

cially by the Indian Red Cross Society; and

(b) by whom the erstwhile Red Cross Welfare Service in military hospitals is now being looked after?

I THE DEPUTY MINISTER FOR DEFENCE (SARDAR S. S. MAJITHIA): (a) The Military Hospitals are not aided by the Indian Red Cross Society now except that certain Red Cross Stores and a grant of rupee one per bed per annum towards the purchase of newspapers and periodicals for patients are contributed by the Society.

(b) The Ministry of Defence.

FORTS UNDER THE MANAGEMENT OF DEFENCE MINISTRY

84. SHRI M. VALIULLA: Will the Minister for DEFENCE be pleased to state:

(a) the number of forts which are under the management of the Ministry of Defence at present;

(b) whether they are used for military exercises; and

(c) what was the expenditure incurred on the maintenance of these forts in year 1952-53?

THE MINISTER FOR DEFENCE ORGANIZATION (SHRI MAHAVIR TYAGI): (a) Nineteen.

(b) Yes.

(c) Rs. 8,49,187/1/-.

ACCIDENTS DUE TO MILITARY ROUTINE EXERCISES

85. SHRI M. VALIULLA: Will the Minister for DEFENCE be pleased to state the number of:

(a) members of the military forces; and

(b) civilians;

who—

(i) died; and

(ii) suffered injury, as a result of military routine exercises in each of the years 1951-52 and 1952-53?

THE DEPUTY MINISTER FOR DEFENCE (SARDAR S. S. MAJITHIA): The information is being obtained from the lower formations and will be laid on the Table of the House as soon as possible.

THE BUDGET (RAILWAYS), 1954-55 —GENERAL DISCUSSION—Continued.

MR. CHAIRMAN: We now get back to the discussion of the Railway Budget.

SARDAR BUDH SINGH (Jammu and Kashmir):

سردار بدھ سنگھ (جموں و کشمیر):

جناب صدر - میں کل عرض کر رہا تھا کہ ہمارے ریلوے منسٹر صاحب نے جب یہ مہربانی کی ہے کہ وہ پتھانکوٹ سے ماڈھوپور تک ریلوے لائن بنانے جا رہے ہیں تو اتنی اور بھی مہربانی کریں کہ اس کو سرپرست جموں تک بد دیں اور ایک دو سال کے اندر ہی پوری کر دیں۔

میں آنریبل منسٹر صاحب سے یہ پھر عرض کرنا چاہتا ہوں کہ پانچ سالہ پلان میں جہاں وہ ملک بھر میں نئی ریلوے لائن بنانے کا پلان بنانے بہتہ ہیں وہاں انکو جموں اور کشمیر کا بھی خیال رکھنا چاہئے۔ اس ملک ہندوستان کے لئے جہاں امن ہے، اولم ہے جہاں پر لوگ آرام سے بہتے ہوئے ہیں اور کوئی جنگ نہیں انکو ابھی کئی جگہ زیادہ ریلوے لائنیں بنانے کی خاص و فوری ضرورت بھی نہیں ہے، جب

آپ ریلوے لائنیں بنانے کی اہمیت پر زور دیتے ہیں تو اس مقابلہ میں سرحدی علاقے کو کہیں نظر انداز کر دینا جانا ہے کہ جو ایک جنگ کا علاقہ ہے اور جہاں پر کہ ۶۰۰ میل کے ایریا (area) میں ہمارے بہادر سپاہی دشمن کی توپ اور بندوق کے سامنے سے چوبیس گھنٹہ پہرا دے رہے ہیں اور جہاں پر کہ جنگ کسی وقت بھی کسی مدت بھی شروع ہو سکتی ہے۔ اس علاقے کا تو ہمارے انریبل ریلوے منسٹر صاحب کو ضرور خیال رکھنا چاہئے بلکہ حقیقت یہ ہے کہ اسے پورٹی (priority) اہمیت دینی چاہئے۔ کیونکہ جسقدر جلد وہاں ریلوے لائن بن جاتی ہے اتنا ہی ہمیں اور ہماری فوجوں کو بڑی سہولتیں ہونگی اور جنگ کی صورت میں بڑی آسانی ہو جائیگی۔

اس کے ساتھ ہی ساتھ ہمیں یہ بات بھی دھیان میں رکھنا ہے کہ ہمارا پیڑوسی ملک آج پانچ چھ سال سے ہر وقت جنگ کرنے کو تیار نظر آتا ہے۔ اور اب تو امریکہ کی فوجی امداد ملنے سے نہ صرف وہ جموں و کشمیر کو ہرج منا کرنا چاہتا ہے بلکہ اسے ختم کر دینا چاہتا ہے کیونکہ اس علاقہ میں سامراجی فوجی آڈے بنا کر روس و چین اور ہندوستان بلکہ ہمارے ایشیا کو جنگ کا اکھاڑہ بنا کر مصہبت میں قال دینا چاہتا ہے۔ کیا وہ نہیں

چاہتا کہ اپنی اس کارروائی سے ہمیں ختم کرنے کے ساتھ وہ خود بھی اپنے آپ کو ختم کر رہا ہے؟ لہذا میں آپ کو بتلانا چاہتا ہوں کہ ہمارے بہادر سپاہی جو سینکڑوں میل کی دوری سے جا کر وہاں ملک کی حفاظت میں لگے ہوئے ہیں اور وہاں کی اونچی اونچی چوٹیوں پر رہ کر پہرا دے رہے ہیں ان کے آرام و آسائش کے لئے خوراک اور کپڑا و دیگر ضروری سامان پہنچانے کے لئے اور وقت پر فوراً سامان پہنچانے کیلئے وہاں پر ریلوے لائن بنانا انتہائی ضروری ہے بلکہ سچ تو یہ ہے کہ بغیر ریلوے کے وہاں کا تجارتی و مدورفت و فوجی نقل و حرکت کا کام ٹھیک طور پر نہ ہوگا۔ وہاں تک سامان لانے اور لے جانے میں جو تکلیف اور پریشانی ہوتی ہیں اور اخراجات ہوتے ہیں اگر ان سب کو خیال میں رکھا جائے تو وہاں پر ریلوے لائن بنانا پتھلی بہت ضروری ہو جاتا ہے۔

میں جناب چیئر مین کی وسالت سے انریبل ریلوے منسٹر صاحب سے درخواست کروں گا کہ انکو میری باتوں کی طرف متوجہ ہونا چاہئے۔ تو میں عرض کر رہا تھا کہ جہاں پر ہمارے بہادر فوجی سپاہی پہرا دے رہے ہیں ان کو سامان پہنچانے کے لئے لڑیوں میں پٹرول کا جو خرچ ہوتا ہے اور جو وقت ضائع جاتا ہے یہی کم از

[Sardar Budh Singh.]

کم ایک مہینے کے اندر جو لڑیوں پر سامان پہنچ پاتا ہے تو اگر وہاں ریلوے لائن بنائی جائیگی تو وہ سب سامان ان کو ایک ہی دن میں پہنچ جایا کریگا۔ یہ تو آپ کو معلوم ہی ہے کہ موٹروں سے جو سامان جاتا ہے وہ راستے میں اکثر بارش، برف یا کسی دوسری قدرتی رکاوٹ کی وجہ سے خراب ہو جاتا ہے اور مہوا سوزی تو اکثر سڑ جاتا ہے یا گل جاتا ہے اور برباد ہو جاتا ہے چنانچہ ہمارے سپاہیوں کو بھی تازہ پھل سوزی اور اچھا ضروری سامان وقت پر آنے سے نہیں مل پاتا ہے تو محض ریلوے نہ ہونے کی وجہ سے ہمیں یہ نقصان و تکلیف اٹھانی پڑتی ہے۔ اس لئے اس علاقے کے لئے جہاں ہو وقت جنگ کا خطرہ سامنے موجود رہتا ہے وہاں کی فوجوں اور باشندوں کی آمدورفت و سہولیت کیلئے اور سب سے زیادہ اپنے وقار کے لئے اپنی عہدت کے لئے سرحدوں کی حفاظت کے لئے یہ بہت ضروری ہے کہ آپ وہاں سب سے پہلے ریلوے لائن بنائیں۔

میں یہ مان سکتا ہوں کہ شاید یہ ریلوے لائن اس وقت تک بلوائی جانی ضروری خیال نہیں کی جاتی جب تک جموں و کشمیر پورے طور پر ہندوستان کے ساتھ الحاق کی تصدیق نہیں کر لیتا۔ یہ وجہ بھی ہو سکتی ہے کہ بعض افسروں کے دلوں میں یہ

بات ہو کہ جب تک الحاق نہیں ہو جاتا اسوقت تک وہاں ریلوے لائن بنانا ممکن نہیں۔ لیکن اب تو اس کا بھی شک و شبہ ختم ہو گیا ہے۔ کیونکہ وہاں کی کانسٹیٹیوٹ اسمبلی (Constituent Assembly) نے جو وہاں کے عوام کی نمائندگی کرتی ہے جسکو وہاں کی جماعت نے منتخب کیا ہے اور وہ وہاں کی سہولت پر سہولت (cent. per cent.) ہندوستان کے ساتھ پورے طور پر اور پختہ اور آئیلی الحاق کر لیا ہے اور یہ فیصلہ کر لیا ہے کہ جموں و کشمیر ہندوستان کا ایک حصہ ہے اور اب اس الحاق اور فیصلہ کو دنیا کی کوئی طاقت توڑ نہیں سکتی اور نہ کوئی جموں و کشمیر کو ہندوستان سے الگ کر سکتا ہے۔ تو پھر اب کہوں ریلوے منسٹر صاحب وہاں ریلوے لائن بنانے میں پس و پیش کر رہے ہیں۔

میں یہاں پر اپنے ڈیپلٹس منسٹر صاحب سے بھی عرض کرونگا کہ جب وہ اس کی حالت میں، نارمل (normal) حالت میں ریلوے منسٹر صاحب کے ساتھ ملکر ملک کے دیگر حصوں میں ریلوے لائنیں بنانے کا مشورہ وغیرہ کرتے اور پروگرام بناتے ہیں تو ان کو جموں و کشمیر کی بھی اہمیت اور ضروریات کی طوف ریلوے منسٹر صاحب کی توجہ دلائی جائے اور حالانکہ ایسی حالت میں جو اس

وقت فوجی اعتماد سے وہاں صورت حال درپیش ہے ہمارے آنریبل مینسٹرس صاحبہ تو اولہن فرض ہونا چاہئے کہ وہ ریلوے مینسٹر صاحبہ کو مجبور کر کے وہاں پر ریلوے لائنوں کا حال بچھا دیں۔ تبھی ملک کی خاطر خواہ حفاظت و ترقی ہو سکتی ہے اگر زیادہ نہیں تو کم از کم اس وقت اودھم پور تک ہی جو ایک نہایت ہی اہم جگہ ہے جہاں ہر قسم کا سامان خاطر خواہ حفاظت سے رکھا جا سکتا ہے ریلوے لائن فی الحال بنا دیں یہ بہت ضروری اور اہم چیز ہے۔

جہاں تک ریلوے لائن بنانے میں اخراجات کا سوال ہے تو آپ یقین کریں کہ وہاں سامان لانے لیجانے میں موٹروں اور پیٹروئل میں کافی خرچ ہو جاتا ہے اور اب تک کافی خرچ ہو چکا ہے اگر وہی خرچ ریلوے لائن بنانے میں کر دیا جاتا تو جو تکلیف فوج کو اور وہاں کی جگہ کو اٹھانی پڑ رہی ہے وہ نہ ہوتی۔ آپ سب لوگوں کو یہ بات بہت اچھی طرح معلوم ہی ہوئی کہ جب سہ ۱۹۴۷ء میں پاکستانی حملہ آوروں نے جموں و کشمیر پر حملہ کیا تھا تو اس وقت یہاں سے سامان لے جانے کے لئے جبکہ سڑک سخت خراب تھی فوج کو بہت ہی مصیبتوں کا سامنا کرنا پڑا تھا اور پھر بھی وقت پر سامان نہیں پہنچ پاتا تھا آخر قریباً تین کروڑ روپیہ کی لاگت سے پتھانکوٹ

کی سڑک بلوانی پڑی۔ کیا ہی اچھا ہوتا کہ اس وقت سڑک کے ساتھ ریلوے لائن بھی بنا دی جاتی تاکہ ساری مصیبتیں دور ہو جاتیں۔

کہا جاتا ہے کہ ہم کسی ملک پر حملہ کرنا نہیں چاہتے اور نہ یہ کہہ سکتے ہیں کہ ہم اس وقت اس ملک پر جواب دینا حماہ کرنے سے زیادہ مشکل ہوتا ہے۔ حماہ کرنے والا ہمیشہ تیار رہتا ہے اسلئے جس پر حملہ ہوتا ہے اسکو سوتے نہ رہنا چاہئے۔ ہر دم ہوشیار رہنا چاہئے اگر اسکی راستے محفوظ و مضبوط نہیں ہیں تو وہ اچھی طرح سے ایلی سرحدوں کا پہرہ بھی نہیں دے سکتا۔ وقت پر جلدی وہ ایلی فوج کر سامان بھی نہ پہنچا سکتا۔ ہمارا ملک ایک بااثر کا سرحدی ملک ہے جہاں پر کسی وقت بھی جنگ ہو سکتی ہے اس لئے میں آپ سے عرض کرتا ہوں کہ یہ صرف جموں و کشمیر کا ہی سوال نہیں ہے بلکہ یہ پنجاب اور سارے ہندوستان کا سوال ہے۔ یہ ہندوستان کے وقار، آزادی اور عظمت کا سوال ہے جموں و کشمیر کا پورا علاقہ اس کے ہاتھ میں رہے۔ کشمیر ہمیشہ ہندوستان کے ساتھ رہنا چاہتا ہے اور الحاق کر چکا ہے ہمیں یقین ہے کہ ہندوستان ہر طرح سے اسکی مدد کرنے کو تیار ہے کیونکہ ہم اقتصادی، سیاسی، مذہبی، تعلیمی، تجارتی اور حیثیت سے سچ

[Sardar Budh Singh.]

سمجھکر ترقی، بہتری، آزادی کے پیش نظر ایک اصول و آدرش کے تحت (Secular State) جمہوریت استیث کے ساتھ پختہ اور آئینی الحاق کو چکے ہیں۔ اس لئے میری یہ گزارش ہے کہ جس طرح آپ ہندوستان کے لوگوں کو سہولتیں اور آرام پہنچاتے ہیں اس طرح سے وہاں کی چلتا کو بھی سہولتیں اور آرام پہنچانا چاہیئے تاکہ انکا اعتماد، بہتر سے یقین ہو دم قائم رہے۔ اگر ایسا نہیں کیا جاتا تو ان لوگوں کو جو آپ کی طرف امید لگائے ہوئے ہیں بہت مایوسی ہوگی اور ان کے دلوں میں طرح طرح کے خیالات پیدا ہونگے۔

یہ بات سبھی لوگ جانتے ہیں کہ پاکستان جن و کشمیر کو کسی نہ کسی طرح روپ کرنے کی کوشش میں لگا ہوا ہے۔ آپ لوگ اس قسم کی خبریں روز ہی اخباروں میں پڑھتے ہونگے۔

(Time bell rings) .

میں ختم ہی کر رہا ہوں۔
تو میں ریلوے منسٹر صاحب سے امید کرتا ہوں کہ وہ اس علاقے کی اہمیت کو اچھی طرح سے محسوس کرینگے اور ضرور وہاں کے لئے ریلوے بنانے کا پروگرام تیار کرینگے۔ آپ نے جو ماڈرن ریل بنانے کی تجویز کی ہے اس سے آگے بھی ریلوے لائن بنا

دیں کہ وہاں کے غریب کسانوں اور مزدور عوام کو بڑی راحت اور سہولت ہو۔ انکو مستی سامان مایکام تکلیف نہ ہوگی اور کئی طرح کی دوسری سہولتیں اور آرام ہو جائیں۔ اور اس کے لئے وہاں کی چلتا منسٹر صاحب کی شکر گزار ہوگی اور انکو مبارکباد دیگی۔ دراصل ریلوے کے متعلق تو مزدوروں، لیبر (labour) اور نوسرے درجہ کے مسافروں سے رائے لیٹی چاہئے کہ انکو اس سے کس قدر فائدہ و آرام ملے یا کیا تکلیف ہے۔ تیسرے درجہ کے مسافروں سے زیادہ تمدنی آتی ہے اس لئے ان کے آرام و آسائش کا پورا خیال رکھنا چاہئے۔ آخر میں میں پورے ریلوے منسٹر صاحب سے درخواست کروں گا کہ وہ اس لائن کو اور آگے بڑھا دیں تاکہ وہاں کی بھی غریب چلتا کو راحت نصیب ہو سکے۔ ان الفاظ کے ساتھ ترقی پورے کاموں کے لئے میں منسٹر صاحب کا شکریہ ادا کرتے ہوئے انہیں مبارکباد بھی دیتا ہوں۔

श्री महावीर त्यागी : श्रीमान्, मान्यवर सदस्य ने जो हमले की बात काश्मीर के वाकत कही है, उसके विषय में यह अर्ज करना चाहता हूँ कि कोई डर किसी किस्म के हमले का नहीं है, और अगर किसी किस्म का हमला हुआ भी, तो मैं आपको यकीन दिलाता हूँ कि वगैर रेलवेज के हुए ही, हमले के जवाब की काफी तैयारी हमारे पास है।

[For English translation, see Appendix VII, Annexure No. 67.1

(•[SHRI MAHAVIR TYAGI (THE MINISTER FOR DEFENCE ORGANISATION) : Sir, In connection with Kashmir about which the hon. Member has spoken, I wish to submit that there is no danger of any kind of (invasion. And if ever there is an invasion, I assure you that even without there being «a railway line we are sufficiently prepared for it.]

DR. P. V. KANE (Nominated): Mr. Chairman, the Railway Budget has now been discussed for more than two days. It is for the first time that I have ever studied the Railway Budget. re experienced hon. Members have already dealt with it, but there is one point which has not so far been touched upon. The hon. the Railway Minister in his speech delivered in the other House says on page 9:

"We have under consideration a few proposals for new constructions. Surveys for these were arranged to be undertaken in the current year. One of these is the proposed Ir.dore-Ujjain Broad Gauge line. The others are the rail connection to Etah, the Mangalore-Hassan, etc., etc."

He mentioned six or seven, but I am interested' only in Diva-Dasgaon project. I understand that surveys have been ordered to be undertaken. I find from the booklet "The Progress of the Five Year Plan on Indian Railways", in Annexure III, at the end of the last page, "Important Survey Projects in the Fourth Year of the Plan" under Central Railway, Kurla-Trombay. This is a line for a few miles only for the oil refinery. And the next is Diva-Dasgaon. I would like to draw the attention of the hon. Minister to this fact that there is hardly any portion of the Indian subcontinent, which is so large as this area, without any rail link. It is three hundred miles long and 40 miles

tEnglish Translation.

broad, and the population, on modest calculations, is about 25 lakhs. It comprises the districts of Ratnagiri, Thana and Kolaba.

3 P.M.

Now, these people have been neglected under the British rule and even after six or seven years of independence nothing has been done for this large mass of humanity in a State which professes to be a Welfare State. I may tell hon. Members that in my boyhood and also in my youth, the British Government had several projects about the line right from Mumbra, Diva and Karjat down to Goa, and several of those projects came to nothing. I remember that my own family land was notified in the Government Gazette as likely to be acquired for the Railway and nothing came out of it. I would ask the hon. Minister whether in the archives of his office those plans and projects are still there. That was about 10 years ago. What I am driving at is that this large part of the country—a very largely populated area—has been neglected by the British and there was a reason for it. The British were concerned in constructing Railways with two objects, viz, the strategic object for military purposes and secondly, to increase their own import and export trade. Therefore they were neglecting all the amenities to be given to such a large mass of humanity which has been instrumental in developing the textile mills in Bombay. Hon. Members will remember that Bombay is a very big city and the mill hands— they did not call them mill men but they called them mill hands—came from this part of the country and I would put their present number (with their families) at about 5 lakhs on a modest estimate. These five lakhs of people go to Bombav and come back to their native place. There was at that time a single shipping line—now there are one or two more—which catered for these people and at some ports steamers were coming only three times a week.

[DR. P. V. Kane.]

I would request the hon. Minister to see what sufferings and troubles these people are undergoing. I will request him just to go from Bombay for two days to Ratnagiri by steamer, but without the paraphernalia of the red-coated chaprassis; let him go as a private gentleman—of course he may be attended by plain-clothed men to which I have no objection—he may go to Ratnagiri and see what bad arrangements are there for people to get down at midnight from the ship. There is no provision made for wharf or anything of the kind and many accidents happen there. Let him come back again by the State Transport. Now from Ratnagiri there is no railway line. The nearest railway line from Ratnagiri is at a distance of about 82 miles. Similarly there is no railway line in any part of the Ratnagiri district. They are connected sometimes with Satara or Karad, about 70 miles from Chiplun. In that way these people have to undergo a lot of trouble. I am submitting this for the reason that simple surveys should not be made and then kept in some pigeonhole in the office. Let the hon. Minister apply his mind to the survey immediately in this 4th year of the plan and finish the work in the fifth.

To begin with, he should make a survey quickly and then act thereon, at least finish the line between Diva and Dasgaon which is only about 60 miles. That is only a fifth part of the total length you require from Diva to Goa. In my boyhood it required 10 days in the rainy season for going from my native place which is only 80 miles from Bombay, as the crow flies; and even now by the State Transport often two days are required to reach Bombay from my native place. During the last 55 years I have travelled about 500 times by steamer to the Ratnagiri district and I have travelled about 100 times by motor transport. In this large House there is no spokesman on behalf of the poor mass of humanity in the Konkan and, therefore, I am particularly anxious to bring this to the

notice of the hon. the Railway Minister.

