहब की तबज्जो इस तरफ दिलाना चाहता हूँ और उम्मीद करता हूँ कि जब आप कामयाबी का सेहरा अपने सिर पर ले रहे हैं तो कम से कम इस शिकायत और गिला को अपनी जेब में लेंगे।

जनाब आली, सेकण्ड फाइव ईयर प्लान में रेलवे के लिए जो रकम मंजूर की गई है वह काफी है या नहीं? आनरेबिल मिनिस्टर साहब की तकरीर से जो खतरे की घंटी हमें सुनाई दी उस से मालूम होता है कि यह रकम बहुत कम है। उन्होंने अपनी तकरीर में यह कहा था कि दूसरे प्लान के लिये हमें जो रकम मिली है वह इतनी नाकाफी है कि हमें नहीं मालूम कि जिम्मेदारी को पूरा कर सकेंगे या नहीं। मिनिस्टर साहब ने अपनी तकरीर के दौरान यह भी कहा कि वैगनों की डिमान्ड और माल बहम पहुंचाने की जिम्मेदारी हमारे ऊपर है, वह हम इस रकम से पूरी नहीं कर सकेंगे, इस में २५ फीसदी की कमी होगी। यह तो एक खतरनाक बात है। फाइव ईयर प्लान में जो सब से बड़ा मनसूबा लोगों ने लगाया था और जिस की कामयाबी पर सारा मुल्क उम्मीद की नज़र से देख रहा था, अगर वह पूरा नहीं होगा तो लोगों के दिलों में बड़ी मायूसी छा जायेगी। रेलवे के ऊपर सब से पहले जिम्मेदारी यह आती है कि वह माल को एक जगह से दूसरी जगह पहुंचाये। अगर हमारी रेलवे इस काम को पूरा करने से कासिर रहती है तो हमारी सब स्कीमों पर पानी फिर जायेगा और हम तरक्की नहीं कर सकेंगे। रेलवे का मसला हमारे लिये बहुत अहम है, अगर हम उस की मांगों को पूरा नहीं करते हैं तो हमारा मुल्क भी तरक्की नहीं कर सकता है। आज हमारे सामने सब से अहम सवाल यह आता है कि रेलवे ने जितना रुपया मांगा है क्या उतना रुपया देना चाहिये या नहीं। मेरे ख्याल में तो मुनासिब यह है कि हमें ज्यादा रकम पर भरोसा नहीं करना चाहिये। जैसा कि मैं ने अपनी तकरीर में अर्ज किया है कि

[श्री अब्दुर रज्जाक खान]

इस काम में २५ फीसदी की कमी रहेगी, हो सकता है कि इस से ज्यादा की कमी हो। लेकिन सवाल यह है कि आज किस काम को ज्यादा अहमियत दी जाय। आज हमारे आला प्लान में अहमियत सब से बड़ी किस को मिलनी चाहिये मेरे खयाल में इंडस्ट्रियाइजेशन को और दूसरे नम्बर में इसी इंडस्ट्रियाइजेशन को कामयाब बनाने के लिये रेलवे को। अगर इंडस्ट्रियाइजेशन की रकम को काट कर के रेलवे को देने का सवाल आ जाय तो मैं उस से इत्तिफाक नहीं करूंगा, बल्कि मैं कहूंगा कि यह गलती होगी, और इंडस्ट्रियाइजेशन को कामयाब बनाने के लिये अगर रेलवे की कमी को पूरा न किया जाय तो वह भी गलती होगी। दोनों के मेअर को बराबर रखना होगा। क्योंकि इंडस्ट्रियाइजेशन को मुकम्मल करना ही दोनों का मक़्शद है। दूसरी मदों से अगर रकम निकाली जा सके तो रेलवे की जरूरत को जरूर पूरा करना चाहिये वरना इस में शक नहीं है कि हमारी तरक्की रुक जायगी। इंडस्ट्रियाइजेशन की मद से काट कर अगर रेलवे की अहमियत को बढ़ाया जाय तो मैं कहूंगा कि यह गलती होगी। मेरे खयाल में रेलवे मिनिस्ट्री का इंतज़ाम आज एक ऐसे लायक शख्स को दिया गया है जिन से हम यह तवक्को रखते हैं कि अगर वे काम करना चाहें, तो २५ मिलियन टन का घाटा जो पड़ रहा है, उस को वे बड़ी हद तक पूरा कर सकेंगे। इस तौर पर काम के मेअर को बुलन्द किया जाय, काम करने के तरीके और ढंग को इस तरह तरक्की दी जाय कि वैगन लोड का जो किस्सा है वह बड़े और उस की रफ्तार भी बड़े। यह काम अगर किया जाय तो मेरे खयाल में जो यहां कहा जाता है कि २५ मिलियन टन की कमी हो गई, उतनी कमी नहीं होगी। इस को बहुत हद तक पूरा किया जा सकता है। अलबत्ता इस सिलसिले में हम यह उम्मीद करेंगे कि

रेलवे की जरूरत का लिहाज रख कर जितनी भी रेलवे की जरूरत हो उस के पूरा करने की तरफ प्लानिंग कमीशन जरूर तवज्जह देगा। यह जरूर हमें कहना चाहिये लेकिन साथ ही इंडस्ट्रियाइजेशन की मद से रुपया काट कर रेलवे को दिया जाय यह हम हर्गिज देखना नहीं चाहते। आज बहुत सी लाइनें खोलने के लिये लोग कह रहे हैं, लेकिन मेरे खयाल में इंडस्ट्रियाइजेशन से ज्यादा कोई चीज़ अहमियत नहीं रखती। अगर हम देखें कि इंडस्ट्रियाइजेशन की तरफ हमारा मुल्क बहुत जल्दी तरक्की कर रहा है तो अब तक जहां हम ने बहुत सी तकलीफें बर्दाश्त कीं, दो साल और बर्दाश्त कर सकते हैं। इस पंचसाला प्लान को कामयाब बनाने के लिये हमें सब से ज्यादा इसी का खयाल रखना पड़ेगा कि हमारे काम में किसी जगह बाटल नेक न हो जाय ताकि रेलवे सफर और बिज़नेस के डिमांड को पूरा कर सके। मेरे खयाल में यह बहुत बड़ी कामयाबी होगी मुल्क के लिये। लेकिन यह खतरे की घंटी जो बजाई गई है वह मेरे खयाल से ज्यादा है। इस खतरे की घंटी का रेलवे के काम पर असर पड़ रहा है। वह वैगन शार्टेंज का किस्सा जिस से करप्शन शुरू हुआ है, करप्शन की बुनियाद जिस पर है, वह बढ़ने लग गया है। मैं इस का सख्त मुखालिफ हूं और मुझे सब से ज्यादा एतराज इसी बात पर है कि इस तरह से वैगन शार्टेंज की घंटी बजा दी गई है, उस से रेलवे में जो करप्शन हम दूर करना चाहते थे, वह कहीं दुगना और सेहगुना न हो जाय। चुनाचे मैं यह कहना चाहता हूं कि कोई खतरे की बात नहीं है। मुल्क आज इसलिये आगे बढ़ रहा है क्योंकि इंडस्ट्रियाइजेशन को मुकम्मल करना है। तो रेलवे में कहीं बाटल नेक न हो जाय, इस की तरफ तवज्जह देनी है और जरूर यह करना है। एक जगह की लाइन बन्द कर के या जिस सहूलियत की हम तवक्को रखते हैं, वह अगर कम भी हो जाय तब भी बाटल नेक न होने दिया जाय।

मेरे खयाल में इन बातों के लिये आज सब से बड़ी जरूरत इस बात की है कि काम का तरीका, काम का ढंग जमहूरी वज़ा पर लाया जाय, जनवादी ढंग पर लाया जाय । मैं आप से यही दरखास्त करूंगा कि मैं ने तो आज तक कोई प्लान देखा नहीं काम-याबी की तरफ जाते हुए, अगर जनवादी ढंग उस में नहीं लाया गया । जो काम करने वाले हैं, आप उन का कोआपरेशन लें और उन से कहें कि कितनी जल्दी वह क्या काम करा सकते हैं, कितने मिनिमम बैंगनों में कितना ज्यादा काम अंजाम दे सकते हैं । उन लोगों का कोआपरेशन लिये बग़ैर आप का काम नहीं चल सकता, पूरा नहीं हो सकता । सिर्फ रुपये पर भरोसा करने से काम नहीं चलेगा । आज आप के लिये यह आसानी हो गई है कि आप के कारखानों में माल बनने लगा है, लोकोमोटिव बनने शुरू हुए हैं, कोचेज बनने शुरू हुए हैं और आज वह सूरत नहीं रही जो पांच साल पहले थी । रेलवे बजट में आज यह खतरा दिखाया जा रहा है कि बाटल नेक होगा । नहीं, मुल्क में यह आवाज़ यहां से उठा देनी चाहिये कि कोई खतरे की बात नहीं है वरना प्लानिंग के कोई माने नहीं हैं बल्कि खतरे के यह माने हैं कि प्लानिंग कामयाब न होगी । तो मैं आप की तबज्जह इस की तरफ दिलाता हूं कि कोआपरेशन आप को लोगों का लेना है । बल्कि हर एक कारखाने में लोगों के जिम्मे काम दे दिया जाय और कोटा मुकर्रर करना जिसे कहते हैं उसी तरह से कोटा मुकर्रर कर दिया जाय और लोगों का काम में कम्पीटीशन कराया जाय और कम्पीटीशन के लिये इनामात रहें, तो मेरे खयाल से कामयाबी आप के कदम चूमेगी ।

इस सिलसिले में मैं आप से एक बात और कहना चाहता हूं, जो आप की लेबर पालिसी से ताल्लुक रखती है । लेबर पालिसी के मुताल्लिक रेलवे हमारे मुल्क का एक बहुत बड़ा पब्लिक सेक्टर है । आज हम

मुल्क में सोशलिस्ट सोसाइटी बनाने के लिये कह रहे हैं और पब्लिक सेक्टर ही एक ऐसी जगह है, जहां से सोशलिस्ट सोसाइटी बन सकती है, सोशलिस्ट सोसाइटी शुरू हो सकती है । रेलवे मिनिस्टर ने अपनी तकरीर में फरमाया है कि किसी जगह लेबरों को मैनेजमेंट में शरीक करने का एक्सपेरीमेंट शुरू करेंगे । मुझे तो उस तकरीर से यह शक हुआ कि हमारे आनरेबिल मिनिस्टर को इस बात का यकीन नहीं है और इसलिये वह एक्सपेरीमेंट करना चाहते हैं । एक्सपेरीमेंट के माने यह हैं कि उन्हें यकीन नहीं है कि यह कामयाबी का कोई तरीका है । सोशलिस्ट सोसाइटी तैयार करने के लिये आज लेबर के कोआपरेशन को लेने का सवाल एक्सपेरीमेंट का सवाल नहीं रहा । यह तो करना ही होगा । इस के बग़ैर आप सोशलिज्म की तरफ आगे बढ़ ही नहीं सकते । वाकई अगर आप सोशलिज्म कायम करना चाहते हैं तो एक्सपेरीमेंट का सवाल ही नहीं है बल्कि इस को वाजबी तौर पर लाजिमी तौर पर यहां से शुरू करना है । यह अगर आप शुरू करना चाहते हैं तो बेशक हम आप को धन्यवाद देंगे । आप इस को शुरू करें और बहुत जल्दी शुरू करें । एक सालिक और काम करने वाले का जो ताल्लुक रेलवे में है वह बुरा साबित हो रहा है और उस से पूरी तरक्की नहीं हो रही है । रेलवे का पूरा काम रेलवे के कर्मचारी और दूसरे मजदूरों के हाथ में ज्यादा से ज्यादा सुपुर्दे करना होगा । अगर उन के ज्यादा काम करने से नफ़ा ज्यादा हो तो उसी हिसाब से उन को उजरत और तनख्वाह बढ़नी चाहिये । अगर वे काम कर के नफ़ा ज्यादा पैदा करें तो उस में उन का हिस्सा हो । कहने का मतलब यह है कि आप को इस तरह की नीति अपनानी पड़ेगी, वरना कामयाबी नहीं होगी ।

आज चारों तरफ से सवाल उठाया जा रहा है कि एडमिनिस्ट्रेशन को अब तक पुराने ढंग से चलाया जा रहा है । मैं नहीं

[श्री अब्दुर रज्जाक खान]

समझता कि कोई जरूरत है इसकी। आज नया ढंग अस्तित्व बनाना पड़ेगा, जनवादी तौर पर मैनेजमेंट का काम चलाना पड़ेगा। आज बहुत ज्यादा भारी भरकम तरह के बहुत ज्यादा लोग हमें नहीं चाहियें, बड़ी बड़ी कमेटियां हमें नहीं चाहियें। हमें आज इस की जरूरत है कि हर शख्स अपनी अपनी जिम्मेदारी को उठाए और लोगों के साथ मिल कर के काम को बेहतरीन तौर पर करने के लिये और उस का इंतजाम करने के लिये यह जरूरी है कि लोग कमेटियों में ही बैठे न रहें, बल्कि लोगों के साथ मिल कर काम को चलायें। आज ऐसे लोगों की जरूरत है। तो इस तरह से और इस तौर पर रेलवे के मैनेजमेंट का तरीका डेमोक्रेटाइज होना चाहिये। मैनेजमेंट के मुताल्लिक यह सब से बड़ा सवाल है।

