

[Shri H. V. Pataskar.]
of each of the following orders made by the Delimitation Commission under section 8 of the Delimitation Commission Act, 1952:—

(i) Final Order No. 21, dated the 22nd January 1955, in respect of the State of Assam. [Placed in the Library, see No. S-31/55.]

(ii) Final Order No. 22, dated the 3rd February 1955, in respect of the State of Vindhya Pradesh. [Placed in the Library, see No. S-32/55.]

MOTION FOR ELECTION TO THE CENTRAL ADVISORY COMMITTEE OF THE NATIONAL CADET CORPS

THE DEPUTY MINISTER FOR DEFENCE (SHRI SATISH CHANDRA): Sir, I beg to move:

"That in pursuance of clause (i) of sub-section (1) of section 12 of the National Cadet Corps Act, 1948, as amended by the National Cadet Corps (Amendment) Act, 1952, this House do proceed to elect, in such manner as the Chairman may direct, one member from among themselves to be a member of the Central Advisory Committee of the National Cadet Corps for a term of one year."

MR. CHAIRMAN: The question is:

"That in pursuance of clause (i) of sub-section (1) of section 12 of the National Cadet Corps Act, 1948, as amended by the National Cadet Corps (Amendment) Act, 1952, this House do proceed to elect, in such manner as the Chairman may direct, one member from among themselves to be a member of the Central Advisory Committee of the National

Cadet Corps for a term of one year."

The motion was adopted.

MR. CHAIRMAN: I have to inform hon. Members that Thursday, the 3rd March 1955, has been fixed as the last date for receiving nominations and Monday, the 7th March 1955 for holding election, if necessary, to the Central Advisory Committee of the National Cadet Corps.

The nominations will be received in the Rajya Sabha Notice Office up to 12 noon on the 3rd. The election, which will be conducted in accordance with the system of proportional representation by means of the single transferable vote, will, if necessary, be held in Secretary's room (Room No. 29) Ground Floor, Parliament House, between the hours of 3 P.M. and 5 P.M. on the 7th.

THE BUDGET (RAILWAYS), 1955-56 —GENERAL DISCUSSION—continued.

MR. CHAIRMAN: Yes, Dr. Barlingay.

[MR. DEPUTY CHAIRMAN in the Chair.]

SHRI H. C. MATHUR (Rajasthan): Don't you think, Sir, we must have the Railway Minister here?

THE DEPUTY MINISTER FOR IRRIGATION AND POWER (SHRI J. S. L. HATHI): I am here, Sir.

SHRI H. C. MATHUR: You are here; it is all right. We do not object to it. This is the Railway Budget and is a very important matter.

SHRI M. VALIULLA (Mysore): The Minister has come.

MR. DEPUTY CHAIRMAN: He has come. Yes, go on Dr. Barlingay.

डा० डब्लू० एस० बार्लिंगे (मध्य प्रदेश):
उपाध्यक्ष महोदय, श्री लाल बहादुर शास्त्री जी

ने यह जो बजट हम लोगों के सामने पेश किया है उस सम्बन्ध में मेरे दृष्टिकोण से एक ही बात हो सकती है और वह है केवल प्रशंसा। दूसरी चीज हो ही नहीं सकती। मैंने शास्त्री जी का भाषण बहुत गौर से पढ़ा और इस समय मेरे भाषण करने में दिक्कत यह है कि जिन चीजों के बारे में मैं कुछ सुझाव करना चाहता था उन सब चीजों के बारे में उन्होंने पहले ही कुछ न कुछ कह दिया।

SHRI H. C. MATHUR: Very clever of him.

डा० डब्लू० एस० बार्लिंगे: कहते हैं "व्यासीच्छष्टं जगत्सर्वम्"। वेद व्यास के बारे में यह कहा गया है कि जगत में जो कुछ कहा गया है वह पहले ही व्यास ने लिख दिया है। श्री लाल बहादुर शास्त्री जी ने अपने भाषण में करीब करीब ऐसी ही कुछ बात कर दी है। मैं सैनिटेशन के बारे में कहना चाहता था, तो सैनिटेशन के बारे में यहां सब चीजें मौजूद हैं। रेलवे कालोनीज के बारे में कहना चाहता था, वह भी यहां मौजूद है। क्या चीज नहीं है, सब ही कुछ है, तो मैं कहूं क्या?

श्री किशन चन्द (हैदराबाद): तारीफ कीजिए और क्या।

डा० डब्लू० एस० बार्लिंगे: वह तो मेरा लाट ही है। वह तो मैं कर ही रहा हूं।

श्री किशन चन्द: बहुत अच्छी बात है।

डा० डब्लू० एस० बार्लिंगे: मैं अगर थोड़े में इस बजट का वर्णन करूं तो मैं यह कहूंगा कि इस बजट में लाल बहादुर शास्त्री जी का जो व्यक्तित्व है वह यहां प्रकट हो गया है। गए साल का बजट शायद आप कह सकते थे कि लाल बहादुर शास्त्री जी का नहीं है। लेकिन यह बजट बिलकुल लाल बहादुर शास्त्री जी का है। यह बजट देखकर एकदम आप कह सकते हैं कि यह बजट दूसरा कोई नहीं प्रस्तुत कर सकता सिवाय लाल बहादुर जी के। श्री लाल बहादुर शास्त्री, जहां तक हमें पता है, एक बड़े डिमोक्रैट हैं, उनकी

गरीबों के प्रति बड़ी सहानुभूति है और अगर इस बजट में कोई चीज आपको मिलती होगी तो वह यह है कि जहां जहां उन्होंने हाथ लगाया, उन्होंने गरीबों का उपकार किया।

चाहे जनरल बजट हो या रेलवे बजट हो, उसके दो भाग तो रहते ही हैं, एक भाग रहता है आय का और दूसरा रहता है व्यय का। कोई भी अधिकारी या मंत्री आय कैसे उत्पन्न करता है, किस तरीके से वह पैसा कमाता है, इससे भी उनका मन किस दिशा की ओर जा रहा है इसकी अभिव्यक्ति होती है।

अब आप देखें कि गए साल हम लोगों में से कुछ लोगों ने यह कहा था कि रेलवे केवल एक कार्मिशियल कंसर्न नहीं है बल्कि राष्ट्र का एकीकृत बनाने के लिए, एक बनाने के लिए एक बड़ा भारी साधन है। हम लोगों में से कुछ लोगों ने नए साल यह भी कहा था कि अपने देश में ये जो रेलवे के किराए हैं वे, अगर इस दृष्टि से देखा जाए तो ठीक नहीं मालूम होते। दस मील जाए तो किराए का रेट वही, साठ मील जाए तो किराए का रेट वही और एक हजार मील जाए तो किराए का रेट वही। ऐसी चीज आज तक मौजूद थी और गए साल मेरे मित्र श्री किशन चन्द ने यह बात बड़े जोर से कही थी कि यह बात ठीक नहीं है। इस साल श्री लाल बहादुर शास्त्री जी ने वह बात फौरन मान ली। उन्होंने अपने भाषण में यह बताया है कि अभी तक जो रेलवे फेयर की पद्धति चालू थी, वह सचमुच में बड़ी सड़ोष थी और उससे गरीबों का नुकसान हुआ है, उससे यात्रियों को भी नुकसान पहुंचा है, उससे रेलवे की आय पर भी बहुत बड़ा प्रभाव पड़ा है। उन्होंने यह बात बिलकुल स्पष्ट कर दी और मंजूर भी की। किसी दोष को कबूल करना यह भी हमारे शास्त्री जी की एक विशेषता है। वे गलती साफ साफ कबूल करते हैं क्योंकि वे जानते हैं कि आखिर वे भी आदमी हैं और कौन आदमी गलती नहीं करता है। तो मैं यह उनकी एक बड़ी महत्ता समझता हूं। मेरे जमाने के एंडवॉकट होते तो गलती करने के बाद कहते कि हमारी गलती नहीं है।

श्री आर० यू० अग्निभाज (मध्य प्रदश): आप भी नहीं कहते।

डा० डब्लू० एस० बार्लिंग: ठीक है, मैं यहां एंडवांक्ट हूँ नहीं। लेकिन शास्त्री जी के बार् में हम लोगों ने जो विशेषता पाई है वह यह है कि वे इतने सरल स्वभाव के हैं कि अगर उन्होंने कोई गलती की तो वे कहते हैं कि मैंने गलती की। अगर इस संभाषण की गए साल के संभाषण से तुलना करें तो आपको फॉरन मालूम हो जाएगा कि गए साल उन्होंने जो गलती की थी उसको उन्होंने इस साल दुरुस्त करने की कोशिश की है।

मैं आंकड़ों के बार् में बहुत ज्यादा कहना नहीं चाहूंगा क्योंकि बहुत से आंकड़े शास्त्री जी ने अपने भाषण में दे दिए हैं। फंयर्स कैसे घटाए गए हैं, यात्रियों को कितनी सुविधाएं दी गई हैं, प्लैटफार्म का टिकट दो आने के बजाय एक आने का कैसे किया गया है, ये सब बातें सब लोगों को मालूम ही हैं और इनको दोहराना मैं आवश्यक नहीं समझता। लेकिन आय के बार् में एक बात मैं जरूर आपके ध्यान में लाना चाहता हूँ। आप देखेंगे कि इस साल गए साल की तुलना में, गए साल की अपेक्षा, जो सरप्लस है, जो अवशेष है वह काफी है। करीब करीब सात, साढ़े सात करोड़ इस वक्त अवशेष रहने वाला है। रेलवे की तरफ से जनरल रवेन्यूज में जो कांट्रिब्यूशन हुआ करता है वह अगर ध्यान में लाया जाए और वैसे ही जो डीप्रिसियेशन फंड है उस पर भी अगर विचार किया जाए (क्योंकि इस साल ये दोनों कांट्रिब्यूशन्स गए साल से ज्यादा हैं), अगर यह देखा जाए तो आपको यह पता चलेगा कि इस साल गए साल की अपेक्षा करीब करीब १० करोड़ या ११ करोड़ तक रवेन्यू बढ़ जाने वाला है।

अब इसका कारण क्या है और यह बढ़ती कैसे हुई है? इसका अगर आप विश्लेषण करें तो आपको सब पता चल जाएगा। कुछ अखबारों ने यहां तक कहा है कि यह जो बजट है यह एक बैंग आफ ट्रिक्स है, यह एक ट्रिकरी है। उन्होंने

क्या किया है? कुछ किराए घटा दिए हैं जैसे तीन सौ मील और उससे ऊपर किराए घटा दिए हैं, लेकिन एक से डेढ़ सौ मील तक, जो टेलिस्कोप का प्रथम चरण है, उसके किराए बढ़ा दिए हैं, और वैसे ही जो फ्रंट है, जो माल का आयात निर्यात हुआ करता है, उस सम्बन्ध में भी ऐसा ही किया है कि जो छोटे छोटे डिस्टेंसज हैं, उनका किराया बढ़ा दिया और जो बड़े बड़े डिस्टेंसज हैं उनका किराया घटा दिया। इस वजह से ऐसा एंडजस्टमेंट करके उन्होंने यह तय किया है कि हम करीब करीब दस करोड़ रुपया और ज्यादा बढ़ा लेंगे।

इसको कुछ लोग बैंग आफ ट्रिक्स कहते हैं। यह कैसे हुआ है, इसका थोड़ा सा विश्लेषण अगर हम करें तो मालूम होगा कि इसके कारण तीन हैं। एक, जैसा मैंने कहा कि टेलिस्कोप का जो पहला चरण है उसमें किराया बढ़ा दिया, वैसे ही जो आयात निर्यात है उसके प्रथम चरण में फ्रंट बढ़ा दिया, और साथ ही साथ जिसको "स्माल्स" कहते हैं यानी जिसमें पूरा वैंगन लोड नहीं होता है उसका भी किराया बढ़ा दिया। और मैं समझता हूँ कि उन्होंने इसके जो कारण दिए हैं वे भी ठीक हैं। अब ये जो निन्दक हैं वे यह कहते हैं कि यह जो प्रथम चरण में बढ़ती कर दी गई है वही इसका कारण है। लेकिन मैं इससे सहमत नहीं हूँ। जो गए साल के रिवाइज्ड एस्टिमेंट्स हैं उनको अगर आप बहुत गौर से पढ़ें और आज का जो एस्टिमेंट है उसको भी आप पढ़ें तो आपको यह मालूम होगा कि सामान्यतया आजकल लोगों की प्रवृत्ति ज्यादा प्रवास करने की है। जो आय बढ़ रही है उसका कारण यह नहीं है कि हमने फंयर्स में कुछ बढ़ावा कर दिया है, बढ़ती कर दी है, बल्कि सामान्यतया आज कल के लोग ज्यादा प्रवास करते हैं और यही सचमुच में उसका कारण है। तो इसलिए बढ़ती हो गई, इसकी वजह से अगर कोई यह समझे कि गरीबों के ऊपर अन्याय किया हुआ है तो इससे मैं सहमत नहीं हूँ। कुछ लोग यह कहते हैं कि अगर, यह टेलिस्कोप का जो प्रथम चरण है, उसमें आपने फंयर्स बढ़ा दिए तो उसके नतीजे क्या होंगे? नतीजा यह होगा कि

जो छोटे छोटे व्यापार हैं, छोटे छोटे उद्योग धंधे हैं, उनमें काम करने वाले जो गरीब लोग प्रवास करना चाहते हैं उनके ऊपर इसका बहुत बुरा असर होगा। उसका प्रत्युत्तर यह है : मैं समझता हूँ कि कुछ हद तक यह बात ठीक है। और शायद जब अगले साल का रेलवे बजट आएगा तो उसमें यह जो टेलिस्कोप के प्रथम चरण में वृद्धि कर दी गई है उसको हमारे शास्त्री जी नष्ट कर देंगे। और मुझे पूरी आशा है कि वे नष्ट कर देंगे।

श्री एच० पी० सक्सेना (उत्तर प्रदेश):
मुझे मालूम है कि इसी साल नष्ट कर देंगे।

डा० डब्ल्यू० एस० बार्लिंग : तब तो बड़ी ही अच्छी बात होगी लेकिन जो लोग यह आक्षेप करते हैं या, जिनके मुँह से निन्दा निकलती है, उन लोगों को यह समझना चाहिये कि आखिर हम लोग इस वक्त एक प्लान, दूसरा प्लान, प्लान ही प्लान बनाने में लगे हुए हैं—हम बहुत जल्द आगे बढ़ना चाहते हैं। अगर हम आगे बढ़ना चाहते हैं तो कुछ हद तक हमें स्वार्थ-त्याग भी करना चाहिये। स्वार्थ-त्याग के बगैर, ज्यादा मेहनत के बगैर, जैसा कि हमारे जवाहरलाल जी हमेशा कहते हैं, हम तरक्की नहीं कर सकते। अभी आगे की जो जेनरेशन है उनके सामने तो कोई सुख नहीं है। उनको तो बिल्कुल दुख ही दुख है और इस दुख को ही उन्हें सुख मानना चाहिये। यदि इस तरीके से यह पीढ़ी आगे बढ़ेगी तब ही इस देश की तरक्की हो सकेगी। इस लिये मैं आप से यह निवेदन करना चाहता हूँ कि अगर हम को आगे बढ़ना है, रेलवे सिस्टम की बढ़ती करना है, ज्यादा रेलवे की लाइनें बनाना है, इंजन बनाना है, ज्यादा तरक्की करनी है तो सब चीजों में हम को कुछ हद तक स्वार्थ-त्याग करना ही होगा।

साथ ही साथ मैं इसका दूसरा पहलू आपके सामने रखना चाहता हूँ। वह दूसरा पहलू यह है कि एयरोप्लेन और रेलवे में कोई स्पष्ट

नहीं हो सकती, बहुत दूरी का अन्तर रहा तो पहले आप एयरोप्लेन से जाने की कोशिश करेंगे, बाद में रेलवे से। वैसे ही छोटे छोटे जो डिस्टेंसेज हैं, छोटे छोटे जो अन्तर हैं उनके लिये आप रेलवे से प्रवास करने के स्थान पर बस से प्रवास करें तो क्या ज्यादा अच्छा नहीं होगा? हमको रेलवेज की तरह बस सर्विस भी बड़ी एफिशेंट चाहिये और मैं समझता हूँ कि यदि टेलिस्कोप के प्रथम चरण के फेयर्स थोड़े से बढ़ते हैं तो इसकी वजह से बसेज और रेलवे के बीच जो स्पर्धा चलती है वह स्पर्धा कुछ हद तक कम हो जायेगी और सम्भवतः हमारी जो बस सर्विसेज हैं वे ज्यादा एफिशेंट बन जायें। इसलिये यद्यपि मैं यह चाहूँगा कि फेयर्स में यह जो थोड़ी वृद्धि हुई है वह नहीं होनी चाहिये, फिर भी जो बातें मैंने आपके सामने रखी हैं और जो कारण आपके सामने रखने की कोशिश की है उस दृष्टि से मैं समझता हूँ कि यह वृद्धि उपेक्षणीय है, क्षम्य है।

अब व्यय के बारे में मैं आपके सामने कुछ विचार रखना चाहता हूँ। शास्त्री जी को यह विदित है—और हम सब लोगों को विदित है—कि रेलवेज करीब करीब दस लाख लोगों को काम देती हैं। अगर सब से महत्व की कोई नेशनल इंडस्ट्री होगी तो वह है रेलवेज। अब आप दस लाख के ऊपर न जाइए, दस लाख तो कर्मचारी हो गए। लेकिन जिस कुटुम्ब से वे कर्मचारी आते हैं अगर उनकी संख्या आप ले लें तो करीब करीब ५० लाख लोग रेलवेज के मातहत हैं, रेलवेज से जो प्राप्ति होती है उस से वे लगभग अपना पेट भरते हैं। अब ये ५० लाख लोग जो रेलवे के कर्मचारी हैं और स्टेट के कर्मचारी हैं, उनका रहन-सहन, उनकी प्रवृत्तियाँ, उनको कितनी सुविधाएँ होती हैं, कितनी नहीं होती हैं, उन सभी बातों पर अगर आप विचार करें तो यह एक बड़ा ही महत्व का प्रश्न हो जायगा। आप जानते हैं कि आज इस देश में हम लोगों ने कुछ कम्यूनिटी प्रोजेक्ट्स चलाये हुए हैं, वैसे ही नेशनल एक्सप्रेसेशन सर्विस चलाई है।

[डा० डब्लू० एस० बालीम]

निस्सन्देह ये बहुत अच्छी योजनायें हैं। लेकिन इन सब से पहले रेलवेज आ गई थीं। जब तक हम पराधीन थे, हमारा केवल एक ही उद्देश्य था कि इन रेलवेज से किस प्रकार हम ज्यादा से ज्यादा पैसा कमा लें और इनके कर्मचारियों को कम से कम पैसा कैसे दें। हमारे पुराने शासकों के सामने यह प्रश्न था। आज हमारे सामने यह प्रश्न नहीं है। हमारे सामने प्रश्न यह है कि इन ५० लाख मनुष्यों की प्रवृत्तियों को रेलवे किस प्रकार कंट्रोल करें ताकि वे देश के लिये हितकर सिद्ध हो सकें। मानिये कि यह सब के सब लोग बेवकूफों की तरह से रहते हैं, बड़ी गन्दगी से रहते हैं, उन में कोई मैनेर्स नहीं हैं, सभ्यता नहीं है, तो क्या इन चीजों का असर हमारे देश के ऊपर नहीं पड़ेगा। शास्त्री जी ने अपने अभिभाषण में यह बात स्पष्ट की है, और उन्होंने बताया कि पहले हमारी जो रेलवे कॉलोनीज थीं वे हैपहैजर्ड तरीके पर बढ़ती ही चली जाती थीं, लेकिन हम रेलवे कॉलोनीज को ठीक तौर से प्लान्ड तरीके पर बनवाने की कोशिश करेंगे। यह एक बहुत अच्छी चीज हुई है।

लेकिन इस सम्बन्ध में मुझे कुछ सूचनायें जरूर देनी हैं। जो रेलवे स्टेशंस होते हैं और जो रेलवे कॉलोनीज होती हैं वे भी दो प्रकार की हैं। कुछ रेलवे कॉलोनीज ऐसी हैं जो कि जंगलों में हैं, दहातों में हैं और कुछ रेलवे कॉलोनीज ऐसी हैं जो कि शहरी इलाके में आती हैं और उन्हें शहरी रेलवे कॉलोनीज कहा जा सकता है। अब मैं अर्ज यह करूंगा कि आप एक दहाती रेलवे कॉलोनी ले लीजिये। मेरी दृष्टि से, जो दहाती रेलवे कॉलोनी है वह एक आदर्श चीज होनी चाहिये, और मैं समझता हूँ कि अगर इस सम्बन्ध में मैं एक बात कह दूँ तो शास्त्री जी मुझे जरूर क्षमा करेंगे। मेरा कहना यह है कि आजकल जो प्रवृत्ति है, वह यह है कि हम स्वीपर्स यानी मिहतर लोगों की संख्या ज्यादा बढ़ाना चाहते हैं, और समझते हैं कि उनके बिना हमारे देश में सफाई ज्यादा नहीं रह

सकती। अब यह एक बड़ी विकट समस्या है। मैं आप से जो कहना चाहता हूँ वह यह है कि अगर यही हमारा दृष्टिकोण रहा—और मुझे इसका पूरा विश्वास है कि शास्त्री जी का यह दृष्टिकोण नहीं है कि ज्यादा मिहतर उत्पन्न करके सफाई रखी जाय। तो मैं समझता हूँ कि वह एक बहुत बुरी बात है। हमको कोशिश यह करनी चाहिये कि सामान्यतः लोग सफाई रखें। हमारे समाज के अन्दर मिहतरों की जो संख्या बढ़ रही है उस को कम करने की कोशिश हमको करनी चाहिये ताकि कुछ दिनों के बाद एक भी मिहतर या हरिजन न रहे। इस तरह की प्रवृत्ति हम लोगों में बढ़नी चाहिये।

इस सम्बन्ध में एक दो बातें कह दूँ, तो आप माफ करें। प्लेटों या एरिस्टोटल ने, जो पॉलिटिक्स के ऊपर ग्रन्थ लिखे थे, उसमें उन्होंने बताया था कि “कोई भी स्टैट ऐसा नहीं हो सकता, खासकर बिग सिटी स्टैट जहां गुलामी न रहे।” उन्होंने गुलाम और नागरिकों में फर्क किया था। किन्तु उनके फर्क का मुख्य कारण यह है कि उनके ध्यान में यह बात नहीं आई कि सामान्यतः हरिजन लोग जो काम करते हैं वे नागरिक लोग कैसे कर सकते हैं? यह बात उनके ध्यान में बिल्कुल ही नहीं आई। मैं तो इस सम्बन्ध में यही कहूंगा कि अगर समाज के अन्दर किसी आदमी ने इस बुराई को दूर करने की कोशिश की है तो वे महात्मा गांधी जी ही हैं। उन्होंने अपने सावरमती आश्रम में पहले से ही यह प्रयत्न किया कि जो मलमूव विसर्जन करते हैं उन्हें ही उसको उठाना चाहिए। मैं यह बात नहीं कहूंगा कि महात्मा गांधी जी ने जो यह नई प्रेरणा लोगों को दी थी, वह फॉरन रेलवे में भी आ जानी चाहिए। इस कार्य को पूरा करने में जो कठिनाइयां हैं, उन्हें मैं ठीक प्रकार से जानता हूँ। लेकिन मैं आपके सामने जो चीज दोहराना चाहता हूँ वह यह है कि अगर रेलवे वाले ही सफाई नहीं रखेंगे तो दूसरे लोग किस तरह से रख सकते हैं। मैंने स्वयं तीसरे, दूसरे और फर्स्ट क्लास

में प्रवास किया है, चिन्तु में बड़े रौंद के साथ आपके सामने यह बात रखना चाहता हूं कि तीसरं वर्ग के जो यात्री हैं, वे बुरी तरह से पेश तो आते ही हैं—वे इधर उधर थक दते हैं, सफाई का कोई भी ख्याल नहीं रखते—ये सब बातें ठीक हैं, लेकिन साथ ही साथ जब रेलवे कर्मचारी भी इस तरह की बातें करें तो बहुत दुःख होता है। मैंने स्वयं देखा है कि रेलवे कर्मचारी वही बातें करते हैं जो कि तीसरं वर्ग के यात्री करते हैं। वे जगह जगह पर थकते हैं, बीड़ी के टुकड़े इधर उधर फेंक दते हैं जो कि उचित नहीं हैं।

MR. DEPUTY CHAIRMAN: You should close now, Dr. Barlingay.