SHRI N. B. DESHMUKH (Hyderabad):

श्री एन० बी० देशमुख (हैदराबाद) : श्रीमन्, पंचवर्षीय योजना के सिलसिले में रेलवेज (railways) की प्रोग्रेस (progress) का यहाँ जो जिक्र किया गया है, लेकिन हमारी हैदराबाद स्टेट उससे बिलकुल महरूम है। वहाँ पर रेलवेज की कोई योजना नहीं है। खास तौर पर हैदराबाद के दो जिले, उसमानाबाद और बीड, ये दो ऐसे मुकामात हैं कि जहाँ उसमानाबाद जिले में २० मील से ज्यादा लम्बी रेलवे नहीं है और बीड जिले में तो १० मील तक ही रेलवे लाइन है। इन दोनों जिलों के जो हेडक्वार्टर्स (headquarters) हैं वहाँ रेलवे का कोई प्रबन्ध नहीं है। महाराष्ट्र में दो मशहूर मुकाम हैं, एक पंढरपुर और दूसरा तु (Bodhan) रन्तु उसमानाबाद (Sugar Factory) में और पंढरपुर के यात्रियों को मिला कर जितने ; supply) हैं उससे भी ज्यादा यात्री वहाँ आते हैं और उनको जाने आने में काफ़ी दिक्कत होती है। शोलापुर को तुलजापुर और उसमानाबाद को बीड से मिलाया जाना इसलिये बहुत जरूरी है। वहाँ पर बोधन शूगर फैक्टरी (

भी है जहाँ से सारे हैदराबाद में शक्कर सप्लाई की जाती है। शक्कर को उसमानाबाद और बीड जिले में सप्लाई करने के लिए पहले उसे हैदराबाद भेजा जाता है और वहाँ से रेल से या बस से वह मंगवाई जाती है। इनको अगर लातूर से मिलाया जाय तो बहुत ही सहूलियत हो सकती है क्योंकि लातूर हैदराबाद स्टेट में कच्चे माल की बहुत मशहूर और अच्छे किस्म

की मंडी है। इसके अलावा वहां में जो बम्बई को माल भेजा जाता है उसको भेजने में बहुत तकलीफ होती है क्योंकि बारसी लाइट रेलवे (Barsi Light Railway) जो बीच में पड़नी है वह बहुत छोटी लाइन होने की वजह से उसमें आमदरफत बहुत रहती है, और जब माल भेजना पड़ता है तो कुरडवारी पर गाड़ों बढ़ाना पड़नी है और इस तरह माल के लाने ले जाने में बहुत ही दिक्कत होती है। इसलिए वहां एक छोटी लाइन के बजाय बड़ी लाइन होने की जरूरत है। जो मौजूदा बारसी लाइट रेलवे है उसकी हालत अगर देखी जाय तो बहुत ही अफसोसनाक पाई जायगी। वहां पर एक दो स्टेशन के सिवाय किसी स्टेशन पर प्लेटफार्म (platform) नहीं है, और थर्ड क्लास वेटिंग रूम (third class waiting room) का तो कोई मवाल ही नहीं है। उस लाइन पर कोई अच्छा होटल कहीं नहीं पाया जाता, और सबसे खराब चीज जो सब बारसी लाइट रेलवे की है—हमारे उसमानाबाद वालों को उसका तजुर्बा है—वह यह है कि हर वक्त दो चार वगन्स (wagons) में हर पैसेंजर (passenger) गाड़ी में यात्रियों को सवार करके ले जाया जाता है। मैंने इस बात की तरफ मुतवातिर तवज्जो दिलवाई लेकिन कुछ भी ध्यान नहीं दिया गया।

दूसरी चीज जो की गई है वह यह है कि हैदराबाद स्टेट की निजाम स्टेट रेलवे जी० आई० पी० रेलवे से मिलाई गई है और सेंट्रल रेलवे (Central Railway) के नीचे इसे रखा गया है। सेंट्रल रेलवे और वेस्टर्न रेलवे (Western Railway) के आफिसोज (offices) दोनों बम्बई में रखे गये हैं हालांकि दो जोन्स (zones) के आफिसोज एक जगह नहीं रहने चाहियें।

कलकत्ते में जब दो आफिसोज रखने का मवाल पैदा हुआ था तो एक रेलवे का तो कलकत्ते में आफिस रखा गया और दूसरे का गोरखपुर में रखा गया, नार्थ ईस्टर्न रेलवे पर। लेकिन बम्बई में दो आफिसोज क्यों रखे गये यह सभज में नहीं आता है।

हालांकि हैदराबाद में तकरीबन आफिसर्म हेडक्वार्टर्स (officers' headquarters) दो सौ से ज्यादा खाली पड़े हैं मगर वहां रेलवे वर्कर्स के और दूसरे स्टाफ के रहने का प्रबन्ध नहीं हुआ है। मगर इस सेंट्रल रेलवे का हेड आफिस हैदराबाद मुंतकिल किया जाय तो उससे और बातों के अलावा रहने के लिये भी सुविधा हो सकती है। बम्बई में रेलवे आफिसोज रहने की वजह से जो ज्यादा खर्चा गवर्नमेंट को आता है उसमें भी बचत हो सकती है। लेकिन इसके बावजूद भी बम्बई में क्यों आफिसोज रखे गये हैं यह मालूम नहीं होता है। वहां वेस्टर्न रेलवे के आफिस रहना तो ठीक है क्योंकि वह वेस्टर्न साइड (western side) में है। मगर हैदराबाद सेंटर (centre) में पड़ता है इस लिहाज से वहां भी आफिस होना बहुत जरूरी है जिसके न होने की वजह से एन० एस० रेलवे के प्रबन्ध में बहुत बुरा असर पड़ रहा है, और लोगों को बहुत ही मुश्किलता का सामना करना पड़ रहा है।

इस रेलवे पर हमेशा एक्सिडेंट (accident) होते हैं। यह सही नहीं है कि एक्सिडेंट होने की जिम्मेदारी सिर्फ ड्राइवर और गार्ड पर ही है, बल्कि जो आदमी रेल के ट्रैक (track) को मेन्टेन (maintain) करता है उसकी, जिम्मेदारी ज्यादा है। रेल को मेन्टेन करने वाले जो गैंग-मैन (gang-men) रहते हैं उन लोगों को बरसात में भी जंगलों में उस ट्रैक की हिफाजत के लिये जान

[Shri N. B. Deshmukh.]

पड़ता है और ऐसे ऐसे स्थानों पर रहना पड़ता है जहां घाट-घाट महीने बारिश होती है। जहां बारिश खूब होती है वहां पानी के प्रवाह को रोकने के लिये, जिससे रेल ट्रेक क्षराम न हो और उसको नुकसान न पहुंचे, उन्हें हिफाजत करने के लिये हर वक्त तैयार रहना पड़ता है। इसलिये उन लोगों के लिये ऐसे कपड़े का प्रबन्ध किया जाना बहुत जरूरी है जिससे उनकी बारिश से हिफाजत हो। अभी तक ऐसा कोई इन्तजाम रेलवे की जानिव से नहीं किया गया है जिसकी वजह से अगर कभी वह अपने काम पर बराबर हाजिर न हो सके या रेलवे ट्रेक का इंतजाम अच्छी तरह से न कर सके तो एक्सपर्ट होने का ज्यादा इमकान है। इसी तरह से जब सक्ल सदियों के दिनों में उन्हें फिरना पड़ता है तो उस वक्त के लिये उनकी सर्दी से बचाव के लिये कपड़े भी मुहैया किया जाना जरूरी है। मैंग-मैन लोगों में एक की-मैन (key-man) भी होता है और उसको तड़के सुबह उठ कर तीन या चार मील तक लाइन की देखभाल करने जाना पड़ता है और उसके बाद मिस्त्री को रिपोर्ट करनी पड़ती है। दरअसल उसका काम एक एक्सपर्ट (expert) का काम है लेकिन उसको सिर्फ ३०-३५ रुपया, एक रुपया सालाना इजाफा के साथ, तनखाह दी जाती है। असल में ट्रेकों को यंत्र से देखा जाता है कि वे बराबर हैं या नहीं, लेकिन वह आदमी यंत्र का काम अपनी आंखों से करता है। ऐसा होने के बावजूद भी उसे एक्सपर्ट की जो तनखाह होती है वह नहीं दी जाती जो कि उसे मिलनी चाहिए। इसी तरह से मिस्त्रियों की भी, जिनका काम भी एक्सपर्ट का काम होता है, तनखाहों में इजाफा होना जरूरी है। इसके साथ साथ, वर्कशॉप (workshop) में काम करने वाले जो एक्सपर्ट हैं जो ओपन एयर (open air) में रोलिंग स्टोक

(rolling stock) को एक्जामिन (examine) करने हैं और जिस काम की वर्कशॉप में एक चार्ज-मैन (charge-man) करता है, वही काम ट्रेन एक्जामिनेर (train examiner) का ट्रेन घाने के बाद करना पड़ता है, और जब कोई बोगी (bogey) वहां लाइन पर घाती है तो वहां अगर कोई एक्सपर्ट हो जाय या कोई और खगबी पैदा हो जाय तो उस ट्रेन एक्जामिनेर पर उसी हद तक जिम्मेदारी होती है जिनकी कि एक चार्ज मैन पर। लेकिन फिर भी जिनकी तनखाह चार्ज मैन को दी जाती है उतनी ट्रेन एक्जामिनेर को नहीं दी जाती है। यह चीज उचित नहीं है और इसलिये ट्रेन एक्जामिनेर और इसी तरह के और लोगों को बिन्टू एक्सपर्ट का काम करना होता है उनको भी उतनी ही तनखाह देनी चाहिए।

एक और चीज की तरफ में तबज्जह दिलाना चाहता हूं। इंडस्ट्रियल डिस्प्यूट्स ऐक्ट (Industrial Disputes Act) के तहत कन्सिलियेशन आफिसर (conciliation officers) मुकर्रर किये गये हैं। इनका काम चर्कर्स की कम्प्लेन्ट्स (complaints) सुनना और उनको रफ्त करना होता है। लेकिन एक कन्फिडेंशियल आर्डर (confidential order) के तहत रेलवे में उन सिंकायतों को न सुनने का हुकम दिया गया है। दरअसल ऐक्ट के तहत रेलवे के आदमियों की तकरीरों को भी सुनने का अधिकार कन्सिलियेशन आफिसरों को दिया गया है। अगर इस कानून के खिलाफ ये जो अहकाम किये गये हैं वे सही नहीं हैं। इसी बास्ते जो यह कन्फिडेंशियल अहकाम दिये गये हैं वे भी दूर होने चाहियें। इच्छा कह कर मैं अपनी तकरीर खत्म करता हूं।

[For English translation, see Appendix VII, Annexure No. 68.]

DR. RADHA KUMUD MOOKEHJI (Nominated): Sir, I am inclined to say that life is short and art is long, for it is difficult to discuss, within the limits of the time allowed, a vast subject like the Railway Budget. Moreover, the Railway Budget may be compared to a flowing stream. It hardly offers any fixed' points or elements of stability upon which a proper budget may be based.

At the outset, I should like to congratulate the hon. the Railway Minister on the lucidity and comprehensiveness of the statement that he has made on the Railway Budget. At the same time I should like to add my word of congratulation to the Railway Board and other officials who have been very helpful in framing an extremely valuable literature which throws light upon all aspects of the working of the complex system of our Railways and for having shown great ability and capacity in giving a proper presentation of the material which they have studied with so much care.

I have listened to the criticism that has been advanced by the Opposition against the working of the railway system. I am afraid that perhaps they are missing the wood for the trees. I should like to take one fundamental position with reference to which the entire system of the working of the Railways may be judged. I am taking the present year 1954-55. I do not go back to the last three years. 1952—1954. Supposing we take our stand on the latest figures, we find that the net traffic receipts expected from the working of the Railways during 1954-P5 amount to about Rs. 48-72 crores. Now, this net surplus is to be gained on the total amount of capital that has been employed on the Railways. The assets of the Railways have been valued at roughly Rs. 900 crores. If you consider the Railways as one of our greatest national undertakings, as one of our nationalised industries, you must judge of it according to the commercial standards applicable to the working of other industrial concerns. So on a

capital estimated at about Rs. 900 crores, the Railways are able to achieve a gain of about Rs. 49 crores and This works out to a rate of return of just above 5 per cent. I want to ask my hon. friends of the Opposition whether this is not a result on which the Railway Administration cannot be congratulated. I think that it is very difficult for any industrial enterprise to achieve a net earning of 5 per cent. The hon. the Railway Minister, as I said, is very, very careful in placing the proper facts and figures on the basis of which we have to judge *at* the success of the system. On page 4, having stated the trend of events, he says; that there is a "trend of continued increase in the working expenses of the Railways and the progressive diminution of the Railway surplus." Further he says: "working expenses have been going u» owing to factors over which we have but little control." In this connection I should like to say that the Railways as the largest of our national undertakings should be judged by very large standards which are appropriate for large concerns like this.

After all, the railway administration suffers from certain difficulties which are absolutely beyond its control. The first of these grave difficulties arises from the spread of corruption amongst all ranks of people who have to do something with the railways. Now, this is a reflection of our national character. Is it meant that by administrative ordinances or by legislation the national character may be improved? No legislation can produce a moral standard as required in the country for keeping up the efficiency of national undertaking like the railways.

The second class of factors over which the railways have little control arises out of the economic situation in the country. Now, the economic situation cannot be made to order. For instance, the Budget for 1954-55 envisages certain favourable conditions which I for one do not think can be realised. There is provisions in the Budget for 1954-55 for an increase of earnings from fares and freights but

[Dr. Radha Kumud Mookerji.] this increase may not materialise due to several factors which are beyond the control of the railway administration.

First of all, there is a steady fall in the prices of agricultural products in the country. What effect does it have on the railway traffic? I think that this fall in the price of agricultural products by which the farmers suffer most is not at all a fillip to traffic. I am reminded of the famous phrase "there was plenty and the farmers were ruined".

Now, the second factor is the decrease of purchasing power of the middle classes. It is not for the railways to arrest the decrease in purchasing power in the country. That depends on other factors and, therefore, the railway administration cannot build very much upon this somewhat speculative factor.

The third factor is that they pin too much of hope on the increase of industrial output. No doubt there has been increase in industrial production in certain spheres but this increase of industrial output must be off-set by the slow turnover of sales and, therefore, I am afraid that the increase of industrial production by itself will not appreciably increase the railway earnings from freights.

Then again, as regards the movement of commodities, I think the present shortage of wagons will continue for some time, perhaps beyond the year under review, until the delivery of new wagons is made possible. So, on account of all these factors, I think that the economic situation is not very favourable to the increase of railway earnings in the future. Now, within the limits within which the railways are working, I think, there has been shown considerable efficiency in the matter of administration. For 1952-53, the surplus account was Rs. 13-19 crores; in 1953-54 the surplus has dwindled to Rs. 3-8 crores and has risen to Rs. 5.14 crores for 1954-55. This shows that against all these adverse

conditions, economic and others, to which I referred, the railway administration is manfully struggling to render the best account of its work.

As regards the rolling stock position, I may mention that that is a great difficulty which has been inherited from the past. In the present year, there has been very successful effort made in undertaking new purchases. 735 loco motives are expected from abroad; 515 costing about Rs. 22.5 crores will be imported from countries like Western Germany, Austria, Italy and even Japan; 120 are expected from Canada while the heavier type locomotives to the tune of 100 are expected from the United States of America, making thus a total of 735 locomotives to be imported as against 100 locomotives to be manufactured in India.

As regards the wagons, 5,000 are being imported from America. In that connection, I cannot help commenting on the fact that perhaps we can also describe the supply of wagons as a sort of military aid, not necessarily economic aid. It is an aid and I understand that in the present year the economic aid which is coming from America is valued at about 50 crores of rupees and, therefore, we are carrying on the friendliest relations with America.

(Time bell rings.)

The import of wagons does not satisfy the requirements of the situation. Indian manufacture will account for about 11,000 wagons. This is a most creditable achievement which is probably unprecedented in the past record of railway working. Here is a great success achieved in the field of supply of indigenously made railway rolling stock.

Sir, I do not know how many minute* more I have got.

MR. CHAIRMAN: Just a minute more.

DR. RADHA KUMUD MOOKERJI: I was not conscious of it at all.

The working expenses are going up only out of deference to the claims of labour. All our friends are united in claiming for labour its just dues and the railway administration is, in a most liberal spirit, quite responsive to the legitimate demands of labour as regards its proper remuneration and, therefore, if the working expenses have gone up, it is mainly due to the dear-ness allowance, bonuses and other kinds of remuneration which have been conceded to labour as something very legitimate.

I, therefore, once again congratulate the railway authorities on the excellence of their performance against adverse conditions for which they are not responsible.

SHRI S. N. MAZUMDAR (West Bengal): Mr. Chairman, as the time at my disposal is very short, I shall not go into a general criticism of the Budget or into questions of policy. I shall have to concentrate on one or two important points but before I pass on to these points, I wish to make only one observation. From our side we have expressed sympathy with the hon. the Railway Minister. But that is not because we are giving him a certificate of good conduct or because we okay his policies. But it is simply because we hold that the dead end which the Indian Railways are now facing is a result of the overall policy of the Government of India as a whole. So it is no use selecting only the Railway Ministry as the 'Villain of the piece' so to say. We shall have occasion to criticise the overall policy of the Government in the very near future and that is why I refrain from doing so now.

Now I shall concentrate myself on staff amenities, on the question of staff. Sir, my hon. friend, Dr. Mookerji, and some other hon. friends who spoke before me seemed to grudge the benefits which have been given to railway labour. That I am going to deal with.

Sir, the occasion or the scope for grudging the benefits which have been allowed to railway labour has been given by the speech of my hon. friend. Mr. Shastri, and the reports of the Railway Board, because, in these reports and the speech it has been pointed out that the working expenses are going up because of increased amenities to the staff. This, Sir, is a one-sided picture. In fairness to the staff it should have been shown what are the requirements and what the railway administration has been able to achieve. Otherwise it is a completely one-sided picture and thereby it becomes a distorted picture.

Sir, before I deal with this aspect at some length I wish to point out one thing. Attempts have been made on several occasions, attempts are made on occasions particularly when the railway labour raises their demands, to isolate railway labour from the general public, to set one against the other, but, Sir, this is absolutely wrong. I shall quote the figures arrived at by the Railway Board in 1948-49 and, on the basis of those figures, shall point out what an important place these large number of railwaymen occupy in this country as consumers. They are not merely railway labour. They are consumers also, but that fact is forgotten. According to the figures arrived at by the Railway Board in 1948-49 out of every four hundred Indians one is a railwayman and out of every hundred families of Indians one family is dependent on the earnings of the railwayman. That, means these people do form a large chunk of the public, of the consumers on whose prosperity the general economic structure depends.

Now, Sir, before I go to certain other concrete instances I like to say that these amenities which have been granted to railway labour have not been granted as a gift or out of mercy. These have been granted, first, because of the strength of organized labour movement and, secondly, because of the justness of their demands, but, Sir, I have found in the reports of the railway administration the trend as if

TShri S. N. Mazumdar. A favour has been done to railway labourers and among railway officials I have found the feeling that "we have done enough for them and they cannot have any more grouse." That outlook which persisted in the days of the British is still prevalent among the high railway officials. They look upon the staff with contempt. In this connection, Sir, I am reminded of what the late Mr. Gopalaswami Ayyangar, the present Railway Minister's predecessor, said: "I individually believe that the supreme test of the efficiency of the railway will be the relation of the administration with its staff, with the railway labour. The relation should not be judged only by the statistics of disputes in railways. It should be judged by the volume of satisfaction or dissatisfaction. Sir, I submit that the Indian railwaymen are not unreasonable. They do not cry for the moon. They want to work for the national requirements. I have talked with railway employees of various shades of political opinion and the railway employees who do not subscribe to any shade of political opinion, but they are fed up with the treatment which is meted out to them by the high officials even under this National Government. Sir, I am compelled to say that on certain occasions the hon. the Railway Minister has taken an attitude from which I am compelled to say that he has succumbed to the outlook of these high railway officials.

Now, Sir, I shall take up item by item. Take the question of medical amenities. Only an amount of Rs. 16-32 per head per annum was spent in 1952-53. In 1951-52 this amount was Rs. 15-4 and if we take the cost of health services it will be Rs. 18-61 per head in 1952-53. If we take these two together it does not make a very big sum. Sir, it must be borne in mind that the railwaymen, mostly the Class IV and Class III staff, have to work in unhealthy surroundings, in jungles, in malaria-infested places and in all sorts of inclement weather and therefore the incidence of disease among them is

very high. The report of the Railway Board for 1952-53 makes the admission that the incidence of T. B. among railway employees is going up. This indicates that the medical facilities are quite inadequate.

About housing, my hon. friend. Mr. Sundarayya, pointed out many things the other day. As I said, Sir, I am not dealing with the details and I cannot give you any alternative suggestions now. What I request my hon. friend, Mr. Shastri, to remember is that because he has given some benefits he should not claim to have done everything. I do not say that he has not done anything. Of course houses have been built. Sums have been allotted for medical benefit. Some improvements have been made in some hospitals, no doubt. I do not deny them. But compare them with what are the requirements and present a complete picture before the people I shall give one example. In Katihar there is a hospital for 4,000 employees. There are 40 beds. A large number of patients come there. I have seen a long queue of out-door patients standing in front of the hospital. If one doctor takes at least 10 to 15 minutes for consultation and prescription of medicine to one patient, then you can imagine what the poor doctor can do if there are 100, or 150 or 200 patients. What happens is that there are strained relations between the doctor and the employees, but the doctor in all cases is not to blame. The quantity of medicine supplied is not sufficient. I shall now take the example of Siliguri junction. The employees are situated in places which are most unhealthy and away from the hospital. So they have to take outside medical help but they are not reimbursed for those expenses. This is a thing which the hon. the Railway Minister should remember.

About housing no doubt something has been done though it falls far short of the requirements. Houses have been constructed in many places in such a way that to a great extent it defeats the purpose of providing them with accommodation. Quarters for Class IV

staff have been constructed no doubt but look at the way in which they have been constructed. There is a bathing place but it provides no privacy for the female members. To construct, a concrete wall a few feet high would not have meant a great deal of expenditure, but that has not been done. Why? It is because those who are in charge were unsympathetic. They are unable to realise that these elementary decencies are necessary even for the Class IV staff.

I shall now come to Chittaranjan. It is a model colony and I admit that the houses there are far better than the houses provided to employees in many other places, but taking it as a model colony I shall point out that in 'A' type quarters I found there were two rooms no doubt but in one room there was no provision for a window. The Mitra Committee recommended that for Class IV staff there should be at least two-roomed houses in order to provide for the separation of sexes during the night, but if you provide two rooms, one without windows, how in the summer can that room be used for the purpose of sleeping? These are not genuine mistakes. These are due to the callous attitude of the high officials who preside over the task of supervising these things. Arrangements for water supply are not satisfactory. As my time is very short, I have to skip over many points.

Houses have been constructed in Ali-pore—Dooars Junction but I find that the houses have been constructed in such a way that they will require to be renewed very soon. I do not know who is to blame, whether the contractor or any other official. The amount which has been sanctioned and which has been spent has not been utilised in a proper way. Tube-wells have been sunk. If these tube-wells were sunk a few feet, deeper they would have provided good water, but, as it stands now, it provides rusty reddish water. This is how the amenities provided by my friend in the Budget are really worked out. 137 C.S.D.

Now I shall come to another point. The railway officials have not yet been able to understand that the right of association and the right of organization of trade union activity is the right of the workers. They have only been compelled to tolerate these things.

And whenever they get any opportunity they try to victimise them, particularly if these organizations or associations are not recognised or there are any loopholes. Now, I shall only deal with Chittaranjan. My hon. friend, Mr. Shastri, in spite of his sympathies with the railwaymen—I do not deny his sincerity of motives or the sincerity of his sympathy; I have had talks with him—has in fact succumbed to the outlook of the railway officials and that was clear from the answers that he gave on the floor of the House in connection with the recognition of the union in Chittaranjan. He said the other day that the question was not so much of recognition as of increased production. Sir, I have talked with the employees there. They nil want to increase production; they it to play their part but their rights of association are completely curtailed. Sir, Chittaranjan is a protected area but in the name of its being a nro-ected area, it is actually like a prison both for the employees and for the outsiders. My hon. friend, Mr. Alage-san, one day said that construction was going on there and therefore it had to be a protected area. But I submit, Sir, that the construction allowance which was being paid to the employees there was stopped from November 1950. And when I went there I found no signs of construction. One thing I must say, Sir, I got all hospitality and good behaviour from the officials there. I do not deny that. But it is not a question of my being received with hospitality; it is the question of the Door employees that I am taking up.

Sir, the permit system there is very strict. When I went there after giving every intimation, I found that permit was issued for me only up to 12 midnight. Of course, I had no difficulty in

LSHRI S. N. MAZUMDAR.] getting my permit. But what are the rules? When I said that I would leave the next morning, the gentleman told me very courteously, 'Please write a letter that you will be leaving next morning and I will get you another permit from the Security Officer.' If this is the case with me, you can imagine what will be the position with rd to the others. (Interruptions.) Sir, I am not going to give way. J cannot lose my time.

MR. CHAIRMAN: You are losing it already.