करप्शन के बारे में मैं यह अर्ज करना चाहता हूं कि आप अगर कोई पापुलर तहरीक नहीं चलायेंगे, अवाम से कोई को-ऑपरेशन नहीं लेंगे और वहां के काम करने वाले लोगों पर इस का जिम्मा नहीं छोड़ेंगे तब तक सिर्फ एक पुलिस आफिसर के बदले में एक दूसरा आफिसर और सिविलियन आफिसर कायम करने से कोई काम नहीं चलेगा। तजुर्बा तो यही है कि लोग शिकायत करते हैं कि हमारी रिपोर्ट यहां से वहां जाती है और फिर वहां से गुम हो जाती है और कोई काम नहीं होता है। बात यह है कि इस वक्त जो सूरत है उस सूरत में कुछ हो भी नहीं सकता है। रेलवे के लिये यह एक बहुत कठिन मामला है कि किस तरह से इस चीज को कम किया जाय। आप को तो वैगन शाटज के किस्से को खत्म कर देना चाहिये और इस को तो आप को जुबान पर भी नहीं लाना चाहिये। असली बात यह है कि करप्शन को दूर करने के लिये आम जनता का एक मूवमेंट होना चाहिये। पब्लिक को ने कर के, काम करने वालों को ले कर

के, हर जगह एक कमेटी तैयार कर के, रेलवे के मुताल्लिक एक पब्लिक मूवमेंट होना चाहिये। रेलवे की प्रापर्टी का सेफ्टीगार्ड करने के लिये भी, अन्दर की कार्यवाही को बेहतर करने के लिये भी और करप्शन को दूर करने के लिये भी ऐसा मूवमेंट होना चाहिये। आनरेबिल रेलवे मिनिस्टर से मेरी दरखास्त है कि वह मुल्क की तमाम पार्टियों को इकट्ठा कर के उन से अपील करें और इस तरह की कोई तहरीक पैदा करें। मेरे खयाल में यही एक कामयाबी का तरीका है। इस अहम वक्त में जबकि रेलवे के ऊपर बहुत भारी जिम्मेदारी आ गई है तब पूरी स्कीम को चालू रखने के लिये, पंचसाला स्कीम को कामयाब बनाने के लिये, हर काम को हर तरह से ठीक करने के लिये और रेलवे के काम को और भी बेहतर करने के लिये ऐसी तहरीक का चालू करना जरूरी है। ऐसे वक्त में अगर सब लोगों से कोऑपरेशन न लें और जनता में, पब्लिक में, अवाम में, इस तरफ दिलचस्पी पैदा करने की कोशिश न करें तो फिर कामयाबी होना मुश्किल ही है।

अभी यहां रेलवे प्रापर्टी के बारे में कहा गया। मैं ने बर्दवान में अपनी आंखों से देखा है कि वहां रात को रेलवे का माल चोरी होता है और चोरी के माल से गाड़ियां भर भर कर जाती हैं लेकिन वहां उस को कोई पकड़ने वाला नहीं है। मुझे बताया गया कि साहब, बैलगाड़ियां नहीं मिलती हैं क्योंकि रात को जो रेलवे का माल चोरी होता है, उस में उन को ज्यादा उजरत मिलती है। यह रेलवे प्रापर्टी की चोरी का किस्सा ऐसा हो गया है कि कौन चोर है और कौन चोर नहीं है यह कहना मुश्किल है। ऐसी हालत में इस को बन्द कौन करे। पुलिस आफिसर जो हैं, वे इन की तरफ हैं और जो रेलवे पुलिस है, जी० आर० पी० है, वह भी उन की है, वाच एण्ड वार्ड भी उन के हैं। जब दोनों में टक्कर होती

है तब तो एक, दो केस पकड़े जाते हैं लेकिन अगर जब दोनों में मेल है तो चाहे कितनी भी चोरी हो कोई केस नहीं पकड़ा जाता है। बैगनों को यहां से वहां भेज दिया जाता है और तमाम बातें की जाती हैं। ये सब मामलात हैं जोकि आप को मालूम हैं। इस को दूर करने की मूरत यही है कि आप वहां की पब्लिक को होशियार करें और अपनी तरफ खींचें और वहां के आम कर्मचारियों को अपनी तरफ खींचें, उन के अन्दर एक नई रूढ़, एक नई प्रेरणा पैदा करें कि मुल्क की बहुवृद्धि के लिये यह जरूरी है कि रेलवे के काम में ज्यादा से ज्यादा उन्नति हो और जो रेलवे की प्रापटी है वह पब्लिक की प्रापटी है। इन तमाम खयालात को दिलाने के लिये मैं एक पब्लिक मूवमेंट की, एक ऐसी तहरीक की, बहुत ज्यादा जरूरत महसूस करता हूं चुनांचे, मैं ने इस की तरफ आप की तवज्जह दिलाई है।

आखिर में मुझे यह कहना है कि शिकायतें तो बहुत हैं लेकिन मैं सब को पेश करना नहीं चाहता हूं। मैं आप को यह बताना चाहता हूं कि बसीरहाट लाइट रेलवे के मुताल्लिक आप का एक वादा है, जिस को कि आप ने बन्द कर दिया है। आप ने वादा किया था कि छः महीने में आप दूसरी ब्राड गेज लाइन तैयार कर देंगे लेकिन आज तक वह वादा पूरा नहीं हुआ है। खैर, मैं उम्मीद करूंगा कि अगर हो सकेगा तो उस को आप जरूर करेंगे। लेकिन मुझे यह कहना है कि वहां जो लाइन अभी तैयार हो रही है उस को मैं ने देखा है कि जो लाइन वहां खींची जा रही है वह ऐसी जगह से खींची जा रही है जहां कि लोगों की आबादी ज्यादा है। यह एक मुश्किल सवाल है। इस में कम्पेन्सेशन का मामला आता है, लोगों में बिगाड़ पैदा होता है, लोगों में बेदिली पैदा होती है। वहां एक हैजान है कि रेलवे को तो बन्द कर दिया है, रेल तो नहीं है लेकिन यह किया है कि हमारे घरों के ऊपर से रेल

चलाने लगे हैं। तो इस बारे में भी जरूरत यह है कि वहां की पब्लिक को कॉन्फिडेंस में लिया जाय और उन से मशविरा किया जाय कि कहां से क्या होना चाहिये। लेकिन वहां तो ऐसा कोई सवाल ही नहीं है। रेलवे एडमिनिस्ट्रेशन का तरीका तो यह है कि पब्लिक से मशविरा कर के वहां सब काम नहीं होता है। वहां वह अपने ही तौर पर लाइन खींच रहे हैं। लोगों से मशविरा करने का जहां तक सवाल आता है, उस से उन का कोई ताल्लुक ही नहीं रहता। इस-लिये मैं अर्ज कर रहा था कि आज सब से बड़ी जरूरत हर मामले में इस बात की है कि लोगों से मुनासिबत रखी जाय और उन से मशविरा लिया जाय। आप कोई लाइन बनावें या कोई काम चलायें, ऐसा करने से ही कामयाबी होती है और लोग भी खुश होते हैं। अगर आप ऐसा करेंगे तो इस में कोई शक नहीं कि वे आप की तारीफ करेंगे।

चौथी बात यह है कि रेलवे में जो क्रेटरिंग है, उस में मेरे खयाल में पहले की बनिस्वत कुछ दाम तो घटा दिये गये हैं, इस में कोई शक नहीं। लेकिन हर जगह यकसां क्रेटरिंग नहीं होती। बाज जगह ऐसा खाना मिलता है कि इस लायक नहीं होता कि खाया जाय। बाज बाज जगह, बड़े बड़े स्टेशनों में, बड़े बड़े जंक्शनों में अच्छा खाना मिलता है। लेकिन इतनाम अब तक बहुत गड़बड़ का है। खास कर के जो रेलवे डिपार्टमेंट क्रेटरिंग वाले हैं, जब उन से शिकायत की जाती है तो कहते हैं कि साहब, हम तो नये आदमी हैं, हम को यह तो मालूम नहीं, चुनांचे आप लोग मार्क कर लीजिये, रफ्ता रफ्ता तरक्की होगी। वे खुद भी नहीं कह सकते कि खाना ठीक है भी कि नहीं। मेरे खयाल में शायद पुराने स्टाफ वाले नहीं लाये गये हैं नहीं तो फिर यह शिकायत होती क्यों है। जहां तक उन लोगों के बर्ताव का ताल्लुक है, ये सब से

[श्री अब्दुर रज्जाक खान]

बड़ी बात है कि क्रेटरिंग वे जैसी भी दें, किन्तु जिस तौर पर, जिस अंदाज से और जिस सलूक से उन को पेश आना चाहिये, वह मेरे खयाल में ठीक नहीं होता। इस की तरफ मैं धानरेबिल मिनिस्टर साहब की ब्रवज्जो दिलाता हूँ।

आखिर में मुझे एक बात यह कहनी है कि हमें उम्मीद थी कि आप इस साल कोई टैक्स आयद नहीं करेंगे और जो कुछ आप के हाथ में, आप के पास है, उसी से आप काम चलायेंगे और इस तरह से रेलवे की जरूरत को आप साबित कर दिखायेंगे। हमें उम्मीद है कि आप ऐसे शरूस के होते हुए यह हो सकता था। दूसरे लोग होते हैं जो टैक्स बढ़ा कर के कामयाबी दिखाते हैं, लेकिन कुछ खास लोग ऐसे भी हैं जो अपने काम की बहादुरी टैक्स बढ़ा कर के नहीं बल्कि काम करने के तरीके निकाल कर के दिखाते हैं। मैं तो जानता हूँ कि यह टैक्स आगे लगेगा। आप मोनोपोली रखे हुए हैं, आप बढ़ा सकते हैं, आप बढ़ायेंगे और लोगों को मंजूर करना पड़ेगा। यह बात हमें मालूम है। लेकिन मेरी स्वाहिश थी कि आप टैक्स नहीं बढ़ाते तो अच्छा होता।

यह कह कर मैं खत्म करता हूँ।

श्री आदित्येन्द्र (राजस्थान) : उपाध्यक्ष महोदय, सन् १९५६-५७ का रेलवे बजट आज से एक सप्ताह पूर्व २३ फरवरी को संसद् के दोनों सदनों के समक्ष माननीय रेलवे मंत्री द्वारा प्रस्तुत किया जा चुका है। इस सदन में भी कल से इस पर बहस जारी है। बहस में सभी दलों के प्रतिनिधियों ने भाग लिया है और ऐसा मालूम पड़ता है कि सामान्यतः सभी लोगों ने इस का स्वागत किया है। मैं भी इस बजट के प्रस्तुत करने पर माननीय रेलवे मंत्री को बधाई देता हूँ।

पिछले पांच सालों में रेलवे प्रशासन ने रेलवे में जो प्रगति की है, वह वास्तव में

सराहनीय है। इस प्रगति के बारे में न केवल शहरों के लोग ही जानते हैं बल्कि गांवों तक इस प्रगति के सम्बन्ध में बातें पहुंच गई हैं और गांवों के रहने वाले भी यह समझने लगे हैं कि वास्तव में इस विभाग में बहुत काफी तरक्की हुई है।

सब से बड़ा सवाल जो रेलवे विभाग ने तय किया है वह है आत्म निर्भरता के सम्बन्ध में। आत्मनिर्भरता की ओर पिछले कई सालों से काफी प्रयत्न किया जा रहा है और इस में हम बहुत काफी आगे बढ़े हैं। पिछले वर्षों में बहुत सा माल रेलवे का बाहर से मंगाया जाता था, जिसके लिये हमें बहुत सा रुपया खर्च करना पड़ता था। लेकिन पिछले दो, तीन सालों में बाहर से जो माल मंगाया गया है, उस का अनुपात बहुत कम हो गया है और बल्कि इस साल में तो वह १६.८ प्रतिशत से घट कर १०.५ प्रतिशत तक हो गया है। इस तरह से हम लोग इस दिशा में बहुत काफी आगे बढ़े हैं।