DR. W. S. BARLINGAY: I will take only five minutes.

MR. DEPUTY CHAIRMAN: Your party has given ten names. I think I will have to provide for as many of them as possible. You have already.....

SHRI H. N. KUNZRU (Uttar Pradesh): Do we recognize any party? Do we recognize the views of any party outside this Chamber?

MR. DEPUTY CHAIRMAN: Party within the Chamber—the Government party, I mean.

PROF. G. RANGA (Andhra): If there is any agreement between their party.....

MR. DEPUTY CHAIRMAN: I do not think there is any such agreement.

डा० डब्ल्यू० एस० बार्लिंगे : मैं केवल पांच मिनट से ज्यादा नहीं लूंगा। मैं आपसे जो निवेदन करना चाहता हूं वह यह है कि ये जो रेलवे कर्मचारी हैं वे दूध में दही के कण के समान हैं। जिस तरह से दूध में एक बूंद दही डाल देने से सारा दूध दही बन जाता है, वैसे ही रेलवे के पचास लाख कर्मचारी अगर हमारे देश की सम्यता को ठीक रखें, रहन सहन को ठीक रखें, सफाई रखने लगे और करप्शन न करें

तो इससे हमारे देश का जो स्तर है, वह बढ़ जायगा।

एक चीज और मैं आपके सामने रखना चाहता हूं और फिर मैं अपना भाषण समाप्त करता हूं। आप सब लोग जानते हैं कि कुछ समय पहले रेलवे के लिये एक फाइव इयर प्लान बनाया गया था। इस प्लान में चार सौ करोड़ रुपया खर्च करने का अंदाजा था। इस सरकार की दूसरी मिनिस्ट्री में क्या हो रहा है, क्या नहीं हो रहा है, कम्युनिटी प्रोजेक्ट में क्या हो रहा है, इस बारे में कुछ नहीं कहना चाहता हूं। लेकिन रेलवे के सम्बन्ध में जो बात है वह बिल्कुल स्पष्ट है। रेलवे ने चार सौ करोड़ रुपये के बदले ४१८ करोड़ रुपया व्यय करने की कोशिश की है और मैं समझता हूं कि यह एक सराहनीय बात है। वैसे ही आप किसी भी स्फियर में चले जाइये तो आप देखेंगे कि कहीं पर एक्सिडेंट कम करने की बात हो रही है, कहीं पर एफिशेंसी बढ़ाने की बात हो रही है तो कहीं पर सफाई रखने की बात हो रही है। शास्त्री जी ने अपने भाषण में हर चीज के विषय में कहा है और इसके लिये मैं उनकी मुक्त कंठ से प्रशंसा ही प्रशंसा करना चाहता हूं।

जो चीज मैंने पहले कही थी कि टैलस्कोपिक के प्रथम चरण में किराया थोड़ा सा बढ़ा दिया है अगर वह भी घटा दिया होता तो इस बजट के समान और कोई सुन्दर बजट नहीं होता। मुझे इस सम्बन्ध में इतना ही कहना है। एक दफा मैं फिर माननीय रेलवे मंत्री जी को धन्यवाद दता हूं और अपना भाषण समाप्त करता हूं।

SHRI H. C. MATHUR: Mr. Deputy Chairman, I have some very strong criticism to offer on this Railway Budget and presently I shall place before you some very disquieting facts. But I shall be an ungrateful person if I do not acknowledge at the very outset that personally I always

[Shri H. C. Mathur.]

received all courtesy and consideration at the hands of the hon. the Railway Minister and I admire his human qualities and humility. But, Mr. Deputy Chairman, this sentiment and feeling, is not going to stand between you and me and my duty towards this House and, also, to the hon. the Railway Minister.

Now, if you want to get a correct appreciation of this Railway Budget, I think, we should start from the beginning. And when I say from the beginning, I beg to submit, Sir, that the Railway administration had started preparing the mind of the country much earlier than now. When they had this Railway Budget in their minds, they started creating a certain atmosphere in this country, so that a very congenial sort of atmosphere—an artificial atmosphere, of course—could be created to receive this Budget. I would like to draw your particular attention, Mr. Deputy Chairman, that only about a month or so back, a party of pressmen was sent round the country on a study tour or whatever you might call it; about six thousand miles were covered; and the members who were in this party have doled out certain information for the benefit of this country. And all these long articles have appeared only during the course of the last ten to fifteen days. I quite appreciate, and I at once realise, that Mr. Vasisht had been to the U.S.S.R., and he had also learnt a little bit of the art of conducting tours....

PROF. G. RANGA: Who is Mr. Vasisht?

SHRI H. C. MATHUR: He is a Member of the Railway Board, and he continues to be there. Mr. Deputy Chairman, if you just study these articles, you will find that the plethora of information, the details of information, and the facts and figures, which have been given in these articles are not to be found anywhere. Fortuna-

tely or unfortunately, I also, during the inter-session period, had been almost on a similar tour, and had covered about 3,000 to 4,000 miles. Sir, these facts and figures are to be found nowhere except in the office of the Railway Board. And if you make an analytical study of these articles, you will find that they serve nothing but as background music for this Budget speech. And again, Sir, only a few days before this Budget speech, a meeting of the National Railway Users' Committee was called, and some facts were given and certain speeches were made just to create an impression that so much is being done in respect of passenger amenities.

When I say all this, I do not at all wish to convey an idea that nothing is being done by way of passenger amenities. Certainly not. But, let us not forget the fact that whatever we spend on passenger amenities is hardly one and a quarter per cent. of our Railway Budget. And while appreciating what is being done, I will tell you how, even in the sphere of passenger amenities money is being misappropriated—I use this word advisedly—and how we are lacking in a sense of planning even in that matter. But, all the same, I must fully recognise, and concede, and appreciate, what is being done. Mr. Deputy Chairman, what I wanted to emphasise was this: let us not be hypnotised by the false sense of passenger amenities and lose sight of all other important aspects of the Railway administration. Public is definitely very much concerned about it, and we all have been demanding so many improvements and amenities for the passengers. They have been given certain amenities to certain extent, but let these things not overshadow the proper perspective. I will just give an example. At Delhi Junction, the cementing is being done between the tracks, and lakhs of rupees have been spent on it, and all this has been charged to the passenger amenities. I do not know

by what stretch of imagination we can call this cementing of tracks, etc., as passenger amenities. If this is a passenger amenity, then, I should say that everything that is spent on the railways is spent on passenger amenities.

Again, Sir, if you just examine the new carriages that have been built, you will find that some sort of copying from somewhere has been done, and some imitation has been done. There are two doors and a corridor. We know our people here, and it becomes absolutely difficult for them even in the short time—with the crowds that we have and with all sorts of luggage that we carry—to get into these carriages. What sort of inconvenience does that cause to us? Even I had to travel for a short distance in a II class carriage which had the same sort of arrangement. And we found ourselves in extreme difficulty there—even in the II class—because we carry heavy luggage and all that sort of thing, and with two doors and a narrow corridor, it becomes such a difficult affair.

MR. DEPUTY CHAIRMAN: You must use the luggage van for your luggage.

SHRI H. C. MATHUR: Mr. Deputy Chairman, I think we do not divorce realities. And let us remember that the people who carry the luggage have got to carry it with them. You cannot leave it in the luggage van.

MR. DEPUTY CHAIRMAN: Will you not be inconveniencing other passengers, Mr. Mathur?

SHRI H. C. MATHUR: Well, Sir, let us remember how we are living at present in this country. If you think that you can change the habits of our people overnight, simply by providing these carriages, then I shall congratulate the Railway Ministry on improving the habits of the people...

MR. DEPUTY CHAIRMAN: If even Members of Parliament cannot change their habits, I do not know what the fate of our country is going to be.

SHRI H. C. MATHUR: That is true. That is why I say, do not be divorced from the realities, and you cannot overnight change the habits of the people. Again Sir, so far as passenger amenities are concerned, there is a lot to be done. To this point, I just wanted only to make a passing reference.

Now, my friend, who just spoke before me, tried to give us two impressions. One was about the hon. Minister's sympathy for the poor, that he has gone all out to do all that he possibly could to help the poor traveller. And, Sir, the second thing that he referred to was the staff.

I will refer first to the poor passenger who has been helped in this Railway Budget. Now, I would like the hon. Minister to tell us and clarify as to who are those people who travel short distances, and who are the people who send things, who transport goods in quantities smaller than 20 maunds. It is not the Birlas and Dalmins who send goods weighing less than 20 maunds. It is only the poor agriculturist who has to take his produce of the field to the *mandi*, who uses it, or a small trader who does it. Again, Sir, I must point out that our economy is mainly an agricultural economy, and it is only the small trader and the small agriculturist who have to travel short distances, and who also carry, or send, goods in small quantities. And it is the agriculturist or the small trader who has been taxed the most. Empty purses and heavy taxes, that is the policy adopted by the Government.

Who has been affected the most? It also clearly indicates the policy of the Government that they are working for some centralised industrial centres, so that the goods which are to be despatched from those indus-

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trial centres to long distances must be given relief. Eventually, it is only the consumer that is affected. In the initial stages, relief has been given only to the big business, and the agriculturist, the small trader and the ordinary class of men have been made to suffer by way of paying more. There has been a consistent demand for decrease in the fares and freights. But what has been doled out is not sympathy, as my friend pointed out, but exactly higher taxation for them. Sir, I very much wish to point out this thing, because I feel that, with diminishing returns, it is the agriculturist who has been affected the most with the falling of prices, and again, it is the agriculturist who is being taxed more and more through this Railway Budget, because it is he alone who will pay more for his goods and more for his transport.

Passing from this point, Sir, I will go next to another important point. And that is that when we travel, we think of the safety of travel. You will remember, Sir, that last time, at the time of the last Budget speech, the hon. Minister told us that he had appointed a committee, which was called the Shah Nawaz Committee, to enquire into the causes of the accidents and to suggest some remedial measures. And, you will be surprised to know, Sir, that the committee did submit its report to the Railway Administration, possibly in April 1953, but that has not seen the light of the day to this day. We do not know anything about that Committee's report. It is a very interesting thing, Sir. Then, what happens is that after about two months, something is managed and manoeuvred. And that Committee had only three members on it, the Parliamentary Secretary, the senior member of the Railway Administration, and a retired General Manager. Now, this Committee submits its report. But that report never sees the light of the day. Nobody knows about it. That is the

report mentioned by the hon. Minister in his speech before Parliament.

After two and a half months, another Reviewing Committee was appointed to review the findings of the original Committee, and the Reviewing Committee submitted its report after three or four months, and even before the Government came to any decision about this Committee's recommendations, great publicity was given in the papers to this, and then this report is also sent to the Parliament quietly for the Parliament Library. I made enquiries from the Secretary whether we could get the Shah Nawaz Committee's original report. How can we examine and understand the Reviewing Committee's report without the original Committee's report before us? I have gone carefully through this Reviewing Committee's report. I have spent two days over it, and I find that it is not at all possible for me to appreciate the findings and the recommendations of this Reviewing Committee unless and until I have before me that original report. This is not honest, and this is not fair to the members of the original Committee, because they have been very severely criticised in this report. It is also not at all fair, Mr. Deputy Chairman, to this House not to place that report on the Table of the House. It is not fair, it is not honest.

DIWAN CHAMAN LALL (Punjab):
Who appointed the Reviewing Committee?

SHRI H C MATHUR: The Railway Minister or the Railway Administration. In this Committee's report there are many very disquieting criticisms of the Railway Administration. If this Government is to be credited with any decency, if this House is not to be a mere mockery, I appeal to you and demand that this report should be placed on the Table of the House.

SHRI B C GHOSE (West Bengal):
Is not Mr. Shah Nawaz a member of both the Committees?

SHRI H. C. MATHUR: Yes, what Mr. Shah Nawaz has done is to take away by one hand what he had given with the other.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR): Mr. Shah Nawaz happened to be Chairman of both the Committees.

SHRI H. C. MATHUR: I simply pity the lot of Mr. Shah Nawaz. The hon. Minister would not relish it if I were to say what I feel about this. It is much better that we do not talk about individuals and personalities. That is why I keep myself confined advisedly to the subject matter only. I only talk about principles, and policies. If I were to discuss the matters dealt with in this Committee's report, I would have to hammer the Railway Ministry for two hours.

SHRI B. C. GHOSE: Go on.

SHRI H. C. MATHUR: Now, I come to the question of accidents. The Railway Ministry has been for some time now wanting to wash out what they call external inspection. You will remember that on the floor of the House I had asked more than once questions about the Government Inspectorate, and all sorts of funny arguments were advanced. In the original Committee's report a very strong recommendation was made that the position of these Government Inspectors should be strengthened in the interests of the safety of travel. It is unfortunate that we do not have the facts and figures given by them. It is very unfair not to let us know what the recommendation is and to withhold from the House the arguments which they have advanced, the reasons which they have given, the facts and figures which they have given and the materials on which those recommendations are based. That has been withheld, but now the Reviewing Committee wants not to strengthen the Government Inspectors to wash them out as independent units and to bring them back under

the control of the Railway Administration, that they should be a branch of the Railway Board. There is a very long history behind this. It was only in 1941 that they were taken away from the control of the Railway Administration and put under a separate Ministry, the Ministry of Communications. I have gone into the arguments which have been advanced by the Reviewing Committee, and Mr. Deputy Chairman, I can tear them to pieces.

They say that in the present state of affairs, it is impossible for any external inspection to carry out a really sound examination and inspection, but they forget that they are mixing supervision with inspection. The argument that they have advanced is that under a system of external inspection a real and sound supervision from stage to stage cannot be done. They say, that they must have this sort of set-up. By all means, let them have it, but external inspection serves a different purpose.

I may submit for your information that only in 1945 the views of the General Managers of all the Government Railways were taken in the matter, and if I am correctly informed, all the General Managers were unanimously of the view that the Inspectorate must be maintained. Not only that, another Committee which they appointed, on which some foreign experts also served, went to the extent of advising the Railway Administration that the independence of this Inspectorate must be maintained and that for that purpose it should not be under the same Ministry. These Inspectors have to criticise the Railway Board, even the highest officers in the Railway Administration, and now if they are transferred back, we can imagine the situation. When even the report of a Committee which was appointed with the knowledge of Parliament and on which so many persons served is being shelved, suppressed and pigeon-holed, do you

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think that any independent inspection notes will ever see the light of the day? They say that in case of major accidents we can have judicial enquiries. Inspection is one thing and an enquiry into a major accident is another. The Inspectorate that exists now is absolutely necessary, and it must be absolutely independent so that it can criticise the Railway Board or even the highest of the officers, the Chief Engineer or the General Manager of the Railway concerned. As for judicial enquiries, if they are necessary, by all means have them. I have been an advocate of it. I have been associated all my life with the judiciary. I have risen from a magistrate, I started my career as a magistrate and I would always advocate judicial enquiry when it is necessary but certainly judicial enquiry cannot replace enquiry of a technical nature and if you have a judicial enquiry, you will always want some technical experts to be the assessors or to be associated with that enquiry so that they guide and give an independent view. Do you want the blue-eyed boys of the Railway Ministry to be assessors or do you want independent assessors? These Government inspectors would be absolutely independent assessors in those judicial enquiries. This is just one part of it. There are at least half a dozen important matters which should be referred to.

I will only refer to another matter on which fortunately the original Committee and the Reviewing Committee are in agreement. I am not concerned with this or that Committee. I am concerned only with the safety of travelling and I very much welcome that there is agreement on some points which I consider to be very important and that is about the adequate and full supplies of stores essential for safety and good performance. If you read the recommendations of both these Committees, you will find that this serious lag has been responsible for a lot of inefficiency,

for some of the accidents and for keeping our personnel idle for a long time. Even the Shroff Committee which was appointed four years back made a point of it but the governmental machinery is such that no progress whatsoever has been made in this matter with the result that efficiency of the railway administration has suffered very much according to their own admission and the officers and other staff have been kept idle. There could have been much greater output in the workshops but they don't receive the supplies and the workshops remain idle. This has been going on and pointed attention was drawn to it. I am not here only to criticise the Railway Board. I am here criticising the Government as such and if the Railway Board may not be responsible for this state of affairs certainly the Government cannot shake this responsibility off its shoulders and if they are waiting for the Purchase Committee's report or any other report, I do think that some interim arrangement should have been possible and definitely it is the duty of the hon. Minister in charge to take this matter to the Cabinet, place all the facts before them and tell them how this biggest nationalised industry is suffering, how the country is suffering, how the safety is suffering and that some interim arrangement should be made straight-away.

Now I would pass to the question of personnel. My friend who spoke before me made a strong point of it and it is this point about which I am very deeply concerned. I have taken keen interest in this matter and I have had a lot of discussions on this subject. I will not go into the details which in decency I should hold back for two reasons—that it is no good discussing individual cases and also because I don't want to make any use of the information which I have as a result of discussions with the Members of the Railway Board,

or the hon. the Railway Minister. I wish to follow that official propriety but apart from that, I wish to submit that the ex-State Railway staff has been treated absolutely shabbily. It has been treated almost tyrannically and I brought all these matters to the notice of the hon. the Railway Minister. He was not convinced in the first instance but as I told you at the very outset, he was extremely kind and considerate and I was fully convinced that he was very anxious to see that justice was done. We went into this matter but after a lapse of these 3 years, I find that things are worse than they were in the beginning and they are getting worse every day. They have been given such shabby treatment that if these people were permitted to go to a court of law, they would certainly be able to get injunctions issued within a few days' time from the Supreme Court but these poor people are tied hand and foot and are being pushed back like anything. It is not only a case of one railway. The officers who should have been equated to much higher posts have been equated, for absolutely no reason, to much lower posts. I will give you two or three concrete instances. Now, the General Manager of the Jodhpur Railway should have been equated to a departmental head. I will say why. It was as far back as 1939 that we had these equations so far as railway officers were concerned because the Jodhpur Railway was also running what at that time used to be called the British section, or the civil section. So, that was a Government controlled railway but that was being run and for all administrative purposes, it was under the control of the Jodhpur Railways. We had to keep therefore, an officer who was Accountant-General there—a lent officer—and because one-third of the expenses were to be contributed by the Government Railway, all the schemes were vetted and we had vetted at that time and the responsibility of all the officers was on our Railways, and an equation was effected.

Not only that. This question was re-examined only in 1945 and it was found—and again the man who was considering them was a lent officer from here—that those equations were just and fair. We were also paying those officers, mind you, exactly the same salaries for the post to which they had been equated on the Government of India Railways. If the officer had been equated to a departmental head, he was given the salary of a departmental head. If he was a Class I officer, he was given the salary of a Class I officer. But today what we find is that the man who had been equated to a departmental head has been equated to two steps down below. Not only that. He loses his seniority by 5 or 6 or 7 years. Those people who were Class I officers have been relegated to Class II for absolutely no fault of theirs, and every officer of that Railway had an agreement with the Government of Rajasthan or Jodhpur and he had been taken under some understanding. Apart from that, this poison of discrimination and partisan treatment is now sinking too deep. It is in the interest of the Railway administration as a whole that I would appeal to the hon. the Railway Minister that he should not think of adjustment here or adjustment there. He should not think of pleasing this or that officer. He should not think of pleasing me or somebody else. I do not ask you—and I told him—for any mercy.

I want justice and if he has not got the guts and courage to give it, I think it is better that he resigns. I ask for nothing more than justice and let him satisfy that what he is doing is justice. He cannot say that when we make an integration like this, some of the officers will have to suffer. We are prepared even for an equation or vetting by the U.P.S.C. All that I ask of him is that these officers should be permitted to appear before the U.P.S.C. Even if you don't.....

SHRI LAL BAHADUR: I gladly accept that. I am prepared to refer all these cases to the U.P.S.C. I only

hope that Mr. Mathur uses milder language instead of using the language that he has done so far from the beginning.