SHRI S. N. MAZUMDAR: Sir, I shall require a few more minutes. In Chittaranjan, if even the relatives of the employees have to go there, they have to send a previous application giving the name, address, profession, rela-hip and so on to the Security Officer. The employees of the shops in the market there were not given permission to perform the Sarva.ianik Kali Puja in November last. They had to go and perform the *puja* at a place two miles away. Even recently the Labour Officer, who went there to enquire about the recognition of the requested the Security Officer to grant permission to the Secretary of the union to come inside the project, but the Security Officer did not grant that permission with the result that the Door gentleman had to cover a d'stance of two miles to look into the papers.

Now, Sir, my hon. friend mistook one point and I want to refer to that. So, T shall beg a little indulgence of you because I could not touch upon it in the short time I have had.

MR. CHAIRMAN: Hurry up.

SHRI S. N. MAZUMDAR: Sir, in May 1952 trlere was an incident in Chittaranjan in connection with the election of office bearers in the Institute of Employees—in Basanthi and Rreelata. In Sreelata there was an incident. The trouble arose firstly from the fact that the presiding officer, who

was a high official, refused to speak either in Hindi or in Bengah. That was the trouble. That had no connection with their economic grievances or anything. That incident did not take place as between employees and their officials or as between subordinates and superiors, hut as between members of the Institute. But that incident was utilised by the officials there to victimise a large number of workers. And my hon. friend. Mr Shastri, completely confused the two incidents. During the last session, in reply to a question, he told me first that the General Manager was surrounded and then later on he had to admit that it wa.-; not the General Manager who was surrounded but some other person. His sources of information are absolutely wrong. He said that the General Manager was surrounded in May 1953. No incident took place in May 1953. The incident took place in May 1952 in connection with the election of office bearers, adoption of the constitution and the question of the rate of subscription to the Institute. If those things are dragged in and those people are exposed to victimisation for that reason, you can imagine. Sir, how the reign of terror is going on there in the name icurity and protection.

(Time bell rings.)

Recently, Sir, a large number of employees—245 of them—have been victimised. One employee was discharged on the excuse that he used abusive language to one of his supe T-iors. There was an enquiry on the spot and the witnesses denied that there was any use of abusive language. But, still he was discharged and when the other workers made a spontaneous demonstration, they were faced with a break in service—245 people who had out in several years of service in the railways. This is the condition prevailing there. Sir, I am not mentioning this incident as a matter of grouse or as a thing to fling in the face of the Government, but I would request my hon. friend. Mr. Shastri. to be more alert. Let not his sympathy be blinded or

misguided by the wrong reports or the wrong outlook of the railway officials. One minute more, Sir, and I will finish.

MR. CHAIRMAN: How many one minutes?

SHRI S. N. MAZUMDAR: But, Sir.....

MR. CHAIRMAN: No, no. Shrimati Savitry Nigam.

SHRIMATI SAVITRY NIGAM (Uttar Pradesh):

श्रीमती सावित्री निगम (उत्तर प्रदेश) : अध्यक्ष महोदय, वैसे तो मैं माननीय रेलवे मंत्री पर बधाइयों का बोज़ लादना नहीं चाहती थी, परन्तु, इस विभाग की इतनी आश्चर्यजनक और सराहनीय उन्नति देख कर विरोधी दल के वे सदस्य भी, जो स्वभावतः छिद्रान्वेषी हैं और अधिकतर आलोचना के साथ साथ कटुता ही उंडेवने हैं, वे भी मजबूर हो उठे हैं और मजबूर हो कर बधाई उंडेव रहे हैं, यह सब देख कर मैं भी उन्हें बधाई देने का लोभ संवरण न कर सकूंगी।

[MB. DEPUTY CHAIRMAN in the Chair.]

श्रीमन्, इसमें सन्देह नहीं कि अनेकों उन्नतियों से भरे हुए कंटकाकीर्ण पथ पर जिन प्रत्येक यह विभाग सवे हुये कदमों से दृढ़ता के साथ बढ़ता चला जा रहा है वह हम सब देशवासियों के लिये अत्यन्त गर्व और गौरव का विषय है।

श्रीमन्, आज डिबेट (debate) का तीभरा दिन है और अनेक महत्त्वपूर्ण मुद्दा भी दिये जा चुके हैं किन्तु अधिकतर उन्हीं समस्याओं को बार बार दुहराया गया है और बढ़ा चढ़ा कर कहा गया है। यही नहीं, बल्कि बिना देश की आर्थिक दशा का अनुमान लगाये हुये, बिना देश के रिसोर्स (resour-

ces) को देखे हुए, बड़े लम्बे चौड़े आकर्षक मुद्दा भी दिये गये हैं। अफसोस है कि रेलवे मंत्री महोदय के पास अनादीन का कोई ऐका चिराय नहीं है कि वह एक ही दिन में मजदूरों की कठिनाइयों को और साथ ही साथ रेल पर चढ़ने वाले सभी व्यक्तियों के कष्टों और कठिनाइयों को दूर कर दें। ऐसे मुद्दाओं से कोई लाभ नहीं होता जिनको कि पूरा करने का सामर्थ्य हमारे देश में न हो। इसीलिये न तो मैं मान्यवर श्री मुन्दरथ्या की तरह लोकोपोटिव (locomotives) और डिब्बों को बनाने के लिये कारखानों का मुद्दा ही देना चाहती हूँ—जैसा कि उन्होंने दिया और जैसा कि वह चाहते हैं कि तुरन्त ही देश आत्मनिर्भर हो जाये—और न मैं अन्य व्यक्तियों की भांति अपने अपने इलाकों में कोई नई रेलवे लाइन प्रारम्भ करने की प्रार्थना करूंगी, क्योंकि माननीय रेलवे मंत्री स्वयं ही जानते हैं कि कहां कहां रेलवे की कमी है और कहां कहां शुरू करना जरूरी है, यह तो प्रायरीटी (priority) का प्रश्न होता है कि किन जगहों में पहले खोने की आवश्यकता है और किन जगहों में बाद में। अतः मैं कोई ऐसा निवेदन करके किसी दूसरे के अधिकारों का अपहरण करना नहीं चाहती। किन्तु, श्रीमन्, मैं माननीय रेलवे मंत्री का ध्यान अपने उन दूर देशवासियों की ओर, अपने उन भारतीयों की ओर, दिवाना चाहती हूँ जोकि हम से बहुत दूर रह कर भी भारतीय नागरिक हैं। अंडमान निवासी भारतीयों का भी रेलवे विभाग पर पूरा अधिकार है। उनकी कठिनाइयों को देख कर कोई भी भारतीय व्यक्ति यह कहे बिना नहीं रह सकता कि उन्हें सब से पहले प्रायरीटी दी जानी चाहिये क्योंकि वहां के रहने वाले आज भी इतनी कठिनाइयों में हैं कि समुद्र के किनारे रहने के कारण उन्हें पांच मील का सफ़र तय करने के लिये ५० मील समुद्र की यात्रा करनी पड़ती

है क्योंकि और कोई आवागमन का साधन वहाँ नहीं है। मेरा यह कदापि मतलब नहीं है कि तुरन्त ही पांच या छः सौ मील लम्बी रेलवे लाइन वहाँ चालू कर दी जाय किन्तु विशेष विशेष स्थानों पर जहाँ जहाँ थोड़ी थोड़ी रेलवे लाइन बना कर उन लोगों का कष्ट दूर किया जा सकता है उस पर अवश्य ही विचार होना चाहिये।

श्रीमान्, करप्शन (corruption) के विषय में बहुत कुछ कहा गया है किन्तु मुझे केवल दो बातें आपके सम्मुख रखनी हैं जिसके द्वारा केवल करप्शन ही नहीं बन्द होगा बल्कि साथ ही साथ रेलवे की आय भी दुगनी हो जायेगी और तीसरे दर्जे के मुसाफिरों का कष्ट भी दूर हो सकेगा। तीसरे दर्जे के डिब्बों में जिन लोगों ने यात्रा की है वे जानते हैं कि अधिक कष्ट मुसाफिरों की लम्बी तादाद के कारण नहीं होता बल्कि उससे कहीं अधिक कष्ट और कठिनाई मुसाफिरों के अंधाधुंध भरे हुए सामानों के कारण होती है। इसके अतिरिक्त लगभग एक चौथाई व्यक्ति हर डिब्बे में बिना टिकट सफर करने वाले होते हैं। जो सामान डिब्बों में ले जाया जाता है वह उससे कहीं अधिक होता है जितना कि एक व्यक्ति को लेजाने की इजाजत है। इसलिये मेरा निवेदन है कि विशेष रूप से थर्ड क्लास (third class) और इन्टर क्लास (inter class) के डिब्बों के लिये, जो कि संख्या में पांच या सात से ज्यादा नहीं होते हैं, एक एक कंडक्टर (conductor) की नियुक्ति कर दी जाय तो बड़ी मुविधा हो जायेगी। इससे यही नहीं होगा कि यात्री लोग नियम से अधिक सामान नहीं ले जा सकेंगे और बिना टिकट नहीं सफर कर सकेंगे बल्कि यह भी होगा कि जो डिब्बों में अक्सर चोरी हो जाती है, आपस में मार पीट हो जाती है

और दूसरी दुर्घटनायें हो जाती हैं क्योंकि दो तीन आदमी सीट पर लेटे हुए जाते हैं और बहुत से बेचाराओं को खड़े खड़े और लटके हुए जाना पड़ता है, यह सब अव्यवस्था कभी न हो सकेगी। आजकल भी जब कि कंडक्टर सिस्टम (conductor system) नहीं है तब भी तीन चार टिकट कलेक्टर हर ट्रेन (train) के साथ चलते हैं। संभवतः यह कहा जा सकता है कि इस से अधिक खर्च बढ़ जायेगा किन्तु, श्रीमान्, मेरा यह दावा है कि यदि रेलवे मंत्री महोदय थोड़ी सी लाइनों पर इसका ४ या ६ महीने प्रयोग कर के देखें तो यह बात साबित हो जायेगी कि जितना अधिक व्यय उन पर किया जायेगा उससे कहीं अधिक लाभ जनता को और रेलवे विभाग को इस कंडक्टर सिस्टम से होगा।

श्रीमान्, मुझे एडमिनिस्ट्रेशन (administration) के सम्बन्ध में होने वाले खर्च के बारे में भी कुछ कहना है। देश की गरीबी को देखते हुये यह १९४.५३ करोड़ की रकम काफी बड़ी है और व्यवस्था का व्यय बढ़ जाना एक अशुभ लक्षण होता है। १९५२-५३ में जहाँ व्यवस्था पर १८८.१७ करोड़ खर्च हुआ था वहाँ १९५३-५४ में १९१.२० करोड़ का अनुमान किया गया था परन्तु सप्लीमेंटरी ग्रांट (supplementary grant) के बाद वह खर्च १९७.०७ करोड़ हो गया और अब की बार तो पहले से ही १९४.५३ करोड़ की रकम रावी गई है। यदि उसी अनुगत से यह खर्च की रकम भी सप्लीमेंटरी ग्रांट में बढ़ी तो इसके २०० करोड़ के हो जाने में कोई सन्देह नहीं होगा। इसलिये इसको कम किया जाना अत्यन्त आवश्यक है। रेलवे विभाग ने हमेशा अन्य विभागों के सामने एक नया आदर्श रखा है। चाहे हिन्दी के सम्बन्ध में देखा जाय अथवा खादी के सम्बन्ध में देखा जाय, इन विषयों पर सब से

पहले जो निर्णय हुए हैं वे रेलवे विभाग की तरफ से हुए हैं और उसके लिये वह विभाग हर तरह से बर्बाद का पात्र है। इसलिये मेरा विश्वास है कि इकानॉमी ड्राइव (economy drive) की दिशा में भी रेलवे विभाग किसी से पीछे नहीं रहेगा और सब से पहले अपने यहां इसको प्रारम्भ करेगा। श्रीमन्, दूर जाने की आवश्यकता नहीं है, यदि हम रेलवे बोर्ड पर ही एक बार दृष्टिगत करें तो हमें यह नजर आ जायेगा कि बहुत काफ़ी लम्बी रकम रेलवे बोर्ड पर खर्च हो रही है। अफसरों की लम्बी लम्बी कतार लगी हुई है, जरा गौर कीजिये। ८ डाइरेक्टर्स (directors) हैं, उसके बाद फिर १३ डिप्टी डाइरेक्टर्स (deputy directors) हैं, उसके बाद ज्वाइंट डाइरेक्टर्स (joint directors) भी हैं जिनकी संख्या ७ है, इसके अलावा असिस्टेंट्स (assistants) भी हैं जिनकी संख्या ६ है। फिर अटैच्ड आफिसर्स (attached officers) की संख्या ७ है। फिर उसके बाद सुपरिन्टेन्डेन्ट्स (superintendents) की कतार आती है, उनकी भी संख्या कोई छोटी मोटी नहीं है, उनकी संख्या भी २० है। उसके बाद उनके अटैच्ड आफिसर्स हैं जिनकी संख्या १३ है। कहां तक गिनायें, ३२ या ३३ आफिसर्स और हैं जो कि उनके नीचे हैं। आप स्वयं जानते हैं कि कमीशन पर कमीशन और फिर उसके ऊपर कमीशन बैठाने वाली बात ब्रिटिश ब्यूरोक्रेंसी (bureaucracy) की रही है। मेरा विश्वास है कि राष्ट्रीय सरकार का इन चीजों को धीरे धीरे कम करना चाहिए और इसका निर्णय तो माननीय मंत्री जी स्वयं कर सकते हैं कि किस प्रकार कहां कुछ कमी की गुंजाइश हो सकती है। मेरा मतलब यह नहीं है कि ऐसे योग्य और अनुभवी अफसरों को, जो कि रेलवे के इतने बड़े तक सेवा करते

आये हैं, किसी प्रकार हटाया जाय या रिट्रेंच (retrench) किया जाय, लेकिन मुझे यह तो कहना ही है कि यदि इस फ़ैले हुए करप्शन को रोकने के लिये इन अनुभवी अफसरों की सेवाओं को काम में लाया जाय तो करप्शन भी बड़ी आसानी से दूर हो सकेगा और उनकी सेवाओं का भी सदुपयोग हो सकेगा और इसके अतिरिक्त करप्शन दूर करने के लिये हमें नये व्यय का भार भी वहन नहीं करना पड़ेगा। श्रीमन्, केवल पार्लियामेंट (Parliament) के सदस्यों और चुनिंदा कुछ लोगों की ही एक ऐंटी करप्शन कमेटी (anti-corruption committee) बना लेने से करप्शन दूर होने वाला नहीं है। करप्शन दूर करने के लिये हर मुख्य स्टेशन पर एक एक ऐंटी करप्शन कमेटी बनानी चाहिये जिसमें कि कुछ गहरी भी हों और स्टेशन के जो बड़े अनुभवी आफिसर्स हैं वे भी हों। इसके साथ साथ जो ऐंटी करप्शन आफिसर्स नियुक्त किये जाय उनके सुबुर्द एक एक जोन (zone) कर दिया जाय और वह वहां जा कर उन कमेटियों की सलाह से करप्शन को दूर करें और जनता की शिकायतों को दूर करने में अपना पूरा सहयोग दें। यहां यह निवेदन कर देना भी आवश्यक होगा कि गहरियों का प्रतिनिधित्व हमेशा आनरेरी (honorary) होता है और जो अफसर हों वह भी वही हों जो कि पहले से ही तनख्वाह पाते रहे हों। अगर ऐसा हुआ तो उनकी तनख्वाह पर भी कोई खर्च नहीं होगा और इस तरह से इन कमेटियों पर कोई विशेष व्यय नहीं आयेगा। जो आफिसर हों उनकी तनख्वाह के बारे में अलग से कोई प्रश्न उठना ही नहीं है।

(Time bell rings.)

केवल एक बात और कहना चाहती हूँ। भोजन के मामले में कहा जाता है कि बहुत ही खराब भोजन मिलता है और कंडक्टर शि

(contractor system) की भी निन्दा की गई। कंट्रैक्टर सिस्टम का एक छोटा सा नमूना यहाँ पर आपके सामने उपस्थित करना चाहती हूँ। जालंधर स्टेशन पर ही यह हालत है कि एक कंट्रैक्टर है जो कि एक वेंडर (vendor) के लिये सिर्फ ७॥ रुपये महीना देता है लेकिन वह हर वेंडर से प्रति मास ३२ और ३३ रुपया चार्ज (charge) करता है। ऐसी दशा में वेंडर वेंडर के पास दूसरा कोई चारा नहीं रह जाता कि वह मुसाफिरों की आंखों में धूल झाँक कर उनकी जेब से रुपया पार करे और कंट्रैक्टर की जेब में डाले।

(Time bell rings.)

इसके लिये मैं एक छोटा सा नुमात्र दे कर खत्म कर दूंगी। वह यह है कि अगर कोऑपरेटिव ऑफिसर (co-operative officers) रख कर हर स्टेशन पर कोऑपरेटिव सोसाइटीज (co-operative societies) फार्म (form) कर के जितने ठेके हैं वे किसी कंट्रैक्टर को न दे कर, उसी कोऑपरेटिव सोसाइटी के जरिये से इंडिविजुअली (individually) वेंडर्स को दिये जायें तो काफी आसानी हो जायेगी। इसके लिये और कोई दूसरा तरीका नहीं है कि कोऑपरेटिव सोसाइटी के जरिये से व्यक्तिगत रूप में वेंडर्स को निजी कंट्रैक्ट दिये जायें। ऐसा नहीं होना चाहिये कि एक ही आदमी को १०, २० ठेके दे दिये जायें। यदि ऐसा किया जा सके कि एक एक जोन में कोऑपरेटिव्स को बनाने के लिये कोऑपरेटिव ऑफिसर नियुक्त किये जायें और उनकी मदद से कोऑपरेटिव्स बना सकें तो इससे यही नहीं होगा कि यात्रियों को अच्छा भोजन मिलने लगेगा और उनके स्वास्थ्य की रक्षा हो जायेगी बल्कि वेंडर्स लोगों की भी बहुत बड़ी मदद और सहायता हो सकेगी।

[For English translation, see Appendix VII, Annexure No. 69.]

अन्त में मैं फिर रेलवे मंत्री महोदय को बधाई देती हूँ और कन्यवाद के साथ अपना भाषण समाप्त करती हूँ।

pendix VII, Annexure No. 69.]

4 P.M.

SHRI H. C. MATHUR (Rajasthan): Mr. Deputy Chairman, if I am not to be carried away by the great human quality of the hon. Minister for Railways and my personal regard for him and many other superfluities. I must say that the Railway Administration Reserves much more of censure and criticism than of congratulations.....

SHRI H. P. SAKSENA (Uttar Pradesh): And condemnation too!

SHRI H. C. MATHUR:of people who knowingly interrupt and who do not care to study the budget. Mr. Deputy Chairman, there is absolutely nothing colourful about this budget. The best that I can say in favour of this budget is that there is a clean and honest presentation of facts and I must also say that there is some human approach to the problems and some human understanding of them. But as I started, I must maintain and emphasise that these outstanding problems are being tackled in a most timid and over-cautious manner and most of our outstanding problems, particularly our developmental schemes are really disappointing and heart-rending. It is about a hundred years—we just celebrated the centenary of our railways and if we take stock, we will find that we have got today about 33,500 route miles of railways. We have built this route-mileage during these 100 years or so and calculating from that it comes to this that we build about 330 or 350 miles of railway line every year. This was at a time when our resources were very much limited, when scientific developments were nothing as compared today, when our resources were very much limited and when trains were in the hands of alien rulers. Now, when we are in the midst of a Five-

Year Plan, a free India trying to build itself, when we are receiving all sorts of help from foreign countries, I do not think we have any schemes which can inspire us. In such circumstances, as we are placed today, it would be only natural to expect that we build at least 500 to 700 miles of railway line every year. The hon. the Railway Minister might consider even such a demand as fantastic but I have no hesitation, in submitting—this is my quick answer to him—that the Government has neither the vision nor the vigour to pursue a bold policy and build a free India.

Chairman, if we could arouse our national enthusiasm and if we could only enthuse the people to partake in the construction of free India, all these difficulties would definitely disappear into insignificance. As a matter of fact, my feeling is that we are viewing all these matters from a very limited and narrow outlook. When we are thinking of building a railway line and railway link here, we are only thinking in terms of providing certain travel facilities. I would submit that a much broader outlook should be taken. I am speaking absolutely in an all-India context and I am speaking now for under-developed areas. Let the hon. Minister point out to me what is being done for the underdeveloped areas. What has been done during all these seven years. I ask, and I venture to submit that even those States, if left to themselves, would have done at least three times as much. We had many schemes in our times—even in Jodhpur, Jaipur and Udaipur—and we would have by this time provided many a fresh link and many fresh lines but all these schemes are now in the cold-storage and shelves for all time.

When I speak about these rail lines and rail links in Rajasthan area, I do not speak, again I submit, for only travel facilities. I wish the hon. the Railway Minister to realise that Rajasthan will never be able to balance its budget unless and until these railway links and railway lines are provided to

open up the fresh areas and permit the industrialists to go and develop the industry there and until the industrial resources of those States are exploited. What is the present difficulty? Here is the Gadgil Committee's recommendation and there are so many other Committees and every State is asking for help to carry on the administration. It is not only for facilities, I submit. If we are even to balance the budget, we must have these fresh railway lines and railway links. Not only that. I would wish the hon. the Railway Minister to realize that a great demand for the bifurcation of Rajasthan is gaining momentum [say and the only reason behind this demand is this. You have of course put so many States together but you have never given them the sense of integration and sense of oneness that could be provided by developing the railway system there. People from the farthest corner felt completely lost in the wilderness and it will surprise you that there is a certain part of the area which is completely isolated from the capital and from other parts of Rajasthan for at least four months during the rainy season. It is these administrative, economic and other demands which have got to be taken into consideration when we are out to plan for the development of railways. Even taking the Plan as it is, even taking the resources as they are, and even taking the entire thing as it is, we are not proceeding properly as my hon. friend, Prof. Ranga, pointed out. He is not a Rajasthani. He has no provincial feelings about Rajasthan, but he pointed out that there are no priorities being given. You are just thinking of having speedy railway lines between Bhavnagar and Bombay simply because, as he pointed out, somebody happens to be here in the Centre who wields some influence in favour of Bhavnagar and there is no priority to these under-developed areas where the economy is so much affected, where the whole State is in such a state of affairs and they are being neglected and left uncared for.

Now, there are two aspects of this problem. Your principles and profes-

[Shri H. C. Mathur.]
 sions regarding these under-developed areas, are that they would be given first preference, that there would lie no meaning to our independence that there would be no meaning to freedom if we do not bring these areas in line with the other areas. That is what our President stated when he opened the Gandhidham line. But these professions and principles are there more to be flouted than to be cared for. I definitely ask the hon. Minister to state what has been done for these under-developed areas and what has been their programme and their plan. If we proceed in the way we are proceeding, I do not think for another century we will be able to do anything. If his difficulty is about money—I am not talking in thin air; I know what asking for a plan and programme means. I am not a platform speaker, I have been, as a matter of fact, associated directly with the administration and I submit again to him that if his only difficulty is finance—there would be no difficulty so far as the State of Rajasthan is concerned. Let me discuss with us the schemes I submit to him and we will provide the money and there would be no difficulty about it. There are industrialists in Rajasthan who have gone all over the country and who have developed the country. Not only inside India, they have even gone abroad. Don't you think they have some love for Rajasthan? Don't you think they are anxious to develop their own place

SHRI K. S. HEGDE (Madras)- Why 'have they not developed it'

SHRI H. C. MATHUR: The difficulty is because the administration is in your hands and you would not permit them and the railways happen to be a monopolistic undertaking. Nobody can go and build a railway line. If you are asking about Rajasthan, don't forget that Rajasthan, as it stands today, comprises of 20 different entities which have been put together. I would not have complained to you about Jndhpur •—they were much better off—and if these four year!! have been left to us,

we would have been far better off than we are today as I pointed out to you. That is my answer.