हाल ही में चित्तरंजन लोकोमोटिव वर्क्स की उत्पादन क्षमता काफी बढ़ी है। वहां पर जो रेलवे इंजिन बनाये जा रहे थे, वे अब काफी तादाद में बनने लगे हैं और बहुत जल्दी ही ऐसी आशा की जा रही है, जैसाकि बजट के भाषण से प्रकट होता है, कि २०० इंजिन हर वर्ष बनने लगेंगे और एक योजना हाल ही में स्वीकार की जाने वाली है, जिस के परिणामस्वरूप वर्ष में ३०० इंजिन बनने लगेंगे। इसी तरह रेल के डिब्बे बनाने का एक कारखाना पेरम्बूर में बना है और उस की क्षमता में भी वृद्धि हुई है। उस में भी काफी तेजी के साथ रेल के डिब्बे बनाय जा रहे हैं और साथ में माल गाड़ियों के बैगन्स भी तैयार किये जा रहे हैं। इस तरह से अगर हम आगे बढ़ते चले गये, तो ऐसी आशा की जाती है कि द्वितीय पंचवर्षीय योजना की अवधि की समाप्ति

पर हम रेलवे का सभी सामान अपने यहां तैयार करने लगेंगे। लेकिन ऐसी बात नहीं है कि केवल इतना ही काम हुआ है। रेलवे में प्रत्येक दिशा में प्रगति हुई है, जैसे यात्रियों के लिये काफी सुविधा हुई है। आज से ७ साल पहले जितनी गाड़ियां चलाई जाती थीं और उन में जो भीड़ रहती थी, वह भीड़ अब नहीं होती। हां, यह बात जरूर है कि कुछ रेलवे ट्रेन्स ऐसी हैं जिन में अभी तक भीड़ जारी है, परन्तु उस को कम करने के लिये भी काफी प्रयत्न किया जा रहा है। इस के अलावा दूसरे छोटे छोटे काम भी हुए हैं। जैसे भोजन व्यवस्था वह भी पहले से कहीं अच्छी है।

एक सब से बड़ी बात जो भाषण में बताई गई है, वह है रेलवे में श्रेणियों को कम करने की। आज से पहले ४ श्रेणियां थीं, उन चारों श्रेणियों में लोग अलग अलग सफर करते थे। लेकिन अब इस बात की ओर इशारा किया गया है कि बहुत जल्दी ही दो श्रेणियां कर दी जायें पहली और दूसरी, और तीसरा दर्जा समाप्त कर दिया जायगा। तीसरे दर्जे का नाम दूसरा दर्जा रख दिया जायगा और उस में दूसरे दर्जे की सुविधाएं प्राप्त होंगी। मैं समझता हूं, यह समाजवादी व्यवस्था की ओर एक वास्तविक कदम है जिस से कि आपस का अन्तर भी कम होगा।

इस के अलावा जो सामाजिक सुधार किये जा रहे हैं और सामाजिक शिक्षा दी जा रही है, वह भी वास्तव में एक ऐसा काम है, जिस की आजकल बड़ी भारी आवश्यकता है। इस के बगैर आज काम नहीं चल सकता। सन् १९५५ के प्रारम्भ से इस ओर काफी काम किया जा रहा है और धीरे धीरे आज हम बहुत आगे बढ़े हुए हैं। लेकिन मैं समझता हूं कि केवल इतने ही से काम नहीं चलेगा। हमें इस से भी और आगे बढ़ना होगा और मैं इस सम्बन्ध में कुछ सुझाव भी पेश करना चाहता हूं।

एक बात जो अभी तक देखने को मिलती है, वह है सफाई की कमी के सम्बन्ध में। दिन में मैं अक्सर जब एक जगह से दूसरी जगह सफर करता हूं तो तीसरे दर्जे में जाता हूं। तीसरे दर्जे के यात्रियों से सम्पर्क स्थापित करने से बहुत सी बातों का पता भी चलता है और उन की कठिनाइयों की जानकारी भी होती है। बहुत सी गाड़ियां ऐसी हैं, जिन गाड़ियों में अभी भी जितना ध्यान सफाई की ओर दिया जाना चाहिये, उतना ध्यान इस ओर नहीं दिया जाता। खास तौर से तीसरे दर्जे के यात्री तो एक तरह से बहुत ही ज्यादा परेशानी में रहते हैं। तीसरे दर्जे के डिब्बों में सफाई का नाम तक नहीं रहता है, वहां की लैट्रिन्स वगैरा बहुत ही बुरी हालत में होती हैं, बल्कि कभी कभी तो ऐसा देखा गया है कि उन डिब्बों के पास खड़ा होना भी मुश्किल हो जाता है। मैं कई बार दिल्ली से जब कोटा की तरफ गया हूं, तो मैं ने यह देखा है कि मथुरा से जो एक पैसेन्जर ट्रेन चलती है उस में सफाई की तरफ बिल्कुल ध्यान नहीं दिया जाता। मथुरा में तो शायद उन गाड़ियों की सफाई भी नहीं की जाती है। आज स्वास्थ्य के लिये यह बहुत जरूरी है कि हम इस ओर ज्यादा से ज्यादा ध्यान दें। मनुष्य के स्वास्थ्य के लिये स्वच्छ हवा, स्वच्छ पानी और स्वच्छ भोजन की आवश्यकता है। जहां हमें इस तरह से स्वच्छ हवा नहीं मिलती वहां यह भी देखने में आता है कि स्वच्छ पानी की भी कमी रहती है। कई गाड़ियों में अधिकांश ऐसा देखा गया है कि जो पानी दिया जाता है, उस में मिट्टी और कोयला मिला होता है और बड़ी गन्दगी होती है। उस पानी से कोई हाथ-मुंह साफ नहीं कर सकता है और न ही नहा-धो सकता है।

दूसरी चीज यह देखने को मिलती है कि डिब्बों में बहुत ही गन्दगी होती है। मैं यह मानता हूं कि यह बहुत कुछ उन यात्रियों पर भी निर्भर है जो यात्री उस डिब्बे में सफर करने हैं। इसलिये उन के लिये

[श्री आदित्येन्द्र]

इस बात की जरूरत है कि उन्हें बराबर समझाया जाय और बताया जाय कि सफाई की कितनी भारी आवश्यकता है ।

जिस तरह से यह सामाजिक शिक्षा स्टेशनों पर दी जा रही है और यह भी कहा गया है कि चलती हुई ट्रेनों में यह शिक्षा लाउड स्पीकर लगा कर दी जायेगी, मैं समझता हूँ कि इस के लिये बहुत सी जगहों पर लाउड स्पीकर की भी जरूरत नहीं है । अगर हम इस तरह का प्रबन्ध कर सकें कि कुछ आदमी डिब्बों में जा कर तीसरे दर्जे के यात्रियों को सामाजिक शिक्षा दे सकें और बतला सकें कि उन्हें किस तरह से रहना चाहिये तो हम बहुत कामयाबी हासिल कर सकते हैं ।

अब मैं आप का एक और चीज की ओर ध्यान आकर्षित करना चाहता हूँ । इस बजट द्वारा एक नया टैक्स लगाया जा रहा है । मैं मानता हूँ कि आज टैक्स की भारी आवश्यकता है क्योंकि द्वितीय पंचवर्षीय योजना हमारे सामने है और यह योजना प्रथम पंचवर्षीय योजना से लगभग दुगुनी से ज्यादा है, इस पर ४८ अरब रुपया खर्च होने की सम्भावना है । यह रुपया हम कहाँ से लायेंगे ? वैसे ही कहीं से नहीं आ जायेगा, यह टैक्स लगाने से ही आ सकता है । फिर भी मैं माननीय मंत्री जी को इस बात के लिये बधाई देता हूँ कि उन्होंने कोई ऐसा टैक्स नहीं लगाया है जिस से जनता पर बहुत ज्यादा असर पड़ता हो । इस समय जो भी कर लगाया गया है वह केवल माल भाड़े पर एक आना प्रति रुपया सरचार्ज के रूप में लिया गया है किन्तु कुछ ऐसी भी आवश्यक वस्तुएँ हैं जिन का आम जनता से घनिष्ठ सम्बन्ध है, जैसे खादी, अनाज, चारा, अखबार व किताबें जिन्हें इस सरचार्ज से मुक्त कर दिया गया है । ये सब चीजें आम जनता के लाभ की हैं और इनपर कोई सरचाज नहीं लगाया गया है,

इस के लिये हम मंत्री जी को बधाई देना चाहते हैं । किन्तु साथ ही साथ मैं उन का ध्यान एक ऐसी चीज की ओर भी आकर्षित करना चाहता हूँ जिस पर सरचार्ज लगाने का प्रस्ताव किया गया है और वह है नमक । मुझे आशा है कि नमक को भी सरचार्ज से मुक्त कर दिया जायेगा तो बहुत अच्छा होगा ।

माननीय मंत्री जी ने खादी के उपयोग के बारे में भी हमें एक शुभ समाचार दिया है । उन्होंने ने अपने भाषण में कहा है कि चौथी श्रेणी के कर्मचारियों की वर्दी में खादी का ज्यादा से ज्यादा प्रयोग किया जायेगा । इस तरह से खादी का उपयोग भी होगा और इस के फलस्वरूप हमारे देश में इस समय बेकारी की जो विकट समस्या है वह भी घटेगी ।

रेलवे विभाग में हिन्दी का भी उपयोग धीरे धीरे बढ़ाया जा रहा है । हिन्दी की क्लासे खोली गई हैं, और भी खोली जायेंगी । इस तरह रेलवे कर्मचारियों का ध्यान हिन्दी भाषा को सीखने की ओर दिन प्रति दिन बढ़ता जा रहा है और ऐसी आशा की जाती है कि वे शीघ्रता से हिन्दी सीख लेंगे और इस प्रकार राष्ट्र भाषा का प्रचार सब जगह हो सकेगा । जिस तरह से हम आगे बढ़ रहे हैं, वह संतोष का विषय है, इस में कोई सन्देह नहीं । किन्तु हमारी प्रगति की इस समय जो गति है, उस से ही हमें संतोष नहीं कर लेना चाहिये बल्कि उस गति को और भी ज्यादा तेज करना है ।

[MR. DEPUTY CHAIRMAN in the Chair]

इस गति को तेज करने के लिये जहाँ हम गवर्नमेंट से अपील करते हैं वहाँ पर हमें आम जनता से भी अपील करनी चाहिये और साथ ही साथ जो लोग देश का नेतृत्व करते हैं उन से भी यह कहना चाहिये कि बगैर उन के सहयोग के यह काम आगे नहीं बढ़ सकता है । आज हमारी सरकार बहुत

कुछ देश की भलाई के लिये तथा जनता की भलाई के लिये करना चाहती है, किन्तु यदि जनता इस काम में अपना पूरा सहयोग नहीं देगी तो किस तरह से यह काम पूरा हो सकेगा? अतः हम सब का यह कर्तव्य हो जाता है कि हम सरकार को उस के कामों में हर तरह की सहायता और सहयोग दें ताकि हमारा देश जल्दी से तरक्की कर सके।

आज हम देखते हैं कि यात्रियों के लिये रेलवे द्वारा बहुत सी सुविधाएं प्रदान कर दी गई हैं। स्टेशनों पर यात्रियों के बैठने, नहाने और भोजन आदि की सुविधाएँ पहले से ज्यादा दे दी गई हैं। स्टेशनों पर रेडियो लगा दिये गये हैं, पंखे लगा दिये गये हैं और कई तरह की सुविधाएँ हो गई हैं। अगर हम रेलवे की हर प्रकार से सहायता नहीं करते, सहयोग नहीं देते तो हम ज्यादा तरक्की नहीं कर सकेंगे। अतः यह सब यात्रियों का कर्तव्य हो जाता है कि रेलवे के नियमों का पूर्ण पालन करें और उस में सहयोग दें।

एक बात और है जिस की ओर हमें ध्यान देना चाहिये, बात तो छोटी सी है किन्तु बहुत जरूरी है। जैसा मैं ने अभी कहा कि स्टेशनों पर यात्रियों को जो पानी दिया जाता है, वह स्वच्छ नहीं होता है। गर्मियों के दिनों में स्टेशनों पर पानी की कमी होती है और ऐसे स्टेशन भी हैं जहाँ पर पानी मिलता ही नहीं है। यद्यपि पिछले दो सालों से पानी की व्यवस्था में काफी उन्नति हुई है। जहाँ दो साल पहले स्टेशनों पर पानी पीने को नहीं मिलता था, लोग पानी के लिये तरसते थे, वहाँ पर अब पानी मिलने लगा है। लेकिन अब भी कुछ स्टेशन ऐसे हैं जहाँ पर पानी की व्यवस्था नहीं है। अतः माननीय मंत्री जी से यह प्रार्थना है कि जिन स्थानों पर अभी तक पानी की व्यवस्था नहीं है उन स्थानों पर इस की तुरन्त व्यवस्था की जानी चाहिये और इस के लिये बजट में ज्यादा रुपया रखा जाना चाहिये।

9 R.S.D.—6.

मैं यह आवश्यक समझता हूँ कि पिछले तीन चार सालों में हम ने प्रत्येक दिशा में उन्नति की है। माननीय मंत्री जी ने जो बजट पेश किया है वह पिछले सालों से ज्यादा प्रगतिशील है और ज्यादा आगे बढ़ा हुआ है। इस बजट से हमें यह आशा होती है कि रेलवे विभाग में जो कुछ कमी रह गई है और जनता की सुविधाओं में जो कमी है, वह इस के द्वारा पूरी हो जायेगी।