SHRI H. C. MATHUR: Mr. Deputy Chairman, I gladly accept, so far as I am concerned, if he will permit these cases to go to the U.P.S.C. I am satisfied here and I say this on the floor of this House....

SHRI LAL BAHADUR: Why mention words like 'guts' and all that? I don't quite understand that. You said 'If the Minister had not the guts, he should resign'. There is hardly any point in using such language at least on the floor of the House.

SHRI H. P. SAKSENA: The guts have been shown and it is for you to show your guts.

SHRI H. C. MATHUR: I have shown my guts immediately. My reaction is there.

SHRI LAL BAHADUR: I have the guts for doing everything that appears to me to be the right thing and I have done it. I am not going to do so only on your request. I have always been trying to do the right.

SHRI H. C. MATHUR: Everybody thinks that way. But I have the greatest regard for the hon. the Railway Minister, and I started with saying that and I again repeat it. I hope he will not be so excited.

MR. DEPUTY CHAIRMAN: Use milder language. The cause of the parties for whom you are pleading, the cause you are advocating is not going to be strengthened by the use of such language.

SHRI LAL BAHADUR: Quite right.

SHRI H. C. MATHUR: I hope, Sir, the cause which I am pleading will not suffer, because I still have some faith left in me, in the Administration. If I had not that faith in the Administration, I would not have been speaking here on this subject. I

still wish that that faith is strengthened in us. I do speak with some faith and if the excitement of what I say is going to prejudice the Minister, then he had better think about himself.

SHRI A. DHARAM DAS (Uttar Pradesh): We have full faith in the Minister.

AN. HON. MEMBER: He knows what to do, what he wants is that you should not get excited.

SHRI H. C. MATHUR: I am not at all excited. I have held my soul in patience all these four years and more and, Sir, I am speaking with a bleeding heart. If only you knew the feelings of these people. I have met hundreds of them and I know their feelings, and I am speaking for all those people and also in the interest of the Railway Administration as a whole. I say, we have had enough of communalism and provincialism. Do not permit this poison to go deeper into the Railways. What is it that I plead for? What is it that I urge with all the earnestness at my command? I plead for the railway administration of which the Railway Minister is in charge.

SHRI A. DHARAM DAS: So do all the rest of us here.

SHRI H. C. MATHUR: That is what I am asking for here. I may go further and

SHRI KANHAIYALAL D. VAIDYA (Madhya Bharat): Is the hon. Member justified in making such personal remarks about the hon. Minister?

SHRI BHUPESH GUPTA (West Bengal): Sir, on a point of order....

SHRI H. C. MATHUR: I should like to pass no personal remarks at all and if I passed any, I am here immediately to withdraw them. But what is the personal remark that I made?

SHRI KANHAIYALAL D. VAIDYA: They were most personal remarks.

SHRI H. C. MATHUR: But what were they? Let me know. I hold him in respect and I admire the Railway Minister.....

DR. D. H. VARIAVA (Saurashtra): Let the hon. Member withdraw the remark that the Railway Minister has no "guts".

SHRI H. C. MATHUR: I have never said that he has no guts.

SHRI AKBAR ALI KHAN (Hyderabad): He has accepted the suggestion to refer the cases to the Public Service Commission.

SHRI H. C. DASAPPA (Mysore): All those remarks about guts and so on, may be withdrawn, and I hope Mr. Mathur will have no objection to that.

SHRIMATI SAVITRY NIGAM (Uttar Pradesh): Let him withdraw the remark.

SHRI BHUPESH GUPTA: Sir, on a point of order.....

SHRI H. C. DASAPPA: Mr. Mathur will, I hope, have no objection to that expression being expunged from the records.

SHRI H. C. MATHUR: I am afraid I have conveyed a very wrong impression and if.....

PROF. G. RANGA: You have, that is the trouble.

SHRI H. C. MATHUR: And I am really sorry, because, Mr. Deputy Chairman, my feelings for the Minister have been absolutely those of unqualified admiration and I started with saying that.

MR. DEPUTY CHAIRMAN: But at the same time, you are using such strong language, and that is the most unfortunate part of it.

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SHRI BHUPESH GUPTA: Sir, on a point of order.....

MR. DEPUTY CHAIRMAN: There is no point of order here.

SHRI BHUPESH GUPTA: Sir, I am on my legs and I would like to ask, quite apart from admiration and all that—that is a different subject—whether to say that somebody has not got guts is unparliamentary?

PROF. G. RANGA: It is only indecent, that is all.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): It may not be unparliamentary, but it is derogatory.

MR. DEPUTY CHAIRMAN: It is most undesirable.

SHRI H. C. MATHUR: The question is not whether it is unparliamentary or not. If I stick to a word, I stick to it always, as you know, but I do not wish to convey that sort of a feeling at all.

MR. DEPUTY CHAIRMAN: That is all right, you have expressed regret yourself.

SHRI H. C. MATHUR: Mr. Deputy Chairman, my feelings would be further conveyed to you, when I say that it is now about 4 years—more than 4 years—since the integration took place. What has happened? In the Railway Board you will not find one single person in any responsible post drawn from the ex-State Railways. What is all this? Even the temple of Puri Jagannath has been thrown open to Harijans. Am I to understand that the portals of the Railway Board are so sanctified that they will be polluted if you have there some of these ex-State Railway men? It is conveying to them this sort of a feeling. What can I do? By your own conduct, you are doing it. While talking about the Railway Board, I wish to appeal to the hon. the Minister for Railways not to give such an impression to these people, but to open the gates of the

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Railway Board equally to all the people. If they say that there is not one officer who is fit enough to find a place in Railway Board, it is all right, I do not want that they should have people who are not fit, who do not deserve a place on that Board on merit. But certainly, this sort of feeling that they are outcastes is absolutely unjustified. There have been transfers in the Railway Board.

Why is it that we do not have any officer from the ex-State Railways on the Railway Board? Why is it not done? May I ask that question? The people there are concerned with their own future. It is only human that they should make mistakes. The Railway Minister will tell you that he was good enough—and I really pay him a compliment for that—to get a Committee appointed and on that Committee we had the Home Secretary and the Secretary to the Ministry of States and we had a report from that Committee and he is improving upon it. And I know that he is trying today to improve upon the recommendations of that Committee. But that Committee did not at all appreciate what the problem before it was. We do not know whether they were redressing the grievances or aggravating the grievances. I fully appreciate what the Railway Minister is doing, but it would be wrong for me to say that I am satisfied on that account, because justice is not yet done and that is what I wish to draw his attention to.

MR. DEPUTY CHAIRMAN: You must wait till all the improvements are made.

SHRI H. C. MATHUR: What improvements?

MR. DEPUTY CHAIRMAN: You yourself say that the Railway Minister is improving upon the Committee's report. Why not wait before making such allegations?

SHRI H. C. MATHUR: No, no. I would request the Railway Minister to get a Statement prepared of the representations pending before him. You prefer an appeal. You submit a representation, but get no acknowledgment, nothing doing. Six months, one year, two years, three years pass, still nothing. There should be some limit to it. May I most respectfully submit to the Railway Minister that he should issue an order that all appeals and representations should definitely be forwarded to the Railway Board at least within a month of their submission? Am I unreasonable in that? Another thing I would request the hon. Minister. Will he please see that ordinarily all the representations and appeals are disposed of within four, five or at the most six months? Let him set this time, and if the appeals and representations are not disposed of within six months, let a statement with explanation be submitted. The Railway Minister has very correctly referred to this matter in the end and he has touched the point, because he feels that in spite of the best equipment being given, nothing will improve until and unless the staff gives its cooperation. Instead of making such appeals, if the staff is given better satisfaction in this respect, the hon. Minister will get better response.

1 P.M.

They must at least know that their representations or appeals are being considered and decided. I do not say that it should be decided this way or that way; let it be decided in the just way. That is what I ask. Let these appeals and representations be disposed of within two months, three months, four months or six months. Let some time be set. Can you conceive of representations pending for years on end while the man knows nothing and suffers? This is only one part, Mr. Deputy Chairman.

MR. DEPUTY CHAIRMAN: It is time, Mr. Mathur. You have taken forty minutes.

SHRI H. C. MATHUR: I have a lot to say, Sir. I have at least another two important points to mention.

PROF. G. RANGA: He said something about misappropriation. Let us hear that.

DR. SHRIMATI SEETA PARMANAND: If he is to be given more time, let us sit through lunch hour.

MR. DEPUTY CHAIRMAN: What more time do you require? You have already taken forty minutes.

SHRI H. C. MATHUR: I made an appeal to the Chairman that I would take about an hour. I will take another twenty minutes.

MR. DEPUTY CHAIRMAN: Please try to finish earlier. We will continue at 2-30 P.M. The House stands adjourned till 2-30 P.M.

SHRI KAILASH BIHARI LALL (Bihar): May I draw your attention, Sir, to the fact that we are giving one hour to some person and then in the end we will be hardly given a few minutes?

MR. DEPUTY CHAIRMAN: You will have your own time, Mr. Kailash Bihari Lall.

SHRI KAILASH BIHARI LALL: No, Sir, the old story is going to be repeated.

The House adjourned for lunch at one of the clock.

The House re-assembled after lunch at half past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

MR. DEPUTY CHAIRMAN: Yes, Mr. Mathur. Please be brief. There are about 30 names.

SHRI H. C. MATHUR: Yes, Sir, I shall try to be brief.

MR. DEPUTY CHAIRMAN: Just if the Members keep the quorum, we can sit even between 5 and 6 today because we have to meet again at six o'clock for Budget papers. We can sit like that if it would suit hon. Members and the hon. the Railway Minister. If, however, the Members are anxious to hear the Budget speech in the other House we shall have to adjourn. I want to know what the sense of the House is.

SHRI P. S. RAJAGOPAL NAIDU (Madras): We have to go to the other House.

MR. DEPUTY CHAIRMAN: Then I would request the hon. Members to be very brief in their speeches.

SHRI H. C. DASAPPA: We may sit another day.

MR. DEPUTY CHAIRMAN: Tomorrow we shall have to sit through without any break for lunch.

SHRI H. C. MATHUR: Mr. Deputy Chairman, owing to the limitation on time I cannot go into details, but without in any way intending to add fuel to the fire on the other side I do wish to point out cases of general discrimination against ex-State Railway officers and I am not dealing with individual cases. For instance, Sir, in matters of paying interest on the provident fund they are treating them differently. I shall just point out to you one very amazing instance.

MR. DEPUTY CHAIRMAN: No names, please.

SHRI H. C. MATHUR: I shall not go into details, Sir. On the Northern Railway the officers of the ex-E.P. Railway as well as three division of the E.I. Railway are paying for their electricity at the rate of two annas per unit. But, Sir, the officers and the staff of the Bikaner Division and Jodhpur Division pay at the rate of six annas a unit. I do not know if it is discrimination or anything else.

[Shri H. C. Mathur.]

Again, I shall point out to you, Sir, that in Jodhpur where the officers were supplied with furniture the railways were charging them 6½ per cent. per annum for the use of furniture. All of a sudden one day, the Railway Board passess an order that it should be 24½ per cent. or something else from 6½ per cent. to about 24 per cent. with retrospective effect and without giving them any notice or anything of that kind deductions are started at the higher rate.

Now, coming back to the question of electricity bill that I was referring to, they pay at the rate of six annas and there are their brothers on the same railway, on the same Northern Railway paying at the rate of two annas. The House would recall that there was a solemn assurance given to us that the terms and conditions of their service would not be altered to their disadvantage. In spite of that assurance the rent of the furniture shoots up from 6½ per cent. to 24 per cent. and it is deducted without giving them any notice.

In matters of promotion, selection and so many other things if I were to go into details I will take a long time but I shall just mention this that discrimination cannot but result in utter inefficiency, disloyalty and bad blood between the two people who are working on the same Division. We want their relations to be the best and that ought to be.

Now, I will close this chapter here and would like to refer you to another very important aspect, the accountability of the executive to Parliament. This is a very important matter, Sir.

If one had cared to read the speech of the Comptroller and Auditor-General, who spoke the other day at Calcutta, one would know that he very much emphasised this point. The very essence of a democratic form of Government is based on this, the account-

ability of the executive to Parliament and the real control we exercise over appropriations. But it is common knowledge, Sir, that here we receive requests for supplementary demands and there we have a very sorry state of affairs as far as lapses are concerned. So as a matter of fact, Parliament instead of being a really controlling body is being reduced only to a registering body of the decisions of the executive. This is a matter of general importance and I would just invite your attention to the latest Audit Report on the Railways, 1954, which was supplied to us only two months back. We have not got any later figures. If you just look at it at page 2, you will find there "Savings on Voted Grants. Savings occurred in 19 out of 22 voted grants. A list of important cases is given below." Here are those cases where the amounts have lapsed, where the finances have not been utilised. And there are instances, Sir, where they have gone for a supplementary demand, but, as a matter of fact actually even the original amount which had been sanctioned has not been made use of. This is a very sorry state of affairs and it is no use quoting all the cases; there are so many cases. To quote a few instances there is a saving of 18.38 per cent. in one case; 30.43 per cent. in another; 89.65 per cent. in a third; 100 per cent. in a fourth; 55.56 per cent. in a fifth; 46.65 per cent. in a sixth; and so on. This is the latest audit report which has been placed in our hands and it discloses really a very sorry state of affairs so far as the working of the Railway Board is concerned and so far as its accountability to Parliament is concerned.

Again, Sir, in a hurry I shall pass to another very important point. I wish to invite your attention to the mounting working expenses. We all feel very much concerned about it and we find that the expenses have been going up from year to year. The hon. Minister has referred to it in his Railway Budget speech and he

has tried to give some explanation. I have also with care read the Memorandum which has been submitted giving the explanations, but I am afraid the Railway Minister is not seized of the actual working, of how unnecessarily the expenses are mounting. I will just point out to him by one instance how it is happening and the House will very much appreciate when I give that example. Now, Sir, the Mysore Railway had a first-class workshop and they were carrying on very well with one manager and another assistant manager. The output was good. The production was good. The reports have uniformly been good. Now, after the merger what happens? This manager is of course classed as a senior-scale officer. The assistant manager is equated to non-gazetted rank. The poor man is thrown away though he is a qualified engineer; the reports about him are good. But I am not talking at the present moment about the treatment, the shabby treatment which has been given to these ex-State Government officers. and that poor man goes to dogs. Even, then, what happens is this. They have appointed three assistants to carry on the same work.

SHRI H. C. DASAPPA: Three gazetted assistants.

SHRI H. C. MATHUR: All right. With the three gazetted officers apart from the general manager, the output has not increased; the production has not increased. This is how you see the expenses are going up. Again, I submit that this is a very important matter because I definitely feel, it is not only a feeling with me but a conviction, that figures running into crores can be saved if there is a real drive, if there is a real examination of the facts of the actual working.

Even in the implementation of this award, the adjudicator's award, I have examined this and I venture to submit, Sir, that with the fullest comfort of the staff, on the Jodhpur Division alone I can effect a saving of about ten lakhs of rupees a year. They are sending

rest-givers to places. I can understand a rest-giver at a busy place where the people want him but I cannot understand rest-givers at a place where there is hardly any work, where people as a matter of fact look for the incoming train as the break of monotony in their life; there too a rest-giver goes because this adjudicator's award has got to be implemented blindly. The rest-giver who goes there finds himself the most unwelcome guest there. Nobody wants him; there is no place for him to sit even, nothing to do. But he goes there. At certain stations also the same thing happens with regard to pointsmen and so on. Without going into those details I have calculated and I have before me a full note giving definite calculations how an amount of Rs. 10 lakhs per annum can be saved while giving the fullest satisfaction to the staff itself.

I have given you two concrete instances. So what I would most respectfully suggest is this. Let the Railway Board appoint a team of really efficient officers, officers who mean business, who will not be swayed by this or that thing, and let them go and examine these things, examine the actual working and see where the economy can be effected. We have such a team as we know in the Central Secretariat. They have effected economy to the extent of Rs. 60 lakhs in the Secretariat alone while going through only a few Ministries. I am definite that a saving to the extent of.....

DR. SHRIMATI SEETA PARMANAND: Will the hon. Member place on the Table of the House the note to which he just now referred?

MR. DEPUTY CHAIRMAN: He has not read it.

SHRI H. C. MATHUR: I can prepare a note and give it to you.

After all, this mounting expenditure has been a matter of deep concern for

[Shri H. C. Mathur.]

all of us. And it is after all the taxpayers' money. We have been taxing the poor agriculturists, because we want more money. There is nothing in the whole of the Budget speech to show that steps are being taken to examine this aspect and to effect economy.

Now, I will only refer to one point and sit down. I very much appreciate the other step which is now being taken and to which the hon. Minister referred, that is, co-operation which they want to get from the public. He has mentioned that this will be started first in the matter of remodelling and remaking platforms. When I spoke on the Railway Convention Committee's Report I very strongly pointed out that there was a lot of enthusiasm which has not been tapped and that a considerable amount of resources could be tapped from this side. My friend, the Deputy Railways Minister, who went to Rajasthan the other day to perform an opening ceremony will bear testimony to this. As a matter of fact, he has publicly stated that there was tremendous enthusiasm among the people and that they were prepared to come forward and contribute in all respects and in all manner, not only in labour but in money and everything if the country is opened up by railways. He will himself bear testimony to that. I have only read his speech in some paper. I have referred to this aspect more than once. Especially I referred to it when I spoke on the Railway Convention Committee. But I wish to point out that the way we are proceeding is wrong. They will not be able to arouse the enthusiasm of the people by asking them to improve platforms which are already there. It is only the opening up of the country by new lines that will enthuse the people. You will find any number of people who will contribute money for the railway station itself. There will be many people who will be prepared to come forward and construct or do anything you want according to your schedule, according to your Chief Engineer, ac-

cording to your P.W.D. and according to your plans. But if you really want to enlist their co-operation, if you want really to make some headway in this, you will be disappointed if you ask people to go and reshape the old platforms; in that case a wrong thing may happen.

If you help them by opening up the country, with their co-operation you will find that you can reduce expenses on working. That means they will be able to have more lines because they will become remunerative. If the working expenses are smaller, as I have pointed out, the lines which are at present dubbed as unremunerative in the Railway Board's office will be considered as remunerative because the working expenses will go down. So I earnestly appeal to the hon. Minister to look into this aspect also.

Sir, as you are all the time looking at the clock, I shall close my speech here and I hope that the Railway Minister will give all the necessary consideration. I hope he will not be carried away by the excitement or by a few words here and there. They are said with absolutely honest intentions and it is the intentions that count and I do hope that something will be done in the matter.

श्री जसपत राय कपूर (उत्तर प्रदेश): उपाध्यक्ष महोदय, रेल मंत्री महोदय ने रेल विभाग के वर्तमान वर्ष का कार्यविवरण और आगामी वर्ष के आय-व्यय के लेखा व कार्यक्रम सम्बन्धी भाषण जिस सुन्दर और सन्तोषजनक रूप में दिया है उसके लिये वे सहज ही बधाई और धन्यवाद के अधिकारी हैं। बिना दिखावट और ठोस तरीके से काम करने की नीति जो रेलवे मंत्री महोदय की है उससे वे लोगों के सम्मान और स्नेह के सहज ही पात्र बन जाते हैं।

बावजूद इसके कि उनके काम करने का ढांचा बिना दिखावट का है, हम यह पाते हैं कि हमारे माननीय मित्र हरिश्चन्द्र जी माथर

बड़े कड़ुवे शब्दों में उनकी यह निन्दा करते हैं कि वे और उनका रेलवे विभाग प्रशंसा के लिये व्यर्थ ही अखबारों में प्रकाशन किया करता है। यह बात कतई सत्य नहीं है। न मालूम क्यों आज हरिश्चन्द्र जी माथुर इतने कड़ुवे शब्दों का प्रयोग कर रहे थे जैसे मालूम होता था कि खरहरी खात पर कल वे सोये हों। उन्होंने तो यहां तक कह दिया कि मंत्री महोदय को त्यागपत्र दे देना चाहिये। न मालूम क्यों वे यह कहने से रुक गये कि उसके बाद तुरन्त ही उस स्थान पर उन्हें बैठा देना चाहिये। माथुर साहब ने आज कोई भी अच्छी बात इस बजट और बजट स्पीच में नहीं पाई। कुछ लोगों का ऐसा तरीका ही होता है कि हर चीज में वे बुराई ही बुराई निकालते हैं। हमें याद है कि एक जमाना था कि जब मिस मेयो हिन्दुस्तान आई थीं तो उन्होंने यहां कोई अच्छी बात ही नहीं देखी थी और उन्होंने ईन इन्स्पेक्टर्स की तरह बुराई ही बुराई इस देश में देखी थी। आज हम देखते हैं कि माथुर साहब इस बजट में कोई अच्छी बात ही नहीं पाते और उनको बुराई ही बुराई नजर आती है। लेकिन ऐसा हुआ क्यों? इसका हमें उस दृष्टि से पता लगा जब उन्होंने कहा कि स्टैंट रेलवेज की तरफ से स्टैंट रेलवेज के किसी भी ऑफिसर को रेलवे बोर्ड में नहीं लिया गया। इस बात का उन्हें बड़ा दुःख है। जिस वक्त उन्होंने यह कहा तब मालूम पड़ा कि बिल्ली थैले में से निकल पड़ी और यथार्थ में क्या कारण था उनके इतना कड़ुवा भाषण देने का वह पता लग गया। लेकिन मैं पूछना चाहता हूं कि क्या यह सदा इस देश में संभव हो सकता है। रेलवे बोर्ड के सदस्यों की जो थोड़ी सी गिनती है, उससे यह संभव नहीं हो सकता है कि पहले जो स्टैंट रेलवेज थीं या अब जो भिन्न भिन्न छे रेलवेज हैं उन के जनरल मैनेजर या बड़े अधिकारी सब रेलवे बोर्ड के मेम्बर बना लिये जायें।

श्री एच० सी० माथुर : मैंने रेलवे बोर्ड के मेम्बर नहीं कहा बल्कि मैंने रेलवे बोर्ड कहा जिसके अन्दर सैकड़ों ऑफिसर हैं।

श्री जसपत राय कपूर : मैं समझा। यदि आपका यह मतलब है.....