Again I submit, Sir, that the whole matter is being tackled in a very timid manner. Take the question of Class III officers. What is the solution? Why don't you take the matter in hand and solve it? You are only tinkering with the problem. What happens? You tinker with the problem and ever; body is in a state of flux. They do not even make their personal adjustments. They do not know all the time where they are. This concession is being allowed, and when this concession is being allowed everybody is anxious to know how the adjustment will be carried out, where he personally stands. And he is all the time worried about his own personal adjustment and he is busy with this and nothing else. Sir, I say you must take these things boldly in your hands and decide on them boldly, this way or that.

The next point I would like to proceed to is about the freights and fares. In any Railway Budget the most important thing is always the structure of the freights and fares. But in this particular Budget it appears to me that the Railway Board have not yet made up their mind; they do not know where they stand. Possibly they are in a fluid state. The Federation of Chambers of Commerce have submitted a memorandum and that has provided them with an excuse for they can just say that they are considering it. But in this connection I welcome the indecision on the part of the hon. the Railway Minister because it gives me an opportunity to speak on the floor of the House on it and if they care to take anything, which I say, as of any use, they may make use of my suggestions. Sir, it should be obvious even from the Railway Budget itself that we are now facing diminishing returns. This is occurring in the case of the railways which are a very big undertaking and which have the definite advantage of being a monopolistic concern and which have another advantage of being run

by the Government. But even they can not defy the economic trends and they are today faced with diminishing returns. The same necessarily holds to apply to other industries also. I am not worried so much about the industries because I know those people are strong enough and clever enough to look after themselves and they will represent their case very well. But what takes out is that the burden eventually falls on the consumer. It is not the industrialist who pays the freights and fares. In the ultimate analysis, it is always paid by the common man and the consumer, and I have only to request the hon. Minister to be very cautious in this matter, to examine it carefully and to see that he does not kill the goose that lays golden eggs. By the goose that lays golden eggs, I do not mean the industrialists, for as I have already explained, it is not the industrialist and the businessman who pay you the freights. It is the consumer who pays and you have got to take into consideration the question whether his capacity to pay more remains. It may be possible that by judicious decisions in the matter of freights you may increase your own revenues and you may help both the industrialist as well as the consumer.

The third point which I wish to make out is about the administration itself, I feel, and I feel with great regret, that there is great accumulation of arrears in the Railway Board and there is no quick disposal of work there. Representations, both from the public as well as from officials are kept pending in the Railway Board not only for months on end but for years and it is really to be regretted.....(Time bell rings.)..... that sometimes they are not even acknowledged. I say that a shake up is necessary and there should be better flow of fresh blood and fresh outlook in the Railway Board.

(Time bell rings.)

MR.

DEPUTY CHAIRMAN: Time is up.

SHRI H. C. MATHUR: Just two more minutes, Sir.

MR. DEPUTY CHAIRMAN: No, I have got 20 names.

SHRI H. C. MATHUR: Just two more minutes. Sir, in this connection I wish the hon. Minister to take into consideration the tenure period and nobody should be permitted to stay on or outrun his tenure period, and in this connection I would proceed further and say that the staff of the ex-State Railways who are being treated in a very shabby and step-motherly way at present should be given sympathetic and proper treatment.

(Time bell rings.)

I will finish in one minute. This is the first warning and I thought you would give me another.

MR. DEPUTY CHAIRMAN: I always give a warning before two minutes and that is finished now.

SHRI H. C. MATHUR. Just one minute. I do not propose to say any thing further particularly about the officers of the ex-State Railways because I understand their cases are being examined due to the courtesy of the hon. Minister by a high power committee. But in passing, I just want to mention one thing. The hon. Dr. Kun7ru who was most critical about the Railway Administration said he found only one good point for congratulation, and it was the arrangements for the Kumbh Mela and I venture to point out that the officer who was in charge of the Railway Administration there was a person from the Jodhpur Railways. He is given the shabbiest treatment. His salary which was about Rs. 2,250 when with the Jodhpur Railway, has been brought down to Rs. 1,800 even against the interpretation of the Jodhpur Administration, for Mr. P. S. Rau who happened to be the Diwan at that time in Jodhpur State and Shri -Tai Narayan Vyas who was then the.....

SHRI K. S. HEGDE: On a point of order, Sir. Is it desirable to canvass

[Shri K. S. Hegde.] individual cases on the floor of the House?

SHRI H. C. MATHUR: I am not canvassing, as my hon. friend will understand if only he listens to me. It is not an individual case, it is a bunch of cases and I just want to point out what would be the feelings of these officers, officers of extraordinary ability, officers of tried integrity, if they are not given even their due. Thank you.

SHRI B. M. GUPTE (Bombay): Mr. Deputy Chairman, the hon. the Minister for Railways has been congratulated on many good points in the Budget and I congratulate him on one more namely on the better achievement in the matter of providing amenities to the passengers. The annual provision of Rs. 3 crores has been one of the most important features of our Railway Budget in recent years; but, unfortunately the whole sum has not been spent in the last two years. In the years 1951-52 there was a shortfall of Rs. 55 lakhs and in the next year there was a shortfall of Rs. 66 lakhs. Considering the neglect under which the third class passengers have suffered for years, this provision of Rs. 3 crores is not by itself very large. And yet it has not been spent in full. But I am glad that this year, the Railway Administration has come very near fulfilling that target and in the financial year that is about to close now, they shall have spent Rs. 2,99,39,000.

Though I am glad that this defect of non-fulfilment of the quota is being removed, I have to point out one more serious defect in this matter. I submit that the scope of the works that should be executed under the passenger amenities scheme, should be reviewed because it is my grievance that some items are included in that category which do not belong to that category and therefore credit is being taken for things for which credit is not due. I do not mean that it is being wilfully or deliberately done. Perhaps no close attention was paid to that subject and the things were decided in a rough and ready manner.

Anyhow, that point has to be reviewed. Then the question arises: What is an amenity? I submit that, whatever contributes to the comfort and convenience of the public, as distinct from the safety of the public, is an amenity. Whatever caters merely for the safety of the public is no amenity. If we apply this test, then those items which ensure only the safety of the public should be omitted from the list of amenities.

To ensure safety of the public is the moral and legal responsibility of the railways and when they discharge that obligation they cannot take credit of having supplied any amenity to the public. Take, for instance, the question of overbridges or improvement of over-bridges. The least that the public expect from the railways is that they shall not be run over by the trains. Of course, I am excluding the few who are out for suicide; otherwise, the least that we expect is that we shall not be run over. So, the provision of overbridges or improvement of over-bridges comes entirely, under safety and, therefore, cannot amount to an amenity. There are other items also like the raising or extending a platform. This also, I think, comes entirely under safety. I am a lawyer myself and I know something of law and I know there were cases in which because of lack of adequate platform facilities or lighting facilities, the railways had been held responsible for negligence. Therefore, Sir, I submit that even this item ought to come under safety and not under amenity. Similarly, approach roads to stations and better lighting cannot come under amenities. These are not minor items: lengthening and raising of the platforms account for 26 per cent, of the expenditure; four per cent, is taken by overbridges and improvement of overbridges and nearly three per cent, by improvement of approach roads. Nearly 33 per cent, is thus accounted for by items which are not, in my opinion, amenities. My plea, therefore, is that this should be reviewed and all items which come under safety should

be excluded so that the people can get what are really amenities.

Then, there is another point. It is a general impression—at least it is my impression—that this provision is meant only for the lower class of passengers, predominantly third class passengers, or, at the most, for inter class passengers. Now I find that there are many items which are for upper class passengers also; for example, provision of upper class booking room, reservation room, and enquiry office at Ahmedabad and Mehasana, provision of upper class waiting rooms, provision of upper class retiring rooms at some stations, better ventilation and more ventilators in the bath rooms and upper class retiring rooms, etc. There is one item, "masonic tile flooring and dado at Jetalsar, which is not merely an amenity but a luxury. I submit, Sir, that these items for upper class passengers should be excluded from the provision of Rs. 3 crores. I do not mean to say that these passengers do not need amenities or luxuries—you may give them, but my point is that the allotment should be separate so that people may know what is the amount that is being spent for each class of passengers. Therefore, special provision may be made for upper class passengers; and this provision of Rs. 3 crores should be spent predominantly for third class passengers or, at the most, for inter class passengers. These are my submissions with regard to the general aspect of amenities.

I wish to make one special request with regard to one station in my State. There is a scheme for the improvement of Sholapur Station costing Rs. 18 lakhs. It is under progress but I submit, Sir, that the greatest amenity that a lot of passengers would appreciate is the provision of a joint station. The tracks of the two railways, the Southern Railway and the Central Railway are very near but the stations are very far off and the passengers have to make a detour to catch trains from one station to the other. This entails much trouble and expense on the poor and middle class passengers. I submit, therefore, that

the scheme costing Rs. 18 lakhs should be revised and provision should be made for this joint station; otherwise once the sum of Rs. 13 lakhs is spent, possibly Sholapur will not get anything more for years and this amenity would be denied. So I submit that a provision for a joint station at Sholapur should be given top priority.

There is another grievance which has been brought to my notice and I should like to invite the attention of the hon. Minister to it. Regional Railway Users' Committees are appointed by the railway administration and I am to refer to Regional Committee of the Southern Railway on the Metre Gauge (North). There are two representatives of the passenger associations, and, according to the rules made by the Ministry itself those associations must be registered. I am told that in that Committee only one representative has been nominated and that the association which that gentleman represents is not a registered association; it is called the Railway Mandal of Bel-gaum. This body is not registered at all. Then the other seat is vacant though there are a number of good and registered associations which have been working for a long time for passenger relief. I, therefore, submit that this matter should be reviewed by the Ministry; they should not allow anything to be done contrary to their own rules. If the association is not registered, I do not know how its representative came to be chosen. Even if a representative has been chosen, that decision should be set aside. And the other seats should also be filled because there are other associations which are eligible to take that place.

With these words, Sir, I again congratulate the hon. Minister.

SHRI C. L. VARMA (Bilaspur and Himachal Pradesh):

श्री सी० एल० वर्मा (बिलासपुर व हिमाचल प्रदेश) : उपाध्यक्ष महोदय, सदन

में तीन रोख से रेलवे बजट पर जो बर्हा हो रही है और माननीय रेलवे मंत्री जी को चारों तरफ से जो बर्खाई दी जा रही है; उसमें मैं भी सम्मिलित होकर उनकी इस कामयाबी पर उनको बर्खाई देता हूँ।

माननीय रेलवे मंत्री जी ने अपने भाषण में यह साफ बतलाया है कि पिछले एक साल से लेबर (labour) और मैनेजमेंट (management) के सम्बन्ध आपस में बहुत ही भ्रष्ट रहे हैं। यही नहीं बल्कि इस साल के अन्दर लेबर के सिलसिले में एक और कामयाबी भी हुई है और वह यह है कि पहिले दो लेबर संस्थाएँ थीं, अब वह मिल कर एक हो गई हैं। इस तरह से उनके आपस में जो भी वादविवाद और झगड़े थे, वे समाप्त हो गये हैं। इस विलय से बहुत से मजदूरों को बहुत सुविधा हो गई है और उनके झगड़े तय करने भी आसान हो गये हैं। इन्हीं के साथ साथ मैनेजमेंट ने लेबर और स्टाफ (staff) को बहुत सी सहूलियतें भी दी हैं, ऐसा उभ पम्फलेट (pamphlet) और बुकलेट (booklet) से मालूम होता है, जो हमें रेलवे विभाग की ओर से दिया गया है। इससे यह भी मालूम होता है कि बहुत से भारतीय मजदूरों को परमानेंट (permanent) कर दिया गया है और बहुत से भारतीय स्टाफ को कंफर्म (confirm) कर दिया गया है। इसके साथ ही उनके रहने के लिए मकानों की भी सुविधा कर दी गई है और उनके काम के घंटे भी मुकर्रर कर दिये गये हैं। मजदूरों और मैनेजमेंट के आपसी झगड़ों को तय करने के लिए एक नेगोशियेटिंग कमेटी (Negotiating Committee) भी बना दी गई है। अगर कहीं उनसे आपस में फंसला न हो सका तो उसके लिए एक एड हॉक ट्रिब्यूनल (ad hoc tribunal) मुकर्रर कर दिया गया है।

रेलवे विभाग के स्टाफ और मजदूरों के लिए इस विभाग द्वारा मकान बनाने का एक बहुत बड़ा प्रोग्राम बनाया गया है। सन् १९५२-५३ में ५६६६ क्वार्टर (quarters) बनाये गये, सन् १९५३-५४ में ६७१० क्वार्टर बनाने का कार्यक्रम है और सन् १९५४-५५ में ८७२२ मकान बनाने की योजना तैयार की गई है। ये क्वार्टर केवल गहरों के स्टेशनों पर ही नहीं बनाये जायेंगे बल्कि वे साइड (side) स्टेशनों पर भी बनाये जायेंगे। साइड स्टेशनों के लिए तकरीबन १२ हजार क्वार्टर बनाये जा रहे हैं। इस तरह सब प्रकार की सहूलियतें देने के कारण लेबर और मैनेजमेंट में पूरी तरह से सहयोग उत्पन्न हो गया है। यहाँ कारण है कि हमारे माननीय रेलवे मंत्री जी ने इस साल सरप्लस बजट (surplus budget) पेश किया है।

[THE VICE-CHAIRMAN (SHRI K. S. HEGDE) in the Chair.]

पिछले महायुद्ध में इस देश में बहुत सी लाइनें उखाड़ दी गई थीं और अब रेलवे विभाग उन लाइनों को पुनः चालू करने जा रहा है, इन लाइनों में नगरों में जोगेन्द्र नगर की लाइन भी है। इस लाइन को पुनः चालू करने का काम करीब करीब खत्म होने को है, इसके लिए मैं माननीय मंत्री जी को बर्खाई देना चाहता हूँ। इसके साथ ही साथ मैं माननीय मंत्री जी का ध्यान उस रेजोल्यूशन (resolution) की ओर भी दिलाना चाहता हूँ जो हिमाचल प्रदेश की विधान सभा ने अपने दिसम्बर के अधिवेशन में पास किया है। उस प्रस्ताव में भारत सरकार से और विशेष कर रेलवे विभाग से यह प्रार्थना की गई है कि इस लाइन को मंठी तक बढ़ा दिया जाय। इस लाइन को मंठी तक बढ़ाने से जो फायदे होंगे वे मैं आपके सम्मुख रखना चाहता हूँ। हिन्दुस्तान के अन्दर

“रोक माइन्स साल्ट” (rock mines salt) केवल मण्डी ही में है इसलिए यदि रोक माइन्स साल्ट को तरक्की देना है तो वहां तक रेलवे की लाइन का होना बहुत जरूरी है। अगर हम अपने पड़ोस के प्रान्तों को सस्ता नमक दे सकते हैं तो वह केवल रेल के ही द्वारा दिया जा सकता है। इसके साथ ही साथ कुल्लू में जो कुछ भी पैदावार होती है वह सब मण्डी ही में बिकने को आती है, इसके लिए भी यह बहुत आवश्यक है कि यहां तक रेल की लाइन पहुंचाई जाय।

पिछले साल मैंने अपने भाषण में कहा था कि अम्बाला कालका और शिमला के दरमियान जो रेल किराया चार्ज किया जाता है वह बहुत ज्यादा है। कालका और शिमला के दरमियान किराये का दर साधारण दर से चौगुना है और अम्बाला और कालका के दरमियान दुगुना है। मेरी समझ में यह नहीं आता है कि यह सरचार्ज (surcharge) कब तक जारी रहेगा जबकि सारे रेलों का किराया एक स्टैंडर्ड (standard) किराया मुकर्रर कर दिया गया है तो इस लाइन पर वह क्यों नहीं किया जाता। अपने पिछले भाषण में मैंने यह भी कहा था कि शिमला और कालका के दरमियान कारों का किराया बहुत कम है और अभी तक यह अन्तर दूर नहीं किया गया है क्योंकि सेकेन्ड क्लास (second class) का किराया कार के किराये से ज्यादा है इसलिए लोग कार द्वारा ही शिमला-कालका आना जाना पसन्द करते हैं। सेकेन्ड क्लास के डिब्बे जो लगाये जाते हैं वे अक्सर खाली ही जाते हैं। इसलिए मैं माननीय रेलवे मंत्री जी से प्रार्थना करूंगा कि वे सेकेन्ड क्लास के डिब्बों की जगह इंटर और थर्ड क्लास के डिब्बे लगा दें जिससे कि आम जनता को और भी सुविधा हो जाय। इस सम्बन्ध में मैं माननीय मंत्री जी का ध्यान इस बात की ओर दिलाना चाहता

हूँ कि जिस तरह से रेलवे विभाग ने वर्दवान और हावड़ा के बीच विजली द्वारा रेल चलाने की योजना सर्वे (survey) करा रही है, उसी तरह से कालका शिमला के बीच में भी विजली की रेल चलाने की योजना को उसे ध्यान में रखना चाहिये। इस योजना के लिए विजली हमको आसानी से नांगल विद्युत् केन्द्र से मिल सकती है, इससे यह कार्य सरलतापूर्वक कार्यान्वित किया जा सकता है। मुझे पूरी आशा है कि माननीय मंत्री जी इस मुझाव की ओर अवश्य ध्यान देंगे।

माननीय मंत्री जी ने अपने भाषण में जिन कंसेशनों (concessions) की घोषणा की है, उसमें “हिल स्टेशन कंसेशन” (hill station concession) भी एक है। जिन हिल स्टेशनों के लिए कंसेशन दिया गया है उनमें शिमला भी शामिल है, मगर मेरा मुझाव यह है कि यह कंसेशन केवल कालका तक ही होना चाहिये। उसका मुख्य कारण यह है कि कालका और शिमला के बीच चार छोटे से हिल स्टेशन भी हैं, जहां पर जनता बहुत जाती है। वहां जाने वालों को इस कंसेशन से कोई लाभ नहीं होगा। इसके साथ ही साथ मैं यह भी समझता हूँ कि शिमला जाने वालों को भी इस कंसेशन से कोई अधिक फायदा नहीं होता, इसकी वजह यह है कि कालका से शिमला के दरमियान वापनी पर मोटर का इतना थोड़ा किराया होता है कि बस वाले लोगों को एक चौथाई रेल किराये पर ही ले आते हैं, इस तरह से यह कंसेशन वहीं पर खत्म हो जाता है। इस कंसेशन के सिलमिले मैं माननीय मंत्री जी की सेवा में मैं यह भी कहना चाहता हूँ कि जो प्लेन्स (plains) वालों को हिल स्टेशन तक कंसेशन दिया जाता है अगर कोई शिमला से दारजिलिंग तक जाना चाहें तो उसको भी यह सुविधा दी जानी चाहिये। विशेषकर जो लोग इन हिल स्टेशनों

[Shri C. L. Varma.]

में रहते हैं उनको दूसरे हिल स्टेशनों में जाने की सुविधा दी जानी चाहिये।

माननीय श्री गोविन्द रेड्डी जी ने इस कसेचन को तीर्थ के स्थानों के लिए दिये जाने का जो सुझाव दिया है, उसका भी मैं समर्थन करता हूँ। पहाड़ों के रहने वाले ज्यादातर तीर्थ स्थानों को जाते हैं मगर उन को इस प्रकार की सुविधा नहीं दी जाती है, अगर तीर्थ स्थानों में जाने के लिए यह रियायत दी जाय तो आम जनता को फायदा होगा।

रेलवे बोर्ड द्वारा जो रिपोर्ट हम को दी गई है, उसके आखरी पेज (page) में एक चीज यह लिखी हुई है कि रेलवे विभाग ने को-ऑपरेटिव सोसाइटीज (co-operative societies) के लिए एक स्पेशल आफिसर (Special Officer) नियुक्त किया है मगर यह जान कर बहुत ही दुःख होता है कि इस आफिसर ने एक साल के अन्दर इस दिशा में जो कार्य किया है वह कुछ भी नहीं है। इस रिपोर्ट से यह मालूम होता है कि उसने केवल १५ सोसाइटीज (societies) औरगनाइज (organise) की हैं जिनमें केवल ६ ही रजिस्टर की जा चुकी हैं और बाकी सभी तक रजिस्टर नहीं हुई हैं। इस रिपोर्ट से यह जाहिर होता है कि इस कार्य के लिए जो स्पेशल आफिसर नियुक्त किया गया है, उसको इस काम में कोई विशेष दिलचस्पी नहीं है। यह इसी से मालूम हो जाता है कि अब तक केवल ६ सोसाइटीयां ही रजिस्टर हुई हैं।

यह बताया गया है कि गवर्नमेंट कैंटीन्स (government canteens) को फ्री (free) कमरा, फ्री इलेक्ट्रिसिटी (iree electricity), सैनिटेशन (sanitation) की सुविधा, बड़े बड़े फर्नीचर (furniture) मुफ्त सप्लाई (supply) का प्रावधान है। मगर जहां को-ऑपरेटिव स्टोर का

सवाल पैदा होता है वहां लिखा गया है कि उन्हें से नॉमिनल रेंट (nominal rent) लिया जायगा। मेरे खयाल में वह पूरा रेंट होगा। मेरे दिमाग में एक शक है कि को-ऑपरेटिव सोसाइटी की ओर रेलवे बोर्ड का या रेलवे मिनिस्ट्री का कोई खास ध्यान नहीं है। अगर वे चाहते तो आसानी से ये सोसाइटीयां बड़ सकती थीं, और आज कैटरिंग (catering) के बारे में जो शोर मचाया जाता है कि इंतजाम ठीक नहीं है, खाना ठीक नहीं मिलता, यह शिकायतें को-ऑपरेटिव सोसाइटीयां कायम करने से दूर हो जातीं और रेलवेज खाने पीने का इंतजाम बड़ी आसानी से कर सकती हैं।

करप्शन (corruption) के बारे में बहुत कुछ कहा गया। जैसा मैं ने पिछले साल कहा था करप्शन के सिलसिले में, हमको पहले अपना मोरल (morale) ठीक करना होगा क्योंकि करप्शन का हम सभी लोगों के साथ सम्बन्ध है। रेलवेज में करप्शन की बहुत सी वज्रहात हैं, मसलन्, डेमररेज [demurrage] के रेट्स [rates]; अलग अलग जगह भिन्न हैं। इस से यह होता है कि अगर किसी आदमी का सामान चार रोज के लिये २ रुपये रोज के हिसाब से रखा जाता है तो रेलवे वाले कहते हैं कि ८ आने रोज दे दो और बाकी हमें छोड़ दो। इसलिये यदि रेट्स बराबर और ठीक से हों तो गवर्नमेंट को कुछ न कुछ रुपया डेमररेज से मिल जायगा।

अब मैं टिकटलेस ट्रेवलिंग (ticketless travelling) के सिलसिले में कुछ कहना चाहता हूँ। जब हम पिछली दफा कल्याणी से आ रहे थे तो मैंने देखा कि जिस डिब्बे में हम बैठे थे उस डिब्बे में कुछ आदमी बिना टिकट थे। जब गाड़ी काशी के पास पहुंची तो टिकट कलक्टर ने सब लोगों को केवल आगाह किया कि जिन लोगों के

पास टिकट नहीं हों वे उतर जायें। उस के बाद उस ने किसी का टिकट चेक (check) नहीं किया। इस सिलसिले में कोई ऐसा इंतजाम किया जाय कि बिना टिकट के यात्रा बन्द कर दी जाय। यह तो सब जानते हैं कि कम्प्लेंट बुक (complaint book) से कुछ मतलब हल नहीं होता क्योंकि ऐसे अवसरों पर वह छुपा दी जायगी, जैसा कि माननीय श्री गोविंद रेड्डी ने कहा था कि रेलवे वाले उन को कम्प्लेंट बुक नहीं देते थे। तो इस के लिये यह व्यवस्था होनी चाहिये कि सील्ड बॉक्स (sealed box) रखे जायें जिस में कम्प्लेंट लिख कर डाल सकें और कम से कम आला अफसरों को तो यह बताना सकें कि फ्लां डिब्बे में आज ऐसी हालत रही। तो इस सिलसिले में रेलवे अथॉरिटीज (authorities) को कुछ न कुछ सोचना पड़ेगा कि टिकटलेस ट्रेवलिंग कैसे रोका जाय। खास कर के थर्ड क्लास के डिब्बों में जहाँ कि आदमी हिच जुल नहीं सकते उन के लिये कुछ न कुछ इंतजाम करना चाहिये।

इन अलफ़ाज़ के साथ मैं माननीय मंत्री जी का धन्यवाद करता हूँ।

[For English translation, see Appen-VII, (iii) Anaexure No. 70.]