अन्तिम बात जो मुझे कहनी है वह यह है कि इस बजट में सामाजिक शिक्षा की ओर विशेष ध्यान दिया गया है। रेलवे कर्मचारियों के बच्चों को टेक्निकल शिक्षा देने के लिये इस बजट में बजीके देने की व्यवस्था का विचार किया गया है जो बहुत ही उत्तम है। इतनी बात कहने के बाद, मैं फिर रेलवे मिनिस्टर और रेलवे प्रशासन को, इतना सुन्दर बजट पेश करने के लिये, बधाई देता हूँ।

श्री विशोडोर बोदरा (बिहार) :
उपाध्यक्ष महोदय, रेलवे मिनिस्टर साहब को सब लोगों ने बधाई दी है। यदि कोई अच्छा काम करे तो उसे बधाई देना भी चाहिये, पर मेरा अपना ख्याल यह है कि मैं उन्हें बधाई देने की कोशिश नहीं करूँगा।

रेलवे बजट में सन् १९५३-५४ की जो रिसीट दिखलाई गई है वह २७४.२६ करोड़ है और सन् १९५४-५५ में जो रिसीट दिखलाई गई है वह २८६.७८ करोड़ है यानी १२.४६ करोड़ का इन्कीज है और उस में यह बतलाया गया है कि ६.१० करोड़ का सरप्लस है। हमारे रेलवे बजट में यदि आज ६ करोड़ का सरप्लस हो रहा है तो उस का अर्थ यह नहीं लगाना चाहिये कि इस डिपार्टमेंट में या मिनिस्ट्री में काम बहुत अच्छा हो रहा है। जहाँ तक रिसीट और एक्सपेन्डीचर का सवाल है, आज्ञादी के बाद हर एक डिपार्टमेंट ने तरक्की की है। यदि आज हम एक्साइज डिपार्टमेंट के बारे

[श्री धियोदोर बोदरा]

यह कहें कि उस का रेवन्यू बहुत ज्यादा बढ़ गया है तो उस के साथ ही साथ हम को यह भी कहना पड़ेगा कि लोगों को शराब पिला पिला कर अपना रेवन्यू बढ़ाया जा रहा है और कहा जा रहा है कि एक्साइज का रेवन्यू इतना सरप्लस हो गया है, इतना करोड़ रुपया ज्यादा आ गया है। तो उसी तरह से यदि आज रेलवे से हम को नौ करोड़ रुपया सरप्लस होता है तो इस का यह मतलब नहीं कि रेलवे मिनिस्ट्री अच्छा काम कर रही है। मैं तो समझता हूं कि हमारी जनता हमारे यात्री जो हैं उन को बहुत कुछ ऐसा काम पड़ गया है कि वे ज्यादा यात्रा करें। हम को देखना है कि हमारी जनता जो कि रुपया देती है उस को क्या सुविधा मिलती है। यह बात ठीक है कि हमारे रेलवे मंत्री ने हिन्दुस्तान की रेलवे को छः सात जोनल सिस्टम में बांट दिया। पर हमारे अपने देखने में जो एयर कंडीशंड डिब्बे में चलते हैं जब उन को डाइनिंग कार में जाना पड़ता है तो वे कहते हैं कि एयर कंडीशंड डिब्बे में फर्स्ट क्लास के फेयर से ६० या ८० रु० ज्यादा खर्च किया पर डाइनिंग कार में गये तो मालूम होता है कि "फूड इज नाट सैटिस्फैक्ट्री"। यदि हम फर्स्ट क्लास में चलते हैं तो यात्रियों से बराबर सुनते हैं कि पहले के जमाने में जब कि अंग्रेजों का राज्य था तब फर्स्ट क्लास कम्पार्टमेंट में ज्यादा आराम की कुर्शियां लगी रहती थीं, ईजी चेयर्स थी और बर्थ इतनी चौड़ी होती थी कि दो आदमी सो जाते थे। पर आज कल के फर्स्ट क्लास क्या है, यदि उस में पुल लिखा हो और उस को आप पुल कीजिये तो वह पुल होता ही नहीं, वह जमा हुआ है। यदि कोई मोटा आदमी फर्स्ट क्लास की बर्थ पर सो जाय तो उस की आधी देह उस में खपती है। जो दुबले पतले आदमी हैं वे तो पूरे समा जाते हैं। पर जो मोटे चौड़े हैं वे अगर ऐसी कबूत बदलें तो इधर गिरना पड़ता है और

वैसी कबूत बदलें तो कम्पार्टमेंट से ठोकर खानी पड़ती है। सैकंड क्लास को तो हम ने अपनी जिन्दगी में यह देखा कि कभी वह इंटर क्लास बनाया गया, सैकंड क्लास स्पेशल बनाया गया, कभी कुछ बनाया गया और इस प्रकार जो रनिंग होती है उस पर कई करोड़ रुपया खर्च हुआ होगा जिस का कोई अन्दाजा ही नहीं है। अब रही एक सौ ग्यारह यानी तीसरे क्लास की बात। फर्स्ट क्लास हुआ, सैकंड क्लास हुआ और हमारा दर्जा एक सौ ग्यारह में है जिस में न अच्छा खाना, न अच्छा पीने का पानी और क्राउड दुनिया भर ठूस दिया जाता है। हर एक कम्पार्टमेंट में लिखा रहता है कि इस कम्पार्टमेंट में ३३ आदमी बैठेंगे, इस कम्पार्टमेंट में ४० आदमी बैठेंगे, पर वहां देखिये तो ३३ की जगह ३३३ आदमी बैठे हुए हैं। मैं मंत्री महोदय से निवेदन करूंगा कि वे ज़रा आरा छपरा से होते हुए बरारी घाट, हाजीपुर, दरभंगा, मधुबनी आदि स्थानों पर जा कर देखें कि क्या हालत होती है। दो डिब्बे जहां पर जुड़े रहते हैं वहां पर भी आदमी खड़े रहते हैं। डिब्बों की छत पर लोग बन्दर की तरह बैठे रहते हैं, चढ़े रहते हैं, पकड़े रहते हैं। यह देखने लायक चीज़ है कि ओवर क्राउडिंग किसे कहते हैं। गंगा के पार मीटर गेज रेलवे कटिहार हो कर जाती है। उस में भी हजारों की भीड़ रहती है। यदि कम्पार्टमेंट में जगह नहीं होती है तो आप देखेंगे कि लोग ट्रेन की छत पर बैठे हुए हैं, डिब्बों के बाहर खड़े हुए हैं, दरवाजों पर लटके हुए हैं, खिड़की पर लटके हुए हैं। दो डिब्बे जहां पर जुड़ते हैं उस जगह भी लोग खड़े रहते हैं। इस तरह कितने ऐक्सीडेंट होते हैं, कितने लोग गिरते हैं, कितने लोग मरते हैं, इस का कोई अन्दाजा ही नहीं है।

फिर हम क्या देखते हैं कि इलाहाबाद ऐसे शहर में जैसे ही गाड़ी स्टॉप हुई, जैसे ही कालका मेल आ कर खड़ी हुई, जैसे ही

तूफान एक्सप्रेस आ कर खड़ी हुई, बेंगर्स चले आये, भिखारी चले आये, पैसे मांग रहे हैं। इलाहाबाद शहर की बात मैं कह रहा हूँ। हम नहीं समझते कि ये बेंगर्स कैसे प्लेट फार्म पर आते हैं। आप के स्टेशन मास्टर, आप का स्टेशन स्टाफ इस बात को समझता है। आप के टिकट कलेक्टर्स हैं, पैसेंजर गाइड्स हैं और बहुत सा स्टाफ है और यह हर स्टेशन पर लिखा रहता है कि प्लेटफार्म प्रमिसेज पर आने के पहले आप प्लेट फार्म टिकट ले लीजिये। लेकिन फिर भी बेंगर्स आ जाते हैं, औरतें जो आती हैं वे अपने छोटे छोटे बच्चों को ले कर आती हैं और बोलती हैं कि छोटा बच्चा है, हम को पैसा दे दो। उन के पास प्लेटफार्म टिकट नहीं रहता है। चाहे आप इलाहाबाद जाइये, चाहे कानपुर जाइये, चाहे असंसोल जाइये, चाहे कलकत्ता जाइये, चाहे मोगलसराय जाइये, चाहे पटना जाइये, सभी जगह आप देखेंगे कि बेंगर्स प्लेटफार्म पर आ रहे हैं। तो हम कैसे बधाई दें रेलवे मिनिस्ट्री को कि यहां के कर्मचारी जो हैं वे अच्छा काम करते हैं। दिन दहाड़े और रात को भी बेगिंग हो रही है। सुबह, शाम, दोपहर हर समय आप प्लेटफार्म पर भीख मांगने वाले देखेंगे जिन के पास प्लेटफार्म टिकट नहीं होता है।

सैनिटरी कंडीशन्स की भी यही हालत है कि जब तक आप को गाड़ी न मिले तब तक आप को स्टेशन पर रहना मुश्किल। इधर देखिये तो मछली सड़ रही है, उधर देखिये तो केले सड़ रहे हैं या आलू सड़ रहे हैं। वहां से दुर्गन्ध निकल रही है। लोग अपना मुंह रुमाल से बन्द किये हुए हैं। यदि गाड़ी टाइम से आ गई तो उन की खुश-किस्मती है और उस में चढ़ गये और उस दुर्गन्ध को भूल गये। उस के बाद आप इलाहाबाद शहर में देखिये जहां पर दातून कर के लोग कूड़ा करकट फेंकते हैं, चार बजे शाम तक वहां का कूड़ा करकट नहीं उठाया जाता है। वहां पर स्कैवेंजर्स हैं, सैनिटरी इंस्पेक्टर्स

हैं, बहुत से लोग देखने वाले हैं, पर यदि सुबह लोगों ने अपने लोटे में पानी लिया, दातून किया और दातून को वहां फेंक दिया तो वह कूड़ा करकट तीन चार बजे शाम तक नहीं उठाया जाता।

जहां तक करप्शन कमेटी का सवाल है, हमारे कृपलानी जी ने तहकीकात की है। आप जाइये शाहपुर पटोरी में जहां से आम पार्सल किया जाता है, उस स्टेशन पर पोस्टिंग के लिये लोग छः छः दस दस हजार की घूस देते हैं। लोग कहते हैं कि छः महीने में ३६ हजार ६० कमा सकते हैं यदि हमें फलां स्टेशन का स्टेशन मास्टर या बुकिंग आफिस का इंचार्ज बना दिया गया। हमारे नेता कृपलानी जी ने इस की इन्वैयरी की और हमें अखबारों में यह पढ़ कर बहुत दुख हुआ कि लोग एविडेंस देने के लिये तैयार नहीं होते थे। वे सोचते थे कि हम व्यापारी हैं, यदि आज हम स्टेशन मास्टर के खिलाफ गवाही देंगे तो कल हमारा माल रुक जायगा और वह सड़ता पड़ा रहेगा। यदि चार दिन भी लीची या आम पड़ा रहे तो कितना माल खराब हो जाता है।

अब रेलवे कांटेक्टर की बात लीजिये। ईश्वरदास बल्लभदास एक कांटेक्टर हैं जिन को कि समूचे रेलवे के स्टेशनों का ठेका मिल गया है, दिल्ली से ले कर हावड़ा तक का ठेका उन्हीं के पास है। मेरा कहना है कि यदि आप को जनता का खयाल है तो आप एक-एक, दो-दो, तीन-तीन स्टेशनों तक जहां तक वह अपने काम को संभाल सकें वहां तक का ठेका दें। अगर एक आदमी को सारे हिन्दुस्तान का ठेका दे दिया जायगा या एक कांटेक्टर को पूरा पश्चिमी खंड दे दिया जायगा तो वह आदमी या कांटेक्टर कितना भी आनेस्ट हो, चाहे उस के कितने भी अच्छे इंटेंशंस हों, लेकिन वह कभी भी काम को अच्छी तरह से नहीं कर सकता है और अपने स्टेशनों का सुपरविजन अच्छी तरह से नहीं कर सकता है। वह यह नहीं देख सकेगा कि उस के आदमी जो स्टेशनों

[श्री धियोदोर बोदरा]

पर है व सचमुच में अच्छा खाना देते हैं या नहीं देते हैं। चाहे मटनकरी हो, चाहे और कोई करी हो, चाहे चाय हो या जो भी हो, वह किसी चीज का, किसी बात का कोई सुपरविजन नहीं कर सकेगा। इसलिये मैं आप से कहता हूँ, आप से अपील करता हूँ कि अगर आप को कैंटरिंग के लिये कांटेक्ट देना ही है तो आप ऐसा न करें कि किसी खास आदमी को सारे स्टेशन दे दें। किसी खास आदमी को इस तरह से मानोपोली नहीं दें, एक आदमी को उतना ही दिया जाय जितना कि वह संभाल सकता हो।