श्री एच० सी० माथुर : मतलब नहीं है, मैंने कहा है।

श्री जसपत राय कपूर : यदि आपका यह मतलब है कि रेलवे बोर्ड के चपरासी से लेकर चेयरमैन, रेलवे बोर्ड, तक कोई भी आदमी स्टैंट रेलवेज से नहीं लिया गया तो यह दूसरी बात है, और मैं मंत्री महोदय से यह कहूंगा कि वे इस बात को देखें और इस बात का प्रयत्न करें कि चपरासी, क्लर्क वगैरा जो रेलवे बोर्ड में हैं अगर वे पुरानी स्टैंट रेलवेज से कुछ लिये जा सकते हैं तो अच्छा है।

श्री एच० पी० सक्सेना : यह रेलवे बोर्ड की डीफिनिशन मैंने आज ही सुनी कि उसमें सैकड़ों आदमी हैं, हजारों आदमी हैं। जहां तक मैं जानता हूं पिछले बोर्ड में तीन मेम्बर थे और अब भी शायद तीन या चार हैं।

श्री जसपत राय कपूर : बहरहाल, दोबारा इस विषय पर विचार करने पर, मालूम होता है, कि माथुर साहब को यह अनुभव होने लगा है और वे यह महसूस करने लगे हैं कि जो कड़ुवी बातें उस समय उन्होंने कही थीं वे ठीक नहीं थीं और अब वे उसमें सुधार किया चाहते हैं। यदि थोड़े से, दो-चार चपरासियों या क्लर्कों को ले लेने से माथुर साहब को संतोष हो सकता है तो मुझे आशा ही नहीं बल्कि पूर्ण विश्वास है कि मंत्री महोदय शीघ्र ही उनकी इस स्वाहिश को पूरा कर देंगे।

श्री एच० सी० माथुर : मेरी यह कभी स्वाहिश नहीं रही।

MR. DEPUTY CHAIRMAN: He spoke of the membership of the Railway Board, not the office of the Railway Board; so don't think of 'chaprasis', etc.

SHRI JASPAT ROY KAPOOR: But just now he said that he meant the thousands of persons who are in the Railway Board, that he would probably be satisfied if some of them are taken over from the ex-State Railways.

SHRI H. C. MATHUR: There are Directors; there are Joint Directors; there are Deputy Directors, and I made it absolutely clear that there had been wholesale transfers. Railway Board members are one thing and the Railway Board as they constitute consists of not only the Members of the Railway Board—the Railway Board consists now of not three but four Members—but there is a spate of Directors, a spate of Joint Directors and all that.

MR. DEPUTY CHAIRMAN: If I remember aright, you said there is not even a single member of the Railway Board from the ex-States personnel.

SHRI H. C. MATHUR: No, Sir. My speech is there.

SHRI JASPAT ROY KAPOOR: But let him have the opportunity to correct.

SHRI H. C. MATHUR: I do not have to correct a word of what I said. You are at liberty to put anything in my mouth.

SHRI JASPAT ROY KAPOOR: If you do not want to correct and want to remain absolutely wrong, I do not mind it either.

बहरहाल, मैं यह निवेदन कर रहा था कि माननीय मंत्री महोदय तो सदा ठोस काम ही करना चाहते हैं और वह भी बिना दिखावट के। यहां तक कि जब उनकी प्रशंसा की जाती है तो जैसा कि आज सुबह जब डा० बार्लिंगो उनकी प्रशंसा में कुछ शब्द कह रहे थे तो उस समय ऐसा प्रतीत होता था कि माननीय मंत्री महोदय करीब करीब ब्लाश से कर रहे हैं।

एक और प्रत्यक्ष उदाहरण उनके ठोस काम करने का यह है कि वे सबसे पहले मंत्री हैं जिन्होंने अपने मंत्रालय में हिंदी का प्रचार किया और हिंदी का प्रचार ही शुरू नहीं किया बल्कि साल व साल हम यह देखते हैं कि अधिक से अधिक हिंदी का प्रयोग उनके मंत्रालय में हो रहा है। इस वर्ष हमें उनके विभाग से हिंदी में कई पत्रिकाएं मिली हैं।

उपाध्यक्ष महोदय, मैं यह कह रहा था कि बहुत ही संतोषजनक, बहुत ही सुंदर रूप में वर्तमान वर्ष का विवरण और अगले वर्ष का कार्यक्रम हमें देखने को मिला है। वर्तमान वर्ष का कार्य विवरण तो एक बहुत ही संतोषजनक कहानी है और जिस तरफ भी हम नजर डालते हैं उस तरफ हमें मालूम पड़ता है कि तरक्की ही तरक्की हुई है, जैसा कि डा० बार्लिंगो ने भी कहा। जहां तक आय और व्यय के वित्तीय परिणाम हमें देखने को मिले वहां हमें पता लगता है कि जितनी आय की आशा की गई थी उससे भी अधिक आय हुई। उसके बाद जहां तक बचत का सम्बन्ध है वह ५ करोड़ से बढ़ के हमें साढ़े ६ करोड़ मिली। इसके अतिरिक्त बहुत से नये इंजिन बढ़ाये गये, दिसम्बर तक १२६ नई गाड़ियां बढ़ाई गई, रेलवे गाड़ियां ४४ लाख के करीब ज्यादा मील तक चलीं, कई डिब्बे बढ़ाये गये। जहां तक स्टाफ का सम्बन्ध है और जहां तक यात्रियों की सुविधाओं का सम्बन्ध है, वहां हम पाते हैं कि दोनों के लिए बहुत कुछ सुविधाएं दी गईं।

इस बजट स्पीच में मंत्री महोदय ने किरायों के सम्बन्ध में नई नीति निर्धारित करने की बात कही है। उन्होंने कहा है कि जहां तक किरायों का सम्बन्ध है, तीन "टांगें" रखी गई हैं। एक टांग एक मील से ढ़ढ़ सौ मील तक, दूसरी टांग ढ़ढ़ सौ से तीन सौ मील तक और तीसरी टांग ३०० से ज्यादा मील तक।

श्री एच० पी० सक्सेना : टांग नहीं. चरण कहिए।

श्री जसपत राय कपूर : मैं मंत्री महोदय से निवेदन करूंगा कि उन्होंने अपने सुंदर बजट में तीन टांगें लगा कर उसे थोड़ा कुरूप सा कर दिया है, और यह बड़ा ही अच्छा होता कि तीन टांगों में से एक को हटा कर उसमें दो ही रहने दें ताकि उसका सुंदर रूप रहे जाता। वह दो टांगें यह होनी चाहिए कि जहां उन्होंने यह नई टांग लगाई है कि ३०० मील से ऊपर का किराया कम किया जायगा, यह बहुत अच्छी बात है ही, तो दूसरी तरफ डेढ़ सौ से ३०० मील तक जो किराया रखा है वह वही रहे जो कि इस वक्त है। लेकिन जहां एक से १५० मील तक का किराया उन्होंने बढ़ा दिया है, यह कुरूप टांग जो है उसको काट देना चाहिए, और इस तरह एक मील से ३०० मील तक का किराया वही रखना चाहिए जो कि इस समय है। मैं समझता हूं कि इससे कुछ बहुत हानि नहीं होगी, और थोड़ी बहुत कमी जा होगी भी वह दूर हो सकती है। ज्यादा से ज्यादा बचत की मद में जो ७.१४ करोड़ रु० रखा गया है वह इस कमी को पूरा करने के लिए ५ करोड़ या ६ करोड़ के करीब रखा जा सकता है। ऐसा करने से कोई ज्यादा नुकसान नहीं होगा, लेकिन इससे जनता को बहुत कुछ सुविधा मिलेगी। मैं तो यह निवेदन करूंगा कि जब हमारा ध्येय है, हर चीज में समाजवादी ढांचा रखना, तो मैं समझता हूं कि ऐसी परिस्थिति में एक मील से डेढ़ सौ मील तक चलने वाले ज्यादातर जो गरीब आदमी होते हैं उनके ऊपर बोझ डालना उचित नहीं होगा, और हम जो नीति निर्धारित करने जा रहे हैं अपने समाज का नवनिर्माण करने की, उस नीति के वह विरुद्ध होगा। यदि माननीय मंत्री महोदय किसी कारण से इसको स्वीकार न कर सकें—अब तो मैं आशा और विश्वास करता हूं कि वे इस बात को स्वीकार कर लेंगे—तो फिर मैं प्रार्थना करूंगा कि जहां तक तीसरे दर्जे के लोगों का सम्बन्ध है, वहां तो वे किराया न बढ़ायें और दूसरे और डेढ़ सौ दर्जे का एक से डेढ़ सौ मील तक का किराया अगर वे बढ़ाना

चाहें तो और बढ़ा दें। लेकिन यदि वह भी न बढ़ायें तो सबसे ज्यादा अच्छा होगा।

यदि यह भी प्रस्ताव माननीय मंत्री जी को स्वीकार न हो तो अंत में मैं निवेदन करूंगा कि कम से कम ५० मील तक के लिए तो तीसरे दर्जे वालों का वह किराया कतई न बढ़ायें क्योंकि ५० मील तक अधिकतर गरीब लोग गांव से शहर में दूध, दही, तरकारी इत्यादि लाया करते हैं। ऐसे लोगों पर किराया बढ़ाने से केवल उन्हीं के ऊपर किराया नहीं बढ़ता बल्कि दूध, दही और तरकारी जैसी आवश्यक चीजों पर भी उसका असर पड़ता है, जिस से इनके दाम बढ़ जायेंगे।

श्री जे० एस० बिष्ट (उत्तर प्रदेश): वे लोग तो पास लिये रहते हैं।

श्री जसपत राय कपूर : यह ठीक है, लेकिन जब किराया बढ़ेगा तो मैं समझता हूं कि पास के ऊपर भी उसका असर पड़ेगा। लेकिन अगर उसका असर न पड़े तो बहुत अच्छी बात है। यह तो मैं भी निवेदन करूंगा कि ऐसे लोगों के टिकट या पास के ऊपर असर नहीं पड़ना चाहिए, और सबसे ज्यादा अच्छा तो यह होगा कि १०० मील तक किराया कतई न बढ़े।

श्री लालबहादुर : सीजन टिकट के किराये में कोई वृद्धि नहीं हुई है।

श्री जसपत राय कपूर : मुझे यह बात सुनकर खुशी हुई है। तब तो मैंने जो दूसरी प्रार्थना की थी उस पर अड़ंगा। वह यह है कि एक से लेकर डेढ़ सौ मील तक किराया बढ़ाने की जो बात आप सोच रहे हैं, उसे आप बिलकुल छोड़ दें।

यह बात देखकर हमें बहुत हर्ष हुआ कि इस साल रेल के किराये में बहुत सी रियायतें दी गई हैं। विद्यार्थियों के लिए जो स्पेशल गाड़ियां चलती हैं उनमें ४ से कम विद्यार्थी न हों तो उनको काफी रियायत दी है। इसी तरह किसानों को भी स्पेशल गाड़ियों में रियायती

[श्री जसपत राय कपूर]
टिकट दिये गये हैं, राष्ट्रीय विस्तार सेवा केन्द्रों में काम करने के लिए जो लोग जाते और आते हैं उन लोगों के किराये में भी बहुत रियायत दी गई है और यह जानकर भी हमें हर्ष हुआ कि अगले वर्ष दशहरा और दीवाली पर वापिसी रियायती टिकट भी चलाए जायेंगे। लेकिन इनके अलावा दो चार सुझाव हैं और रखना चाहता हूँ। जिस भावना से माननीय मंत्री महोदय का विभाग जनता की सुविधा देने के लिए कार्य कर रहा है उससे मुझे आशा और विश्वास है कि मंत्री महोदय मेरे इन सुझावों को स्वीकार कर लेंगे।

3 P.M.

मैं आप से निवेदन करना चाहता हूँ कि विद्यार्थियों के लिए जो माहवारी टिकट होते हैं उनकी दर कम कर दी जाय। इससे दो लाभ होंगे। एक यह कि आये दिन जो हम लखनऊ, कानपुर और अन्य स्थानों के रास्ते में विद्यार्थियों की उद्दण्डता देखते हैं कि चलती गाड़ी की जंजीर खींच ली या बिना टिकट सफर कर लिया, वह बन्द हो जायेगी। इससे विद्यार्थियों को भी लाभ होगा और रेलवे की भी आमदनी बढ़ जायेगी। विद्यार्थी बगैर टिकट के सफर करना भी बन्द कर देंगे।

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): They are charged half the season fares.

MR. DEPUTY CHAIRMAN: It is time, Mr. Kapoor. You have to wind up now.

SHRI JASPAT ROY KAPOOR: I will take only a few minutes more. I am speaking after a very long time. I am speaking after many months.

MR. DEPUTY CHAIRMAN: Please be brief.

SHRI JASPAT ROY KAPOOR: I am trying to be, Sir.

मेरा निवेदन यह है कि इस समय जो कंसेशन किराया उनके लिये है उसको उससे भी कम कर दिया जाय। अगर ऐसा किया गया तो उनका जो बिना टिकट के चलने से चरित्र भूष हो रहा है और आये दिन जो भगड़ होते हैं वे बन्द हो जायेंगे। अगर ऐसा कर दिया जाय तो विद्यार्थियों का चरित्र भी भूष नहीं होगा और रेलवे को पैसा भी मिल जायेगा।

दूसरी बात जो मुझे निवेदन करनी है वह यह है कि हमारे देश में भिन्न भिन्न स्थानों में डैवलपमेंट प्रोजेक्टों में कार्य हो रहा है। भाखरा नंगल, डी० वी० सी० इत्यादि अनेक बड़े बड़े प्रोजेक्टों में कार्य हो रहा है। उन को देखने के लिए अगर चार या चार से ज्यादा लोग जायें तो उनको कंसेशन टिकट मिलना चाहिये। जिस प्रकार आप नेशनल डैवलपमेंट प्रोजेक्टों में काम पर जाने वाले लोगों को कंसेशन टिकट देते हैं उसी प्रकार से जो लोग इन स्थानों को देखने के लिए जाना चाहें—अगर उनकी संख्या चार या चार से अधिक हो—तो कंसेशन टिकट दिया जाना चाहिये। इस का फायदा यह होगा कि हमारे देश के लोग भिन्न भिन्न स्थानों में जो कार्य हो रहे हैं, जो तरक्की हो रही है, उसको देख सकेंगे, देश की हालत के बारे में अपने को वाकिफ कर सकेंगे और इसके साथ ही साथ रेलवे की भी आमदनी बढ़ेगी।

एक और सुझाव जो मुझे देना है वह यह है कि इस समय तीसरे दर्जे के यात्रियों से सोने के लिए जो तीन रुपये अधिक लिये जाते हैं, वह बहुत अधिक है। देश में जो तीसरे दर्जे के यात्री हैं वे इतना रुपया नहीं दे सकते हैं। यह तो केवल कागज के ऊपर ही उनके लिए सुविधा हुई अगर वे उसका पूरी तरह से इस्तेमाल न करें। यदि यथार्थ में आप उन को सुविधा देना चाहते हैं तो तीन रुपये के बजाय इसको डेढ़ रुपया कर दीजिये। अगर आपने ऐसा कर दिया तो इससे आप की आमदनी भी बढ़ जायेगी और तीसरे दर्जे में सफर करने वाले यात्रियों को भी सुविधा

मिल जायेगी। अगर आपने मेरा यह सुझाव मान लिया तो इससे रेलवे प्रशासन को फायदा ही होगा।

इसके अलावा जो बात मुझे कहनी है वह यह है कि माल गाड़ियों के सम्बन्ध में आपने जो रियायतें दी हैं वे बहुत अच्छी हैं। किन्तु हमारे माथुर साहब इस रियायत को कोई रियायत नहीं समझते हैं। आपके स्याल शरीफ से "स्माल्स" में जो किराया बढ़ाने की बात कही गई है, उसकी वजह से लोगों को कीठनाई होगी। आपका कहना यह है कि गांवों से जो लोग गन्ना और दूसरी चीजें शहर को लाते हैं, उनके ऊपर भार ज्यादा हो जायेगा। मुझे यह मालूम नहीं है कि जोधपुर और उसके आसपास रेलों में इतना विस्तार हो गया है कि पांच या दस मील की दूरी पर लोग रेलों द्वारा अपना सामान गांव से मंडियों में ले जाते होंगे। जहां तक दश के अन्य हिस्सों का सम्बन्ध है वहां पर तो पांच से दस या पन्द्रह मील तक गांव वाले अपना सामान रेल द्वारा नहीं ले जाते हैं। वे जो कुछ भी सामान मंडियों में ले जाते हैं, बैलगाड़ियों द्वारा ही ले जाते हैं। इसका कारण यह है कि अगर वे रेल द्वारा ले जायें तो पहले उनको स्टेशन पर सामान ले जाना होगा फिर जिस जगह वह सामान जायेगा उस स्टेशन से मंडी तक पहुंचाना होगा। इस तरह से उनको काफी व्यय करना पड़ता है। रेल द्वारा सामान ले जाने पर उनको बहुत असुविधा होती है। जोधपुर जैसे रीगस्तान में अगर किसान रेलों द्वारा अपना सामान मंडियों में ले जाते हों तो दूसरी बात है किन्तु जहां तक मुझे मालूम है किसान लोग ऐसा नहीं करते हैं।

इस सम्बन्ध में मुझे एक निवेदन माननीय मंत्री जी से यह करना है कि जहां तक खाद्य पदार्थों का सम्बन्ध है—जैसे मच्छली, आलू, गोभी और दूसरी तरकारियां हैं, उनके किरायों में रियायत होनी चाहिये और उनके लिए यह बंधन नहीं होना चाहिये कि बीस मन से

अधिक हों चाहे वे दूर ही क्यों न ले जाई जाती हों। ये चीजें ऐसी हैं कि ज्यादा भार नहीं सह सकती हैं और उनके यातायात के लिए अधिक से अधिक सुविधायें दी जानी चाहियें। जब आप दूर माल ले जाने के लिए सुविधायें दे रहे हैं तो मैं समझता हूं कि कोई वजह नहीं है कि थोड़ी दूर के लिए और कम वजन के लिए भी आप इन चीजों पर सुविधा न दें।

जहां तक स्टाफ की सुविधा का सम्बन्ध है, वहां हमें यह देखकर हर्ष होता है कि १० करोड़ से भी अधिक रुपया प्रति वर्ष इस पर खर्च किया जाता है। यदि हम फी कर्मचारी इस रुपये को १० लाख कर्मचारियों में बांटें तो १०० रुपया प्रति आदमी पड़ता है जो कि माननीय मंत्री जी उनकी सुविधा के लिए खर्च कर रहे हैं। जहां तक यात्रा की सुविधाओं का सम्बन्ध है, इस विषय में बहुत कुछ किया गया है किन्तु इस सम्बन्ध में एक बात कहना चाहता हूं और इस बात की प्रार्थना करूंगा कि जिस चीज की जिस समय सब से ज्यादा आवश्यकता है, उसे सबसे पहले हाथ में लिया जाना चाहिये। मेरे कहने का आशय यह है कि इस समय हमें प्लैटफार्मों के सुधारने, और स्टेशनों के सुधारने में अधिक खर्च नहीं करना चाहिये। बल्कि हमें इस बात का विशेष ध्यान रखना चाहिये कि दश में जहां पर रेलें नहीं हैं, वहां पर खर्च किया जाय। अगली पंचवर्षीय योजना बनाते समय इस बात का विशेष ध्यान रखना होगा कि उसी कार्य के लिए पहले धन व्यय किया जाय जिसकी बहुत आवश्यकता है। हमारा ध्येय यह होना चाहिये कि जो कार्य सब से अधिक आवश्यक हो, उसे पहले हाथ में लिया जाय। अगली पंच वर्षीय योजना बनाते समय अगर हमने यह बात ध्यान में रखी तो इससे दश के उन भागों की जनता को सुविधा पहुंचा सकेंगे जो अब तक रेल न होने के कारण हानि उठा रही हैं।

अन्तिम बात जो मुझे कहनी है वह यह है कि अगली पंच वर्षीय योजना बनाते समय हमें

[श्री जसपत राय कपूर]

तीन बातों का विशेष रूप से ध्यान रखना चाहिये। पहली चीज यह है कि रेलों के निर्माण कार्य के लिए जितनी भी चीजों की आवश्यकता होती है, वे सब हमें इस दश के अन्दर ही बनानी चाहिये। इस बात का माननीय मंत्री महोदय ने भी अपने भाषण में जिक्र किया है। दूसरी बात यह है कि कितने इस तरह से रखे जायें कि उन्हें हमारे गरीब दशवासी आसानी के साथ सह सकें। तीसरी बात यह है कि उन जगहों पर रेलगाड़ी बढ़ाने का प्रयत्न किया जाना चाहिये जहां इस समय रेलों की सुविधायें नहीं हैं। उन तीन उद्देश्यों की पूर्ति का ध्येय सामने रख कर अगली पंच-वर्षीय योजना बनानी चाहिए। इसके अलावा जो कुछ बातें मुझे कहनी हैं, इस समय नहीं कहूंगा, क्योंकि मेरे पास समय बहुत कम है। मैं माननीय मंत्री जी को सब बातें लिखकर भेज दूंगा। अन्त में मैं डिप्टी चैयरमैन साहब को धन्यवाद देता हूं कि उन्होंने मुझे बोलने का अवसर दिया और उस पर भी ज्यादा समय देने की कृपा की।

SHRI KAILASH BIHARI LALL: May I ask, Sir, whether you are going to fix a time limit for speeches? If you are, then you must announce it so that people may be aware of it.

MR. DEPUTY CHAIRMAN: Fifteen minutes each.

SHRI BHUPESH GUPTA (West Bengal): If it is 15 minutes, we are not speaking. Why should not you apply this to others also.

PROF. G. RANGA: This will not apply to leaders of parties.

DR. P. V. KANE (Nominated): Mr Deputy Chairman, I have carefully gone through the comprehensive speech of the hon. the Minister for Railways, which had been distributed amongst us. I shall not go into a great many details. I am going to speak

only on two or three points and criticise one or two matters that are contained in this speech.