SHRI B. N. DUBE (Vindhya Pradesh):

श्री बी० एन० दूब (विन्ध्य प्रदेश) : माननीय उपाध्यक्ष जी, मैं माननीय रेलवे मंत्री जी एवं उन के बजट पर विश्वास करते हुए श्रीमान् से यह कहना चाहता हूँ कि गत वर्ष भी माननीय रेलवे मंत्री जी का ध्यान विन्ध्य प्रदेश की तरफ दिलाया गया था कि विन्ध्य प्रदेश के अन्दर काफी तादाद में राष्ट्रीय सम्पत्ति है परन्तु रेलवे लाइनों के न होने से उस का उपयोग नहीं हो सकता है। इस के अलावा गत वर्ष मान-

नीय गृह मंत्री जी ने भी वहाँ की जनता को विश्वास दिलाया था कि वहाँ सरकार रेलों का प्रबन्ध करेगी। राजधानी से ३२ मील दूर रेलवे लाइन है। वहाँ दो दो सौ, ढाई ढाई सौ मील से यात्री पैदल चल कर स्टेशन पर आते हैं। वहाँ काफी तादाद में बांस, जिप्सम (gypsum), लाइमस्टोन (limestone) और हर तरह के खनिज पदार्थ बहुतायत से पाये जाते हैं। परन्तु रेलवे के अभाव में इतनी मात्रा में जो राष्ट्रीय सम्पत्ति वहाँ है उस का उपयोग नहीं हो सकता है। इस सम्बन्ध में मैं श्रीमान् से कहना चाहता हूँ कि कम से कम सतना से रीवा तक ३२ मील की रेलवे लाइन अवश्य निकाल दी जाय ताकि राजधानी से रेलवे लाइन जुड़ जाय।

इस के अलावा मैं श्रीमान् को एक और बात बतलाना चाहता हूँ कि ओ० टी० आर० (O. T. R.) लाइन में बकूलहा एक स्टेशन है जहाँ पर साथी जयप्रकाश नारायण जी का मकान है, और आप के माननीय सदस्य तारकेश्वर पाण्डे जी का भी वहाँ घर है। इस के अलावा हमारे माननीय राष्ट्रपति का समुराल भी वहाँ पर है, लेकिन उस जगह एक पायखाने की भी व्यवस्था नहीं है। जब ये महानुभाव आते हैं तो उन को स्टेशन पर पायखाना तक नहीं मिलता। वहाँ स्टेशन पर एक वेटिंग रूम (waiting room) का निर्माण भी शीघ्र ही कर देना चाहिये। इसी तरह से सुरेमनपुर स्टेशन है जहाँ पर कि काफी तादाद में पब्लिक (public) चढ़ती उतरती है, लेकिन वहाँ पर भी कोई वेटिंग रूम नहीं है जिसकी वजह से विशेष रूप से बरसात के मौसम में यात्रियों को बड़ी तकलीफ़ होती है।

दूसरी बात की ओर रेलवे मंत्री जी का ध्यान यह दिलाना है कि भ्रष्टाचार

[Shri B. N. Dube]

दूर करण के लिये माननीय मंत्री जी ने जो एक कमेटी बनाई है वह पर्याप्त नहीं है। मैं आपको बतला देना चाहता हूँ कि गार्ड (guard) से ले कर के टिकट कलक्टर तक सब इस में मिले हुए रहते हैं। ऐसी हालत में भ्रष्टाचार करने वालों को पकड़ना या उसको दूर करने का काम आगे नहीं बढ़ सकता है। मैं ने अपने एक जापानी साथी से यहाँ पूछा था कि उन के यहाँ रेलवे में भ्रष्टाचार है या नहीं। उन्होंने बतलाया कि उनके वहाँ जापान में रेलवेज (railways) में भ्रष्टाचार नहीं है। कारण पूछने पर उन्होंने बतलाया कि उनके वहाँ पार्लियामेंट (Parliament) के मेम्बरों को पास मिलते हैं, वे लोग सब एक डिब्बे में बैठते हैं और वहाँ के वातावरण को देखते हैं। इससे रेलवे कर्मचारियों को भी धरुगत होती है और उनके अन्दर हर बना रहता है इस तरह भ्रष्टाचार मिट गया है। यह सही चीज है, अगर ऐसी यहाँ पर भी व्यवस्था की जाय तो भ्रष्टाचार मिट सकता है।

मैं आपको एक घटना बतलाता हूँ कि १० अक्टूबर १९५३ को मैं बी० एन० बार० (B. N. R.) के डैडवेल स्टेशन से चला। मैं इंटर क्लास में सफर कर रहा था। उस डिब्बे के अन्दर करीब १५ आदमी बिना टिकट के बैठे हुए थे। मुझे मालूम हुआ कि उन लोगों के पास टिकट नहीं हैं। जब हम लोग कटनी स्टेशन में उतरे तो वे लोग भी हमारे साथ उतरे। मैंने देखा कि गार्ड भी जा रहे हैं, टी० टी० आई० (T.T.I.) भी जा रहे हैं, और उन्होंने एक इशारे में कहा "तिवारी साहब" और वे १५ आदमी बिना टिकट बाहर निकल गये। गेट का टिकट कलक्टर तिवारी था, मन उन लोगों से दर्याप्त किया कि "आई

आप लोग बिना टिकट के कैसे बाहर निकल आये हैं?" उन लोगों ने हमको बतलाया—उनमें हमारे परिचित आदमी भी थे, दकील भी थे—जो सब लोग गार्ड और टिकट चेकर से मिले हुए थे। उन्होंने कहा कि मसलन् सवा चार या पांच रुपया इंटर का टिकट लगता है, तो हम लोग दो या डार्ड रुपया देते हैं। इस तरह से सोलह आदमी आए तो सब मिला कर चालीस रुपये हमने रेलवे के आदमियों को दिये। वे चालीस रुपये गार्ड से ले कर टिकट कलक्टर के बीच में बट बाते हैं। एक हफ्ते बाद उसी साइम से होते हुए मैं फिर आया तो देखा कि तीन चार आदमी बिना टिकट इंटर क्लास में जा रहे थे और वे भी स्टेशन के बाहर ले जा कर छोड़ दिये गये। मैंने १७ अक्टूबर को स्टेशन पर कम्प्लेंट बुक (complaint book) में लिख कर के अधिकारियों का ध्यान इस घटना की ओर दिलाया और यह भी उल्लेख कर दिया कि अगर जांच कमीशन चाहे तो मुझ को भी बलाया जाय ताकि मैं इस बारे में कुछ बना सकूँ। मेरे कहने का मतलब यह है कि रेलवेज के अंदर भ्रष्टाचार इस तरह से घसा हुआ है कि उस को कमेटी बना कर के हम दूर नहीं कर सकते हैं। इस तरह की कमेटी अगर हम बनावें और चाहें कि भ्रष्टाचार दूर हो जाये तो यह नहीं हो सकता है। भ्रष्टाचार इतना व्यापक हो गया है कि अब तक रेलवे कर्मचारी स्वयं इसको न रोकें तब तक यह दूर नहीं हो सकता है। या फिर उस तरीके से दूर हो सकता है जैसा कि जापान में है। इसका मतलब यह नहीं कि मैं कोई पार्लियामेंट के मेम्बरों के लिए फ्री पैसेज (free passes) के बारे में कह रहा हूँ, जिस से कि माननीय सदस्य जब फुरसत में होते हैं तो उनको पैसेज मिलें और वे रेलवे के हर डिब्बे में बैठ कर हासल करें। रेलवेज

सरकार के व्यापार का एक बहुत बड़ा क्षेत्र है, और अगर इसमें भ्रष्टाचार रहेगा तो उससे सरकार को भी क्षति होती है और जनता को भी तकलीफ होती है। इसलिये मेरा कहना है कि केवल कमेटी बना करके रेलवे के भ्रष्टाचार को दूर नहीं किया जा सकता है। और इसके लिये जनमत अगर लिया जाता है कि भ्रष्टाचार कैसे दूर होगा तो फिर यह सरकार का एक व्यापार हो जाता है। अगर आप जनमत लेते हैं तो उसके माने हैं कि लोग अपनी राय लिख करके भेजें, उस पर पोस्टेज लगायें और पोस्ट आफिस को फायदा हो। इससे रेलवे बोर्ड को या जनता को कोई लाभ नहीं होगा, भ्रष्टाचार भी दूर नहीं हो सकता।

मैं विशेष अधिकार कह करके श्रीमान् से यह निवेदन करूंगा कि रेलवे मंत्री जी का ध्यान विन्ध्य प्रदेश की तरफ जाना चाहिये। चार बार वहां की जनता ने अपना डेपुटेशन (deputation) भेजा लेकिन इस बजट में विन्ध्य प्रदेश का कोई खिन्न नहीं आया है। रायट्स गंज से चनार तक लाइन निकाली जा रही है जो अनावश्यक है। जो आवश्यक चीज है उस पर ध्यान नहीं गया। इसके मानी हैं कि पक्षपात नहीं किया गया तो सिफारिश मुनी गई है, दोनों में से कुछ तो किया गया है नहीं तो इतने बड़े प्रदेश में जहां इतनी बड़ी सम्पत्ति है उसकी तरफ चार बार कहने पर भी ध्यान नहीं गया है। इसलिये मैं रेलवे मंत्री जी का ध्यान विन्ध्य प्रदेश की तरफ पुनः दिलाता हूँ। दूसरे, ओ० टी० आर० में जिस स्टेशन का शुरु में नाम लिया है जहां पर हमारे जयप्रकाश नारायण जी उतरते हैं, जहां पायखाना तक नहीं है, बैठने के लिये जगह नहीं है, वहां बेटिंग रूम और पायखाने का इंतजाम होना चाहिये।

137 C.S.D.

or .English translation, see Appen- Vfl, Annexure No. 71.]

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. IAM): Sir, I am sorry I have not been here today to hear the hon. Members' speeches as I had to

in the other House, and I hope the House will excuse me for my short

ence. Sir, I should thank the hon.

Members who have participated in the debate for general support they

are given. In fact you led the debate, Sir, and your lead was taken up and you were kind enough to say good words about the Railways. While appreciation was hearty, I should say on the whole criticism was mild, in spite of the hon. Pandit Kunzru. In fact they reciprocated the spirit of the Budget speech. It is a simple, unvarnished narration breathing a frank intimate friendly spirit. It is not fussy; it does not exaggerate; it does not try to whitewash or hide facts. As one hon. Member very aptly put it, it is unostentatious. But, Sir, behind this facade of simple unostentatiousness stands a record of solid achievements which we claim and which, I am glad to say, the House has acknowledged. The credit for this does not go only to the hon. Minister, the devoted band of officers and to the army of hard working railwaymen, but it goes to Parliament and to the country as well.

Sir, I should like to say, at the very beginning, a few words about Kumbh Mela which has been talked about so much. I am glad, Sir, that this House has appreciated what has been done by the railways to meet the onrush of the human sea that assembled there—the sea that assembled there to mix in the rivers.

Generally rivers alone go to » sea, but on this occasion, Sir, it was a human sea that, went to the rivers. To meet this unprecedented emergency the railways had to take extraordinary measures, extraordinary in the sense that they had to make preparations which they

[Shri O. V. Alagesan.] had not made in the previous Kumbh Melas. What the railways have done has been very handsomely acknowledged by a number of hon. Members who spoke here, but the unfortunate tragedy that occurred there incidentally disclosed a very ugly spot in the texture of our public life. People who can be counted among the tallest in the land could not resist the temptation to make political capital out of calamities. Sir, the huge amounts that the railways spent and the preparations that they made go to show one fact, and that is that the railways are, first and foremost, meant for the service of the public and that their commercial nature comes only next. I think that fact has been demonstrated well.

I would first deal with a few remarks that fell from the lips of the hon. Pandit Kunzru, who is a veteran in railway matters. He had some hard things to say. His voice is a voice that should be hearkened to. His warnings should always be heeded. He is entitled to it by his long association with railway working and his intimate knowledge of the same, but I have got one grievance against him. In fact, we expected a lot out of the Committee on which we asked him to preside, which he very kindly agreed to do, but then in the middle he forsook us. Of course, he has been put on another job. I should not compare these posts. Each is equally good, but perhaps it shows a paucity of such men, men of the calibre and stature of the hon. Pandit Kunzru. So, the railways have now suffered a loss, and I think I cannot excuse him for **that**

THE VICE-CHAIRMAN (SHRI K. S. HEGDE) : What the railways have lost, the country as a whole has gained.

SHRI O. V. ALAGESAN: But the railways are so much intertwined with the whole country that the two cannot be separated like that.

He wanted that a Committee should enquire into the regrouped railways, j

He has never been a friend of the regrouping scheme. He has always criticised it. He has always opposed it. He has been consistent in his opposition. So, it is not as if he discovered new facts by a study of the working of the regrouped railways and on the basis of those facts he is now demanding an enquiry. In fact, this is one stage of his continuing opposition. We have stated in the pamphlet that has been circulated along with the Budget papers that the time has not yet arrived to study comparable figures. We have to wait and study the actual working. In this connection he was speaking of the ex-Nizam's State Railway. He was pleased to remark as follows:

".....the Nizam's State Railway which was a model of efficiency at one time has suffered on account of regrouping."

One hon. Member here who represents Hyderabad, I mean Mr. Kishen Chand, said, "Very severely." Then the hon. Pandit Kunzru went on to say:

"It will be really one of the saddest chapters in the history of our railways if regrouping resulted in bringing down the efficiency of a railway that was noted formerly for its highly efficient working."

Now, let us see whether the standards of efficiency of that particular Railway, which was acknowledged even by the hon. Pandit Kunzru to have been highly efficient in its working, have really deteriorated. Sir, I will quote a few figures with respect to that, which will show that the ex-Nizam's State Railway has not only not suffered on account of regrouping but its efficiency has even improved. The ex-Nizam's State Railway was merged with the Central Railway in November 1951 and a comparison of the performance of this portion of the Central Railway for the two years 1951-52 and 1952-53 is worth while. The wagon miles per wagon day have gone up from 40'3 in 1951-52 to 455 in 1952-53 on the broad gauge portion

of the ecc-N. S. Railway while on the metre gauge portion it has increased from 438 to 439. The net ton miles per wagon day have increased from 482 to 533 on the broad gauge portion while it has gone up from 271 to 290 on the metre gauge portion. The engine miles per engine day in use on goods services have increased from 100 to 110 on the broad gauge portion and from 102 to 120 on the metre gauge portion. The net ton miles per engine hour have increased from 1,931 to 2,079 on the broad gauge portion and from 953 to 992 on the metre gauge portion. The engine miles per engine day on line increased from 88 to 89 on the broad gauge portion while on the metre gauge it was 99 as against 100 in the previous year. It is a little less. The above picture will clearly establish that no such calamity as has been envisaged by the hon Pandit Kunzru has happened.

SHRI KISHEN CHAND (Hyderabad): They are only one set of figures.

PROF. G. RANGA (Andhra): On the same figures he is showing that that is not the case.

SHRI O. V. ALAGESAN: Sir, I am not one who is in love with figures, but the difficulty is that figures are unavoidable. If you have criticised on the basis of a particular set of figures, certainly on the same set of figures, if we can prove that the working has been efficient, you will have to accept it, but I do not want to claim that this improvement is entirely due to regrouping. That is far from my intention. I only wanted to show that efficiency has not deteriorated on that particular Railway as a result of regrouping. That was my only limited purpose in quoting these figures. Regrouping can be better assessed only after the passage of some time when we will have gained more experience and better knowledge of its working.

I wish to touch on a few more points that were mentioned by the hon. Pandit Kunzru in his speech yesterday.

He desired, to know the difference in the method of estimating, which had resulted in a drop of Rs. 52 lakhs in the third class passenger earnings. He referred to the speech of the hon. the Railway Minister and wanted to know what was the method. It is the usual method. He will be aware that the Budget Estimate for any year is derived from the Revised Estimate of the previous year after taking into account all factors that are likely to come into play during the budget year. When preparing the Revised Estimate for any year, however, the actuals for 7 to 10 months of that year are available and hence the Revised Estimates are worked out on the basis of these actuals supplemented by a fresh estimate for the remaining months of the year. As the methods of arriving at the figures are thus different, there is bound to be a difference between the Budget Estimates and the Revised Estimates for any year, even if no other factors were involved. This small difference is due to that. That was all that was intended to be conveyed and nothing more should be read into that statement.

He also referred to the Efficiency Bureau that has been set up and wanted to know whether they would be able to examine matters on their own or whether they would be bound down by anybody else. Certainly I can assure him that the Efficiency Bureau will have full freedom and initiative to choose such subjects as they want and then investigate them.

He then referred to another point and that is about the Technical Cooperation Mission Programme under which we are getting aid

5 P.M. '

Referring to that he said that he would like to know the details of the survey proposed to be undertaken by experts to be deputed by T. C. M into the needs of the railway system as provided in the agreement. As per agreement, the experts will only

[Shri O. V. Alagesan.] be furnished if requested by the Government of India. At the present moment request for only one expert has been made. The intention is that this expert¹ should survey the needs of the railway system with particular reference to requirements of rolling stock, both for rehabilitation and expansion. We have made a request for this one expert for this assessment as we are going ahead with a substantial augmentation of our stock of locomotives and wagons and it is desirable to have an independent view of our actual requirements. It was for that purpose that we wanted the expert, not for anything else. We have requested that the expert should be a top level one conversant with all aspects of railway working, particularly traffic operation, track maintenance and shop practices and generally with railway problems so that his views would be of benefit to us. He will also be assisted by our officials in India so that the final opinion expressed would be the result of a joint study both by the expert that will be coming here and also by our officers.

Again, before I pass on, I shall refer to one or two points made by the hon. Dr. Kunzru. He wanted to know the details of the simplified manner in which apportionment of Railway earnings between the zonal Railways will be done in future. He pleaded very vehemently for this and it has been accepted by the Railway Board. The details and the merits of the system proposed to be adopted have been fully discussed in the report of the Committee appointed by the Railway Board to review the effect of elimination of inter-Railway adjustments and apportionment of earnings on Indian Railways. Briefly, it is like this:

The simplification in the apportionment of goods earnings will, in future, be achieved, firstly, by not 'Segregating terminal, transshipment and short-distance charges, which formerly entailed considerable volume of work. Further, the total traffic between each pair of

stations will be apportioned as a single item instead of each transaction between each pair of stations being apportioned as was the practice in¹ past in some Railways.

In the case of passenger traffic, simplification will be achieved by apportioning as one item the tickets sold for each class by each *via* at one place instead of apportioning each item between each pair of stations, as was done formerly. The report contains all the information and the recommendations of that Committee have been accepted by the Government and are being implemented except in some minor details.

Now, I should like to deal with some of the arguments raised by the hon. Shri P. C. Bhanj Deo in his speech. Unfortunately the hon. Member is not here. I was very much touched when he disclosed the reason why he had to leave the House earlier. He expressed distrust of the Budget figures and said that the surplus budgeted for next year might not be realised. In fact, he went to the extent of calling it 'accounting jugglery', and my hon. friend Mr. Rajah—perhaps he is not here now—also used the same phrase and called it 'accounting jugglery'. I do not know what hon. Members mean when they use these terms rather loosely. Do they mean that all the figures, the solid mass of figures, are a myth or they are not correct? What do they mean? That passes my understanding.

PROF. G. RANGA: Underestimating one and over-estimating another.

SHRI O. V. ALAGESAN: I shall read out the figures of gross receipts, ordinary working expenses and surplus over the past three years, and that will show whether the revised estimates and actuals have remained faithful to each other or not.

[MR. DEPUTY CHAIRMAN in the Chair.] Taking the figures of gross receipts, in 1950-51, the revised estimates were Rs. 263.4 crores and actuals were Rs. 263.1 crores—very near each other.

Then the revised estimates in 1951-52 were Rs. 288.06 crores and actuals were Rs. 290.82 crores. In 1952-53 the revised estimates were Rs. 269.55 crores and the actuals were Rs. 270.56 crores. Now, I need not cite the House by reading the figures relating to working expenses.

Now, let us come to the surplus because they said that this surplus will vanish somehow. In 1950-51 the revised surplus was Rs. 14.24 crores whereas the actual was Rs. 15.05 crores. In 1951-52 Rs. 22.06 was the revised estimate and actuals were Rs. 28.34 crores when we reached the peak of our earnings. Then with reference to the figures of surplus of last year, i.e., 1952-53, the revised estimate was Rs. 9.48 crores and the actual was Rs. 13.19 crores. As for this year's surplus, we would have realized it but for the very good reasons that have been given, *viz.*, the implementation of the Gadgil Committee's recommendations. I think the House should realize that it was accepted in the middle of the year and that it was a very legitimate charge and the House should congratulate the Ministry for implementing the Committee's recommendations. To say that this surplus has diminished from Rs. 9 to 3 crores and your Rs. 5 crores will not be there is, I think, not a very responsible statement to make. Half of this extra expense comes under the implementation of the Gadgil Committee. It is 3.15 crores. It is divided like this:— 1.78 crores for provident fund, 0.44 crores for gratuity, 0.93 crores for allowances. In a normal year the additional expenditure on account of this item will be roughly of the order of Rs. 2.8 crores per annum.

Again, the hon. Mr. Bhanj Deo made another suggestion. He said that while estimating passenger earnings for the current year, the extra income from Kumbh Mela was not taken into account. Even while he was speaking, I interrupted him and contradicted that. I said that it was anticipated. A reference to the Explanatory Memorandum presented last year will bear

me out. In arriving at this year's Revised Estimates also the extra earnings from Kumbh Mela have been taken into account as also some extra income from new lines. In arriving at the budget figures of passenger earnings for me next year, naturally, the element of earnings on account of Kumbh Mela is excluded, but credit has been taken for earnings from new lines and also for some additional earnings due to better crop conditions in the South. I would like to assure hon. Members that there is no 'jugglery' in computation of passenger earnings. As the hon. Shri Bhanj Deo was satisfied with the estimate of goods earnings—he had nothing to state on that—I need not go into that. Then one assumption was made last year and I am drawing the attention of the House to that. The assumption made last year that passenger earnings after attaining the peak in 1951-52 have reached a new low but stable level appears to be generally correct, Sir.