रेलवे एक्सीडेंट्स के बारे में हमारी माननीय सदस्या श्रीमती पार्वती कृष्णन ने कल कहा कि रेलवे एक्सीडेंट्स के बारे में इक्वायरी हुई, हमारे माननीय शाहनवाज खां साहब ने इक्वायरी की लेकिन आज तक यह पता नहीं चल सका कि उन्होंने ने क्या रिपोर्ट दी और एक्सीडेंट्स कैसे होते हैं। ऐसी भारी भारी चीजों को भी दबा देने हैं। जब हम रेलवे बजट पर बहस कर रहे हैं तो मैं नहीं समझता कि एक्सीडेंट जैसी खतरनाक चीज को भी कैसे दबाया जा सकता है, क्यों नहीं उस को सब लोगों को बताया जाता है? क्या लोग इस तरह की बात से खुश होंगे? आखिर जनता क्या कहेगी? कहेगी कि भाई देखो, रेलवे बजट हो रहा है, सब लोग रेलवे मिनिस्टर को बधाई दे रहे हैं, हमारे पार्लियामेंट के मेम्बर्स उन को बधाई दे रहे हैं लेकिन जनता को इतनी तकलीफ है कि हमारी समझ में नहीं आता है कि वे कैसे बधाई देते हैं।

अब रेलवे सर्विस कमीशन की बात लीजिये। कम से कम मुझे रेलवे सर्विस कमीशन, कलकत्ता, के बारे में जानकारी है और उसके बारे में मैं कह सकता हूँ। होम मिनिस्ट्री की स्तर से बराबर चिट्ठी जाती है शेड्यूल्ड ट्राइब्ज, शेड्यूल्ड कास्ट और बैकवर्ड क्लासेज के लिये कुछ इम्प्लायमेंट में साढ़े सत्तरह

परसेंट जगह मिलनी चाहिये। जितने भी रेलवे सर्विस कमीशन, कलकत्ता, में एडवर्टाइजमेंट होते हैं उसमें ये लोग दरखास्त पेश करते हैं। मेरी अपनी जानकारी है कि शेड्यूल्ड ट्राइब्ज के कैंडीडेट्स, शेड्यूल्ड कास्ट के कैंडीडेट्स और बैकवर्ड क्लासेज के कैंडीडेट्स लोग सिगनलर्स के वास्ते, स्टेशन मास्टर्स के वास्ते, गार्ड्स के वास्ते, बुकिंग क्लर्क्स के वास्ते, खलासी के वास्ते, ड्राइवर के वास्ते, अपनी दरखास्त पेश करते हैं परन्तु आज तक हमारे इलाके से किसी शेड्यूल्ड कास्ट या शेड्यूल्ड ट्राइब्ज कैंडीडेट की चिट्ठी का कोई जवाब तक नहीं आया है और न आज तक कोई भी इंटरव्यू का कार्ड तक आया है। इस का नतीजा यह हुआ कि हमारे होम मिनिस्टर साहब को खुले तौर पर हर एक डिपार्टमेंट को यह चिट्ठी लिखनी पड़ी है कि शेड्यूल्ड कास्ट, शेड्यूल्ड ट्राइब्ज और बैकवर्ड क्लासेज के लिये साढ़े सत्तरह परसेंट का इम्प्लायमेंट रिजर्व होना चाहिये। हमारे रेलवे डिपार्टमेंट में शेड्यूल्ड कास्ट, शेड्यूल्ड ट्राइब्ज और बैकवर्ड क्लास का कोई भी आदमी ऊंची पोस्ट में नहीं है। अगर वे हैं तो किस नौकरी में हैं? वही मेहतर की नौकरी में कि जब गाड़ी खड़ी हो जाय तो वहां झाड़ू लगा दें और पाखाने में जा कर फिनायल वॉररह डाल दें। मैं कहता हूँ कि रेलवे मिनिस्ट्री में सिर्फ हमारे मंत्री महोदय ही नहीं हैं। हमारे मंत्री महोदय तो इस चार्ट के मुताबिक हमारी समझ में मयूर सिंहासन पर बैठे हुए हैं, हमारे मिनिस्टर साहब तो सब से ऊंचे में हैं और उन के नीचे न मालूम कितने कर्मचारी हैं। ऐसी बात नहीं है कि रेलवे सर्विस कमीशन, कलकत्ता पर कंट्रोल नहीं हो सकता है। कंट्रोल हो सकता है लेकिन उसी वक्त में जब कि आप इस काम में दिलचस्पी लें और सचमुच में देखें कि शेड्यूल्ड कास्ट, शेड्यूल्ड ट्राइब्ज और बैकवर्ड क्लासेज को साढ़े सत्तरह परसेंट रिजर्वेशन मिलता है या नहीं मिलता है, उन को नौकरी मिलती

है या नहीं मिलती है। अगर आप दिन-चरसी लें तो दूसरी बात होगी लेकिन अगर चुपचाप रहेंगे तो यह धांधली होती ही जायगी और एक तरह से उस का परिपक्व-एशन होता ही जायगा।

अब स्टाफ ऐंड लेबर वेलफेयर की बात है। उस में आप लिखते हैं कि क्वार्टर्स बनायेंगे। जमशेदपुर ऐसी जगह में आप जा कर देखिये, टाटानगर में जा कर देखिये, खड़गपुर में जा कर देखिये, वहां क्वार्टर नहीं बने हुए हैं, खोलियां बनी हुई हैं और वे आज की नहीं बनाई हुई हैं, अंग्रेजी सरकार की बनाई हुई हैं। जिस तरह से कबूतर खोली में रहते हैं उसी तरह से रेलवे के कर्मचारी खोलियों में रहते हैं और हमारे देखने में आज तक स्टाफ ऐंड लेबर वेलफेयर के लिये हमारी रेलवे मिनिस्ट्री ने कुछ भी नहीं किया है। सिर्फ वादा करते हैं और वादा करने से तो काम चलता नहीं है। आज एक जेनरल डिस्ट्रिब्यूशन है। आप स्टेशन मास्टर से सुनिये, गाड़ों से सुनिये, खलासी से सुनिये, बुकिंग क्लर्क से सुनिये, गैंग कुलीज से सुनिये, हर एक आदमी नाखुश है। लोग कहते हैं कि जेनरल मैनेजर साहब तो साहब हैं, उन के यहां इतनी पैरवी है, डाइरेक्टर साहब के यहां इतनी पैरवी है। वे कहते हैं कि जेनरल मैनेजर साहब तो हमारी नजर में एक साहबजादा हैं। जब वह कभी निकलेंगे तो पर्दा लगे हुए फर्स्ट क्लास सैलून में बैठे बैठे निकल जायेंगे और कुछ नहीं देखेंगे! जब हावड़ा स्टेशन पर निकलेंगे तो पूरे स्टाफ को, स्टेशन मास्टर को और हर एक को, पता हो जायगा कि रेलवे के मैनेजर साहब आ रहे हैं और उसी दिन प्लैटफार्म पर झाड़ू होगी, उसी दिन प्लैटफार्म धोया जायगा और उसी दिन प्लैटफार्म पर फिनायल डाला जायगा और उस दिन हर एक आदमी अपनी अपनी ड्यूटी में सतर्क रहेगा और जब रेलवे के मैनेजर साहब चले जायेंगे तो फिर सब उसी तरह से होने लगेगा। आप रूरकेला स्टेशन

पर जा कर देखिये जहां कि रूरकेला स्टील प्लांट लग रहा है। वहां वेंटिंग रूम में तीन तीन दिन का पाखाना पड़ा रहता है और उस की सफाई नहीं होती है, उस को कोई नहीं देखता है। मैं ने वहां के स्टेशन मास्टर से जा कर खुद कहा है कि आप फर्स्ट और सेकेंड क्लास वेंटिंग रूम को क्यों रखते हैं जब कि वहां तीन तीन दिन से मैला पड़ा हुआ है, आप क्यों नहीं उस को देखते हैं। इस पर उन्होंने ने कहा कि साहब हम क्या करें, हम लोगों के यहां कोई स्टाफ ही नहीं है। तो इस तरह से काम नहीं चलेगा। जो आप ने इतने बड़े बड़े आदमी अपने यहां रख रखे हैं उन से कहिये कि साल में दो, चार मंतावा वे निकलें और देखें कि क्या होता है। जब तक कि आप क्लास फोर और क्लास थ्री के कर्मचारियों को ज्यादा तादाद में नहीं रखेंगे तब तक आप जो काम में बढ़ोतरी हुई है उस को नहीं सम्हाल पायेंगे। आज काफी ट्रैफिक इंक्रीज हो रही है और कल या परसों यह और इंक्रीज करेगी तो कैसे इस तरह से आप इस को कोप अप कर सकेंगे।

आखिरी बात में यह कहना चाहता हूं कि हम लोग जब किसी खास बात के लिये क्वेश्चंस पूछते हैं तो हम लोगों से कहा जाता है कि "if there is any specific case, please write to us, and we will go into the matter." इस सम्बन्ध में मैं माननीय मंत्री महोदय का ध्यान इस ओर खींचना चाहता हूं कि हम को एक चिट्ठी मिस्टर के० बहादुर, असिस्टेंट डाइरेक्टर, इस्टेब्लिशमेंट, रेलवे बोर्ड ने लिखी है। वह लिखते हैं : Letter No. 534, dated the 17th September, 1955: "I am directed to acknowledge receipt of your letter dated 10th September, 1955 to the Minister for Railways regarding the grievances of the gangmen and coolies of the Engineering Department at Chakradharpur."

"certain candidates regarding their appointment to class IV posts on the railways."

बस यही एक एम्प्लॉयमेंट की चिट्ठी हम को आई है और उस के बाद से आज तक कोई चिट्ठी नहीं आई कि चक्रधरपुर के इंजीनियरिंग डिपार्टमेंट के गैंगमैन और कुलियों की जो ग्रीवांसेज उन के यहां भेजी गई हैं उन के बारे में क्या कार्यवाही की गई है। जो आप के मिस्टर के० बहादुर साहब हैं उन्होंने ने सिर्फ यह लिख दिया कि हम ने आप की चिट्ठी पाई है और the matter is being looked into. इस के बाद छः महीने तक साइलेंस है और कोई दूसरी चिट्ठी नहीं भेजी है।

दूसरी चिट्ठी नं० ५६७, डेटड ८ अक्टूबर, १९५५ है। उस में भी यह लिखा है कि चक्रधरपुर के रेलवे इम्प्लॉयज के बारे में जो ग्रीवांसेज भेजी हैं उन को देख रहे हैं। सिर्फ एक फॉर्वाडिंग लेटर की तरह पर है कि आप की चिट्ठी मिली and the matter is being looked into. यह आपने कुछ नहीं उस के बाद लिखा कि आप ने क्या कार्यवाही की। इस हमारी चिट्ठी को जेनरल मैनेजर, कलकत्ता के पास भेज दिया है तो सिर्फ उस से ही हमारी ग्रीवांसेज स्टाप नहीं होती हैं।

तीसरी चिट्ठी यह है : Letter No. 703, dated the 12th November, 1955, regarding the case of Mr. Sevak Ram, Shed Khalasi, Chakradharpur.