First of all, I find that the nomenclature of the different classes of the railway carriages has been changed, II class into I class, Inter Class into II class and so forth. I think there has been a lot of loss already, and probably it may be more in the future. One thing is that in the countries of Europe there are only two classes. Why do you want four classes? The Second Class will be the First Class, the Inter Class will be Second Class, then there will be a III class and then the air-conditioned coaches, i.e., the fourth class. We should not have so many classes at all. There should be only two classes, the First Class or the Second Class by whatever name you may prefer to call it and the ordinary class. If air-conditioning is required, it will not be a separate class but a separate fee should be charged. That is one of the points I want to bring to the attention of the hon. the Minister for Railways.

Another important point is that he has divided distances into three categories—1 to 150 miles, 151—300 miles and 301 miles and over. He has given certain concessions which, to my mind, are rather illusory in this sense that he says that up to 150 miles there will be an increase in charges, between 151 and 300 miles the charges will remain unchanged for all classes and that for 301 miles and over, the fares will be reduced. That appears to be a sort of concession, but in my view this is really no concession in the sense that you are benefiting very few people, if any at all. Very few travel beyond 301 miles. I have no statistical information, but speaking for myself, I can say that I travel at least fifty times a year up to 150 miles, and as regards my long distance travel, it is only once or twice a year. So, if there is any concession, it is really not very great. It is more or less illusory. The real sufferers are the people

who travel in the third class from one to 150 miles. As a matter of fact, I go about a dozen times a year to Poona which is less than 150 miles, and therefore my submission would be that poor people, who travel in the third class and usually for short distances of less than 150 miles, will be taxed more. Every burden falls on the poor or middle classes, and this will be one more instance. By this, the hon. Minister will probably get ten times as much as he will lose by reducing the fare for longer distances.

PROF. G. RANGA: He is going to help bus traffic.

DR. P. V. KANE: This is not the proper thing to do. Really this will affect the poor people, people with low incomes.

Another important point to which I would like to draw the hon. Minister's attention is this. In his last year's Budget speech, he told us that seven lines were being surveyed, but I find from his speech this year, page 14, that only five lines have been surveyed. I wonder why he has omitted the two lines which are really the most necessary ones, viz., Mangalore-Hassan and Diva-Dasgaon line. It is reported here that the survey of these two lines is still in progress. I told this House last year that the survey of the Diva-Dasgaon line had been going on for fifty years. From my own experience I can tell you that, and I expect that the hon. Minister will see to it that all the seven lines which he himself adumbrated last year in his speech are completed as quickly as possible, but I find that the Konkan people are being treated rather in a step-motherly fashion. The Diva-Dasgaon line is only 90 miles, and that has been left to be done next year. I do not know when it will be completed. It may take another fifty years. However, we are now in a Welfare State and I hope the present Administration will not take as long as the British Government did. I may submit that in this Konkan area for about three and a half

months there is no communication at all, except for the coastal places for which there are steamers that ply every week. For 150 miles, these people have no means of communication except what the State Transport buses give.

I do not want to say anything against the State Transport, but even supposing it is efficiently worked which I do not concede, it is a very slow process. From Bombay to Ratnagiri, a distance of 220 miles, the State Transport takes—if they run properly and often there are breakdowns and people are left high and dry in odd places; I have myself experienced it—from 12 to 16 hours, but in the rainy season, it takes considerably more. Often the wheels get stuck up in the mud. Formerly the condition was different. The service was run by private people, and the driver was everything. He was the driver, cleaner, operator, everything in one, but now, if he gets stuck up somewhere, he is helpless. He will say, "I am only the driver. I cannot manipulate the engine and so you people get out." Then someone comes who can do the job, and then after four hours, it starts again. This is the way in which the State Transport is carried on. The State Transport is the only means of transport now from Bombay to Ratnagiri and Diva. In my college days, we had to go on foot. The roads became impassable in the rains for about four months from June to September. If I had to go from Bombay to my native place, which is only a distance of about 90 miles as the crow flies, I required six days of hard walking. We had to cross a number of creeks, rivers, etc., going up the hill for one mile and down the hill the next mile and so on. This state of things still continues and there are very few places which are catered to by the State Transport service. So, it should be the first problem of the hon. the Railway Minister to tackle this question. He says that the survey

[Dr. P. V. Kane.]

is still in progress. I do not know whether next year also he will say that the work is still in progress or report that it has been finished. The Government should apply its mind to this and see that some work is started. I hope that the hon. Minister will report next year that this work has been finished. I am glad that the hon. Minister himself went by steamer, but as I have said previously, he should go as a private individual without any police or anybody else accompanying him, or if he is accompanied by such people, they must be in plain clothes. If he does this, he will see what sort of accommodation and what sort of amenities are given to the people who travel by the steamers.

Another aspect is that steamer travel has become very costly. From Ratnagiri for these 150 miles the charges for Second Class come to Rs. 10 to Rs. 12 and for First Class it is Rs. 20 and Ratnagiri is proverbially a poor district and as I said a steamer runs only once a day and its rate of speed is 10 to 12 miles an hour and for this 150 miles it takes 12 hours—starts at 10 in the morning and reaches at 8 in the night in a fair season. So I impress upon the Minister this point as this is very urgent problem.

Another thing is about five lakhs of people of Bombay come from Konkan. Most of the textile mills depend on the labour from that district and many of the domestic servants come from Konkan and they are practically barred from going for those 3½ months because the State Transport is a small affair and does not carry many people and steamer service is stopped. Ratnagiri is 82 miles from Kolhapur. When I was a teacher, we required two days to go from Ratnagiri to Kolhapur by tonga and from there to Bombay it took another day—in all it took 3 days. That state of things still continues in the rainy season. Of course, if you get the State bus, it is all right and you might reach after 12 hours, otherwise

you will require 3 days. This aspect should be considered.

Another point is that there are lots of fruit produced in the Konkan like mangoes, jack-fruit, etc., that can be brought to Bombay from Konkan. But the steamer stops running after the 25th May—sometimes it runs till 1st June but the best mangoes—like alphanso—can be had only after the first week of June and they are practically worthless by that time. There are millions of mangoes ready but they cannot be brought to Bombay and so they are sold there for a song. There are many things there that can be brought to Bombay. The nearest station for Chiplun which is just at the foot of the Sahyadri Hills and is about 60 miles, i.e., Karad. You know what the M. & S. M. Railway is. Probably it has improved a little on account of the Minister's doings but still it is the slowest Railway in the whole of India. This is another aspect of the matter that the Minister should bear in mind. He has done a great deal and he deserves congratulations as I said in the beginning but he should keep this aspect also about Konkan particularly in his view. I find there is none to speak for that poor place. I myself was a poor man in those days and have undergone all these difficulties. Now I don't go to Konkan often and have not gone for 6 years now but if I have to go, then these will be the difficulties which I have to surmount at my age. So rail connection is the most important thing and this is a small lap of the whole thing. From Diva to Goa will be 400 miles. Diva to Dasgaon is only one-fourth of the whole thing and that has taken 50 years. So I mention this matter for his attention.

There are one or two small matters which I shall refer. There is a reference that Rs. 3 crores have been set apart for passenger amenities. On page 17 that is given. I must congratulate him on that but I must urge

that Rs. 3 crores is a very small percentage of the money recovered from the travellers. You find that Rs. 104 crores were recovered from passenger travel and if you spend only Rs. 3 crores it comes to less than 3 per cent. of the whole earnings and therefore I suggest that these Rs. 3 crores should be raised to Rs. 5 crores so that there will be more passenger amenities for all sorts of people, particularly for third class passengers.

There is also mention made of some concessions to students. Of course, the student world will be grateful for these small mercies but I don't know whether there is any particular plan. I propose that these concessions should be increased to a much larger extent. We in India want Indians to feel that they are one nation and that sentiment has to be cultivated and at present the sentiment may be there in the air but it has not gone deep down below the skin. If you want that, then you must make the young people feel that. Take them to the whole of India—a man from Maharashtra should go to Bengal, a man from Bengal should go to Punjab and a man from Punjab should go to Cape Camorin and that must be done when he is young and is capable of imbibing fresh impressions. In order to effect that, there must be some schemes so that the same people should not be carried over again and again. Often times that may be the case. So there must be a concerted plan between the institutions of education—schools and colleges—and the Railway Department by which there will be a rotation and every student in every college at least will have an opportunity of seeing India in spite of the great differences of habits, food, complexion and so forth. That is one of the suggestions which I wanted to make. The concession may be extended and I don't know whether any plan is followed but a master plan should be prepared by which every student at least in a college and high forms of the school should be able to go about in India and see India for himself.

With these few remarks, I commend the Railway Budget to the House.

SHRI P. S. RAJAGOPAL NAIDU:
Mr. Deputy Chairman, from the financial point of view there is much in our Railway Minister's budget speech which the country can derive satisfaction this year, though I may not agree with the hon. the Railway Minister with regard to the change of rates for passengers who travel up to 150 miles and also with regard to the change of freight rates for goods.

I have pulled out from his budget speech certain points which give us some sort of satisfaction from the money point of view. The first point is that decline in passenger earnings which continued in the years 1950-51 and 1951-52 has been arrested. Secondly, earnings from goods traffic have shown steady improvement. Thirdly, wagon loading, goods train mileage and revenue earnings have recorded an increase. Fourthly, it is also gratifying to note that the railway surplus is estimated at Rs. 7.14 crores for the coming year as against the revised estimate of Rs. 6.57 crores. The surplus was the lowest in 1953-54 when it declined to Rs. 2.56 crores as against Rs. 13 crores in 1952-53 and Rs. 28 crores in 1951-52. Sir, the increase this year is striking because under the Railway Convention adopted this year, the Railways are providing Rs. 35 crores instead of Rs. 30 crores as previously and calculated on the basis of the old convention if we add this Rs. 5 crores, this year's surplus works out to Rs. 12 crores.

At the same time I have to sound a note of warning to the Railway Minister. We find on a close scrutiny of the figures that working expenses are increasing by leaps and bounds every year. The anticipated gross receipts for 1955-56 are estimated at Rs. 252.5 crores which is less by Rs. 2 crores than that of the year 1951-52. The working expenses for 1955-56 are

[Shri P. S. Rajagopal Naidu.] estimated at Rs. 242 crores which includes Rs. 5 crores towards depreciation, as against Rs. 224 crores in the year 1951-52. Sir, I feel that the Railway Minister should always have an eye on this operating ratio of this, the biggest national asset of ours. Of course, some valid reasons are put forward in his speech, such as the increase in the working expenses, higher level of traffic, higher dearness allowance, etc., etc. But at the same time, I would earnestly request him that there should be some sort of an arrest of this ever-increasing item of working expenses.

Sir, the time given to me is very short and though one can talk for hours and hours on this subject of railways. I shall deal only with a very few and important points within the time that has been allotted to me

I shall first deal with the changes in the fares and freights. I for one am opposed to an increase in the fares in the first leg, both for the passenger fares and for the goods freights. Prior to 1948, I think there was a telescopic fare system and subsequently, that has been replaced by a flat rate. The change that was effected has affected the long distance passengers, subsequent to 1951. Now, with the re-introduction of the telescopic fares, I find that there is relief given to the long distance passengers, but it has very much affected the short distance passengers. When I went through the report that is given by the Railway Board, I found there a graph wherein I saw that the average distance travelled by a passenger is 30 miles. This increase in fares will affect about 90 per cent. of the travelling public.

SHRI J. S. BISHT: How much will it be in terms of money?

SHRI P. S. RAJAGOPAL NAIDU: My hon. friend wants to know how much it will be in terms of money. I am coming to that. I have calculated

that it comes to 8 pies per rupee for every 150 miles in the case of a third class passenger. I think the hon. Member will agree that III class passengers

PROF. G. RANGA: Actually 9 pies will be collected.

SHRI P. S. RAJAGOPAL NAIDU: It comes to 8 pies per rupee up to 150 miles for short-distance passengers. And who are the people who travel short distances? They are mostly the agriculturists, the poor people who go to the *shandies* from their village homes, taking with them certain things that are produced in their fields—vegetables, flowers and things like that. They travel up to about 50 or 60 miles to dispose of that produce and in return they buy certain articles that are required by them for their home use. These people will now be required to pay more for their travel. Sir, who are the long-distance passengers? They are mostly Government servants who are paid travelling allowance and Members of Parliament who are also paid T.A.

AN HON. MEMBER: Not third class passengers.

SHRI P. S. RAJAGOPAL NAIDU: I am talking of first class and also third class passengers. They are the long-distance travellers. You may show them benefit and I do not want to stand in the way of your doing that. But at the same time, I would request you not to increase the freight rates and the passenger fares for the short distance passengers.

Sir, there is another point also to be considered by the hon. the Railway Minister. The serious competitor to the railways is the bus. Already there is very serious competition between the two and when you increase the freights, even the little money that the railways are getting from the short-distance passengers will be definitely affected. Of course, in some States

bus services are nationalised, but in some other States they are not. This will also give a sort of encouragement to the passengers to travel only by buses, because even one anna is something of great value to the poor villager. In these hard days if he can save even one anna, then certainly he will do it. He will calculate even pies and go by the transport that is cheaper.

SHRI O. V. ALAGESAN: Bus fares are anyway higher than railway fares.

SHRI P. S. RAJAGOPAL NAIDU: The hon. the Deputy Minister challenges me with the statement that bus-fares are higher than those of railways. I wish to point out to him for example that the railway fare between Katpadi and Madras Central Station for III Class is about Rs. 2/5/- whereas the bus fare is only about Rs. 2/-. I have calculated the thing and the hon. the Deputy Minister should not be under the mistaken impression that buses charge more than the railways. The bus charges are invariably less. They have always an eye on the railway fares and then they charge something less than the railways charge for the same distance. The people are also saved the expense of going up to the Railway station to catch the train and by the bus they can go right up to their destination. With all that they find the bus fare is always less than the fare they have to pay if they travel by the railways.

Sir, next I wish to deal with the air-conditioned class. It is no doubt true that the maintenance of air-conditioned class is a costly affair. But until such time as air-conditioned travel is popularised in our country, I would impress on the Railway Minister that it should be maintained even at the cost of the Railways losing some money. This is necessary for the purpose of popularising air-conditioned travel and for this the fare for this class should be put at a lower level. I earnestly urge the hon. Minister to consider whether the increase in the

air-conditioned fare is justifiable under the present circumstances.

Another point with regard to air-conditioned class is this. I find that the air freight from Madras to Delhi is Rs. 191, either by the day or the night plane. If you come by air-conditioned class you have to pay Rs. 212. So naturally one would prefer to save two days of time and save some Rs. 20 also and travel by air to coming by air-conditioned class paying Rs. 212, plus Rs. 5 for bed which of course, the Railway Minister has been kind enough to remove, plus Rs. 20 or Rs. 25 for food and other things. So the cost comes to nearly Rs. 230 or Rs. 235 if you want to travel by the air-conditioned class.

SHRI LAL BAHADUR: We want to encourage air travel.

SHRI H. P. SAKSENA: At the cost of the Railways?

SHRI P. S. RAJAGOPAL NAIDU: If you want to encourage air travel by this process, I have no objection, but at the same time I wish the hon. Minister would make air travel safe also.

Then, with freight concessions, I would like to deal briefly. We find that this concession is given only to pulses, grams and fertilizers, and that too for long distances. For short distances somehow or the other, an increment has been made of about 10 per cent. I cannot understand why. It is no doubt, the object of our Government that we should have a socialistic pattern of society. But why should this small distance freight be increased? Why should there be any discrimination at all between goods consigned up to 300 miles and those consigned beyond 300 miles? For instance, take the case of foodgrains. Madras city will have to get its foodgrains from Tiruchirapalli or Andhra

PROF. G. RANGA: From Nellore.

SHRI P. S. RAJAGOPAL NAIDU: Yes, all these places are within 300 miles. Surely, the hon. Minister desires that the people should get their foodgrains at a fairly cheap rate. But actually, the present arrangement will lead the consumer paying a higher price for his foodgrains, because the freight within 300 miles is actually increased. Of course, we do not find foodgrains consigned to places thousands of miles nowadays, because the controls are not there. During those days of control, they used to get grain from far off parts. Madras, for instance, got it from far off places and from Madras it went to several other places. But nowadays foodgrains do not go beyond 300 miles because there is plenty of these now. Even taking a single instance of foodgrains, I had illustrated how it affects. Foodgrains come from Andhra to Madras or from Trichy to Madras, less than 300 miles, and naturally, one will have to pay more by way of freight.

PROF. G. RANGA: He is thinking of Punjab and the pulses.

SHRI M. GOVINDA REDDY (Mysore): Fertilisers and foodgrains are exempt.

SHRI P. S. RAJAGOPAL NAIDU: It applies with regard to the first leg. I suppose I am correct. As I read the speech, there is an increase in the freight rates up to 300 miles with regard to foodgrains and fertilisers. There is a reduction only beyond 300 miles. Why should we have this discrimination? The object of giving this concession is gone.

SHRI V. K. DHAGE (Hyderabad): Because there are three legs now.

SHRI P. S. RAJAGOPAL NAIDU: Then, Sir, I come to the surcharge on "smalls". Why should we have this? What is the amount that the Government is going to get? Absolutely nothing, excepting the odium of increasing it. There is a surcharge of 12½

per cent. and the minimum rate has been increased from Re. 1 to Rs. 1/8.

I would like to deal with another important point, Sir, namely the speeding up of the Grand Trunk Express and the Madras-Calcutta Mail. I have taken some pains to cull out figures from our Railway Time Table. We find that the Frontier Mail, that runs between Bombay and Delhi, a distance of 861 miles, takes 22 hours and fifteen minutes and the average speed per hour of that train works out at 38.7 miles. The Delhi-Calcutta Mail covers a distance of 895 miles in 25 hours and 45 minutes and the average speed per hour is 34.7 miles. The Bombay-Calcutta Mail *via* Nagpur covers a distance of 1223 miles in 36 hours and ten minutes and the average here works out at 33.8 miles per hour. The Bombay-Calcutta Mail *via* Allahabad covers a distance of 1341 miles—practically the same distance as is covered by the Grand Trunk Express—in 38 hours and 45 minutes and the average works out at 34.6 miles per hour. Coming to this Grand Trunk Express—which is called Grand—the distance covered between Delhi and Madras is 1361 miles and the time taken is 46 hours and 55 minutes. The average works out at 28 miles per hour. The Calcutta Mail (Madras-Calcutta) covers a distance of 1032 miles in 38 hours and fifty minutes and the average works out at 26.5 miles per hour. Sir, I do not know why these two trains which are called the Grand Trunk Express and the Calcutta Mail ...

SHRI GULSHER AHMED (Vindhya Pradesh): One is a mail train and the other is an express train. That is the difference.

SHRI P. S. RAJAGOPAL NAIDU: If express trains take longer time than mail trains then let us call it a mail, Grand Trunk mail, increase the speed and relieve the passengers from the inconvenience of remaining in the train for a longer time.

PROF. G. RANGA: We have no other mail on this line.

SHRI P. S. RAJAGOPAL NAIDU: I am just comparing the time taken by these two trains with the time taken by the other important trains in India. Whereas the average in the case of the latter is above 33 or 34 miles per hour, the average number of miles per hour in the case of the Grand Trunk Express is 29 and that of the Calcutta Mail is 26·5.

SHRI GULSHER AHMED: May I say that there is an express train running between Allahabad and Bombay.....

PROF. G. RANGA: There is no mail train on that line.

SHRI GULSHER AHMED:and the express train takes more time than the mail train?

PROF. G. RANGA: Maybe, but there is no mail train at all and this train serves both the purposes.

SHRI AKBAR ALI KHAN: There is no mail on our line.

SHRI P. S. RAJAGOPAL NAIDU: It is true that in certain cases the mail trains run faster but there is no mail train at all on that line.

SHRI V. K. DHAGE: There is no other train also.

SHRI P. S. RAJAGOPAL NAIDU: Call it Grand Trunk Mail and then increase the speed, if that is the technical objection.

SHRI T. V. KAMALASWAMY (Madras): Call it a passenger train.

SHRI P. S. RAJAGOPAL NAIDU: Now, I would like to deal with some of the passenger amenities. I congratulate the hon. Minister on the all-round improvement in the passenger amenities. Sleeping accommodation for third class passengers has been provided; the use of dining cars for all the passengers is now allowed; the use of retiring rooms for all kinds of

passengers is now allowed and the construction of new type of retiring rooms is also in hand. But we find, Sir, that a good lot of it is yet to be done. There are several important stations where the platforms are still low. They have to be raised and the platforms will have to be properly surfaced and they have also to be properly covered. The stations will have to be properly fenced also.

I would like to deal with ticketless travel, if I have the time. I find that there is a lot of ticketless travel and that is due to the fact that the stations are not being properly fenced.

I want to mention about catering. I am definitely opposed to departmental catering and I may give my own reason for it.

DR. SHRIMATI SEETA PARMANAND: Yes.

SHRI O. V. ALAGESAN: You have got a supporter.

SHRI P. S. RAJAGOPAL NAIDU: The first and foremost thing is that there is no soliciting done where catering is done departmentally.

PROF. G. RANGA: Let us introduce that also.

SHRI P. S. RAJAGOPAL NAIDU: When the train stands at important places where there is departmental catering we do not find any boy or butler coming and asking what we want. One has to get out from the train and ask for what one wants. One has to place an order beforehand and one has also to buy tickets beforehand. The so-called standard menu is not made applicable to departmental catering. Standard menu is made applicable only for the private caterers.

SHRI LAL BAHADUR: It is applicable on the Southern Railway.

SHRI P. S. RAJAGOPAL NAIDU: Standard menu is no doubt, to a certain extent, made applicable, but I am talking...

SHRI LAL BAHADUR: That is applicable in the case of departmental catering also.

SHRI V. K. DHAGE: On the Bezwada-Madras line?

SHRI LAL BAHADUR: It is applicable on that section.

SHRI P. S. RAJAGOPAL NAIDU: I am talking of the Eastern Zone where there is departmental catering.

SHRI LAL BAHADUR: I am talking about the Southern Railway.

SHRI P. S. RAJAGOPAL NAIDU: I am talking about the Eastern Zone.

SHRI LAL BAHADUR: In the Eastern Zone catering is mostly done by contractors.

SHRI P. S. RAJAGOPAL NAIDU: I find, of late, a lot of the tourists have been suffering especially. I had occasion to travel once with a group.