Sir, now I am replying to all absent Members. That is my regret. Now I should come to my hon. friend, Shri Sundarayya—a very important Member of one of the opposition parties. He was pleased to say that we pay now-a-days less attention to third class passengers and more attention continues to be paid to upper class passengers. In fact I noted that the House did not take him seriously when he made that statement because they know how patently wrong it was. There is a Tamil proverb which says: "Trying to hide a pumpkin in a small quantity of rice." It was something like that when the hon. Mr. Sundarayya said that we are still continuing to pay more attention to the upper class passengers and less attention to the needs of the third class passengers. It is recognised that conditions of third class are becoming more and more comfortable. This is not to say that nothing remains to be done.

PROF. G. RANGA: To say "less and less uncomfortable" would be more accurate.

SHRI O. V. ALAGESAN: It is only a question of time when the hon. Prof. Ranga also will agree that it has become more and more comfortable. The bias is all in favour of the third class traveller.

SHRI K. L. NARASIMHAM (Madras): Who recognises that statement?

SHRI O. V. ALAGESAN: The bias in all in favour of the third class passenger. He is uppermost in our thoughts. It is not only the abolition of I class. Negatively, it has added to the comforts of the third class passengers. It is not only that. Positive steps in the direction of improving amenities of third class travel have been taken and continue to be taken. Again, Sir, I do not want to tire the House by reading out all the amenity works undertaken in the course of the last two or three years. They are given in the pamphlets. Many of the works have been left out—the publication should become very bulky and less readable. That does not mean that other items which do not find a place in the book are not being taken up. Apart from these items I should like to draw the attention of hon. Members to this. The electrification of the Calcutta Suburban Railway is proposed to be taken in hand and I want the House to ponder over that for a while. Is that for the benefit of the upper class travellers? It is a huge work—the electrification of the suburban system—and I should like the House to think whether it is for the benefit of the upper class travellers. It is not. It is more for the benefit of the suburban masses who have to come in and go out of Calcutta every day to eke out their livelihood that this huge project is being undertaken. And then, we made arrangements for the Kumbh Mela—I am again referring to Kumbh Mela. Was all that for the benefit of the upper class traveller? I should like to know. It was all for the third class passengers, all these arrangements, the putting of extra trains on the lines and all that. But we should also remember that it is not the provision of amenities alone

that contributes to the comfort of the third class passengers. All these major works, these huge programmes are intended also for the third class passengers. I should like* the House to remember that.

SHRI K. L. NARASIMHAM: At this rate, you can say the whole railway is for the people.

SHRI O. V. ALAGESAN: No, that is reducing it to too simple proportions.

One or two points that the hon. Mr. Sundarayya made I shall refer to hurriedly. I shall be called to the other House soon and I should be quick. He referred to the medical facilities and in this connection it has been said—and I should like to repeat it—that railwaymen enjoy greater medical facilities than the others. The railways are for the people as the hon. Mr. Narasimham said, but these facilities are not for all the people, they are only for the railwaymen. For instance, while one thousand of our railway population get 12 hospitals and dispensaries together, for the country as a whole for every one thousand of the population the number of hospitals comes to only 0.2. Similarly, for a thousand of the railway population the number of beds is 75 whereas for the public the number of beds is only 32 per thousand. Of course, this does not mean that we have reached the maximum level or maximum limit. We are trying still to provide more and more medical facilities to them. So also in the matter of facilities for education. With regard to the provision of quarters he made certain points. Here I should like to clarify the position. In the construction of quarters it is not only finance that comes in. When I asked the General Managers to construct more quarters, they told me how the matter did not depend on money alone. It is a question of the availability of materials—cement, iron and all these things. It is not limited by the availability of finance alone. It is limited by all these other considerations. But the tempo has been kept up. We are now

building at the rate of nine to ten thousand houses per year. It was 9,000 this year. Next year it may be 8,000. It does not mean that all the house constructions taken up this year are finished in this year. Certain constructions taken up in the previous year are completed this year. The total number of essential staff is about 4.75 lakhs and we have 2.96 lakh quarters. We will add another 24,000 quarters by the end of 1954-55. This will leave us with about a lakh and a half of essential staff without quarters and even if we do it at the rate of 10,000 a year, it will not take more than say 15 years—it may be less, may be 10 years. And when we consider the problem of housing in this country, I hope hon. Members will agree that that is not an unduly long period.

And then the hon. Shri Sundarayya referred to the rolling stock, our procurements of locomotives, wagons etc. and showed that there was progress but a minus. He made some calculations and said that it was minus progress. Well, he is not able to see what others are able to see. The Bhagavat Gita speaks of the seer to whom what is day to others is night, and what is night to others is day to the seer. There the seer is a little different from the rest because he is saturated with God and naturally the hon. Mr. Sundarayya will consider

it blasphemy if I were to say that he is saturated with God. He is saturated with something else: something else takes the place of God, with him. So he is not able to see solid facts that other people are able to see. There are solid additions; the solid locomotive, the 100th one is standing there in solid steel and iron, but he is not able to see that it is an addition. One hundred locomotives we have made. It is not a small thing. So also, we have reached almost self-sufficiency in the manufacture of wagons. He is not able to see those facts.

I am glad the hon. Dr. Ghose is here.

SHRI B. C. GHOSE (West Bengal): I am no Doctor.

SHRI O. V. ALAGESAN: He was troubled with some discrepancies in the various figures. Perhaps these figures are dynamic; they change.

SHRI B. C. GHOSE: The figures are what?

SHRI O. V. ALAGESAN: I say they are changed because different methods of calculation are adopted. That does not mean that there is any desire to hide or do any such thing.

SHRI B. C. GHOSE: I did not say there was any such desire to hide anything. I said there was the discrepancy.

SHRI O. V. ALAGESAN: It is purely a matter of figures and it will be very dry if I take the House through all that maze of figures. I am, however, prepared to meet my hon. friend in private and satisfy him about these figures of output, etc. I shall now point to some figures which will go to show the improvement that has been effected. All these figures are there in the paints. I am now only drawing your attention to them to help you to draw right conclusions.

PROF. G. RANGA: Sir, one point that the hon. Mr. Sundarayya made was that from the figures placed before us, by the time the Five Year Plan's period is over, when you take into consideration the average locomotives in our railways, the position would not be any the better. That is a point that needs answering.

SHRI B. C. GHOSE: Is the hon. Deputy Minister suggesting that the basis of these calculations is differing from time to time? Then we should know that.

SHRI O. V. ALAGESAN: No, it is not very extraordinary change. My hon. friend need not be alarmed at it.

PROF. G. RANGA: He will explain it.

SHRI B. C. GHOSE: What is the true position?

SHRI O. V. ALAGESAN: The hon. Mr. Sundarayya has quoted some figures and I shall try to clear the misconception that he seems to have succeeded in creating in the minds of some hon. Members. Take the locomotives. At the beginning of the Plan period we had 8,209 locomotives of which ine overage ones came to ii.bol. To this we have to add the number of lotives which will get overage during the course of the Plan period, that is 1.042.

The additions that are expected t<> be made till the end of the Plan period come to 1,611. That is to say, we will be left with 1,985 overage locomotives whereas we began the period with 2,554 overage locomotives. Here also I shall be very plain; I do not want to hide anything because nobody gams anything by that. Taking out-stock to be only 8,209, the percentage tff overage locomotives to the total holding at the beginning of the Plan period was 31-1; that percentage, will get reduced to 242 by the end of the Plan period. But, Sir, we want 8.800 locomotives on line; that is the figure that has been calculated as would bf necessary. For that holding, the percentage of overage locomotives comes to 29:4. Even so, Sir, I beg to submit that there is an improvement of 1:7 per cent.

SHRI K. L. NARASIMHAM: May I know what will be the deficiency at the end of the Five Year Plan period?

PROF. G. RANGA: It is less, not more.

SHRI O. V. ALAGESAN: The dim culty is that hon. Members are blessed with a peculiar sight; they are able to see certain things magnified whereas certain other things are dwarfed in their eyes. Even a big locomotive produced in the Chittaranjan Works Is seen as a toy locomotive by them They are just unable to see; it is a Brsrt of defect in their sight.

Sir, regarding wagons, at the beginning of the Plan period we had 1,99,094 wagons of which 47,256 were overage. Our additions will be 59,293 wagons. That brings down the number of overage wagons to 14,048.

The percentage is only 7:0 whereas-the percentage that we began with was 23-7. It has been calculated again, Sir, that we would require 2,31,000 wagons. Taking the figure at only 1,99,000 the percentage gets reduced to 7 from 237. But then we need a stock of 2,31.000 and the proportion Lhat the number of overage stock that will remain bears to this total holding, is 19'9, that is to say, it is less by 3-6 per cent.

There was not much of a quarrel with coaches and so I shall not go into that question. Hon. Members were rather pleased with the position of coaches and so I shall not labour that point.

SHRI B. C. GHOSE: Will the hon. Deputy Minister kindly indicate this" As to locomotives, in two years and nine months only 467 have been obtained. How .is the balance of 1,61* going to be secured in the course of about two years only?

SHRI O. V. ALAGESAN: That has-been explained.

SHRI K. L. NARASIMHAM: On a point of information, Sir. From the-ugures given to us, after adding and all that, the deficit is said to be iess by 7 per cent, or 3 per cent, and odd but this depends upon their receiving imports, by the fulfilment of all the orders that have been placed with foreign Arms. I think the. hon. Deputy Minister will agree with aw that only on that condition is he arguing.

PROP. G. RANGA: Quite right.

SHRI O. V. ALAGESAN: He is per fectly right, for once.

(Interruption.)

t should like to give another item of information to the House. The number of engines that will became-

overage in the next Plan period will be much less than in this Plan period. That is another advantageous factor. I believe the rate of replacement of the average stock will be higher.

Sir, I have nothing more to add. I am only sorry the hon. Mr. Sundarayya is not here.

I should like now to come to V.v subject of catering. All hon. Members who spoke had something to say about this. It was said that catering of late had improved but they pointed out several defects. Everybody is anxious that the catering arrangements on the railways should improve. One hon. Member from Orissa—he is here, I think.....

SHRI S. N. DWIVEDY (Orissa): Yes, he is here.

SHRI O. V. ALAGESAN:he wanted to know what the Committee that has been appointed in this connection has done. That Committee, as the House perhaps may know, consists of the Parliamentary Secretary, two members of the Railway Board and my humble self. (*Interruptions.*) I am very humble.

We have had some meetings; we also called the caterers to the meetings and consulted them because we wanted to know what stood in the way of their providing a satisfactory service to the public. We are anxious to improve and we wanted to know what it was that stood in the way and why they were unable to provide an efficient service. They were pleased about that and they placed their suggestions also. The opinions expressed on the floor of this House and perhaps that will be expressed on the floor of the other House will certainly go to strengthen our hands in taking any action that we may decide upon later. All the suggestions made will be taken due note of and we will try to give effect to them and see that this service improves. Of course, many questions arise in this connection. One major question is whether it is necessary to retain western style catering on the railways. As

far as I can recall, no hon. Member went into that question.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): I specifically made a point that it was not necessary, it was outmoded and that not so much of money should be spent.

SHRI O. V. ALAGESAN: I am sorry I did not note what the hon. Member said. So, Sir, that has to be considered. Really, they are losing custom; they are not able to get their original custom owing to various reasons, the major reason being prohibition. Whether there is prohibition in the States or not, there is complete prohibition on the railways. I think hon. Members are aware of it. Even in States where prohibition has not been introduced, nobody is permitted to sell or to have drinks in the station premises or in trains. So, Sir, that has been a very restrictive factor for these western style caterers and even before—that is my surmise—we ask them to go, they will leave. Whether it is necessary to retain western style catering in the interests of the tourists is another question. In this connection, I was talking with the President of the International Official Travel Organisation—there are five words and I cannot tell the whole name—and his opinion in this matter gave me strength. He was telling me, "Do not change your food for the sake of the tourists. Do not change the country for the sake of the tourists. You should give wholesome Indian food and they will be perfectly satisfied with it". That was what he told me. He was a foreigner. And he said that he would be able to appreciate Indian food provided it was clean and served in a wholesome way. (*Interruption.*)

But, Sir, I know even some of us, Indians, in our country have developed a taste for this western style, perhaps more than the tourists or the-foreigners. We ourselves, some of us, may like to retain the western style. All these considerations will be taken-into account and I hope we will be

[Shri O. V. Alagesan.] able to come to some correct decision and also to implement it.

Again the hon. Shrimati Munshi spoke about Annapurna. They have been able to do good service in the small period they have been on the railways. They have been put on the Janata Express between Delhi and Madras and their service was certainly appreciated and certainly the offer she made on the floor of the House to come to the aid of the railway passengers by way of providing good, cheap food will be welcome.

Then, Sir, on the question of price I think one hon. Member mentioned that on the Southern Railway it is only 10 annas and 13 annas whereas on the other railways it goes up to even Rs. 2. Of course this price difference is really great. I enquired of some persons in this respect and they said: "The food in the South may cost 10 annas or 13 annas but we cannot eat it. It is so much rice, rice with sambar, rice with rasam and rice with curd. We cannot stand it." In this connection, Sir, we are trying to evolve some standard menus also so that people may know what menu will be available with the railway caterers. In all these respects I hope we will be able to come to some correct decisions and also implement them without much loss of time.

The question of departmental *versus* private catering was also raised and that also would be gone into. I think it was the hon. Dr. Shrimati Seeta Parmanand who read out figures of losses that occurred on the Southern Railway and the B. N. R. portion of the Eastern Railway. It is true that we are incurring losses, but I can say the departmental service is very much appreciated and it stands on a level much higher than that of the private catering service. It is not for money at all, but we should also see that we do not incur any losses while trying to provide extra comforts.

DR. SHRIMATI SEETA PARMANAND: An hon. Member said that catering was a lucrative business everywhere and asked why Government catering should be done at a loss

SHRI O. V. ALAGESAN: It can be gone into. We pay our staff much more than private caterers can ever do and that is the reason why we are incurring loss, but that is not the main consideration. If the loss can be limited then we would also see whether we can expand departmental catering.

The hon. Shri Govinda Reddy felt very sore that he was not given the Complaint Book and my hon. friend sitting here also showed certain samples which really tasted very bad when I tasted them yesterday.

PANDIT S. S. N. TANKHA (Uttar Pradesh): I was also a signatory to that complaint and I would, therefore, like to know what action was taken on that complaint?

SHRI O. V. ALAGESAN: I am not yet seized of the matter that I can give you the action taken thereon. I can inform the hon. Member about it in due course.

Sir, the question of Service Commission was raised by my hon friend, Shri Govinda Reddy. He wanted to know whether there should be separate Railway Service Commissions for recruitment on the railways and whether the State Service Commissions themselves cannot be asked to do this work. Perhaps the justification for this should be given now because we have now increased the Service Commissions from two to four. The advantages that are expected to flow from them have been given in the Budget statement and I need not cover that ground. I shall only give some figures. During 1950-51 the number of candidates recruited was 12,000; in 1951-52, 6,763 and in 1952-53, 14,699. Even so there were hundreds of posts which could not be filled. It has been calculated that a Commission which consists of one Chairman and two members will

"be able to recruit about two to four thousand candidates a year. On this basis it was not possible for two Commissions, each consisting of a Chairman and two members, to undertake the recruitment for all the railways without serious delay. The railway administrations have been making complaints in this behalf, namely, about getting hands quickly, and so the Service Commissions have been increased. All recruitment to Class III has to be made by these Service Commissions. During the last year the two Service Commissions together issued 63 employment notices, received 2,25,645 applications, summoned 43,550 candidates for interview or examination in 27 centres and selected 14,699 candidates for appointment. Among those selected, 1,187 belonged to the Scheduled Castes and Scheduled Tribes and the Anglo-Indian community.

Sir, it will be clear from this that the State Commissions will not be able to cope with the work of this magnitude that has to be done on the railways. In this connection, Sir, it will be useful to remember that the cost of Application Forms sold to the applicants goes to meet part of the total expenses of the Commissions. The net expenditure on the Commissions is very much less than the figure shown in the Budget. For the year 1952-53 as against an expenditure of about Rs. 5,40,000 on the two Commissions, income from the sale of Application Forms was about Rs. 3,29,000, the net expenditure being only Rs. 1,11,000.

Sir, the hon. Mr. Hegde who opened the debate ably pleaded for a bold, dynamic programme of development. He wanted an addition of 500 miles per year for the next ten years. Certainly I cannot say that we should be where we are. Also, we have not reached the saturation level in railway development. Hon. Members have been making innumerable suggestions for construction of new lines. Every hon. Member, as far as I know, has got to say about some new line which is at least a hundred miles long?

SHRI H. P. SAKSENA: Not I, anyway.

SHRI O. V. ALAGESAN: It is certainly not a pleasant thing to go on saying 'No' to hon. Members who want to develop this country by constructing new railway lines. The interior regions have to be opened up by having new railway lines. Economic prosperity and flow of trade can only follow and not precede the railways. Here I think I may inform hon. Members as to what the hon. the Prime Minister thought of railway development. He was looking at a pictorial representation issued at the time of sending the Exhibition Trains from Delhi. There, certain figures were given. From 1880 to 1900 the mileage increased from 8,996 to 24,752. From 1900 to 1953 it went up only to 34,316. He was struck by this and remarked that the pace of progress was rather slow during the past half a century. Sir, there are no two opinions on this, but I should like in this connection to place the following considerations which are very relevant to this issue. While taking up new lines first priority has to be given to those which are required primarily to meet the needs of agricultural, industrial and mineral development flowing from the projects included in the first Five Year Plan.

Also, there is serious limitation on the supply of track materials due to inadequate production of pig iron and steel in the country. Although we consider that the present producers would be able to supply railways about one lakh tons of rails—it is equivalent to approximately 850 miles of new rails every year—the actual production (and supply is much less. Even at present, there is an accumulation of arrears in the supply of rails equal to about nine months' consumption with the result that we have been forced recently to place an order for 50,000 tons of imported rails through the Technical Co-operation Mission Programme.

As against this, our average annual requirements are approximately 1,050

[Shri O. V. Alagesan.] miles for track renewals and special works alone. The present supply of new rails is not sufficient even to cover this requirement. In spite of this, the railways have been able to find materials for certain new lines and restoration of dismantled lines by filling up the gap between supply and demand to a limited extent by released secondhand serviceable rails.

The same is the case with sleepers where against the annual requirement of about 1.750 miles, we can get only about 1,400 miles at present in all the three categories, i.e., wood, steel and cast iron. In this connection, I may tell hon. Members that during the last year, we had to place an order for 24,000 tons of sleepers from abroad and we have placed another order for 30,000 tons recently through the Technical Co-operation Mission and we have to place a further order for another 30,000 tons during June next, when we expect to get the second instalment of the Technical Co-operation Mission Programme.

From 1948 up to the end of March 1954, the railways will have completed over 900 miles of new lines and restorations. This comes to about 150 miles per year. While recognising that this is not sufficient, I should ask the House to remember that we should plan for removing the deficiencies indicated above before we launch upon a more ambitious programme of new line construction. 500 miles of new line will require over 1 } lakh tons of steel for track and structural works. It is hoped that it should be possible to obtain more steel for rails, sleepers, bridge girders, etc., when the new steel plant at Rourkela starts functioning.

I should now like to touch on one or two viher points that were made by hon. Members. The hon. Shri Narasimham quarrelled with the hon. the Railway Minister for saying that out of an increase of nearly Rs. 50 i-rores in working expenses in 1954-55 over that of 1948-49, barring a sum of Rs. 10 crores which was due to the taking over of the State Railways, the

bulk of the rest was attributable to the liberalisation of benefits to the staff. I do not know why he should object to acknowledging what has been done for the staff by the Railway Administration. The working expenses rose from about Rs. 145 crores in 1948-49—that is, the first year after partition—to about Rs. 194 crores estimated for the Budget year 1954-55.. That is an increase of Rs. 49 crores. Of this increase, about Rs. 10 crores are on account of expenditure on the e.x-State Railways, as already stated. The increase under fuel expenditure is about Rs. 7 crores. This accords with the expansion of Service to meet the demands of traffic involving *an* estimated increase of 48 million train miles and 40 million engine miles over the respective mileages of 140'6 and 182-2 in 1948-49. The balance of the increase of nearly 32 crores is mainly on account of liberalisation of service conditions of staff. They are under various heads—implementation of Adjudicator's Award, liberalisation of Provident Fund concessions to temporary staff and increased bonus, increments to staff during the six years, increased provision under Allowances owing to the merger of 50 per cent, of dearness allowance with pay and so on and so forth. This is the position those facts indicate, and instead of appreciating, what has been done for the staff, I am surprised, the hon. Member who is so much interested in the welfare of staff should point his finger of criticism.

The hon. Shrimati Munshi made a point about rail concessions and suggested the extension of concessions in fares to members of women's associations and cultural and educational institutions. Even at present concession is granted to the delegates and office bearers attending the All-India Women's Conference and members of the Standing Committee of the All-India Women's Conference. Concession is also granted to persons attending the Y. W. C. A. Summer and National Conferences. In addition, the concession is granted to certain recognised all-India bodies of educational, cultural

and social importance. The concession in rail fares is given to persons attending the Indian Conference of Social Work and the Indian Council of Child Education. Requests, of course, from other All-India bodies have also been received and they are under our consideration.

Sir, after one last point I should like to close.

DR. SHRIMATI SEETA PARMANAND: What about associating more women with the Amenities Committees at different places?

SHRI O. V. ALAGESAN: I wanted to refer to that. I am glad to the hon. Member drew my attention to it. We have now constituted Zonal Committees and Parliament has been fully associated with the National Railway Users' Council at the Centre and with the Zonal Consultative Committees at the Railway Headquarters. Of course, at the Division level.....

DR. SHRIMATI SEETA PARMANAND: What is the percentage of membership, half and half?

SHRI O. V. ALAGESAN: Of course, at the Divisional level, Parliament has not been associated nor members of the State legislatures. The Passenger Amenities Committees are constituted as sub-committees of the various Zonal Railway Consultative Committees. Perhaps this is the one part of the Government with which Parliament has been so closely associated in all its varied activities. I am glad about that and I hope hon. Members will also appreciate that fact. Of course, it was not conceived as separate representation for women but the point that the hon. Dr. Shrimati Seeta Parmanand made yesterday that women are perhaps more interested in these amenities and the other welfare activities has certainly to be looked into. Of course, when nominations are to be made the next time, this consideration will be borne in mind.

DR. SHRIMATI SEETA PARMANAND: I said that women were more competent to give advice.

SHRI O. V. ALAGESAN: I do not want to enter into any argument on that point with the hon. Lady Member. Sir, one more point and I shall close. The hon. Mr. Rajah—he is also not here; he is a good friend of mine—spoke of provision of over-bridges. Sir, it is really a headache to users of the road, especially of the road vehicles, when they come and are prevented from passing on at a railway level crossing. Whatever the Act says, they blame only the railways. They think that it is the railway that has blocked their passage though the railways have shown their goodwill or their readiness to do their part in this matter. Of course, conviction cannot be carried to the people who are actually blocked at these level crossings.

Sir, he was referring to the level crossings in the City of Madras. The question of level crossings not only in the cities but also in all the municipal towns is a big problem. Our local bodies like the municipalities do not have the necessary funds, and the funds of the State Governments also are tight and they are not able to go to their aid. So, we have ourselves taken the initiative and recommended to the Planning Commission that they should set apart at least Rs. 1 crore for being granted as loans to the local bodies for the purpose of financing their portion of the expenditure on the construction of these over-bridges. I hope that would be done and the local bodies enabled to finance their portion of the expenditure regarding the construction of these over-bridges.