इस चिट्ठी के बारे में भी वही हालत है और आज तक कोई जवाब नहीं मिला है कि क्या ऐक्शन इस पर हुआ है।

चौथी चिट्ठी यह है : Letter No. 479, dated the 25th August, 1955: "Acknowledges the receipt of letter forwarding representations from certain railway employees at Chakradharpur regarding their grievances against the railway authorities, and applications from

इस के बारे में भी अभी तक कोई खबर नहीं मिली है।

चक्रधरपुर का एक और मामला है जो कि मैं आप के सामने लाना चाहता हूं। वहां एक रेलवे कांटेक्टर साहब हैं जिन को कि जो मेल कुली हैं उन को एक रुपया आठ आना मजदूरी देनी चाहिये और जो फीमेल कुली हैं उन को एक रुपया चार आना मजदूरी देनी चाहिये। इस के बारे में भी आप को लिखा गया है। तो यह कांटेक्टर साहब यह करते हैं कि अपने मिस्टर रोल पर कुलियों से ठापी यानी थम्ब इम्प्रेशन लगवा लेते हैं और एक रुपया आठ आना की जगह एक रुपया देते हैं। रेलवे की तरफ से यह तय है कि जो मेल कुली है उस को एक रुपया आठ आना मिलेगा और जो फीमेल कुली है उस को एक रुपया चार आना मिलेगा। तो वह मिस्टर रोल में मेल कुलीज से एक रुपया आठ आने पर ठापी लगवा लेते हैं और देते हैं सिर्फ एक रुपया। इसी तरह से जो फीमेल कुलीज हैं उन से एक रुपया चार आने पर ठापी लगवाते हैं और देते हैं सिर्फ १२ आना। तो यह एक ऐसा रेलवे कांटेक्टर है जोकि पर डे, पर कुली, आठ आना काट लेता है और ये बेचारे आदिवासी खाने को भी मोहताज रहते हैं। हम ने इस बात को भी आप के सामने रखा लेकिन अभी तक मालूम नहीं हो सका कि क्या कार्यवाही की है। हम ने इस बारे में क्वेश्चन भी किया लेकिन अभी तक कुछ नहीं आप ने किया है।

तो ये जो फैक्ट्स एंड फीगर्स हैं उन को मैं आप के सामने रखता हूं। इन सब बातों को देखते हुए तो मैं यह समझता हूं कि आप ने हमारे लिये, खास कर के जो आदिवासी हैं उन के लिये, कुछ नहीं किया है। माफ कीजियेगा, खास कर के जो आदि-

वासी लोग हैं वे कहते हैं कि यह लाल बहादुर नहीं हैं। यह तो हमारे लिये काल बहादुर हो गये हैं।

श्री त्रि० दा० पुस्तके (मध्य भारत): उपसभापति महोदय, श्रीमान् शास्त्री जी के लिये बधाई के शब्द भी कहे गये हैं और अभी हाल ही में आप ने सुना कि हमारे एक मित्र ने उन को एक दूसरी उपाधि भी दे दी है। मैं इन उपाधियों की तरफ देखना नहीं चाहता हूँ। मैं यह भी जानता हूँ कि स्वयं शास्त्री जी भी यह नहीं कहेंगे कि उन के रेलवे विभाग में किसी को कोई शिकायत नहीं है। ऐसा कोई इंतजाम इंसान कर भी नहीं सकेगा। हर एक मनुष्य-कृति सदोष होती है और इतने बड़े विशाल देश में, इतने बड़े विशाल काम में तो कुछ दोष रहेंगे ही। अगर वह काम बिल्कुल निर्दोष हो गया तो फिर हमारे इस इंतजाम की कोई जरूरत ही नहीं रहेगी। मैं यह नहीं मानता कि कहीं कहीं कोई गलतियाँ नहीं होती हैं लेकिन हम को तो आज इस बजट की तरफ देख कर यह देखना है कि हम उस से गलतियों को एलिमिनेट कर रहे हैं या नहीं कर रहे हैं और हम तरक्की कर रहे हैं या नहीं कर रहे हैं। यह सब को मानना पड़ेगा कि हमारी तरक्की हो रही है और हम तकलीफों को कम करते जा रहे हैं और इसलिये मैं शास्त्री जी को हृदय से बधाई देता हूँ।

4 P.M.

मैं इस के साथ जनता को भी बधाई दे रहा हूँ कि हमारी इतनी आमदनी बढ़ने से ही हमारे ऊपर कर का बोझा भी ज्यादा नहीं बढ़ सका। मुझे रेलवे के इंतजाम के सम्बन्ध में जो थोड़ा बहुत जोनल कमेटियों का अनुभव है उस से मैं यह कह सकता हूँ कि हम प्रगति अवश्य कर रहे हैं मगर कुछ बात ऐसी है कि जो ऊपर से ही तय होनी है। वे बातें कौन सी हैं, इसको मैं अर्ज करना चाहता हूँ। अभी हमारे यहां कौन सी बात को प्राथमिकता देनी चाहिए, प्रायर्टी देनी चाहिए, इस

के बारे में साफ खयाल नहीं मालूम होता है। रेलवे के मुसाफिरों के सम्बन्ध में या रेलवे के इंतजाम के विषय में तीन, चार बातें ऐसी हैं कि जिन को प्राथमिकता चाहिये, कोई स्टेशन चाहे छोटा हो या बड़ा दोनों को इन बातों को प्राथमिकता देनी चाहिये। पानी का इंतजाम होना चाहिये, लाइट का इंतजाम होना चाहिये। अगर गाड़ी को आने में देर हो तो यात्रियों को आराम से बिठाने का इंतजाम होना चाहिये। अगर ओवर क्राउडिंग दूर करने के लिये कोई इंतजाम होना चाहिये तो पहला इंतजाम यह है कि प्लेटफार्म पर खड़े हो कर ही उन को दिखना चाहिये कि गाड़ी में जगह है कि नहीं। आज सैकड़ा पीछे ६० ऐसे हैं—मैं छोटे कद वालों की ही बात नहीं कहता बड़े कद वालों को भी कहता हूँ—कि प्लेटफार्म पर खड़े रह कर यह नहीं देख सकते कि गाड़ी के डिब्बे के अन्दर बैठने की जगह है या नहीं। यह इंतजाम जितनी जल्दी हम कर सकें उतना अच्छा हो।

हम ने यह देखा है कि रेलवे स्टेशनों का क्लासिफिकेशन (विभाग) कुछ इस तरह से किया गया है कि एक मीडियम स्टेशन है, दूसरा लो प्लेटफार्म का स्टेशन है और तीसरा हाई प्लेटफार्म का स्टेशन है। बहुत दफा यह डिबीजन किस हिसाब से किया गया है यह भी समझ में नहीं आता। बड़ा शहर है इसलिये बड़ा स्टेशन और इसलिये बड़ा ऊंचा प्लेटफार्म हो, छोटा स्टेशन है, मुफस्सिल स्टेशन है, विलेज स्टेशन है इसलिये उस का प्लेटफार्म छोटा हो। तो यह एक अजीब बात लगती है। जितना किराया एक विलेज के मुसाफिर ने दिया है उतना ही एक शहर के मुसाफिर ने भी दिया है, किराया देने के बाद तो हर एक मुसाफिर के लिये जो आवश्यकता होती है उसे पूरा करना ही चाहिये। मेडिकल के महकमे से या तालीम के महकमे से हमें यह देखने को मिलता है कि पैसा न देते हुए भी बहुत से लोगों को उन का हक मिलता जाता है, लेकिन यहां

[श्री वि० दा० पुस्तकें]

तो मुसाफिर पैसा दे कर अपना हक मांगता है। इसलिये इन चार बातों को पूरा करने की तरफ हमें सब से पहले ध्यान देना चाहिये। इस तरह की पालिसी पर हम अमल करें और जो डिबीजन हम ने लो प्लेटफार्म, मीडियम प्लेटफार्म और हायर प्लेटफार्म के किये हैं उन्हें खत्म कर के हम एक ऐसी पालिसी बना लें, एक ऐसा प्लानिंग बना लें कि धीरे धीरे हमारे सारे प्लेटफार्म कम से कम इस लेवल के हों कि प्लेटफार्म में खड़े रह कर मुसाफिर यह देख सके कि गाड़ी में उसको जगह मिल सकती है या नहीं। यह शिकायत ज्यादातर ब्रॉड गेजपर पाई जाती है। वहां तो एक आदमी को इतनी मुसीबत हो जाती है कि उसे दो एक सीढ़ी चढ़ कर अन्दर देखना होता है कि गाड़ी में जगह है कि नहीं या फिर नीचे प्लेटफार्म पर उतरना पड़ता है। इसलिये प्लेटफार्म की तरफ मैं रेलवे बोर्ड का खास तौर से ध्यान दिलाता हूं। दूसरी बात मुझे यह कहनी है कि मैं ने यह देखा है कि बड़े स्टेशन्स के दोनों तरफ रेलवे कर्मचारियों और नौकरों के क्वार्टर्स बने होते हैं लेकिन एक तरफ से दूसरी तरफ जाने के लिये या क्वार्टर्स से स्टेशन की तरफ आने के लिये कोई पुल का इंतजाम नहीं है, इसलिये उन को रेलवे क्रॉसिंग करनी होती है जिस के कारण वहां अक्सर एक्सिडेंट होते रहते हैं। इसलिये जहां रेलवे स्टेशन के एक तरफ या दोनों तरफ क्वार्टर बने हुए हैं और लोगों को लाइन क्रॉस कर के आना पड़ता है, औरतों और बच्चों को इस तरह से आना पड़ता है, और कभी कभी सामान लेकर आना होता है तो ऐसे वक्त के लिये अगर एक फुट ओवर ब्रिज बना दिया जाय तो इस से एक्सिडेंट कम होंगे और लोगों को सुभीता भी ज्यादा होगा।

इस के बाद एक और बात मैं कहना चाहता हूं इंतजाम की दृष्टि से भी। अक्सर

बड़े स्टेशनों पर, जंक्शन स्टेशनों पर ब्रांच लाइन की तरफ से आने वाले लोगों का खयाल कम रखा जा रहा है। मेरा तो यह सुझाव है कि रेलवे टाइमिंग्स को ऐसा बनाया जाय कि जंक्शन स्टेशनों पर कम से कम आधा घंटा तो भी मुसाफिरों को मिलना चाहिये। ब्रांच लाइन्स से जो लोग आते हैं कभी कभी तो ऐसा मौका आता है कि आउटर सिग्नल पर गाड़ी खड़ी है और सामने पंजाब मेल जा रही है। १५ मिनट अगर उस गाड़ी को रोक दिया जाता तो हमें गाड़ी मिल जाती और दिन भर के लिये वहां रहना नहीं पड़ता। इसलिये एक या आधे घंटे का मार्जिन रख कर ही टाइमिंग्स को मुकर्रर करना चाहिये। अगर कोई ब्रांच लाइन की गाड़ी लेट है तो कम से कम १५ मिनट बड़ी लाइन की गाड़ी रोकनी चाहिये। ये छोटी छोटी बातें हैं लेकिन मुकामी लोगों के हाथ में उन को करने का अधिकार नहीं है, मुकामी लोग इस के लिये लाचार मालूम होते हैं। यह एक जनरल पालिसी का सवाल है, इसलिये ये बातें मैं ने आप के सामने अर्ज की हैं।

मैं फिर माननीय शास्त्री जी को बधाई देता हूं और मेरे लायक दोस्त जो उस तरफ बैठे हुए हैं, जिन का फर्ज भी है कि हमारी गलतियों को बतायें, हम उन का स्वागत करते हैं। लेकिन मैं उन को यह विश्वास दिलाता हूं कि इस तरह की तस्वीर हमारे देश के सामने जो आप विला वजह रख रहे हैं वह उतनी बुरी तस्वीर नहीं है जितनी कि आप ने बयान की।

MR. DEPUTY CHAIRMAN: Mr. Kishen Chand, can you finish in ten minutes?

SHRI KISHEN CHAND: No, Sir, I want more time.

SHRI K. S. HEGDE (Madras): I want some 20 minutes, Sir.

MR. DEPUTY CHAIRMAN: I want to call Mr. Alagesan.

SHRI B. C. GHOSE: Let Mr. Alagesan speak first.

MR. DEPUTY CHAIRMAN: Mr. Alagesan.

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : Mr. Deputy Chairman, I should first of all thank all the hon. Members who have participated in this debate and said such good words about the working of the Railways. It has been observed by one and all that participated in the debate that this year's Railway Budget had been very well received by Parliament, the press and the public. It has given, if I may say so, country-wide satisfaction. Sir, let us pause and look at what this Budget represents. It is not the figures and the other statements of expenses and revenues that are the sole content of this Budget. Of course, they are important and they indicate a lot but as I conceive it, it is the railwaymen—from the tallest Member of the Railway Board down to the humblest Class IV employee—that come before the bar of Parliament after doing a year's job and waiting to be told whether they have done well or ill. In that view, this great and fine body of railwaymen feel it a great privilege to come before this Parliament and wait on its pleasure. The words that were spoken by hon. Members here are bound to give very great encouragement to all the railwaymen. It is the cumulative doings of those connected with the Railways that produce the impression that has been given expression to on the floor of this House. He may be a small man, an ordinary train conductor who has been asked to look after the sleeping passengers in the third class coach. If he does his job well, and attends to the needs and conveniences of the third class passengers, then to that extent, he leaves a mighty impression on the few passengers that may be travelling in that coach. So also, if he is not to be found at the post of his duty, naturally it leaves a bad impression. So it is the cumulative doings **that** are being weighed by Parliament

every year on this occasion and that is what I take the Budget to be.

Sir, the whole country has reacted to the human touch that pervades this Budget. It is to that reaction that Prof. Ranga gave expression when he spoke yesterday. We all know he is a man of the masses and he reacts as they react. Not that he is not a critic of the *Government*. He can be a very hard critic and an unsparing critic too. But he does not suffer from any intellectual sophistry and it is the feelings of the common man that he gave expression to yesterday.

I am however, sorry to find that there' was one jarring note and I was sorrier to find that it should have come from an hon. lady Member of this House. But however clear an individual's thinking may be, unfortunately it has to be subjected to and subordinated to the party's thinking. However clear an individual's Judgment may be, it has to tow the line of party judgment and I thought that it was for that reason that that jarring note came from the hon. lady Member.