MR. DEPUTY CHAIRMAN: It is time, Mr. Naidu.

SHRI P. S. RAJAGOPAL NAIDU: I will take only five minutes, Sir.

MR. DEPUTY CHAIRMAN: No, not five minutes. Please wind up.

SHRI P. S. RAJAGOPAL NAIDU: I would like to mention about one particular caterer and I suppose I will be right if I do so on the floor of this House, the caterer who is much talked of, namely Ishwardas Vallabhdas. Sir, it is high time that that caterer was changed. Several complaints have been made against him and in spite of all the complaints things have not improved and we, who travel frequently by the Grand Trunk Express, are the worst sufferers.

The hon. Minister in his Budget speech has said that parties of *kisans*

sponsored by State Governments will be given concession. I do not know what the hon. Minister means by 'parties of *kisans* sponsored by the State Governments'.

PROF. G. RANGA: What is that?

SHRI P. S. RAJAGOPAL NAIDU: Suppose *kisans* are sponsored by the Central Government. Will they not be entitled to this concession? Why should this privilege be given to *kisan* parties sponsored by State Governments?

PROF. G. RANGA: Why should the Government have to sponsor any party of *kisans*?

SHRI O. V. ALAGESAN: We will take Prof. Ranga's advice on this matter.

SHRI AKBAR ALI KHAN: Just as we want a certificate from the Headmasters or Principals in the case of students, to have some sort of guarantee that it is for educational purposes, so also we should have this.

PROF. G. RANGA: Why the State Governments? Why not the local Government?

SHRI T. V. KAMALASWAMY: All Congress Governments.

PROF. G. RANGA: Why should the *kisans* be organised by the Government? We have our own organisation.

SHRI JASPAT ROY KAPOOR: Why not Prof. Ranga's body?

SHRI P. S. RAJAGOPAL NAIDU: I now come to the reduction in the cost of platform tickets from two annas to one anna. Who are the persons who go to the stations generally? They are the rich people who go there to receive their friends and relations. Why should the cost be reduced and why should we incur a loss of Rs. 15 lakhs? It is better that it is kept at two annas.

SHRI JASPAT ROY KAPOOR: Two annas is too much.

(Interruptions)

MR. DEPUTY CHAIRMAN: Order.
order. Syed Mazhar Imam.

سید مظہر امام (بہار): جذب

دہلی چیمبرمین صاحب - میں ہاؤس کا زیادہ وقت اس بجٹ کے موقع پر نہیں لینا چاہتا ہوں - میں آنریبل منسٹر کے سامنے چند باتیں عرض کرنا چاہتا ہوں - قبل اسکے کہ میں کچھ عرض کروں میں آنریبل منسٹر صاحب کو مبارکباد دینا چاہتا ہوں کہ جب سے ابھی اس ڈیپارٹمنٹ کو اپنے ہاتھ میں لیا ہے تب سے اس میں دنوں دن ترقی ہوتی جا رہی ہے۔ اس میں کوئی دو رائے نہیں ہو سکتی۔ ہیں -

اب سوال یہ پیدا ہوتا ہے کہ جہانگیر ہم ترقی چاہتے ہیں وہ ابھی تک نہیں ہوئی ہے - مگر ڈیپارٹمنٹ ترقی کی راہ پر ہے - اس لئے یہ قابل مبارکباد ہے - یہ مانڈا پوریکا کہ ریلوں میں اس درمیان جو اضافہ ہوا ہے اس سے عام پبلک کو فائدہ ہی ہوا ہے - اسٹیشنوں پر پانی پیلے کا انتظام کیا گیا - تھرو کلاس میں پنکھا لگایا گیا ہے - جلتا گڑیاں چلائی گئیں اور سلپنگ کار کی سہولیتیں مہیا کی گئیں - ان سب چیزوں سے عام جلتا کو بہت زیادہ فائدہ ہوا - میں آنریبل منسٹر صاحب سے یہ عرض کرنا چاہتا ہوں کہ اس طرح کی سہولیت دوسری ریلوں اور دوسری جگہوں پر بھی کی

جانی چاہئے جس سے کہ لوگوں کو زیادہ سے زیادہ فائدہ ہو - اب یہ صورت پیدا ہو گئی ہے کہ جو لوگ پہلے سیکند کلاس میں سفر کرتے تھے وہ اب جلتا کی سلپنگ گاڑیوں میں سفر کرنے لگے ہیں -

دوسری چیز جو میں عرض کرنا چاہتا ہوں وہ ٹکٹ لیس ٹریولنگ کے بارے میں ہے - بلا ٹکٹ لوگوں کے سفر کرنے کی وجہ سے آمدنی کو بڑھانے میں کافی دھکا پہنچتا ہے - جو ریلوے ڈیپارٹمنٹ کے لوگ ہیں ان کے لئے ایک رواج سا ہو گیا ہے کہ ان کے سب رشتہ دار وغیرہ ریلوے میں فری چلیں - انہوں نے سمجھ لیا ہے کہ جیسے ہمارا مشاہرہ ہے اسی طرح سے فری چلنا بھی ہمارا حق - اس پر ریلوے کی طرف سے کوئی خاص طور پر سختی نہیں ہے - میں نے دیکھا ہے کہ جس وقت سے آپ نے اپنے پارلیمنٹری سکرپٹری کو اسٹوف برابر کام کرنے کیلئے بھیجا ہے تب سے وہ ریلوے میں ایک تھیر ہو گئے ہیں انکے نام سے لوگ گھبراتے ہیں اور اگر یہی صورت چیکنگ کی رہی تو ممکن ہے کہ ہم اس میں کامیاب ہو جائیں کہ لوگ بڑے ٹکٹ کم سفر کریں -

دوسری چیز آفیسرس کے متعلق مجھے یہ عرض کرنا ہے کہ منسٹری کے یہ دیکھنا چاہئے اور آفیسرس کے دماغ میں اس چیز کے بہتھانے کی ضرورت

[سید مظہر امام]

ہے کہ تم پبلک کی ذیوقی کرنے کے لئے ہو اور یہ ریلوے بزنس پروانڈت آف ویو سے بھی چلائی جا رہی ہے۔ یہ نہیں کہ تم ایڈمنسٹریٹو آفیسر کی طرح بپے کو ایک ہائی آفیسر سمجھو۔ چھوٹے سے چھوٹے افسر بھی اپنے کو افسر سمجھتے ہیں۔ اگر کوئی آدمی ریلوے اسٹیشن پر یا پبلیٹ فارم پر جا کر کوئی بات پوچھتا ہے تو میں آپکو یقین دلانا چاہتا ہوں کہ ہمارے ایسے لوگوں کو بھی یہ معلوم کرنے میں دقتیں ہوتی ہیں کہ ترین سے انہی کی کہاں جائیگی اور کب انہی کی۔ یہ اس لئے ہے کہ ان کے پاس آفیسر کا دماغ ہے۔ میں گورنمنٹ سے کہتا ہوں کہ آفیسر کے اندر سے اس چیز کو نکالنے کی ضرورت ہے۔

श्री किशोरी राम (बिहार) आपको इंकवारी आफिस में जाकर दर्याफत करना चाहिए ।

سید مظہر امام : ہر اسٹیشن پر

ریلوے انکوائری نہیں ہوتی۔ ممکن ہے میرے دوست نے یہاں ریلوے انکوائری ہو۔ میرے دوست بڑی جگہ کے رہنے والے ہیں اس لئے ان کے دماغ میں انکوائری آفس ہے۔ میں تو کہتا ہوں کہ آپ انکوائری آفس میں بھی جا کر دیکھیں، تو وہاں بھی آپکو یہی صورت ملے گی۔

دوسری چہر مجھے یہ عرض کرنی ہے کہ میرے پراونس میں راجکیر

ایک بہت امپارٹینٹ جگہ ہے۔ یہ نہ صرف ہمارے صوبہ میں بلکہ ہندوستان میں ایک امپارٹینٹ جگہ ہے اور میں تو کہوں گا کہ اسکی انٹرنیشنل پوزیشن ہے۔ کیونکہ بودھ مذہب کے ماننے والے جتنے لوگ ہیں ان کا ہندوستان میں راجکیر آنا بہت ضروری ہے۔ کیا اور راجکیر دونوں جگہیں ایسی ہیں جہاں ان کا آنا بہت ضروری ہے۔ میں نے اخباروں میں پڑھا ہے کہ سنہ ۱۹۵۶ میں تھائی ہزار برس گوتم بدھ کو ہونے والے ہیں اور اس موقع پر ہزاروں اور لاکھوں کی تعداد میں لوگ باہر سے گیا اور راجکیر میں آنے والے ہیں۔ صورت یہ ہے کہ گیا اور راجکیر میں کوئی ریلوے کنکشن نہیں ہے۔ انریبل منسٹر کو یہ معلوم ہوگا کہ گیا سے راجکیر ص ۳۲ میل پڑتا ہے۔ مگر اگر ریلوے سے ہم راجکیر جانا چاہیں تو گیا سے راجکیر تک ۱۲۵ میل کی جرنی طے کرنی ہوتی ہے اور دو جگہ چیلنج کرنا ہوتا ہے تب جا کر پہنچ سکتے ہیں۔ اس لئے میں کہتا چاہتا ہوں کہ جو لائن ریلوے بختیارپور سے راجکیر تک ہے اسکی حالت بہت ہی خراب ہے۔ وہاں کی ڈسٹرکٹ بورڈ کی وہ ریلوے ہے۔ اور ڈسٹرکٹ بورڈ نے ہی گورنمنٹ آف انڈیا کو لکھا ہے کہ وہ اس ریلوے کو لے لے شاید گورنمنٹ آف انڈیا کی پالیسی یہ نہیں ہے کہ وہ لائن ریلوے کو لے۔ لیکن میں اس معاملہ میں

خاص طور سے کہوں گا کہ گورنمنٹ آف انڈیا اس لائنٹ ریلوے کو لیلے اور اس کا ایکسٹنشن مان پور تک کر دے جو کہ گیا کے بعد پہلا اسٹیشن ہے۔ صرف ۳۲ میل ریل کا ایکسٹنشن کرنا ہوگا اور اسکی وجہ سے گیا اور راجکھڑ کا کلیمیشن ہو جائے گا۔ جو لوگ باہر سے آتے ہیں ان کے لئے اس بارے میں کوئی سہولت نہیں ہے کہ وہ گیا سے راجکھڑ جائیں۔ جو گیا جاتا ہے وہ راجکھڑ ضرور جاتا ہے اور جو راجکھڑ جاتا ہے وہ گیا ضرور جاتا ہے۔ بودھ مذہب والوں کے لئے دونوں بڑی جگہیں ہیں اور جین مذہب والوں کے لئے بھی راجکھڑ ایک بڑی جگہ ہے۔ اسکے علاوہ تمام دوسرے مذہب کے ماننے والوں کے لئے بھی راجکھڑ ایک بڑی جگہ ہے۔ ہماری بہار گورنمنٹ آف انڈیا بھی فائبر ایر پلان کے تحت اسکے امپروومنٹ کے لئے کافی کام کرنے والی ہے۔ نالندہ بھی اسی علاقہ میں پوتا ہے۔ میں اُمید کرتا ہوں کہ آنریدل منسٹر صاحب اس طرف خاص طور پر دھیان دیں گے۔ وہ اسکی تحقیقات کرائیں گے۔ صرف ۳۲ میل کا ہی سوال ہے۔ اس کے ساتھ ہی ساتھ میں عرض کر دوں کہ اس کے لئے کوئی زمین ایکوائز نہیں کرنی ہوگی۔ راجکھڑ سے گیا تک ڈسٹرکٹ بورڈ کی سڑک موجود ہے جس پر کہ بسیں چلتی ہیں۔ وہ کچی سڑک ہے اس

وجہ سے چھ مہینے سے زیادہ اس پر بسوں نہیں چل سکتیں۔ آپ اس سڑک کو بہار گورنمنٹ سے لے سکتے ہیں اور ریل چلا سکتے ہیں۔ اگر چھوٹی لائن ہی چلائی جائے تو بھی بہتر ہوگا۔ میں آنریدل منسٹر کی اس طرف توجہ خاص طور سے دلانا چاہتا ہوں۔

مجھے ایک چیز اور عرض کرنی ہے اور وہ ریلوے کلیم کے بارے میں ہے۔ لوگوں کے جب ریلوے ڈیپارٹمنٹ پر کلیس ہوتے ہیں تو بڑی پریشانی ان کو ہوتی ہے۔ اکثر لوگ کہتے ہیں کہ تین تین چار چار برس تک کلیم کا ڈسپوزیشن نہیں کیا جاتا۔ کسی کا مال ضائع ہو جائے اور اس کے بعد کلیم ہو اور پھر ہاں اور نا میں کوئی ڈسپوزیشن نہ ہو تو یہ ٹھیک نہیں ہے۔ اسکو تو ڈیپارٹمنٹ کو فوراً ڈیسائید کر دینا چاہیئے۔ برس ہا برس تک لوگ کرتے رہتے ہیں اور کوئی صورت نہیں ہوتی ہے۔ اسکے علاوہ اگر کلیم منظور بھی ہو جاتا ہے تو بھی بڑی دقت ہوتی ہے۔ فرض کیجئے کہ ایک آدمی کا کلیم منظور ہوا اور اسکا کپڑے کا کام ختم ہو گیا اور وہ دوسرا بزنس کرنے لگا ہو تو کہا گیا کہ تمہاری فرم ختم ہو گئی ہے اس لئے کلیم نہیں ملیگا۔ میرا کہنا ہے کہ اگر پروپرائٹرز وغیرہ موجود ہوں تو کلیم دینا چاہیئے۔

श्री जसपतराय कपूर : अगर काम करना छोड़ दें तो क्लेम नहीं मिले ?

سید مظہر امام : ہاں - چونکہ

ایک فرم نہیں ہے اور کلیم فرم کے نام پر ہے اس لئے ایسا کہہ دیا جاتا ہے۔ اگر یہ ثابت ہو جائے کہ پریوینٹر موجود ہے اور وہ صحیح آدمی ہے تو کلیم ملنا چاہیئے - اگر نہیں ثابت و تو دوسری بات ہے - لیکن ایک اصول کو بنا کر کہ فرم نہیں ہے اس لئے کلیم نہیں ملیگا اس طرح کا کام کرنا میرے خیال میں مناسب نہیں ہے -

آخر میں میں انریبل منسٹر سے اور ہاؤس سے عرض کرنا چاہتا ہوں کہ مجھے امید ہے کہ جو کچھ میں نے عرض کیا ہے اس پر آپ غور کریں گے اور یہ جو راجگنیر والی سکیم ہے وہ تو بہت ہی ضروری ہے - مجھے اکثر وہاں جانے کا اتفاق ہوا ہے اور میں نے دیکھا ہے دوسری جگہ سے بہت سے لوگ آتے ہیں - میں نے اسلئے یہ ضروری سمجھا کہ اس بجٹ کے موقع پر منسٹر صاحب کا دھیان اس طرف دلوں - تمام ملکوں کے لوگ انڈوچائنا، چائنا، جاپان، برما، سیلون ان تمام ملکوں کے لوگ بہت بڑی تعداد میں وہاں آتے ہیں - وہ لوگ دیکھتے ہیں کہ ان کے لئے صورت یہ ہے کہ ۱۲۵ میل گھوم کر گیا پہنچیں جبکہ ہمارے پاس ۳۲ میل کی روٹ موجود ہے - اس لئے میری استدعا ہے کہ اس ۳۲ میل کے معمولی فاصلہ پر دیالو

کلیکشن ضرور کر دیں تو یہ بہت بہتر ہو جائے گا - ان الفاظ کے ساتھ میں اپنی تقریر کو ختم کرتا ہوں اور بجٹ کو سہورٹ کرتا ہوں -

†[سید مজہر امام (بہار) : جناب ڈیپٹی چیئرمین ساہب، میں ہاؤس کا جیسا بکت اس بجٹ کے موافق نہیں لینا چاہتا ہوں۔ میں آنرربل مینسٹر ساہب کے سامنے چند باتیں ارج کرنا چاہتا ہوں۔ کبھی اس کے کہ میں کچھ ارج کر رہا ہوں میں آنرربل مینسٹر ساہب کو مبارکباد دینا چاہتا ہوں کہ جب سے انہوں نے اس ڈیپارٹمنٹ کو اپنے ہاتھ میں لیا ہے تب سے اس میں دنوں دن ترقی ہو رہی ہے۔ اس میں کوئی دیر نہیں ہو سکتی ہے۔]

اب سوال یہ پیدا ہوتا ہے کہ جہاں تک ہم ترقی چاہتے ہیں وہ ابھی تک نہیں ہوئی ہے۔ مگر ڈیپارٹمنٹ ترقی کی راہ پر ہے، اس لیے یہ قابل مبارکباد ہے۔ یہ ماننا پڑے گا کہ ریلوں میں اس درمیان جو اضافہ ہوا ہے اس سے عام پبلک کو فائدہ ہی ہوا ہے۔ اسٹیشنوں پر پانی پینے کا انتظام کیا گیا۔ ٹرک کلاس میں پنل لگایا گیا ہے، جنرل گاڑیاں چلائی گئی ہیں اور سلیپنگ کار کی سہولیات میں بھی اضافہ کیا گیا۔ ان سب چیزوں سے عام जनता کو بہت زیادہ فائدہ ہوا۔ میں آنرربل مینسٹر ساہب سے یہ ارج کرنا چاہتا ہوں کہ اس طرح کی سہولیات دوسری ٹرینوں اور دوسری جگہوں پر بھی کی جانی چاہیے۔ جس سے کہ لوگوں کو جیسا سے جیسا فائدہ ہو۔ اب یہ سرت پيدا ہو गई है कि जो लोग पहले सेकंड क्लास में सफर करते थे وہ अब जनता की स्लीपिंग गाڑیوں میں سافر کرنے لگے ہیں۔

دوسری چیز جو میں ارج کرنا چاہتا ہوں وہ ٹیکٹلٹس ٹرولنگ کے بارے میں ہے۔ بیل ٹیکٹ لوگوں کے سافر کرنے کی بڑھ سے آمدنی کو بڑھانے میں کافی دھکا پہنچتا ہے۔ جو ریلوے ڈیپارٹمنٹ کے لوگ ہیں ان کے لیے یہ ایک ریلوے سا ہو گیا ہے کہ ان کے سب

†Translation in Devnagari Script.

रिश्तेदार वर्गों से रेलवे में फ्री चलें। उन्होंने समझ लिया है कि जैसे हमारा मुशाहरा है उसी तरह से फ्री चलना भी हमारा हक है। इस पर रेलवे की तरफ से कोई खास तौर पर सख्ती नहीं है। मैंने देखा है कि जिस वक्त से आपने अपने पार्लियामेंटरी सैक्रेटरी को इस तरह बराबर काम करने के लिये भेजा है तब से बांहे रेलवे में एक टर्रर हो गये हैं, उन के नाम से लोग घबड़ाते हैं। और अगर यही सूरत चीक्किंग की रही तो मुमकिन है कि हम इस में कामयाब हो जायें कि लोग बिना टिकट कम सफर करें।

दूसरी चीज आफिसर्स के मुताल्लिक मुझे यह अर्ज करना है कि मिनिस्ट्री को यह देखना चाहिये और आफिसर्स के दिमाग में इस चीज को बिठाने की जरूरत है कि तुम पब्लिक की डिप्टी करने के लिये हो। और यह रेलवे बिजनेस प्वाइन्ट आफ विद्यु से भी चलाई जा रही है। यह नहीं कि तुम एडमिनिस्ट्रीटिव आफिसर की तरह अपने कां एक हाई आफिसर समझो। छोट से छोट अफसर भी अपने को अफसर समझते हैं। अगर कोई आदमी रेलवे स्टेशन पर या प्लेटफार्म पर जा कर कोई बात पूछता है तो मैं आपको यकीन दिलाना चाहता हूँ कि हमारे ऐसे लोगों को भी यह मालूम करने की दिक्कत होती है कि ट्रेन किधर से आयेगी, कहां जायेगी और कब आयेगी। यह इस लिये है कि उन के पास आफिसर का दिमाग है। मैं गवर्नमेंट से कहना चाहता हूँ कि आफिसर के अन्दर से इस चीज को निकालने की जरूरत है।

श्री किशोरी राम (बिहार): आपको इन्क्वायरी आफिस में जा कर दरयाफ्त करना चाहिये।

सैयद मजहर इमाम : हर स्टेशन पर रेलवे इन्क्वायरी नहीं होती। मुमकिन है मेरे दोस्त के यहां रेलवे इन्क्वायरी हो। मेरे दोस्त बड़ी जगह के रहने वाले हैं इसलिए उन के दिमाग में इन्क्वायरी आफिस है। मैं तो कहता

हूँ कि आप इन्क्वायरी आफिस में भी जा कर देखें तो वहां भी आपको यह सूरत मिलेगी।

दूसरी चीज मुझे यह अर्ज करनी है कि मेरे प्राविन्स में राजगीर एक बहुत इम्पोर्टेंट जगह है यह न सिर्फ हमारे सूबे में बल्कि हिन्दुस्तान में एक इम्पोर्टेंट जगह है और मैं तो कहूंगा कि इसकी इन्टरनेशनल पोजीशन है, क्योंकि बाँध मजहब के मानने वाले जितने लोग हैं उनका हिन्दुस्तान में राजगीर आना बहुत जरूरी है। गया और राजगीर दोनों जगह ऐसी हैं जहां कि उनका आना बहुत जरूरी है। मैंने अखबारों में पढ़ा है कि सन् १९५६ में ढाई हजार वर्ष गौतम बुद्ध को होने वाले हैं और उस साल के पर हजारों और लाखों की तादाद में लोग बाहर से गया और राजगीर में आने वाले हैं। सूरत यह है कि गया और राजगीर में कोई रेलवे का कनेक्शन नहीं है। आनरबल मिनिस्टर को यह मालूम होगा कि गया से राजगीर सिर्फ ३२ मील पड़ता है। मगर अगर रेलवे से हम राजगीर जाना चाहें तो गया से राजगीर तक १२५ मील की जर्नी तैय करनी होती है और दो जगह चेंज करना होता है तब जा कर पहुँच सकते हैं। इसीलिये मैं कहना चाहता हूँ कि जो लाइट रेलवे बख्तियारपुर से राजगीर तक है उस की हालत बहुत ही खराब है। वहां की डिस्ट्रिक्ट बोर्ड की वह रेलवे है और डिस्ट्रिक्ट बोर्ड ने भी गवर्नमेंट आफ इन्डिया को लिखा है कि वह इस रेलवे को ले ले। शायद गवर्नमेंट आफ इन्डिया की पालीसी यह नहीं है कि वह लाइट रेलवे को ले। लेकिन मैं इस मामले में खास तौर से कहूंगा कि गवर्नमेंट आफ इन्डिया इस लाइट रेलवे को ले ले और उसका एक्सटेंशन मानपुर तक कर दें जो कि गया के बाद पहला स्टेशन है। सिर्फ ३२ मील रेल का एक्सटेंशन करना होगा और उस की वजह से गया और राजगीर का कनेक्शन हो जायेगा जो लोग बाहर से आते हैं उन के लिये इस बार मैं कोई सहूलियत नहीं है कि वह गया से राजगीर जायें। जो गया जाता है वह राजगीर जरूर जाता है और जो राजगीर जाता है वह गया