Sir, I thank the House for the indulgence given to me.

DR. SHRIMATI SEETA PARMANAND: I have one or two questions to ask: What is the reason for doubling the licence fees, for the last two years, of the vendors and why are these vendors allowed to give subcontracts to other people, thus robbing

[Dr. Shrimati Seeta Parmanand.] the Government of their legitimate dues?

SHRI O. V. ALAGESAN: As far as sub-letting is concerned, they are strictly prohibited from sub-letting contracts, and when they are found out, all the contracts that they may hold on the railways are terminated. I think one or two such cases have occurred, but still the evil is there.

SHRI S. N. DWIVEDY: You say that the contractors will be punished when they are found out, but we see that it is prevalent in almost all the stations.

SHRI O. V. ALAGESAN: The evil is there. We do recognise it. Of course, it is rather difficult to produce proofs in these cases, and wherever proof was there, we were able to take action and their contracts were terminated.

MR. DEPUTY CHAIRMAN: Dr. Barlingay.

DR. SHRIMATI SEETA PARMANAND: What about my other question?

MJH. DEPUTY CHAIRMAN: Order, order. Dr. Barlingay.

DR. W. S. BARLINGAY (Madhya Pradesh):

डा० डब्ल्यू एस० बार्लिंगे (मध्य प्रदेश) :
उपसभापति महोदय, माननीय अलगेशन साहब का लम्बा चौड़ा भाषण हो जाने के बाद मेरे लिये इस बजट पर बोलने को बहुत ही कम रह गया है। फिर भी एक दो बातें इस बजट के सम्बन्ध में आपके सामने जरूर पेश करना चाहूंगा।

पहली बात जो मुझे इस बजट के सम्बन्ध में कहनी है, और जिसका पूरा सबूत भी माननीय अलगेशन साहब के भाषण के बाद मिल गया है वह यह है कि यह पूरा बजट बहुत ही वस्तुवाही बजट है। आज रेलवे के

सामने जो परिस्थिति है उस परिस्थिति को देख कर इससे अच्छा बजट बनाना बहुत ही मुश्किल होगा। मुझे दुःख तो केवल इस बात का है कि जिन सज्जनों ने इस बजट की निन्दा की है उन्होंने शायद यह विचार नहीं किया कि अगर वे खुद मिनिस्टर (Minister) होते और उनको इस समय एक रेलवे बजट पेश करने का मौका आता तो वह इसमें बह कर कौन सा बजट पेश कर सकते थे। अगर उन्होंने यह बताया होता तो मैं समझना हूँ कि इस हाउस (House) में जो विचार इस बजट के बारे में हुआ है वह ठीक ढंग में होता और उसका कोई आधार भी होता। जहाँ तक मैंने सोचा है यह बजट बहुत ही वास्तविकतावादी है और इससे अच्छा बजट बनाना सचमुच एक मुश्किल बात है।

इस सम्बन्ध में मान्यवर डाक्टर राधा-कुमुद मुकर्जी ने जो कुछ कहा है उसमें मैं पूरा पूरा सहमत हूँ। अगर स्थूल मान से देखा जाये तो उन्होंने यह बताया कि जितना कैपिटल (capital) इस रेलवे में इन्वेस्ट (invest) किया गया है और उसमें जो कुछ आमदनी होती है उसका अनुपात यदि देखें तो वह करीब ५ परसेंट (per cent.) के आता है। मैं उनसे पूर्णतः सहमत हूँ लेकिन मुझे दुःख केवल एक ही बात का है कि उन्होंने यह चर्चा थोड़ी सी अंडरस्टेट (under-state) की है। अंडरस्टेट इसलिये कि ५ परसेंट रिटर्न (return) तो प्राइवेट इंडस्ट्री (private industry) के बारे में भी एक बहुत अच्छा रिटर्न कहा जा सकता है और यह तो एक स्टेट कंघर्न (State concern) है और स्टेट कंघर्न होने के अतिरिक्त इसमें कितनी आपत्तियाँ आया करती हैं, इसका भी विचार करना चाहिये। मुकर्जी साहब ने जो कहा वह ठीक है लेकिन मैं यह भी कहूंगा कि उन्होंने इस बजट की जितनी सराहना होनी चाहिये उससे कम की है।

यह सब कहने के बाद मैं दो एक चीजें हमारे जो रेलवे मंत्री महोदय हैं उनके सामने बड़े आदर के साथ पेश करना चाहता हूँ। एक बात जो माननीय मंत्री महोदय ने देखी होगी वह यह है कि रेलवे को जो ज्यादा से ज्यादा पैसा मिलता है वह थर्ड क्लास (third class) के मुसाफिरों में मिलता है इस सम्बन्ध में अगर मैं फिगर्स (figures) दूँ तो कोई अनुचित बात न होगी। ये फिगर्स आपके रेलवे बोर्ड की इंडियन रेलवेज फार दि ईयर १९५२-५३ (Indian Railways for the year 1952-53) की रिपोर्ट (report) के पेज ७२ पर साफ़ तौर से दी हुई हैं। उसमें है कि ऐयर कंडीशंड (air-conditioned) से २७ लाख की आमदनी हुई, फर्स्ट क्लास (first class) से २ करोड़ ११ लाख रुपये की आमदनी हुई, सेकेंड क्लास (second class) से ४ करोड़ ११ लाख रुपये की आमदनी हुई, इंटर क्लास (inter class) से ५ करोड़ ७८ लाख रुपये की आमदनी हुई और थर्ड क्लास से ८९ करोड़ ७० लाख की आमदनी हुई। अगर आप इस आमदनी को ठीक तरह से देखें तो आपको फौरन पता चल जायेगा कि कितनी आमदनी थर्ड क्लास पैसेंजर (passengers) से रेलवे को होती है और कितना उनके लिये रेलवे को करना पड़ता है और कितना करना चाहिये।

इसके साथ ही साथ एक दूसरी चीज भी मैं आपके सामने रखूंगा। वह यह है कि जो किराये की दर है वह निम्न प्रकार से है : थर्ड क्लास के एक मील के लिये, अगर पैसेंजर ट्रेन (passenger train) हो तो पांच पाई फी मील और अगर मेल (mail train) हो तो ६ पाई फी मील, इंटर क्लास के लिये अगर पैसेंजर हो तो ९ पाई फी मील

और अगर मेल ट्रेन हो तो १०।। पाई प्रति मील, सेकेंड क्लास के लिये १६ पाई प्रति मील और फर्स्ट क्लास के लिये २७ पाई प्रति मील।

अब मेरे सामने जो सवाल है वह यह है कि हमारे इस देश का जो संविधान है उसके मताधिक हर एक आदमी से जहां तक हो सके समानता के साथ व्यवहार करना चाहिये। तो अगर एक थर्ड क्लास पैसेंजर पांच पाई या छः पाई देता है और एक सेकेंड क्लास पैसेंजर १६ पाई देता है तो थर्ड क्लास में जो कम्फर्ट (comfort) है और सेकेंड क्लास में जो कम्फर्ट है उन दोनों का अनुपात करीब करीब उतना ही होना चाहिये, यानी ५ से १६ का या ६ से १६ का जो अनुपात है उस अनुपात के हिसाब से होना चाहिये। मैं बड़े आदर के साथ माननीय मंत्री महोदय की खिदमत में यह चीज पेश करना चाहता हूँ कि आप आज किसी ट्रेन में चले जाइये और देखिये कि थर्ड क्लास में मुसाफिरों को जितनी एमेनिटीज (amenities) होती हैं वे उस अनुपात से हैं या नहीं जिस अनुपात से कि उन्हें मिलनी चाहियें, यानी १६ पाई फी मील खर्च करने के बाद सेकेंड क्लास के मुसाफिर को जो एमेनिटीज मिलती हैं, या कम्फर्ट मिलता है, और ५ पाई या ६ पाई खर्च करने के बाद थर्ड क्लास को जो एमेनिटीज मिलती हैं और कम्फर्ट मिलता है, आपको उसी अनुपात से देखा जाये तो आप देखेंगे कि थर्ड क्लास पैसेंजर को बहुत कम एमेनिटीज मिलती है। अगर तुलनात्मक दृष्टि से इस बात को देखा जाये तभी यह बात मालूम हो सकती है। मैं मंत्री महोदय से प्रार्थना करूंगा कि वह इसकी ओर जरूर ध्यान दें। अब आगे जो रेलवे कोचज (railway coaches) बनाने वाले हैं उनके कंस्ट्रक्शन (construction) में ही अगर इस दृष्टि से परिवर्तन कर दें तो भी मैं समझता हूँ कि थर्ड

इस तरीके से प्राप स्टूडेंट्स (students) के लिये रेलवे ट्रेवलिंग बिल्कुल फ्री (free) कर दें तो भी रेलवे का बहुत ज्यादा नुकसान नहीं हो सकता क्योंकि आखिर वह कितना ट्रेवल करेंगे। वह ज्यादा नहीं कर सकते क्योंकि उनके खर्च का उत्पादन कितना है इस बात पर भी यह अवलम्बित होगा, जब तक उनके पास और खर्च का साधन न होगा तब तक वह नहीं कर सकेंगे। एक दफा जैसा कि मैंने कहा था कि अगर प्राप पार्लियामेंट (Parliament) के मेम्बरों को फ्री भी कर दें तो भी वह बहुत ज्यादा प्रवास नहीं करेंगे, क्योंकि वह कर नहीं सकते, उनकी भी बहुत सी पर्यायें हैं, परन्तु यदि प्राप लाखों के विद्यार्थियों के लिये यह चीज करते हैं तो वह ठीक तरह से भ्रम सकते हैं और ज्ञान अर्जित कर सकते हैं। मेरा कहना है कि उनके लिए ज्यादा से ज्यादा फेमिलिटीज देने की कोशिश करनी चाहिये। आज जो फेमिलिटीज उनको मिल रही हैं वे काफी हैं, ऐसा मैं नहीं समझता।

(Time bell rings.)

मैं इतना ही और कहना चाहता हूँ

MR. DEPUTY CHAIRMAN: We have still names, Mr. Barlingay.

DR. W. S. BURLINGAY:

डा० डब्ल्यू० एस० बार्लिंगे : चूंकि मेरा समय खत्म हो गया है इसलिए मुझे और ज्यादा नहीं कहना है। मैं माननीय मंत्री महोदय को बधाई देता हूँ और ममाप्त करता हूँ।

[For English translation, see Appendix VII, Annexure No. 72.]

SHRI T. D. PUSTAKE (Madhya Bharat):

श्री टी० डी० पुस्तके (मध्य भारत) : उपायध्व महोदय, मैं माननीय रेल मंत्री जी के सम्मुख कुछ सुझाव उपस्थित करना 137 C.S.D.

चाहता हूँ और आशा करता हूँ कि वे उन पर अवश्य ध्यान देंगे। माननीय मंत्री जी को आज तीन दिन से चारों ओर से धन्यवाद दिया जा रहा है, मगर मैं इसमें अपना समय नष्ट नहीं करना चाहता हूँ।

पहला सुझाव मेरा यह है कि हमारे देश के कालेजों और मदरसों के विद्यार्थियों को कहीं दूसरी जगह खेल कूद पर जाने के लिए रेलवे कंसेशन (railway concession) की सुविधा दी जाती है, लेकिन हमारे देश में ऐसी बहुत सी गैर सरकारी संस्थाएँ हैं जो इस तरह की टूर्नामेंट (tournament) करती हैं और उनमें भाग लेने के लिये देश के विभिन्न भागों से जो गैर सरकारी संस्थाओं के सदस्य या खिलाड़ी इस तरह के खेल कूदों में भाग लेने के लिए जाते हैं तो उन्हें इस तरह के कंसेशन की सुविधा नहीं दी जाती है। विशेषकर देशी खेलों का खेलने के लिए जो संस्थाएँ अपने सदस्यों को एक स्थान से दूसरे स्थान पर भेजती हैं, उनको रेल विभाग द्वारा कंसेशन दिया जाना चाहिये। इसलिये मेरा निवेदन यह है कि जब कभी भी इस तरह की संस्थाओं द्वारा कोई खेल कूद का आयोजन किया जाय तो उसमें भाग लेने वालों को कंसेशन टिकट दिया जाय जबकि उनकी संस्थाओं द्वारा कोई सर्टीफिकेट (certificate) उनके पास हो।

दूसरा सुझाव मेरा यह है कि ब्रांच लाइन्स (branch lines) के छोटे स्टेशनों पर जो प्लेटफार्म (platform) होते हैं, वे बहुत ही नीचे होते हैं। इस कारण धौगतां, बच्चों और बूढ़ों को रेल में चढ़ने के लिए बहुत असुविधा होती है परन्तु सरकार की ओर से अब भी इस बात की ओर कोई ध्यान नहीं दिया जा रहा है, जो भी नये स्टेशन बनाये जा रहे हैं उन पर भी पूर्ववत् प्लेटफार्म बनाये जा रहे हैं। छोटे स्टेशनों पर प्राचीन

[Shri T. D. Pustake]

जनता को ऐसे नीचे प्लेटफार्मों से गाड़ी पर चढ़ने हुए यदि कोई देखे तो उसे पता लगे कि जनता को इस प्रकार कितना कष्ट होता है। ब्रांच लाइनों में विशेष कर यह असुविधा ग्रामीण जनता के लिए बहुत ही दुःखदायी है। यह सब को ही विदित है कि रेलों की ज्यादातर आमदनी तीसरे दर्जे के यात्रियों से ही होती है, अगर हम उनके मुख दुख का ह्याल नहीं करते तो यह उचित बात नहीं है। हम यह देखने हैं कि बड़े बड़े शहरों के स्टेशनों में वहां की जनता के लिए तरह-तरह की सुविधा व आराम का प्रबन्ध किया जाता है, लेकिन छोटे स्टेशनों के सम्बन्ध में इस तरह की आवश्यक बात की तरफ हमारा ध्यान नहीं जा रहा, यह दुःख की ही बात है। मुझे पूर्ण आशा है कि हमारे माननीय मंत्री जी इस आरंभिक अवस्था में आवश्यक ध्यान देंगे।

नीसरा सुझाव मेरा एक खास स्टेशन "उज्जैन" के लिए है। उज्जैन स्टेशन में पचास साठ वर्ष से लक्ष्मण झूले के समान एक पुल था उसकी जगह पर अब एक दूसरा नया पुल बनाया जा रहा है। अगर उसको ५० फुट और बढ़ा दिया जाय तो इसमें जनता को शहर जाने के लिए जो असुविधा का सामना करना पड़ता है, वह दूर हो सकती है। अब अगर किसी को शहर जाना होता है तो उसके लिए यह लाजमी हो जाता है कि वह प्लेटफार्म पर उतरे तब वह शहर जा सकता है। जिस तरह से खंडवा, रतलाम और भोपाल में इस तरह के पुल की व्यवस्था की गई है यदि उसी तरह की व्यवस्था उज्जैन के स्टेशन पर भी कर दी जाय तो जनता को इस समय जो असुविधा का सामना करना पड़ता है, वह दूर हो सकती है। यह कार्य अब भी बहुत सुविधा से किया जा सकता है क्योंकि उज्जैन स्टेशन नये बंग में बनाया जा रहा है वहां ऐसा पुल बहुत ही कम खर्च पर बन सकता है।

अगला सुझाव मेरा यह है कि माननीय शास्त्री जी पिछले महीने शिवपुरी गए थे, वहां के व्यापारियों ने उन्हें एक निवेदन पत्र दिया, उसमें दो बातों का विशेष कर उल्लेख किया गया था। उनकी पहली मांग यह थी कि शिवपुरी से ग्वालियर तक और ग्वालियर से ग्वाल्पर तक जो रेल जाती है वह मिडिया स्टेट रेल (Scindia State Railway) के मानहत है और उसमें रेल किगया भारत की और ट्रेनों (trains) के मुकाबले में डेढ़ गुना है, यह अन्नर क्यों रक्खा गया है, यह बात अभी तक समय में नहीं आई है। इस सम्बन्ध में दो तीन सालों में बराबर इस अन्याय की ओर ध्यान दिलाया जा रहा है, जो अभी तक कायम है, और दूर नहीं किया गया है। मुझे पूर्ण आशा है कि माननीय मंत्री जी इस ओर अवश्य ध्यान देंगे और जो अंश इस रेल में अभी तक कायम है, उसको दूर करेंगे।

माननीय मंत्री जी के सम्मुख एक और याददहानी मुझे करानी है और वह यह है कि इन्दौर को बड़ी लाइन से मिलाने की चर्चा बहुत समय से चल रही है। इस सम्बन्ध में स्वर्गीय सरदार पटेल, स्वर्गीय गोपालास्वामी भायंगर, श्री मंथानम तथा हमारे माननीय शास्त्री जी भी यह आश्वासन दे चुके हैं कि इन्दौर को शीघ्र ही बड़ी लाइन से मिला दिया जायेगा। करीब चार पांच साल हो गये हैं, मगर इसको कार्यान्वित करने की ओर अभी ठोस कदम नहीं उठाया गया है। इस आश्वासन को पूरा न करने से सरकार को भी नुकसान हो रहा है और लोगों को भी असुविधा हो रही है। उज्जैन से इन्दौर तक केवल ३५ और ४० मील का ही अन्तर है, किसी बड़े पुल के बनाने की भी आवश्यकता नहीं है, केवल एक लाइन बिछा दी जाय जिस पर कुछ लाख ही रुपये खर्च होने का अन्दाजा है, इस तरह से इन्दौर बड़ी लाइन द्वारा आसानी

से मिलाया जा सकता है। इस सम्बन्ध में यह कहा जा सकता है कि इसके लिए कोई दूसरी स्कीम (scheme) विचाराधीन है, लेकिन उसमें देरी लगेगी। इसलिए मेरा माननीय मंत्री जी से नम्र निवेदन है कि इस स्कीम को पूरा करने के वास्ते शीघ्रातिशीघ्र इस पर कार्य आरम्भ किया जाय। इस लाइन के सम्बन्ध में पूरी जानकारी प्राविजनल पार्लियामेन्ट (Provisional Parliament) में हमारे माननीय सर्वेटी जी ने केन्द्रीय सरकार को दे दी थी और उसका पूरा पूरा समर्थन भी हो चुका था। अब इस विषय में यह कहना कि यह मामला विचाराधीन है इसको जल्दी से हाथ में नहीं लिया जा सकता है उचित मालूम नहीं होता।

मैंने सदन के सामने जो दो तीन सुझाव रखे हैं, वे कोई आलोचना की भावना से नहीं रखे हैं। मैं यह अच्छी तरह से जानता हूँ कि यह एक बड़ा विशाल कार्य है, छोटी बातों की तरफ कम ध्यान जाता है। मगर जो बातें मैंने कही हैं वे आवश्यक ही थीं, कोई कम्फर्ट (comfort) की बात नहीं है बल्कि जनता की सुविधा की दृष्टि को ध्यान में रखते हुए ही कही गई है। हमारी प्रगति की गति बढ़ाना आवश्यक है, यही कहने का सार है। इन चन्द बातों की ओर माननीय मंत्री जी का ध्यान आकर्षित हो, इसीलिए मैंने यह निवेदन किया है, मुझे और कुछ नहीं कहना है।

[For English translation, see Appendix VII, Annexure 73.]

SHRI R. P. TAMTA (Uttar Pradesh):

श्री आर० पी० टम्टा (उत्तर प्रदेश) :
उपाध्यक्ष महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे कुछ निवेदन करने का समय दिया है। इस बात से सब लोग सहमत हैं कि पिछले दो तीन सालों के अन्दर रेलवेज (railways) में चतुर्मुखी उन्नति हुई है,

और इसके लिए हमारे रेलवे मिनिस्टर महोदय विशेष रूप से धन्यवाद के पात्र हैं। उन्होंने अपनी सरलता, सत्यनिष्ठा और कर्तव्य परायणता से जो आदर्श रेलवे के अधिकारियों के सामने रखा है उसका, मैं समझता हूँ, बड़ा अच्छा प्रभाव पड़ा है और कर्मचारियों के व्यवहार में, जहां तक इसका सम्बन्ध यात्रियों (पैसेंजर्स) के साथ है, उसमें काफी सुधार हो चुका है। मगर मैं यह मानता हूँ कि अभी उनके तीसरे दर्जे के यात्रियों से व्यवहार में और ज्यादा सुधार होने की जरूरत है, और रेलवे कर्मचारियों को अपने दृष्टिकोण को, विशेषकर तीसरे दर्जे के पैसेंजर्स के प्रति, बदलना ही होगा। इसके बारे में माननीय मंत्री जी ने इस बात को स्वीकार किया है कि अभी बहुत कुछ सुधार की आवश्यकता है।

जैसा कि अभी मेरे मित्रों ने कहा है, रेल के सफर करने वालों में ८५ प्रतिशत पैसेंजर तीसरे दर्जे के होते हैं। इसलिए तीसरे दर्जे के यात्रियों की सुविधा के बारे में विशेष तौर पर ध्यान दिये जाने की प्रति आवश्यकता है। क्योंकि रेलवे को उन्हीं से भाड़े के रूप में सबसे ज्यादा रकम मिलती है। यह मैं मानता हूँ कि रेलवे विभाग बहुत कुछ सुविधाएं देना चाहता है, और इसके लिए उन्होंने एक निश्चित योजना भी बनाई है और इसी बजट के आंकड़ों को देखने से मालूम होता है कि चालू वर्ष में करीब ५०० स्टेशनों में सुविधाएं देने की बात कही गई है और ३०० स्टेशनों में वॉइंग रूम (waiting rooms) आदि बनाने की चर्चा की गई है। इसी तरह २०० स्टेशनों में रोगनी की व्यवस्था करने का उल्लेख है। मैं समझता हूँ कि इस दिशा में और ज्यादा ठोस कदम उठाने की जरूरत है। इस सम्बन्ध में मैं दो तीन सुझाव आपके सामने रखना चाहता हूँ और आशा करता हूँ

[Shri R. P. Tamta.]