Sir, the Railways, as Shri Ghose was 'pleased to say, have even over-fulfilled the target set for them in the First Five Year Plan. Naturally a task fulfilled imparts great encouragement and self-confidence to go further and do mightier tasks. In that view, the Railways are fully geared to face the even mightier and bigger task that awaits them during the Second Five Year Plan period. With the blessings of this House and the other House and of the country as a whole, I have no doubt that railwaymen will rise equal to the occasion and fulfil the coming plan also as they have fulfilled the first one. In this connection, most of the speakers mentioned the hiatus that exists between the magnitude of the work that the Railways have been called upon to do and the resources that have been placed at the disposal of the Railways. Certainly that **hiatus** or gap is there. We do not have all the resources for fulfilling the big tasks that we have envisaged for **our-**

[Shri O. V. Alagesan.] selves. There was mention of the Planning Commission. It was said that the Planning Commission should think again and place greater resources at the disposal of the Railways. Sir, I do not want to blame anybody. In fact, the work of finding resources for the Plan as a whole is the job of the House, it is the job of one and all of us. It is not a few people calling themselves the Planning Commission, sitting somewhere that are going to find the resources. If we ask the Planning Commission to find the resources, naturally we have to tell them where the resources are and help them to get those resources. So it is not for me to criticise anybody. But I do feel that the sincere and earnest appeal that has been made to the Planning Commission by several Members of this House will not go unheeded. There is a ray of hope in that this Plan is not a fixed one. It is a flexible one and we may have to adjust things year after year. As has been pointed out, this year the Railways have been allotted to the full what they wanted, and in subsequent years also it has been agreed that the allotment that will be made to the Railways will not be in proportion to the total allotments but it will be to the extent that the Railways will be capable of spending. And as has been pointed out by other speakers, there is this assurance on behalf of the Planning Commission, this indication. This is what the Deputy Chairman of the Planning Commission has said in his letter to the Chairman of the Estimates Committee:

"It is the intention of the Commission to make periodical appraisals of the transport requirements in the light of the developments in the various sectors of the plan and to take steps within the resources available to ensure, as far as possible, that the progress of the plan is not impeded by inadequacy of the rail transport."

I take it, Sir, that this assurance is good, as far as it goes, and at this

stage I do not think we can expect more from the Planning Commission.

After having said this much, I would like next to pass on to some of the points that were made by hon. Members here during the course of the debate. Shri Ghose wanted to know—and he expressed his doubt—whether we are able to carry all the traffic that is currently offered. The whole position has been explained in the various papers that have been supplied to the House, showing how we are trying to cope with the task. I should like to inform the House that the position is much better now than what it was before. It cannot be said that cent, per cent we are able to move all the traffic that offers, but it is being done to a very great extent. More than a year back the decision was taken that there should be a 20 per cent, improvement on the loadings on our Railways and all the steps, all the operating improvements and **works** that were necessary for that purpose were planned and were asked to be executed. They were in the form of lengthening of crossing loops to enable longer goods trains to run, additional trains crossing station loops, improvements in yard facilities, extension of transshipment yards and signalling improvements. All these works have been done and from the 1st of November, 1955 onwards we were able to move much more. Figures were also given. I should just like to give a brief indication of the increased transshipment capacity at the various difficult points which were causing a lot of headache to the railway operating man. These have been stepped up as follows:

At Manduadih, from 120 to 180. And it is going to be stepped up to 200.

At Sawai-Madhupur from 30 to 50.

At Sabarmati, which was another difficult point, from 100 to 150 and so on.

I do not want to weary the House by mentioning all of them.

Simultaneously, steps were taken to see that detentions of wagons in sick lines, in workshops, in marshalling yards, etc., were reduced and more work taken out of them. I should like to quote a few figures with reference to the three months, November and December, 1955 and January, 1956. Some Railways have done very well; the Central Railway has loaded 16 per cent, more in November than in the previous November, that is, November, 1954, on the broad gauge. The Western Railway has loaded 16 per cent, more on the broad gauge and 20 per cent, more on the metre gauge. To take another instance, in January 1956, the Western Railway loaded 25 per cent, more on the broad gauge and 20 per cent, more on the metre gauge. Of course, the averages for all the Railways are a little less than what these percentages indicate. I can give the latest figure which relates to January, 1956. The increase in loadings on the broad gauge for the Railways as a whole is 6.4 per cent. This is with reference to the broad gauge. For the metre gauge, it is 10.7 per cent, for the Railways as a whole. Here, I would like to mention that but for the human convulsions that took place in the month of January which affected working on the Central and South Eastern Railways more than the other Railways, the performance would have been much better.

The word 'Bezawada' was often mentioned with reference to the transport bottleneck. That was on the lips of everyone.

SHRI H. C. DASAPPA: Vijayawada.

SHRI O. V. ALAGESAN: That was on the lips of everyone. I am glad to say, Sir, that this year, there are no arrears of rice loading in that district. All have been moved and the outstanding registrations come to only 285. There were several other improvements also with reference to movement to Saurashtra, with reference to movement across the Ganga via Mokameh and so on and so forth. Having been encouraged by the results

ana > the success that attended the efforts ' *iPt were undertaken a year back, the Railway Board has set a fresh target of increased loadings for the next year and that has been set at another 20 per cent, more than the present loadings. The hon. Minister, in his speech, has given some figures which go to show the efficiency of railway operation. I shall give you some further figures with reference to the current year. The unaudited figures received for the period April to November, 1955, show that the wagon miles per wagon day has been put at 46 on the broad gauge and the net ton miles per wagon day at about 571 as against 43.4 and 483 respectively during 1954-55.

SHRI H. N. KUNZRU: What is it on the metre gauge?

SHRI O. V. ALAGESAN: I do not have the figures for the metre gauge.

SHRI H. C. DASAPPA: We want the metre gauge figures.

SHRI O. V. ALAGESAN: Yes, but I am afraid the performance on the metre gauge is not as good as the performance on the broad gauge but the House knows that most of the movement is *via* the broad gauge and that, by and large, proves the efficiency of railway operation. The figures for 1954-55 themselves were an all-time record and they were further improved during the current year. I have got some other figures also but I do not want to weary the House by quoting all those figures.

I shall now pass on to some other questions that were raised by my friend, Shri Ghose. He wanted to know the capital expenditure to which the moratorium will not apply.

SHRI B. C. GHOSE: Will apply.

SHRI O. V. ALAGESAN: I am sorry. Capital expenditure which is subject to moratorium and also the deferred interest.

SHRI B. C. GHOSE: On such capital.

SHRI O. V. ALAGESAN: On such capital. I have got that information here and it is for the year 'J&55-56," 6-22 crores of rupees and for the year 1956-57 it is estimated at 18-76 crores of rupees. This includes the previous amount. The amount of deferred interest would be about ten lakhs of rupees at the end of 1955-56 and Rs. 51 lakhs at the end of 1956-57. Hereafter,, these figures will be shown separately in the Explanatory Memorandum that will be issued year after year and there should be no difficulty in finding out these figures.

Mr. Ghose wanted to know the principle of allocation of surpluses between the Revenue Reserve Fund and the Development Fund. Last year, the surplus was to be put into the Revenue Reserve Fund and this year we have taken a decision to put it in the Development Fund. Evidently, that led him to pose this question. Last year we were very much under the influence of the picture that was before the Convention Committee. The hon. Member was a member of that Convention Committee. As per estimates then worked out, it was feared that the Railways will have deficit after one or two years of the plan and there was a fear that we may not be able to meet our dividend obligations and so, it was decided to put the surplus of last year in the Revenue Reserve Fund. However, now the picture has completely changed and the hon. Member also knows that we have had an assurance from general finance that they will be prepared to lend us money for our Development Fund expenditure. As good fortune would have it, we did not have to go to general finance for financing our Development Fund expenditure and we hope to find all the money that is needed for expenditure under this head. It is for that reason that this year's surplus has been set apart for being funded with the Development Fund.

Mr. Ghose wanted to know the dividend that would be payable in the year 1960-61, that is, at the end of the

Second Five Year Plan. I can only give him a rough estimate and that is put at Rs. 60 crores.

He raised some other questions regarding reorganisation which I do not propose to "go" into at this stage.

The question of the anti-corruption organisation Called the Vigilance Organisation, that we propose to set up on the Railways was raised. It is no doubt the central recommendation, if I may say so, of the Corruption! Enquiry Committee which went into this matter. Here, Sir, I would like > to say that the decision that we have taken does not at all go counter to the recommendation of the Corruption Enquiry Committee. In fact, the object being the same, the present method, we hope, will facilitate the attainment of that object even better than what the Corruption Enquiry Committee had in mind. Sir, it is true that they recommended that in the organisations that should be set up on the Railways, the vigilance officer should be drawn from outside the railway service and it is also true that that part of the recommendation, has not been accepted by us, but the same recommendation has been accepted as far as the central organisation goes and we want to take a man of the Administrative Service. He will not be a railway man; he will be a senior person—and put him at the apex of this Vigilance Organisation. Some misgivings were expressed that even a senior scale officer on the Railway will be too small and he will not be able to take action against his superior officers, but, as we have worked it out, the organisations on the Railways will not be called upon to tackle cases against gazetted officers; it is the central organisation that will take charge of the cases against gazetted officers and other higher officers.

SHRI P. S. RAJAGOPAL NAIDU: But who investigates primarily? The primary investigation is done at the zonal level and that is why we suggested that he should be an officer from outside the department.

SHRI O.'V. ALAGESAN: To the central organisation we propose to attach a polioe officer who will be' of the rank of a D.I.G., and he will be the chief investigating officer under the vigilance officer.

SHRI H. C. DASAPPA: In every zone?

SHRI O. V. ALAGESAN: He will be-under the central set-up and he will see to it that these investigations are carried out properly. There will be drawn both from the police force and from experienced railway men, who will do the investigation work, ■ and if it is found that there is a *prima facie* case, it is not proposed to delay matters. It is proposed to have full co-ordination with the S.PJD. and hand over the cases for further processing to the S.P.E. It was thought that this arrangement will achieve the objects that the Railway Corruption Enquiry Committee had in mind, better than the arrangement that they themselves have suggested. I do not think, Sir, that there is any reason to think that we are trying to do something behind the recommendation of the Railway Corruption Enquiry Committee. Perhaps in passing I may mention here that all the recommendations of the Committee were examined in record time and implemented. I would like to ask hon. Members to point out whether such good fortune has befallen any other Report, and it is a matter of great satisfaction to us that we were able to give effect to the recommendations of that Committee of both the Houses of Parliament; which has appointed by this Ministry and which has done such useful work and thrown light on several dark corners to which we had no access before, and rightly a well deserved tribute has been paid to the Chairman and Members of that Committee by the hon. Minister in his Budget .speech.

Then, Sir, I should like to pass on to some remarks made by the hon. Member, Shri Harish Chandra Mathur. I am sorry he is hot here. I was pleasantly surprised to' find that his

speech was pitched in a different key altogether this time, and even he had something good to say about the Railways. I take it as a measure of the good work that the Railways have done that we were able to extract a few good words even from such 8 harsh critic as Shri Harish Chandrs Mathur.

SHRI B. C. GHOSE: When it is good, he says good; when it is bad, he says bad.

SHRI O. V. ALAGESAN: He wanted to know the implications of the decisions that were taken, with reference to ex-State Railway officers. I congratulate the ex-State Railway officers for having found such a redoubtable champion in Shri Harish Chandra Mathur, and it was good he realised that nobody stood on prestige with regard to this question. We were able to take a sympathetic view and a fresh view every time a representation was made. Nobody's prestige is involved; there is no question of personal prestige; if at all there is any question of prestige, it is the question of the prestige of more efficient service to the nation, and in that view this matter was considered and very prolonged and very anxious consideration was given to this. I am glad to know that the decisions that were arrived at after such prolonged consideration were acceptable to the champions of the ex-State Railway officers in this House. At least one is here behind me.

SHRI H. C. DASAPPA: We were.

SHRI O. V. ALAGESAN: He wanted to know the formula under which some more officers were fitted into Class I with effect from the date of integration I would briefly state the following in reply to that question. Sir. An equation of posts resulted in certain officers being absorbed in the Class I service and certain others in the Class II service. An *ad hoc* review in consultation with the Home Ministry was however made in **the**

[Shri O. V. Alagesan.] case of officers absorbed in the Class II service and it was decided that six of these should be deemed to have been absorbed in the Class I service from the date of integration. Of these, one has already been promoted under the normal rules and one is about to be promoted. The orders of promotion for the remaining four have been issued now.

SHRI H. C. DASAPPA: It extends to all ex-State Railway officers?

SHRI O. V. AL AGES AN: Yes, it is not for Jodhpur alone.

Again, Sir, he wanted to know how the declared date has been arrived at for the officers of the ex-State Railways absorbed in the Class I service —about which there is mention in the later portion of the hon. Minister's Budget speech. He also complained that the present method had resulted in some unfairness to the officers. The gazetted posts existing on ex-State Railways were equated to posts of corresponding responsibility on Indian Government Railways in accordance with the directive of the Government in this respect. The officers concerned were placed in the order of seniority and absorbed in the equated gazetted cadre on 1st April 1950 in this order, and the declared date for each officer is the date on which he was deemed to have entered the gazetted cadre. For instance, if a railway had 10 gazetted officers in a department and 8 posts were deemed to be gazetted posts, then, the declared date for each officer is the date on which he became No. 8 on the list. This declared date is the date from which seniority is counted, and for those absorbed in the Class I service it corresponds to the date for increment in the time scale for direct recruits.