[संयुक्त मजहूर इमाम]

जरूर जाता है। बौद्ध मजहब वालों के लिये दोनों बड़ी जगह हैं और जैन मजहब वालों के लिये भी राजगीर एक बड़ी जगह है। इस के अलावा तमाम दूसरे मजहब के मानने वालों के लिये भी राजगीर एक बड़ी जगह है। हमारी बिहार गवर्नमेंट और मैं समझता हूँ कि गवर्नमेंट आफ इंडिया भी फाइव डायर प्लान के तहत इस के इम्प्रूवमेंट के लिये काफी काम करने वाली है। नालन्दा भी इसी इलाके में पड़ता है। मैं उम्मीद करता हूँ कि आनरबल मिनिस्टर साहब इस तरफ खास तौर पर ध्यान देंगे। वह इस की तहकीकात करायेंगे। सिर्फ ३२ मील का ही सवाल है। इस के साथ साथ मैं अर्ज कर दूँ कि इस के लिये कोई जमीन एक्वायर नहीं करनी होगी। राजगीर से गया तक डिस्ट्रिक्ट बोर्ड की सड़क मौजूद है जिस पर कि बसें चलती हैं। वह कच्ची सड़क है। इस वजह से छः महीनों से ज्यादा उस पर बसें नहीं चल सकतीं। आप इसी सड़क को बिहार गवर्नमेंट से ले सकते हैं और रेल चला सकते हैं। अगर छोटी लाइन ही चलाई जाय तो भी बेहतर होगा। मैं आनरबल मिनिस्टर साहब की इस तरफ खास तौर से तवज्जह दिलाना चाहता हूँ।

मुझे एक चीज और अर्ज करनी है और वह रेलवे क्लेम के बारे में है। लोगों के जब रेलवे डिपार्टमेंट पर क्लेम होते हैं तो बड़ी परेशानी उन को होती है अक्सर लोग कहते हैं कि तीन तीन चार चार वर्ष तक क्लेम का डिस्मिशन नहीं किया जाता। किसी का माल जाया हो जाय और इस के बाद क्लेम हो और फिर हाँ और ना में कोई डिस्मिशन न हो तो यह ठीक नहीं है। इस को तो डिपार्टमेंट को फॉरवर्ड डिसाइड कर देना चाहिये। बरसहा बरस तक लोग दौड़ते रहते हैं और कोई सूरत नहीं होती। इस के अलावा अगर क्लेम मंजूर भी हो जाता है तो भी बड़ी दिक्कत होती है। फर्ज कीजिये कि एक आदमी का क्लेम मंजूर हुआ और उसका कपड़ा का काम खत्म हो गया और वह दूसरा बिजनेस करने लगा हो तो कहा गया

कि तुम्हारी फर्म खत्म हो गई है इस लिये क्लेम नहीं मिलेगा। मेरा कहना है कि अगर प्रोप्राइटर वर्गों मौजूद हैं तो क्लेम देना चाहिये।

श्री जसपत राय कपूर : अगर काम करना छोड़ दें तो क्लेम नहीं मिले ?

संयुक्त मजहूर इमाम : हाँ, चूंकि एक फर्म नहीं है और क्लेम फर्म के नाम पर है इस लिये ऐसा कह दिया जाता है। अगर यह साबित हो जाय कि प्रोप्राइटर मौजूद हैं और वह सही आदमी हैं तो क्लेम मिलना चाहिये। अगर नहीं साबित हो तो वह दूसरी बात है। लेकिन एक असूल को बना कर कि फर्म नहीं है इस लिये क्लेम नहीं मिलेगा इस तरह का काम करना मेरे ख्याल में मुनासिब नहीं है।

आखिर मैं मैं आनरबल मिनिस्टर से और हाउस से अर्ज करना चाहता हूँ कि मुझे उम्मीद है कि जो कुछ मैं ने अर्ज किया है उस पर आप गौर करेंगे और यह जो राजगीर वाली स्कीम है वह तो बहुत ही जरूरी है। मुझे अक्सर वहां जाने का इत्तिफाक हुआ है और मैंने देखा है कि दूसरी जगह से बहुत से लोग आते हैं। मैंने इस लिये यह जरूरी समझा कि इस बजट के माँके पर मिनिस्टर साहब का ध्यान इस तरफ दिला दूँ। तमाम मुल्कों के लोग, इन्डोचाइना, चाइना, जापान, बर्मा, सिलोन, इन तमाम मुल्कों के लोग बड़ी तादाद में वहां आते हैं। वोह लोग देखते हैं कि उनके लिये सूरत यह है कि १२५ मील घूम कर गया पहुँचें जब कि हमारे पास ३२ मील की रोड मौजूद है। इसलिये मेरी इस्तदुआ है कि इस ३२ मील के मामूली फासले पर रेलवे कनेक्शन जरूर कर दें तो यह बहुत बेहतर हो जायगा।

इन अल्फाज के साथ मैं अपनी तकरीर खत्म करता हूँ और बजट को सपोर्ट करता हूँ।

4-00 P.M.

SHRI BHUPESH GUPTA: Mr. Deputy Chairman, as we speak on this Budget, we naturally recall the horrors of the railway disaster that took place last September in Kazipet. We expected that in the speech made by the hon. Minister there would be more than a passing reference to the grim tragedy—a tragedy which stands there to justify the great negligence and callousness on the part of the railway authorities. Sir, I hope that the investigation that is going on would not be hushed up and the public will be apprised of the reason as to why that tragedy took place and who were responsible for it.

Coming to the Budget, Sir, I find that it is a budget of increased fares and freights and of too little development. This budget is callous to the living conditions of the railway workers and employees and indeed this budget gives us a foretaste of the socialistic pattern of the Congress regime. Sir, the hon. Minister has thought it wise to increase the fares and freights and I thank him for the kind of demonstration of the socialistic pattern that he has given us even before the other Budget has been presented to the House.

Sir, this is not the first time that the fares and freights have been increased. The fare was increased once in 1951 when the third class fare was increased to 6½ pies per mile. And then in 1952 the freight on coal was also increased. Since that time the country has been demanding the reduction of the fares, especially on the third class, and also for the reduction of freight but the hon. Minister has brushed aside this popular demand and has gone out to present what he calls a telescopic fare to the country. Today, Sir, we are faced with all kinds of phrases. We have already got "socialistic pattern"; then we hear about the egalitarianism of the Congress regime and now we have got the telescopic fare. We have wonder-

ful performances by Ministers in presenting us with a number of fascinating phrases, but at the same time we find that they are all out to pick the pockets of the poor people. If this is the journey to socialism, I think the greatest cadres of the socialistic pattern, of the socialist regime would be found among the pickpockets that live in the world today—talking only figuratively. The hon. Minister would not pick my pocket, but his administration is picking the pockets of so many people.

It has been pointed out very rightly by Members on that side of the House and also on this side that this increase in fare would hit the poor people of India. It is the poor people that seem to have been the target of the socialistic pattern. I should have thought that when they are talking about socialistic pattern they would try to reduce the fare and at least give an earnest of what they say; but, on the contrary, we find they are moving in exactly the opposite direction. We have made calculations and we think that anything between 80 to 90 per cent. of the travelling public will have to pay this increased fare. As you know, few are the lucky people who travel long distances; the overwhelming majority of the people of our country—agriculturists and workers and middle class employees—travel short distances and they are all confined to what he calls the 'first leg' of their journey. Their legs are not long enough to stretch into the second phase and that is a thing which should be noted. But we find that the hon. Minister has chosen to increase the fare. It does not bring much money, but he is trying to measure to what extent he can mulct the people, to what extent increased taxation can be imposed upon the people. This is a reconnaissance attempt on the part of the Railway Minister and his colleague in the Finance Ministry would be naturally looking out for the reactions and results of such efforts. Therefore, I say it is the small men who are being adversely affected by the so-called telescopic fare.

[Shri Bhupesh Gupta.]

The same thing happens in respect of freight also. In the Budget speech itself the hon. Minister has said that commodities in common use would have to pay a higher rate of freight up to a distance of 850 miles or so and for the first 300 miles the freight would go up by no less than 10 per cent. Now, what are the things in common use, we all know and once you increase the freight on things in common use, you hit the people, you hit the trading sections of the people who are lower down in the trade. Therefore, here again we find that the small men, the poorer people including the small traders are the targets of the Minister.

Sir, I have worked it out. Take, for instance, West Bengal. Almost all the places—commercial places and centres—in West Bengal, where trade and business is carried on, fall within a radius of 300 miles of Calcutta. That is to say, the internal trade of West Bengal is more or less restricted within that distance. Now, all of them, whether they sell or whether they buy, will have to pay a higher rate of freight and it would go up to the extent of 10 per cent. Naturally the incidence of this increase would fall upon the consumers, upon the common masses of the people, apart from the fact that they would hit the businessmen and traders. At a time when we are passing through a crisis as far as the small and medium industries and businessmen are concerned, how is it that the Government should have thought it wise to increase the freights? How is it that when the purchasing power of the people is falling, the Government should have thought it wise to increase the freight charges on the commodities that go into daily consumption of the people—the essential commodities and other necessities of life? Sir, I understand that the monopolists have their own reasons to thank the hon. Minister for the reduction in freight as far as longer distances are concerned, because it is they who will benefit from it. Because it is the monopolists who

have their business spread all over India, who send their goods from Bombay to Calcutta, from Calcutta to Madras, and so on, and it is these gentlemen who are very friendly with the Congress and for whom there is no lack of love and compassion on the part of the Minister. It is this Big Money that will reap the harvest of the telescopic fares and freights that the hon. Minister has introduced today. So this is another bit of socialistic pattern that is unfolding itself before the public eye and the country will take note of such socialistic pattern. The journey to socialism seems to be something which on the one hand hits the people and on the other hand befriends the monopolists and extends to them concession after concession.

Then, there is the freight increase on 'Smalls' as they call it, and this again will hit the people as the minimum freight has been raised from Re. 1 to Rs. 1/8 that is to say, by fifty per cent. Can you imagine that an increase should be made to that extent? And he says as far as other quantities are concerned the maximum increase would be about 12½ per cent. This is clearly stated in the speech made. The hon. Minister does not lack any guts. If any Member has told him that he lacks guts, I think, he is profoundly mistaken. He has plenty of guts to back the monopolistic stock. He has got plenty of guts to hit the people; he has got plenty of guts to hit the traders, the small businessmen, the consuming public, the travellers, the passengers and all the rest of them. Therefore I give him that credit of having guts. The only thing is that the guts are being misused to the great misfortune of this country.

I mentioned that this is a budget of very small development. Here again ..

MR. DEPUTY CHAIRMAN: What is the rate per mile in Russia?

SHRI BHUPESH GUPTA: I think the hon. Minister can go to the Soviet Union and find it out.

MR. DEPUTY CHAIRMAN: You can give that information.

SHRI BHUPESH GUPTA: We are here talking about the Congress brand of socialistic pattern. Why bring in "Russia"? At least in the matter of budget we must have peaceful co-existence as far as these countries are concerned. Let us deal with our own country.

Now, development in Railway means essentially development in the construction of new lines. The total mileage today is 34,406 and at the time of the transfer of power it was something like 33,985. Therefore in this period of seven years the increase has been only to the tune of about 421 miles—a negligible increase in 7½ years, not much to be proud of. If you look at the figures for new construction, you will find that they have got 335 miles under construction the last mile of which will be completed by 1959 and under this budget another 152 miles will be taken under construction. This is more or less the plan and nobody will say that it is something very big. On the contrary, it is only a routine addition to the mileage that has been going on in India since the day of the British and I should have thought that the hon. Minister, being a Congressman and at one time having fought for Swaraj, will do better than the Englishmen sitting here had been doing—adding a few miles every year to the total mileage of the country. India has an area of 12,69,640 sq. miles—a vast country which remains uncharted as far as railways are concerned and the development that has been made in this matter is very, very negligible and nothing to write home about.

Another aspect of the development is passenger amenities. Passenger amenities constitute a vital feature in the railway development scheme. There, of course, we know something has been done. Some sitting accommodation has been provided in certain trains and in some trains sleeping accommodation has also been provided.

Some fans have been fitted here and there. But the main problem today is the problem of over-crowding and that has not yet been solved at all. That is our complaint. We know that some people can now sit in certain trains and travel, but have you seen how they sit? You can make them sit in such positions that they become motionless creatures, being pressed from all sides. They may have the comfort of sitting like this; but we do not call such a thing amenity.

Sir, any saloon where four people could be accommodated can be converted into a veritable hell if about forty or fifty people are packed in there. We are very comfortable in this House—a happy family of two hundred and odd people living in an air-conditioned room in the Chamber of the Rajya Sabha is very pleasant. But imagine if two thousand people were packed in this House, what would be our comfort? What would happen to your comfort, Sir? That is what I want to know. Therefore, the issue is not one of pointing to those fans that they speak of; or to the improvements that you have made for sitting accommodation; or to some sleeping berths that you may have adjusted into certain trains. The point is as to whether you have increased the carriages to relieve the congestion and suffocation that is taking place. Now, Sir, we hear about the black hole of Calcutta, although a false story. But little "blackholes" are being enacted in the railway compartments. Some day some historian will write that while the "blackhole tragedy" was not true, the little blackhole tragedies enacted by the Congress Government in the third class railway compartments were true.

Now, I will point out two things from the point of view of development. In 1938-39 there were 5247 broad gauge coaches on line; now in 1953-54 there are only 5182 carriages on broad gauge lines. This is what you find from the statement issued by the Railway Administration. Now, in the M. G. lines the number has

[Shri Bhupesh Gupta.] slightly increased in this period from 2331 to 2777 That is all we find here. Yet, it is the third class passenger who provides you with the fares and the receipts under this head. According to our calculation and the statement given in the Government publications also, in 1938-39 the number of third class passengers who travelled were about 48 crores. Today, in 1953-54, it had gone up to about 115 crores. Now, the number of passengers had gone up from 48 crores to 115 crores. The number has more than doubled. Correspondingly one should have thought that the number of carriages would have been doubled or something like that. But you find that the carriage position remains more or less the same. And as far as the broad gauge is concerned, the number is somewhat less than it was before the war. I think this is not the way to build up the egalitarian society. I can tell the egalitarians of the Congress that they would do better to build more carriages instead of building up phrases and phraseological things to be dished out to the country to deceive it.

MR. DEPUTY CHAIRMAN: What was the number before the war?

SHRI BHUPESH GUPTA: Sir, I have taken the figures from the Government publications.

MR. DEPUTY CHAIRMAN: What was the number of carriages before partition?

SHRI BHUPESH GUPTA: Now, Sir, the position has not improved. The figures relate to the Indian section only. I am not counting Pakistan here. I am leaving it out I am that much honest.

SHRI B. C. GHOSE: Not wholly honest!

SHRI BHUPESH GUPTA: They won't believe in our honesty at all. He is an honest gentleman, but in the wrong way.

SHRI B. C. GHOSE: What is meant by "wrong way"?

SHRI BHUPESH GUPTA: He is honest for the monopolist class.

Therefore, Sir, what is important today is to increase the number of carriages rather than sitting accommodation with little elbow room. We want to sit in the train like civilized human beings. Then, sleeping accommodation in all the night trains—that is what is essentially needed today.

Then, he has told us that dining car has been provided and it is open to all. What a consolation! Now, can you enter the dining car and buy the food? It is expensive, prohibitive for the third class passenger. It is no use telling us that the Imperial Hotel is open to the people of Delhi, when I know that the cost is such that, except very few rich people, none can pay the price at all. Therefore, what is essential for the Minister is to provide good, suitable food at cheap price, so that the common people can take advantage of such things."

SHRI GULSHER AHMED: You can go to Nirula and you can get the same quality.

SHRI BHUPESH GUPTA: Labour welfare is another item. The less we talk about 'welfare', the better. But it is a Welfare State. Some moonshine talk about welfare has to be given here and there. I can quite understand their reason for it. But if you look into the Budget, you will find that only Rs. 60 lakhs have been provided for a million employees on the railways. And it comes to roughly about eight annas per month, or six rupees per year. This is the welfare dispensation of the Welfare State to the railway employees who run the railways of India today and who are doing their job with workload going up every month and in the midst of all manner of difficulties and handicaps.

Sir, then you have, of course, these wages and other things. Now, no

provision has been made—no indication whatsoever—in the Budget for increased wages and emoluments for the railway employees, especially those who are very poorly paid. Now, Class IV employees get on an average Rs. 92 per month—some get less; some more. But on an average they get Rs. 92 per month. If I take category 'B' of Class IV employees, the average comes down to Rs. 81 per month. But, Sir, you will remember that about 4,92,000 belong to category 'B' of Class IV. That is to say, nearly half of the railway employees get less—on an average Rs. 81 per month. And even Class III employees on an average get Rs. 150. Therefore, if you put Class III and IV employees together, you will find that the 9,57,000 employees do not get even a living wage from the Railway administration. Contrast this with what the officers are getting. 2522 officers between them get Rs. 3.81 crores. Roughly it comes on an average to Rs. 1050 per month, per officer. This is what we find. Then, of course, at the apex of the grand bureaucracy in the Railway administration, there sit the Railway Board with each gentleman getting Rs. 4,000 per month and plus something more which I do not know, but the demonstration of which we sometimes see when we look at them moving about. That is the position, Sir. This is unjust. Is this egalitarian society? Is this "socialistic pattern"? On the one hand, you have very few people getting a lot of money; on the other hand, you have down at the bottom lakhs of people denied even a decent and the barest living that civilization demands today from any civilized Government. It is no good, maintaining such standards, to talk about "socialistic pattern".

Then you have, Sir, 1,80,000 hands who are kept permanently almost as "temporary" hands. They are not made permanent. They are condemned to the temporary position. Why is it done? We know Sir, when you maintain them as temporary hands, you have certain advantages

over them and that is why they are denied certain benefits which they would have otherwise got had they been made permanent.

Not content with that, the Railway Administration are now converting certain temporary posts into casual labour posts. And there is reason for it, as far as they are concerned. They know that if people are maintained in the cadre of temporary posts, the Pay Commission's recommendation comes into operation, and the wages and emoluments have to be given on the basis of that. That is to say, no one could be given less than Rs. 70 per month. Now, if you transform them into casual labour, you can give them a wage at the market rate, between Re. 1/- and Rs. 1/4, which comes to about Rs. 32 at the highest, counting 26 days in a month. This is why we find that the Government is resorting to a direct cut in wages in this manner, and I think that this high-handedness on the part of the Government will not continue for long. Here we find a conspiracy on the part of the Railway Administration to deny the workers their wages and to effect a wage cut and to take advantage of poverty and suffering of the railwaymen in order to make them do 'serf labour'. And here we are told that we are on the highroad to egalitarian society and we are basing our policies on a socialistic pattern of society, and what not.

Sir, then you find that the house rents are being again increased in respect of a large number of Railway employees. Here again, the excuse is that they are standardising them. Now, I can understand standardisation, provided such standardisation means improvement in the life of the people, especially the Railway employees and workers. But here we find that the smaller men, the poorer men in the railways, are being made to pay a higher rate of house rent today than they had been paying before. And complaints have been pouring in

[Shri Bhupesh Gupta.]

from all quarters, from all the Railway zones, from all the Railway centres, that this is something which is absolutely unjust and intolerable. Still, the Railway Administration would not listen to the grievances of the people and do something about it.

Then, Sir, you find that the work-load is being increased. Workers are forced to do skilled work. You find in various places apprentices and other people are made to do skilled labour, but they are not paid according to the rates of skilled labour. Working hours are being increased; for instance, in Motibagh—the Eastern Railway—you find that the working hours of the gangmen have been increased from 48 hours to 52 hours. And that is going on in many centres. Many railway conferences have taken place, and you find that the railway workers have been complaining all over the land that work-load today is much higher than it had been before, without bringing any corresponding benefit by way of increased emoluments. Sir, you will realise that the number of passengers has increased by two and a half times. And the number of employees in class IV, in 1938-39, for instance, was about 5,03,000, whereas in 1953-54, the number was about 6,10,000, including those who came from the State Railways. The passenger increase on the trains has gone up by two and a half times. Therefore, one should have thought that with the increase in the passenger traffic, the Government would be lightening the burden of the workers and the employees by bringing in more workers and employees to man the posts. But instead of doing that, they have resorted to increasing the work-load of the employees.

Again, Sir, we find that privileges and concessions are being cut all over the land. Now, Sir, I can give many instances. I can tell you that certain passes used to be issued to retired official, which have now been cut down. And if an officer retired at the age of 55 he would not get the pass

once year but once in five years only. I do not know what is the expectation of our life after attaining 55 years of age. Many of the Railway workers will not be fortunate enough even to avail of that facility. Then, the Railway employees, especially the poorer employees, are not being given the facilities of Railway passes, although we find that the higher-ups can travel in air-conditioned trains and can enjoy all the advantages that the Railway Administration can shower upon them.