Then he referred to agreements entered into by ex-State Governments with the employees. I thought there was not much relevance in that, because the agreement was with reference to the officers of those States |

concerned and not *vis-a-vis* the officers of the Indian Government Railways.

Then, Sir, he said that the officers have suffered by loss of seniority, which, I do not think, is correct. Now these officers have wider avenues of promotion opened out for them. On integration 12 officers were in enjoyment of scales of pay of administrative grades. Today there are 25 ex-State Railway officers in administrative-posts and 3 are being promoted shortly. This excludes 4 who have retired from administrative posts. So I do not think, Sir, this picture is in any way disadvantageous to the officers of the ex-State Railways.

Then again he pleaded that the-ex-State Railway officers should find a place in the Railway Board. Of course, Sir, we cannot reserve posts for them in the Railway Board, and I do not think any hon. Member will demand that.

SHRI H. C. DASAPPA: Not as Member of the Railway Board, but in the Directorate.

SHRI O. V. ALAGESAN: It is to be done purely on the basis of merit

SHRI H. C. DASAPPA: Surely,

SHRI O. V. ALAGESAN: but I do realise the psychological value of associating ex-State Railway officers— not because they are ex-State Railway officers, but because they have merit—otherwise—in the work of the Railway Board. I am happy to inform my hon. friend here that two of these-officers have already been taken into the Board's office.

Sir, I should like to pass on to this very sweet and at the same time bitter-subject of catering. The experiment of departmental catering has been received very well by the public. It has been extended on a few stations; two in Northern Railway, in Delhi and Pathankot and one in the North Eastern Railway at Gorakhpur.

Wherever this has been introduced it has been well received. I had occasion to go to Delhi station and I was surprised to find some of the remarks left by people who had occasion to take food there. It has received such appreciation at their hands. I shall give one comment which I saw—of course I do not have the text of the comment before me—and it was this. Never before have I seen such quality food being served from railway catering establishments. This was the remark. All sorts of people had written there. There was one University Professor. Another was a Minister of a State Government. All these people have unanimously praised the quality of service of departmental catering.

SHRI BHUPESH GUPTA (West Bengal): The State Ministers would like any dish that comes from you!

SHRI O. V. ALAGESAN: I hope you will also like anything that comes from me quite contrary to your previous practice.

Now, Sir, it is proposed to pursue this experiment and a few more stations will be taken over for departmental catering. The hon. Lady Member here has been pleading that we should not be unjust to caterers. It is farthest from our minds to be unjust to anybody, let alone the caterers who have been, though indifferently, serving the railways over a long period. Now, a complaint was made that more Members of Parliament were not associated with the Catering Committee and with further stages of the decisions. The Corruption Enquiry Committee which went into this question has almost endorsed the conclusions reached by the Catering Committee.

SHRI K. S. HEGDE: Not almost; emphatically. We have emphatically said that.

SHRI T. S. PATTABIRAMAN: There is no lady member there.

SHRI O. V. ALAGESAN: Yes; I was going through the list of members hoping that there may be a lady member but I was considerably disappointed to find that there was no lady member.

DR. SHRIMATI SEETA PARMA-NAND: When could we expect it?

(Interruption.)

SHRI O. V. ALAGESAN: I need not quote from the report of the Corruption Enquiry Committee; I have it before me here. They have completely endorsed the conclusions reached and they have blessed it and urged the Government to proceed further with departmental catering.

SHRI B. C. GHOSE: What are the stations where it will be taken up now?

SHRI O. V. ALAGESAN: I can give the number of stations. I have the list before me.

SHRI B. C. GHOSE: Have you got the names? Not the number.

SHRI K. S. HEGDE: Possibly Calcutta will be one.

SHRI O. V. ALAGESAN: I can pass on the list to the hon. Member.

DR. SHRIMATI SEETA PARMA-NAND: Most of the important stations.

SHRI O. V. ALAGESAN: It looks as though the hon. the Lady Member feels aggrieved that, the biggest stations are taken over by the Railways. Perhaps she thinks that the caterers have inherited a lifelong right over the big stations.

DR. SHRIMATI SEETA PARMA-NAND: I thought I made it clear in my speech.

SHRI O. V. ALAGESAN: I think it will do her good to disabuse her mind of any such wrong idea.

SHRI K. S. HEGDE: On a point of information, Sir. She said that the-

[Shri* K. S. Hegde]

'Southern' Railway is excluded; It is
I so. There are "a' large number of
-stations there where there is official
' catering.

DR. SHRIMATI SEETA PARMA-- NAND:
They were already there. They are old.

SHRI O. V. ALAGESAN: Yes; she
made a complaint like that. Perhaps
just as she thinks that the stations are
31 the estate of the caterers, she thinks
that the Southern Railway is my
estate. She said that the Railway
from which the hon. the Deputy
Minister comes there is no.....

SHRI K. S. HEGDE: Evidently she
is not aware that there are a number
of stations in the Southern Railway
where there is departmental catering.

SHRI O. V. ALAGESAN: You take her
and show that.

DR. SHRIMATI SEETA PARMA-
NAND: What are the new stations?

SHRI K. S. HEGDE: Why do you
exclude the old stations?

DR. SHRIMATI SEETA PARMA-NAND:
Because they are being run ; at a loss.

SHRI O. V. ALAGESAN: It will do
her good to enjoy the fine breeze of
South India and also taste its fine
dishes. Anyhow, it is my sincere
hope that even the hon. Lady Member
who ploughs a lonely furrow today
will join with the rest and get con-
verted in the course of one year. I
>. will give her one year's time, and.....

DR. SHRIMATI SEETA PARMA-NAND: I
think it should be the other way round.

SHRI O. V. ALAGESAN:when
' she has occasion to speak on the Railway
Budget next year she would have been
converted.

MR. DEPUTY CHAIRMAN: Have you
included her home town?

DR. SHRIMATI SEETA PARMA-NAND: It
is going without any catering arrangement for
the last one year.

MR. DEPUTY CHAIRMAN: You see.

SHRI K. S. HEGDE: You want a contractor
or railway catering?

DR. SHRIMATI SEETA PARMA-NAND: We
have got a European stall which is running at
a loss.

SHRI B. C. GHOSE: Let the hon. Minister
and the Lady Member settle their differences
first.

SHRI O. V. ALAGESAN: I shall leave this
question of catering. Let me not be sitting in
the eating hall for too long.

Then, Sir, Shrimati Parvathi Krishnan
wanted to know about the claims position. She
very rightly remarked that whatever we pay
on the claims is a dead loss. Surely, it is a
dead loss but it will be good to note that this
dead loss is decreasing year after year. The
steps that have been taken in strengthening the
security organisation on the Railways have
borne fruit and the claims amount which stood
at three crores and eighteen and odd lakh's of
rupees in the year 1952-53 stands in the year
1954-55 at two crores and fiftyfive and odd
lakhs of rupees. This represents a decrease of
about Rs. 63 lakhs which I think is a good
reduction. But we are not complacent on that
account. We will persist in the good measures
that we have been taking and will see that this
is, if not eliminated, reduced to a very great
extent. So also the average time taken for the
disposal of claims. It has come down from 71
days in 1952-53 to 61 days though there are
certain black spots about which I do not want
to make any mention now.

The question of overcrowding was
mentioned by several hon. Members. In this
connection Shri Ghose wanted to have the
contradictions between the various sets of
figures to be resolved, I find from a back
reference

to the debates that the same contradiction he mentioned once and I ventured to clarify it, but again the same white paper he has chosen to mention. Anyhow, it is a mass of figures and I should not like to take the time of the House by quoting all those things. If the hon. Member can kindly find some time I am prepared to sit with him and show that subject to minor variations there is nothing basically wrong with the figures that have been assumed in all these estimates. Sir, the question of overcrowding is really a
4 distressing one. I do not want to minimise the amount of inconvenience that overcrowding represents to the crores and crores of travellers on our railways. Recently a census was taken on various sections of various Railways. It is bad on several broad gauge sections and it is worse on some of the metre gauge Railways, like the metre gauge portion of the Northern Railway and the North Eastern Railway which is entirely metre gauge, and also on some other sections this overcrowding exists. In fact, this point was very forcefully brought out in the speeches of several hon. Members, but we are faced with a situation where, for the present at any rate, we are forced to put up with this not very satisfactory state of affairs. We are doing everything possible within the means at our disposal, with the available coaching stock and locomotives, to mitigate the suffering that results from overcrowding. I can give some figures. From 1st April 1955 to the end of December 1955, 105 passenger trains were strengthened; 56 passenger trains were extended; and 56 new trains were introduced. And it is proposed to further extend trains, strengthen trains, etc. But even with all these, I am afraid, we will be faced with this problem of overcrowding for some time to come.

SHRI B. C. GHOSE: May I seek some information. Sir, from the hon. Minister about the figures I quoted? I want an explanation as to why, for example, in regard to locomotives, if the number of new locomotives is in excess of the locomotives that are sup-

9 R.S.D.—7

posed to have gone overaged over the period, the percentage of overaged locomotives has so much increased at the end of the period than it was at the beginning of the period?

SHRI O. V. ALAGESAN: I am afraid I cannot place my finger on the relevant figures now. As I said, I am prepared to sit with the hon. Member and explain everything to his satisfaction. So, Sir, I do not want to say anything more on this question of overcrowding.

Then, Sir, Shrimati Parvathi Krishnan was saying that we are wasting on passenger amenities. She complained of wastage. I do not know wherefrom she got the impression that the Railways are wasting on passenger amenities. The few platform sheds that we have put up do not cost us much.....

SHRI BHUPESH GUPTA: Why are they wasting money on air-conditioned coaches, luxurious platforms and things of that kind?

It is not that kind of passenger amenities that we want.

SHRI O. V. ALAGESAN: ■ I do not know why my hon. friend has gone there! These things which do not cost us much have created great satisfaction among the people. It is true that there is overcrowding, but that does not mean that there is to be no convenience at stations. Taking the First Five Year Plan period, a sum of Rs. 13-29 crores was spent on passenger amenities. Place this sum against the Rs. 432 crores that the First Plan cost and you will find that this sum is neither too big, nor has there been any wastage on this account.

I do not want to take the time of the House. I think I have got only five minutes more. Then, Sir, I was surprised when my friend, Shri Biswanath Das from Orissa, was speaking. How be such a season*"

Shri O. V. Alagesan.] leader that he is, did not make any mention of what happened in his own State! He found fault with the Railways for a hundred and odd things, but even for courtesy he did not think it proper to say one word against the vandalism that took place in his own home State. I do not want to blame anybody. It has become the order of the day, as many hon. Members pointed out, that when it comes to a question of finding the target for the fury of any section of the community, the Railways come the first and the easiest. It is very unfortunate that national property should be so heedlessly destroyed. As I said, - I do not want to condemn anybody for this. But after this has happened, let us think of ways, devise some means by which it does not recur. Punitive tax was mentioned in this connection. I do not believe that we can reform whole sections of population by punitive measures. This method was very much in vogue when a foreign power was ruling here. But now, Sir, whether we should have recourse to the same method is a question that should be ^ considered by this House and by others who are interested in safeguarding national property. I venture to suggest that the people of Puri will set an example to others, will repent at leisure, and voluntarily contribute for reconstructing the station that they themselves burnt down. It will be a fine example of repentance. It would be a memorial for repentance by a large body of men and atoning for what they have done- in a temporary fit of frenzy. I was more pained about this station because I had occasion to visit the station a few months back. I then suggested' to the railway officers that we should provide more amenities there for the large number of pilgrims who flock to that sacred place. And so my sorrow was all the more when I read in the press that this station had been burnt down. I hope that this station which is held in trust for the lakhs and lakhs of pilgrims who flock to that holy place will be rebuilt by voluntary contributions from the

people of that place. I hear somebody remarking that it is a vain hope. I do not think that it will go in vain.

DR. R. P. DUBE (Madhya Pradesh): Wishful thinking.

SHRI O. V. ALAGESAN: I do hope that the people of the place will rise to the occasion, if only the lead can come from hon. Members like Shei Biswanath Das here.

DR. R. P. DUBE: He is not here to hear you.

SHRI O. V. ALAGESAN: Sir, one other thing. I shall say with regard to Orissa and then close my speech. He was talking of regional distribution —that workshops, etc. should be regionally distributed, and that each region should derive the benefit of investment by Railways. ' I have got a long list here and most of the hon. Members are pleading for new lines in their own areas—and very rightly too. But most of the lines that we propose to construct fall within Orissa and that is not being unfair to Orissa. I do not want to go through the names of the various railway lines but these railway lines which happen to feed the industrial plants that will be coming into existence—steel, coal, etc. —happen to pass through Orissa and are going to benefit also the people of Orissa.

Sir, I thank the House and the Chair for the indulgence that they have shown.

MESSAGE FROM THE LOK SABHA

THE CONTROL OF SHIPPING (CONTINUANCE) BILL, 1956

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