Again, Sir, you will find that hospital facilities given to the Railway employees are negligible, so much so that there is a wide-spread grievance among the Railway employees all over the country. The Railway workers have been complaining and demanding: "We want medical amenities to be expanded, at the same time ensuring that they become really a medical relief." In the Motibagh centre, Sir, you will find that the maternity benefits are not given to the second-delivery cases unless.....(*Time bell rings.*) Let me continue. Sir, I have not finished.

MR. DEPUTY CHAIRMAN: Please finish soon. (*Time bell rings.*)

SHRI BHUPESH GUPTA: Sir, words are important, not the bell.

MR. DEPUTY CHAIRMAN: You have already taken 45 minutes.

SHRI BHUPESH GUPTA: Sir, words are important, and I should be very lucky, if I am able to finish before an hour. I hope I would have that luck.

MR. DEPUTY CHAIRMAN: Please finish soon.

SHRI BHUPESH GUPTA: Sir, now maternity benefits

Sir, I am sorry you interrupted me on a very delicate point. I was dealing with a very humane problem. Maternity benefits are not given to

the mothers for the second delivery until three years have passed between the two deliveries. I do not know if there is an effort to try that scheme of family planning and all that rubbish here, but I find that this is something which is abominable to good conscience.....

DR. SHRIMATI SEETA PARMANAND: I would rise to a point of order that such remarks against the Chair should not be allowed. We have to uphold the dignity of the Chair—calling the Chair as interrupting.....I would like the hon Member to withdraw that expression.....

MR. DEPUTY CHAIRMAN: Let him continue. Please go on, Mr. Gupta.....

(Interruptions.)

SHRI BHUPESH GUPTA: It is a parliamentary phrase, and the Chair is for the well-being of the House.....

MR. DEPUTY CHAIRMAN: Please continue your speech

SHRI BHUPESH GUPTA: It is an English term, the hon. Lady should know it.

DR. SHRIMATI SEETA PARMANAND: When the Chair is asking a speaker to limit his speech, it is not very dignified on the part of that speaker.....

SHRI BHUPESH GUPTA: I do not know of any rule which discriminates between the Chair and any Members of the House in respect of language.

MR. DEPUTY CHAIRMAN: Mr. Gupta, I am here to interrupt you, if it is necessary.

SHRI BHUPESH GUPTA: Yes, Sir, Now, whenever I speak, I find a lot of difficulty. That is my misfortune, it seems. I want to speak on this problem.....

MR. DEPUTY CHAIRMAN: Yes. But you have to be brief. There are a large number of speakers including your own party-men.

SHRI BHUPESH GUPTA: When you put me down in the list. I thought you had probably decided to control.....

MR. DEPUTY CHAIRMAN: But you seem to be uncontrollable.

SHRI BHUPESH GUPTA: I realise. But even then I would insist upon my right to speak. You can by all means shut me out, and then let the country know that I have been shut out.....

SHRI KAILASH BIHARI LAL: Perhaps, Sir, you are not enforcing your own order.

MR. DEPUTY CHAIRMAN: Let him go on.

SHRI BHUPESH GUPTA: You are there to enforce the order. Why don't you try?

Now, Sir, the hospital arrangements are absolutely inadequate, and I think they should be gone into and some suitable arrangements should be made.

As far as the recruitment and promotion are concerned, of course there is absolutely no principle followed there. Higher posts are given to people through direct recruitment. People from the lower grades are not promoted to the higher posts. The result is that, on the one hand, you cannot draw upon the aggregate experience and individual experience of the employees by such promotions, and on the other hand, there is no incentive for better work and meritorious work on the part of the employees, especially when they know that they do not stand any chance of promotion. Sir, the Government tell us that they are trying to build up the cadre by recruitment. I am not saying that the cadre has not to be built up. But those people, who have been in their posts for a number of years and have acquired experience and knowledge in the running of the railways, should be given promotion according

[Shri Bhupesh Gupta]
to their seniority And that is most important That is the way to build up a cadre That is the way to create a spirit of selfless work and initiative

Then, Sir, let me come to the question of the workers' interests and the atrocious Safeguarding of National Security Rules I should have thought that in this Budget speech, when there is a lot of talk about an egalitarian society, about adhering to a Socialistic pattern, the Government should see to it that the McCarthy rules of safeguarding of the national security framed in 1949 are discarded once and for all Under these rules, Sir, no less than 300 railwaymen have been prosecuted and victimised or dismissed or suspended and again many of their cases are still pending Here is a case of Mr Anantanarayanan, Railway Assistance Bridge Inspector, Pakala He was victimised His case went up to the Madras High Court and the judgment of the Madras High Court is a howling condemnation of the McCarthyism of the Railway Administration Sir the charge against him was that he was used to spreading the doctrine of communism among the public and the railway staff The hon Judge ordered the restoration of this railway employee to his former post He says

"To the questions which the petitioner is entitled to ask in relation to the charge as to when, where and how he spread the doctrines, the charge gives no answer Besides, as a charge, it strikes one as most extraordinary If a person could be dealt with on this ground, every librarian in our Universities and in our colleges who issues a copy of Karl Marx or Engels would be liable to disciplinary action because by issuing the books he spreads the doctrine of communism"

This is how a Judge of a Congress High Court pronounced against the

charge preferred against one of the members of the Railway Administration

SHRI O V ALAGESAN What does he mean by a Congress High Court?

MR DEPUTY CHAIRMAN Please withdraw that expression You should make no such allegations To say that it is a Congress High Court is a reflection on the High Court

SHRI BHUPESH GUPTA A High Court under the Congress Regime

SHRI H C DASAPPA Even that is not fair

SHRI P S RAJAGOPAL NAIDU On a point of order, Sir,

MR. DEPUTY CHAIRMAN The High Courts are established under the Constitution of India

SHRI BHUPESH GUPTA But on the recommendations of the Rajpramukh or the Governor and the President also has a say in the matter

MR. DEPUTY CHAIRMAN Please do not make any reflections on the courts here in Parliament—against the High Courts or the Supreme Court

SHRI BHUPESH GUPTA Where is the reflection here? I am only paying it a compliment I have said, 'a High Court under the congress regime' Can't I say that?

MR. DEPUTY CHAIRMAN You don't go on saying such things

SHRI BHUPESH GUPTA I will say 'a High court under this administration or regime headed by the Congress leader, Prime Minister Jawaharlal Nehru'

MR. DEPUTY CHAIRMAN Before you proceed, I am just making this announcement We have got 10½ hours to discuss the Railway Budget Your party will get one hour You

can take as much time as you like if you are not putting up any other member of your party to speak

SHRI BHUPESH GUPTA Suddenly you are applying this rule

MR. DEPUTY CHAIRMAN Only two days have been allotted

SHRI BHUPESH GUPTA I know the time allotted to it It is 10½ hours But I will request for an extension of the time limit because the matter will have to be discussed threadbare

MR. DEPUTY CHAIRMAN You discuss this matter with the Chairman I have given you the limit of time to which you can go

SHRI BHUPESH GUPTA I know The hon Judge made this observation Now, this is what is happening The charge against the man was that he belonged to the Communist Party May I know since when belonging to the Communist Party has become an offence? It is a legal party In the outer House and also outside, the Prime Minister says that he does not think in terms of communism or anti communism but here we find that the rights of the people are being trampled upon, people are being prosecuted and victimised on the charge that they belong to the Communist Party or propagating communist ideas I say, Sir, that the Prime Minister is certainly thinking in terms of anti communism and that is why such a victimisation is being resorted to by the Railway Administration At the same time, how is it I would ask the Prime Minister that all this pornographic literature from America is being allowed to be sold on our Railway platforms, while literature about Soviet culture is being banned and barred even after seeing what America has done and even when we are trying to develop friendship with the other country? Since these things are going on in the Railway Administration Prosecutions are going on The so called Watch and Ward Department are not interested in

saving money, are not interested in seeing that things are done properly On the contrary they are interested only in suppressing trade union activities Here we find that Ministers are functioning with their likes and dislikes of trade unions Some trade unions they like some others they do not like and so they recognise some unions while others they do not recognise Recently the Federation of Railwaymen called a meeting in Delhi, but the Railway Board decided not to recognise this meeting and not to issue passes to the people who were coming here for that purpose, contrary to the practice so far followed by the Railway Administration This sort of thing is going on There is a statement in the speech that labour relations have improved Certain people are in the good books of the Railway Administration we know *personae gratae* of the Railway Administration, and so they are recognised but a well known and important union like the South Indian Railwaymen's Labour Union has not been recognised, although it is duly qualified for recognition, as against that another union which has negligible membership is recognised This sort of thing is happening I say that the Watch and Ward Department and the Security Department should not be turned into a second I B of the Railway Board and the latter should not sit there as the general staff commanding and presiding over this army of I B men suppressing our trade unions and trade union activities in the typical McCarthy way I would ask them to address their minds better their thoughts better to the more efficient running of the railway system in our country

Sir, lastly I would like to say a few words about the finances of our Railway Administration I do not share the hon Minister's view in this matter I have very strong complaints to make against him I think he has been misled into thinking that this is the right way of handling our funds First of all let me begin by saying that it is not right that Rs 718 crores surplus should be put into the Revenue

[Shri Bhupesh Gupta]

Reserve Fund instead of into the Development Fund. As you know the Railway Convention Committee last year made the recommendation that surplus funds should be credited to the Development Fund and not to the Revenue Reserve Fund. Now that decision has not been followed by the Railway Administration and the hon. Minister has not thought it wise to take that advice from the Railway Convention Committee. Then he said—I don't know the reason—that it is becoming necessary to have an increase of revenue by Rs. 10 crores by increasing the fares this year. The hon. Minister would say that he requires the money for the lean years. On the one hand, you are saying in the same speech, that you see greater uneconomic activity and at the same time you are talking of the lean years. How do you reconcile these things? You can't have both ways. You cannot run with the hare and hunt with the hound. Either you think of the lean years or talk about economic activity, either the one or the other and he is a very intelligent person, intelligent for a long time and he knows the real thing. He knows thoroughly that the country's economic situation is far from good. The country is passing through a crisis and the economic prosperity is not all so bright as it is painted in the budget and other speeches. Therefore he wants to make provision. I say that it is not necessary because you have got in the depreciation fund Rs. 102 crores and in the Reserve Fund another Rs. 38 crores and if you add the present fund of Rs. 7 crores or so, you get a fund of nearly Rs. 150 crores to fall back upon and that is good enough. Every year you are finding money. Therefore I say that there is nothing to fear even if I assume that hard days may have to be met by the Railway Minister. I think that this provision is absolutely uncalled for and it is not proper that, when the resources are there, when the ways and means possibilities are there, the Railway revenue should have been boosted up by increasing the fares of passengers and by increasing the

freights. That is not the right way of approaching the problem.

Sir, I make one point clear here. It is not our contention if I may say so that the Railways should not find some revenues for the general budget. From the railway undertakings, that should be found, but the Railway funds should be so administered that the revenue is not found at the cost of the people by increasing the fares or freights or at the cost of the workers or by deferring payments to them by refusing to fulfil the legitimate demands that the railway employees and workers are advancing from time to time. This whole matter should be gone into with that perspective not from the point of view of a revenue-grabber.

Another feature in the budget is that Rs. 90 crores provision has been made for buying locomotives, boilers, carriages, wagons etc. Out of this Rs. 40 crores will be spent for purchasing 39,000 wagons in the course of the year—24,000 will come from outside and 15,000 will come internally. There are about 100 crores under the Five Year Plan left in their hands and somehow that has to be spent. So they go in for reckless purchases regardless of other requirements of various items. I say that you would lose money there. So I say this question of purchase should be gone into, because we feel that our Railways are not such as would permit Rs. 40 crores of money being spent in one year for the purchase of certain railway wagons at this stage.

SHRI H. P. SAKSENA: To remove over-crowding, my dear friend.

SHRI BHUPESH GUPTA: People don't travel in wagons. He thinks that human beings have become goods in their egalitarian society. Not yet—you will take some time.

Now about stores purchase there you have to be careful. I find from the statement issued by the Railway

Ministry that in 1953-54 direct imports account for Rs. 12.2 crores and imported stores purchased in India account for 13.4 crores. Stores of Indian manufacture or purchased in India comes to Rs. 64.4 crores. You will find that a large percentage of stores is bought from abroad and not only that, but what is supposed to have been internally procured really comes from certain British business concerns like Balmer Lawrie, Braithwaite, Burn, and Jessops. These are monopolistic concerns. I would only make one submission in this connection. I hope the hon. Minister will kindly listen, because I speak on very reliable information. In the matter of stores purchases, the British concerns in India have come to an internal arrangement so that they can capture all the tenders that you issue, so that they can dictate and quote price through an internal arrangement in order to see that no accepted tender goes outside the range of British producers. I think this is a very serious thing and I cannot divulge the source but at the same time you have your Security Department, you have your internal administrative department and all that. Go into this matter and find out as to how they are trying to deceive the Railway administration. What I say in this connection is that the internal sources should be developed and I say since the Railways have to rely on such heavy store purchases every year, these concerns—Balmer Lawrie, Braithwaite, Jessops, etc., belonging to the British should be taken over and you turn them into State concerns so that they can feed the Railways and their existing assets can be diverted into national production for developing our economy. How on earth can such important industries, on which such vital industries as the Railways depend, be left in the hands of foreigners who operate in the interests of their country—Britain—but not in the interests of our country? The time has come when you talk about socialism of socialistic pattern, egalitarianism, etc. to ~~be~~ prove your tons of propaganda by an ounce of action in seizing these companies and

incorporating them into national assets. I think I can rightly make this demand of the Government in the situation, when they are making so many speeches about socialism. Here is the picture of Railway administration. We would like our Railways to be run on proper lines. I would like to see our Railways to be run by the railwaymen of our country, thinking that they are doing a great service to the people and the nation. I would like to see that people get a fair deal under the administration. I would like to see passengers getting relief and those people who are engaged in trade and commerce also get relief. I would also like to see that the administration is run economically so that revenue could be found for the development projects of our country for the industrial and economic advancement of our country but here again I say that the Railway administration must recast its policy, must change its outlook. It is no good to change the Railway Board periodically, from time to time. It gives us little consolation. Have the important posts manned by men with greater outlook, with vigour and with a greater sense of patriotism and with a new outlook on life so that they go at it and change the whole business which has gone against the vital interests of the passengers against the vital interests of the railway passengers and against the vital interests of the economy of our land. Railways is an important sector and it is there you get the test of socialism. It is the biggest public sector in our country which employs about a million people and which deals with hundreds of crores of people. It is there that you should give the proof of your preachings. You should prove your sincerity, if you have the slightest sincerity. So far we find that the Railway administration is being run not only on capitalist lines but with a monopolistic bias, with a bureaucratic bias. The time has come to put a stop to these. Without doing this, all this talk about egalitarianism and socialism is a gross, colossal deception, and a bluff to the people. The time has also come now for the people to call this bluff as

the people of Andhra have already called this bluff.

SHRI GULSHER AHMED: Sir, I have listened very carefully to the speech of my hon. friend but I am sure that most of the hon. Members of this House must have heard the same speech, with little variations or changes, last year and the year before. I don't want to say anything more than what, I have said about Mr. Gupta.

I will just say generally about Railway Budget that we all must give credit to the hon. the Minister for Railways for presenting a very cheerful budget this year. If you study the Railway Budget of last year or the year before, you will find that the Minister was not so cheerful and happy while presenting the Budget. This year I am glad that he is more hopeful and credit should be given to the hon. Minister that he has been able to solve many of the difficulties and this time he has presented a Budget with the hope of prosperity and in a good spirit because the Railways are going ahead with good speed in their developmental programmes. I will just give you one paragraph from the last year's speech of the Railway Minister where he was hesitant, and not very clear in his mind as to how he was going to get the money to make the railway contribution to the first Five Year Plan. He was also not very sure whether he would be able to get money from the general revenue. This is what he said in his last year's Budget speech:

"I have endeavoured to indicate broadly to the House the principal features of the developmental programme during the budget year. Although we are doing our best to improve and extend rail transport facilities in this country, I am aware that much more needs to be done. Considering the vast areas in our country which are awaiting economic exploitation through the introduction of satisfactory transport facilities, I feel it is necessary to adopt a bold policy of development and expansion of the railways."

I am very glad the hon. Minister has adopted a bold policy this year. He goes on and says further:

"The prospects of any fresh financial resources are none too bright. As a result of factors which have increased working expenses, there is likely to be a shortfall in the amount which the Railways are expected to find from their own resources for the execution of the Five Year Plan. Against a sum of Rs. 320 crores to be contributed by the Railways towards the resources of the Plan, the contribution for the first three years is likely to be Rs. 165 crores only and it is estimated that there will be a shortfall of about Rs. 60 crores."

I am very glad that this year, in his speech the hon. Minister has been able to find money and not only has he been able to find money to complete Rs. 400 crores, that was the target for the railways to complete the programme, but he has succeeded in getting Rs. 18 crores more towards the development of the railways.

Now I will come to the next point, the point about which almost all the hon. Members have spoken here, had something to say. And that is about the three-legged fare of the Railways. I am afraid most of the hon. Members have not given the mathematical consideration to this problem. If you calculate the fares of the two legs, that is, 300 miles, the increase comes to four annas for the III class. According to new fare it comes to about Rs. 9/4 that is, there is an increase of only 4 annas, that is to say, about 1 pice in a rupee. Therefore, really what the hon. Minister has done in increasing or decreasing the railway fares, is to earn more money but he has tried to see that no travelling public should feel the pinch of the increase on account of the fare and at the same time the railways should not suffer loss in revenue.

I may now give another example. A man going from Delhi to Madras will

now have to pay about Rs. 5 less than before. Suppose, as was suggested by some hon. Members, the position had been reversed, then what would have happened? A third-class passenger going from Delhi to Madras would have had to pay Rs. 5/- more. Now, the person going up to 300 miles will be paying only 4 annas more. This, I think, is a very nice way of adjusting the interests of the public in such a manner that at least the man who goes from Delhi to Madras will be able to save Rs. 5 and with that money he can get his meals and it will go a long way to give him relief. It has been said that the majority of the public travel between the distances of 1 to 300 miles.

SHRI H. P. SAKSENA: I would request the hon. Member to speak a little louder.

SHRI GULSHER AHMED: I have shown just now that this increase of 4 annas in Rs. 9 will not be much and I do not think any travelling public will feel it. So I think the criticism that has been made by most hon. Members is not very correct that our Railway Minister has tried to earn more money by taxing the poor people.

Then, Sir, I come to the development plans under the Second Five Year Plan, because I am much concerned with it. The hon. Minister has been pleased to express in his speech that he has taken care to see that surveys should be made for new lines which he intends to start constructing in the Second Five Year Plan. In his concluding sentence he has said that those lines whose surveys are being done or are under consideration in the Second Five Year Plan are given in the Explanatory Memorandum. When I see this Explanatory Memorandum, I do not find any mention of any railway line going to be constructed in Vindhya Pradesh. Sir, three years ago, in this very House I had made a strong request to the hon. Minister to consider the case of Vindhya Pradesh because that area is full of coal, dia-

mond, bauxite and other minerals which can be easily put to good industrial use. Nobody likes to come to that area because there are no means of communication. The area which is full of coal is far away from the nearest railway line that nobody likes to exploit that coal. I would, therefore, suggest that a railway line from Robertsganj in Mirzapur District should be constructed to Shahdol or Umaria which lies on the Bilaspur line, the line which is going to Nagpur from Katni. We have tried in our humble way in the State to start a thermal station somewhere near Shahdol and I think railway line will be an impetus to start an aluminium factory on a large scale. There are several colliery mines in that area. So, if the hon. Minister thinks that he cannot construct railway lines all over the State, at least this line should be constructed as it is very essential for the industrial development of the State.

Another thing which is very surprising, Mr. Deputy Chairman, is this that my State's capital is not connected by any railway line. It is actually about 32 miles from the nearest railway station—Satna. Recently Schia station has been remodelled and a large sum of money has been spent. I think with the same sum plus probably a little more, the Railways would have constructed a railway line connecting the capital.

SHRI O. V. ALAGESAN: That is very optimistic

SHRI GULSHER AHMED: And the other amenities could have been deferred for some time. Lately the Deputy Minister had been to Rewa and the people have told him their difficulties, due to this lack of means of communication for the industrial development of Vindhya Pradesh and I am sure the Deputy Minister must have told the Railway Minister about all that. I hope something will be done to this forgotten area.

Apart from this, whatever railway facilities we have got in our State are

[Shri Gulsher Ahmed.]

not up-to-date. The main railway station in the whole State is Satna which is on the main line from Calcutta to Bombay, *via* Allahabad. The condition of the goods shed there is so bad that sometimes goods have got to be kept outside the station and there is only one *Chaukidar* or watchman to look after all the goods lying outside the goods shed in the night

5 P.M.

A lot of pilfering takes place and it takes place in such a manner that no complaint is being made against this. It so happens that people take just one seer of sugar or dry fruits and the merchants do not care to make a report which will entail all kinds of troubles. So he keeps quiet. That sort of thing is happening on a large scale. I am sure, the Deputy Railway Minister would have noted all these things when he visited the station some time ago, and I am sure these things must have been brought to his notice.

The other difficulty at Satna station is that the railway colony—which is a very big colony, because there is a Loco Shed and number of people are employed there—is on the other side of the town and the railway employees have to cross the railway line every now and then and their children have to do the same thing while going to school.

SHRI V. K. DHAGE: Is the hon Member likely to take more time, Sir?

MR. DEPUTY CHAIRMAN: I think he is winding up.

SHRI GULSHER AHMED: I have one or two more points, Sir, and I will take some time.

MR. DEPUTY CHAIRMAN: You can continue tomorrow. The House stands adjourned till 6 p.m. for presentation of the Budget papers.

The House adjourned at two minutes past five of the clock till six of the clock.

The House re-assembled at six of the clock, MR. DEPUTY CHAIRMAN in the Chair.

PAPER LAID ON THE TABLE

THE BUDGET (GENERAL), 1955-56

THE MINISTER FOR REVENUE AND CIVIL EXPENDITURE (SHRI M. C. SHAH): Sir, I beg to lay on the Table a statement of the estimated receipts and expenditure of the Government of India for the year 1955-56.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 11 o'clock tomorrow.

The House then adjourned at one minute past six of the clock till eleven of the clock on Tuesday, the 1st March 1955.