कि मन्त्री महोदय उन पर विचार करने की कृपा करेंगे ।

तीसरे दर्जे के पैसेजर्स को यह मालूम करने के लिए कि कौन ट्रेन (train) किस बन्दत जायगी, किस प्लेटफार्म से जायगी, बहुत परेशानी उठानी पड़ती है और चारों ओर भटकना पड़ता है इसलिए बेहतर हो अगर रेलवे मन्त्री जी तीसरे दर्जे के यात्रियों के लिए भी इन्क्वायरी आफिस (enquiry office) जैसे कि और बड़े दर्जों के लिए बहुत से स्टेशनों में होता है, खोल दें और प्रत्येक स्टेशन में इस तरह का प्रबन्ध हो, जो कि पैसेजर्स को यह बता सकें कि उन्हें कहां से ट्रेन मिलेगी किस समय मिलेगी और किस प्लेटफार्म से मिलेगी । इससे ग्रामीण और अनपढ़ यात्रियों को काफी आराम मिल जायगा

दूसरा मुद्दाव में यह दूंगा कि हर ट्रेन में जिस तरह से फ़र्स्ट क्लास (first class) और सेकेंड क्लास (second class) पैसेजर्स के लिये कंडक्टर गाइड (conductor guards) होते हैं उसी तरह से थर्ड क्लास पैसेजर्स के लिए भी कंडक्टर गाइड रखे जाने चाहिए । कंडक्टर गाइड का यह कर्त्तव्य होना चाहिए कि वह स्टेशन में, जबकि पैसेजर उतरते या चढ़ते हैं उनको तीसरे दर्जे में बिठाने के लिए यथेष्ट स्थान प्राप्त कराने में सहायता करे । साथ ही अगर यह भी कर दिया जाय कि हर तीसरे दर्जे के कम्पार्टमेंट में जो कि अब पहले के मुकामबले में ज्यादा आरामदेह और अच्छे बन गये हैं, उनमें भी सीटों में नम्बर डाल दिये जायें । आजकल रेलों में जो गरीब और भोले भाले सीधे सादे ग्रामीण होते हैं, वे अक्सर रेल में खड़े खड़े सफर करने को मजबूर हो जाते हैं क्योंकि उन्हें बैठने के लिए स्थान नहीं मिल पाता, जबकि जबदस्त लोग पैर फैला कर

सीटों में सोये रहते हैं—अगर सीटों में नम्बर डाल दिये जावें तो उनको भी बैठने की जगह मिल जायगी और वे सोये हुए और ज्यादा जगह घेरे हुए मुसाफिरो से कह सकेंगे कि वे अपने सीट में बैठें और कन्डेक्टर को भी पैसेजर्स को बिठाने में सहायता होगी और वे भी जान सकेंगे कि किस कम्पार्टमेंट में स्थान है । इसी तरह से अगर ट्रेन में पानी की भी व्यवस्था हो जाय और हर एक रेल में कम्पार्टमेंट में पानी भी रख दिया जाय तो में समझता हूँ कि जो स्टेशनों में पानी न मिलने की दिक्कत होती है वह नहीं रहेगी । और यात्रियों को आराम होगा और पानी के लिए उन्हें परेशान भी न होना पड़ेगा ।

कम्प्लेंट्स (Complaints) के बारे में यहाँ बहुत कुछ कहा गया है कि उन पर कोई कार्यवाही तुरन्त नहीं की जाती—मुझे याद है जब कि माननीय रेलवे मन्त्री जी उत्तर प्रदेश में मन्त्री थे और उनके पास ट्रान्सपोर्ट (transport) विभाग था तो उन्होंने उस प्रदेश के विधान मंडल के सदस्यों के पास एक गुप्त चिट्ठी भेजी थी जिसमें कहा गया था कि जहाँ कहीं उन्हें बमों में सुविधा न मिलने की शिकायतें हों अथवा स्टेशनों में कोई बृटि दिखाई दे तो उसकी रिपोर्ट में लिख दें और उसकी सूचना मंत्री महोदय के पास चली जाया करेगी ताकि उस पर जल्द कार्यवाही हो सके । और मैंने देखा जब कभी कोई शिकायत की गई उस पर तुरन्त कार्यवाही वहाँ की जाती थी—में समझता हूँ कि अगर वे रेलवे में भी इसी तरह की कोई व्यवस्था कर दें और सब स्टेशनों के स्थानीय अधिकारियों को इस बात की हिदायत कर दें कि जो शिकायतें पार्लियामेंट के मੈम्बर उनके सामने लाते हैं और उन पर जो कार्यवाही अधिकारी करें उसकी रिपोर्ट नियत समय पर उच्च अधिकारियों को भेजा करें, तो मैं आशा

करता हूँ कि शिकायतों पर शीघ्र कार्यवाही स्थानीय अधिकारी करने लगे और कार्यवाही न होने की जो शिकायतें की गई हैं वे भी दूर हो आयेंगी।

चौथी बात में रेलों के यात्रियों की सुरक्षा के बारे में कहना चाहता हूँ। पिछले दिनों में आम तौर पर यह भावना लोगों के दिल में उठने लगी थी कि फ्रस्ट और सैकेंड क्लास में रात का सफर खास कर महिलाओं के लिए, कभी कभी खतरनाक हो जाया करता है। मैं समझता हूँ कि इस तरह की भावना लोगों के दिलों में उठना उचित नहीं है, इस तरह की भावना के कुछ कारण भी हैं। इसलिए मैं समझता हूँ कि रेलों में यात्रियों और उनके सामान की सुरक्षा का प्रबन्ध पूरा पूरा होना चाहिए ताकि यात्री बिना खटके यात्रा कर सकें। मन्त्री जी के भाषण में यह बताया गया है कि १९५३ में १९० नई ट्रेनें चली हैं और १२६ ट्रेनों के चलाने का क्षेत्र बढ़ाया गया है। इस सम्बन्ध में मैं माननीय मन्त्री महोदय का ध्यान दिल्ली से पहाड़ जाने के लिए रेल यात्रा की ओर दिलाऊंगा। रेल का सबसे शॉर्टेस्ट रूट (shortest route) काठगोदाम जाने के लिए मुरादाबाद और काशीपुर से होकर है, परन्तु इसके लिए रेल के कनेक्शन (connection) इतने खराब हैं कि अगर शाम के चार बजे यहाँ से चला जाय तो रात के दस बजे यात्री मुरादाबाद पहुँचेगा और उमरे रात भर सुबह तक मुरादाबाद ही में रहना होगा और दूसरे दिन सुबह सात बजे गाड़ी उमरे काठगोदाम के लिए मिलेगी और लालकुवा में उमरे गाड़ी बदलनी पड़ेगी और तब जाकर शाम के तीन चार बजे वह काठगोदाम पहुँचेगा। काठगोदाम और दिल्ली के बीच में काफी ट्रेफिक (traffic) है। बहुत से मुसाफिर और बहुत बड़ी मात्रा में माल देहली से पहाड़ को

जाता है—इसलिए अगर एक नई रेलगाड़ी मुरादाबाद और काठगोदाम के बीच में चला दी जाय तो कि शाम को काठगोदाम से चले और सुबह चार बजे मुरादाबाद पहुँच जाय, तो मैं समझता हूँ कि इससे काफी सुविधा तो यात्रियों को हो जायगी और पहाड़ में माल भी जल्दी पहुँच जायगा। सड़ाई के दिनों से पहले बरेली और काठगोदाम के बीच एक ट्रेन रात के एक बजे चला करती थी जो सुबह काठगोदाम पहुँच जाती थी और इससे यह होता था कि पहाड़ के दूर स्थानों में इंटीरियर (interior) में जाने वाले मुसाफिरों को सुविधा होती थी और मॉटर से वे अपने स्थानों में जा सकते थे। यह रेल सड़ाई के दौरान में बन्द कर दी गई है—इसलिए मैं निवेदन करूंगा कि इस ट्रेन को भी फिर चलाने के लिये व्यवस्था की जाय।

अन्त में मैं एक बात के लिए और ध्यान दिलाना चाहता हूँ। जैसा कि और माननीय सदस्यों ने कहा है—बहुत जगहों की बातें कही हैं, दक्षिण की बातें कही हैं और सूत्रों के बारे में कही हैं जहाँ कि रेल की नई लाइनें लगाने की जरूरत है। मैं माननीय मन्त्री जी का ध्यान इन आवश्यक बातों की ओर दिलाऊंगा, खास करके उत्तर प्रदेश के पहाड़ी जिलों की ओर दिलाऊंगा जहाँ एक इंच भी रेलवे लाइन नहीं है। रेलवे लाइन न होने से यह होता है कि पहाड़ में कहीं कहीं १५, १५ और २०, २० दिन लोगों को एक जगह से दूसरी जगह जाने में लग जाते हैं। पहाड़ी इलाकों की प्राथिक उन्नति तभी हो सकती है जबकि वहाँ रेल की लाइनें हों जिससे वहाँ के खनिज पदार्थों में लाभ उठाया जावे और जिससे कि वहाँ टूरिस्ट ट्रेफिक (tourist traffic) बढ़े। क्योंकि वहाँ का नैसर्गिक सौन्दर्य बहुत अच्छा है। परन्तु यातायात के साधन ठीक न होने से ज्यादा लोग वहाँ नहीं पहुँच सकते हैं। इसलिए मैं निवेदन करूंगा कि मन्त्री महोदय

(Shri R. P. Tamta.)

पहाड़ी स्थान (district headquarters) के
का प्रयत्न करे (survey) ट
हैडक्वार्टर्स)
तक सर्वे (स
कर रानीखेत और अलमोड़ा तक, ताकि यह
भी मालूम हो जाय कि वहाँ रेल की लाइन
जा सकती है या नहीं। और अगर जा सकती है
तो उसको वहाँ तक ले जाने का उद्योग किया
जाय ताकि पहाड़ी इलाके के लोगों की और
वहाँ की आर्थिक दशा की उन्नति हो। पहाड़
में रेल की लाइन ले जाना देश की सुरक्षा की
दृष्टि से भी आवश्यक है—जिला अलमोड़ा
का पहाड़ी इलाका तिब्बत और नेपाल से मिला
हुआ है और तिब्बत में कम्यनिस्ट लोगों के
आ जाने से स्थिति को देखते हुए, देश की सुरक्षा
के लिए यह अति आवश्यक है कि उस इलाके
में यातायात का ठीक प्रबन्ध हो ताकि आव-
श्यकता पड़ने पर जब कभी अगर तिब्बत से
मिले हुए इस देश के भाग में कभी कोई गड़बड़
हुई तो वहाँ अच्छी तरह से तुरन्त कार्यवाही
की जा सके। इस समय मौजूदा स्थिति ऐसी
है कि अगर तिब्बतन बॉर्डर (border) में
यहाँ से कोई आदमी जाना चाहे तो उसे वहाँ
पहुँचने में १०, १५ दिन लग जाते हैं। इस-
लिए मेरा मुझाव है कि अगर वहाँ रेलवे
लाइन शीघ्र नहीं जा सकती है और इसमें
अगर कोई मुश्किल हो—में यह मानता हूँ
कि एक दम सब जगह रेल का पहुँचना मुश्किल
है—तो इस बात पर विचार किया जाय कि
वहाँ पर एक नेशनल हाइवेज (national
highways) हो जावे तो काठगोदाम
से खेरना और अलमोड़ा और अलमोड़ा से
असकोट जाय ताकि यातायात का मार्ग
तिब्बतन बॉर्डर (Tibetan border) के
नजदीक हो जाय। ताकि देश की सुरक्षा के
लिए आवश्यकता पड़ने पर तुरन्त कार्यवाही
की जावे। मैं आशा करता हूँ कि जो मैंने

मुझाव दिये हूँ उन पर मन्त्री महोदय विचार
करने की कृपा करेंगे।

[For English translation, see Appendix VII, Annexure No. 74.]

SHRI D. D. ITALIA (Hyderabad): Mr. Deputy Chairman, I congratulate: the hon. the Railway Minister on the steady and sound Budget which he was able to present in the House of the People and on his lengthy speech which he was kind enough to deliver in that House. We, the Members of this House, are unfortunate that the Budget was only placed on the Table of the House and the speech was distributed amongst us. May I know why such step-motherly treatment? I realise that the hon. Minister cannot be present at one and the same time at both the places but he should have asked his Deputy at least to deliver the speech which he had prepared. There is a vast difference between reading a speech and hearing a speech.

Sir, we are all interested in the railways because it is our greatest national asset and it is but natural that we should know how the administration is being carried on, how it is being managed so that we may be in a position to offer any possible criticism for the improvement of comforts for the travelling public, for the benefit of the mercantile community and for the welfare of the railway employees.

Sir, it is but right that I must say that there is all round and good progress in general administration since regrouping of the railways. I find that the railway staff have changed their attitude; they are more polite and more attentive towards the travelling public. I also observe that they are more attentive towards the third class passengers. My request to the hon. the Railway Minister and to the Railway Board that they should pay more attention to the comforts of the third class passengers. They should avoid, as far as

possible the congestion and over-crowding in the third class compartments. There has been complaint all round about congestion and over-crowding in the third class compartments, especially in the carriage provided for long distance travellers.

There used to be attached to the Grand Trunk Express from Hyderabad to Delhi one third class bogie and also another combined bogie of first class, second class and inter class. This used to be the practice till December last but for the last two months the third class bogie has been withdrawn and only a combined bogie consisting of second class, inter-class and third class, is being run, causing great inconvenience to third class travellers. In the third class compartment, there is hardly room for thirty passengers to travel from Hyderabad to Delhi. May I request the hon. the Railway Minister to see that a full third class bogie is attached from Hyderabad for Delhi passengers?

Sir, the biggest amenity that the railway authorities have provided for the third class passengers is the introduction of Janata Expresses on various lines. May I request the hon. Minister to consider whether it is not possible to run such expresses at least twice a week instead of once as at present? There is one more suggestion for running a Janata Express between Bombay and Madras *via* Wadi, and Vijaya-wada, running through Hyderabad and Secunderabad so as to give facilities to the travelling public in that area.

Sir, there are complaints from all Members that the railway authorities are not giving attention to the construction of new lines. According to the report which has been circulated to us we have only 34,275 miles of railway lines in this vast and extensive country of India. I think we must at least have 50,000 miles of railway lines in our country. A programme has to be drawn up to complete this quota and I think in twenty years we must reach the target. It requires the construction of 750 miles of new

lines every year in» which case we will reach the target within that period.

Sir, I was a Member of the Railway Advisory Committee in the Nizam State Railway for about twenty years. There was a programme and also a survey for new railway lines, but unfortunately due to the Second World War that was not put into action, and afterwards there was not a single mile of railway line constructed during the last more than 12 years in the Hyderabad State. Recently I read in a Hyderabad paper that the Hyderabad Government has written to the Central Government and suggested to construct a metre gauge railway line between Nizamabad and Ramgundam or between Nizamabad and Belampalli to facilitate the export of coal from Belampalli coalfields for coalsumption by the cotton-growing districts on Secunderabad—Manmad lines. The Hyderabad State also made a suggestion to construct a broad gauge line between Kottagudam and Macherla or between Kottagudam and Cuddappah passing through Kummemet. Suriapet and Nalgonda. Nalgonda is supposed to be one of the biggest districts in Hyderabad State and the biggest castor seed growing area, but unfortunately due to the absence of a railway line that district is not well developed. Then during the last Budget discussion we were informed that there was a programme to construct a metre gauge line between Khandwa and Hingoli to connect the metre gauge from the South to the North, but sorry to say that work was not taken up during last year. From the hon. the Railway Minister's speech I learn that this railway line will be taken up in the budget period. I hope this line will be taken up without much delay.

In my last year's speech on the budget I suggested the construction of a broad gauge line between parlivaijnath and Aurangabad passing through Me-minabad and Bir and the conversion of the metre gauge line between Aurangabad and Manmad to broad gauge so as to have broad gauge facilities from the South to the North *via* Manmad.

[Shri D. D. Italia.]

I am glad to say that punctuality in railway timings is now well maintained. May I suggest to observe a punctuality week throughout India as it is observed in Japan and other countries?

As far as travel concessions go, the hon. the Railway Minister has provided certain concessions for the travelling public. May I suggest the introduction of return tickets at a concession rate to all classes of passengers who are travelling over 250 miles. I think it was in existence for years together and it was, I believe, stopped during the war period.

On the subject of corruption I need not say as many hon. Members have spoken on it. Likewise, as the time at my disposal is short, I shall not speak about ticketless travel and about catering.

But I must say that Hyderabad State is one of the biggest oil-producing States and the merchants and the industrialists there are finding difficulties for want of empty wagons for the export of oil seeds and also tank wagons for the export of oil. There are about 500 exporters in Hyderabad State but the industrialists there are finding it difficult to export oil from there to the consuming centres due to shortage of tank wagons. I hope the hon. the Railway Minister will attend to this.

Lastly, Sir, a word about railway staff. The railway is the largest employer and a million people are employed on our railways and a well looked-after and contented staff is an asset to the employer. To my mind co-operative institutions are the right institutions to be developed to promote their economic welfare. There should be all-round development of co-operative credit, co-operative stores, co-operative housing, co-operative life insurance and so on. I think the hon. Minister will think over all these problems and my suggestions.

With these words, Sir, I extend my

congratulations and compliments to the hon. the Railway Minister.

SHRI H. P. SAKSENA: Sir, I rise to speak simply in obedience to your call. Otherwise I had no desire to speak at the fag end of the third day of the debate when my brain is tired. I had absolutely no itching desire to make a speech here because I have spoken long enough, not of course to such a distinguished gathering of hon. Members of Parliament as this, but I have spoken to my own countrymen, and I have spoken long enough. So I crave your indulgence that if a talk incoherently, you will perhaps not mind it because there are two reasons. In the first place there is no time to maintain any sequence and in the second place, as I have just submitted, my brain is tired.

A complaint has been made that the conditions in the railway service are abnormally awful, very, very bad, that there are no amenities for the staff, that the staff is ill-treated and it does not get its due and all that. How is it then, I ask these hon. critics, that a very, very large number of people seeking employment are attracted to railway employment, to the railway offices? How is it? I hold and maintain that the railways of India provide the most attractive terms of service and that is the reason why the railways as a unit employ about a million people. Otherwise it would not have been so. Only recently, by the recommendations of the Gadgil Committee, half of the dearness allowance that was being given to them has been added to their basic salary.

Then, Sir, this debate has been, to me at least, a drama of contradictions, everybody on this side saying one thing and everybody on the other side saying another thing. Sometimes even in the same wing there was contradiction. An hon. lady Member began by saying that it was a very ominous sign, a very inauspicious thing to have an increase in expenditure. For me, an increase in expenditure is a sign of prosperity

and not a signal of danger or alarm. I would like our railways to spend twice or thrice as much as they are spending today provided they also proportionately increase their revenue.

I have to make a few humble suggestions to those distinguished friends on the Railway Board who are each one of them experts in their own departments and to whom perhaps it would be preposterous on my part to make any suggestions, but I give the suggestions for what they are worth. Their being members of Railway Board and experts in their own way does not absolve them from looking deeper into their own responsibilities and their own province of duty and work, individually and collectively. What I mean to suggest is that the Railway Board should hold periodical meetings, collectively as well as individually, inviting to those meetings their immediate subordinates who are themselves very, very high officers and exchanging views with them in order that the accidents that occur on the railways may not occur or at least be reduced in number and in order that the revenues might be increased. And for other important purposes also they should hold these meetings because thus they would help a great deal in solving the problems properly and quickly. And then I would earnestly plead to them to give up the habit of not being able to do anything unless the Minister or the Deputy Minister of Railways is also there and presides at their meetings. I do not think the hon. Minister for Railways encourages this practice. He would be the first to give them as complete an independence of action as possible and therefore they should make use of this opportunity of working under him and carve for themselves an independent line of action.

Of course, he is there to lay down the policy which it is their duty to carry out but for other purposes it should be their function to make the Railway Administration as unique and as excellent as possible.

Then, Sir, this year's Budget is there. According to my study—of course, my study has been a very poor one; as one hon. Member pointed out, it may even be a wrong one, because it might have been very difficult for me to decipher even what was contained in the Budget speech of the hon. the Railway Minister; still according to my study—it is a sound, self-reliant and surplus Budget for which so many encomiums have been conferred and showered on the hon. the Railway Minister that I think it unnecessary to add any contribution of my own. This Railway Budget, unfortunately, has been over-shadowed by two tragic events—each of them very serious in its own way.

One was the death due to plane crash of our distinguished friend, Shri Hari-har Nath Shastri, who was a kind of a conciliating link between the Railway Administration and the labour class. He was always ready to strike a mean between the two extremes—the exaggerated demands of the labour class as well as the reluctance or the unreadiness of the employers including the Government to grant them. He always succeeded in striking a mean between the two and evolving a point at which the two could meet. He was—I know from personal experience—always very averse to the use of the weapon of strike and he tried to avoid it as far as possible. We are all sorry for his tragic death and, for my part, I think that is a loss which is irreparable.

The other was of course the Kumbh Mela tragedy which we all deplore. Our Prime Minister very succinctly put it in his first statement on this tragedy when he said that it was a pity that such a magnificent arrangement ended in a catastrophe, a catastrophe where hundreds of people died in a state of helplessness. But then he also told in one of the meetings which was a sort of a private meeting that it was like an act of God. To me also it appears that it was ordained like that and so

[Shri H. P. Saxena.]
 it happened. Our sympathies go to the bereaved families and to the victims of injuries and my humble suggestion to the Uttar Pradesh Government, which I look upon as my own Government, is that the relatives and the dependants of those people who have died should, if they require it, be helped financially also if there is no other person to take care of them. All the same, I can say on my personal information and knowledge that even the worst critics of the mela who were also sufferers themselves came and spoke to me splendidly about the arrangements. No one had any fault to find in so far as the arrangements for the mela were concerned. Of course, there was a stampede and people died, for which we are all sorry. But so far as arrangements were concerned.....

MB. DEPUTY CHAIRMAN: Mr. Saksena, I have to remind you that there is another speaker, Mr. Tankha. Please give him ten minutes and so you have to finish in five minutes.

SHRI H. P. SAKSENA: I will enter into a compromise with the hon. Mr. Tankha.

Sir, I was just referring to that unhappy episode and I was saying that so far as the tribute for the excellent arrangements is concerned, it is there in spite of that tragedy and for that matter, to both the Railway Administration starting straight from the hon. the Railway Minister down to the last and humblest worker, as well as to the Uttar Pradesh Government which spared no pains and grudged no money in supplementing and implementing the arrangements made by the Railways. To both of them our thanks are due. It was unfortunately, Sir, a case of the operation having been successful but the patient having died. It was nothing short of that.

My desire, if any, to speak on this subject was to refer to a subject of special importance to which I made a reference in my last year's Budget speech and about which the hon. the

Railway Minister was kind enough to have a reply sent to me. It is with regard to the Special Railway Magistrates appointed in 1948 to try and give summary punishment to those who were found travelling without tickets when they were brought before them by the Ticket Collectors. Since 1948 up to now they have been working as temporary men. They are all young law graduates, 34 of them in the entire area, and their whole career hangs in a state of suspense. They cannot go back to their profession because in that case they would become jobless; on the other hand, they are not being made-permanent. Not only that; neither the railway authorities nor the State Government acknowledge them as their own employees. The Railway Administration says that they have been employed by their State and that they have nothing to do with them and the State says that they do not work for them but they work for the Railways and that they shall ask the Railways to absorb them in their Administration. So my earnest request to the hon. the Railway Minister is to come to terms with the State of Uttar Pradesh and to see if it is not desirable now—if he thinks them justified for their services being retained because of the results that they have shown—to make them permanent.

Sir, this was the letter which I received:
 "With regard to the reference made in your speech in the Council of State, in the course of the last Budget debate in connection with the special measures to deal with ticketless travel on railways, I am directed to advise you that the normal method of checking ticketless travel on railways is through the Ticket Examiners at stations or on running trains. In some cases, however, where the evil has been rampant, certain special measures have been brought into force purely of a temporary nature involving the trial on the spot of offenders for which purpose certain Special Magistrates

have been appointed by the State Governments concerned. As soon as the position comes to normal, these special measures will be dispensed with and naturally the Special Magistrates appointed in this behalf will no longer be required. The question of giving them some alternative employment or dispensing with their services is a matter entirely for the State Government concerned." Very beautiful reply! very logical, but at the same time, I would like to ask, "Who brought them into force?"

MR. DEPUTY CHAIRMAN: You have brought it to the notice of the Ministry. I think that is enough.

SHRI H. P. SAKSENA: I think there are still two minutes more for me.

MR. DEPUTY CHAIRMAN: You have already taken five minutes extra.

SHRI H. P. SAKSENA: I have just to point out that the increase in expenditure should not be a signal of alarm. These are the highlights of the Budget, and after enumerating them. I shall finish. The opening of new lines, the restoration of old ones, the manufacture of locomotives, coaches, wagons and other materials required by the railways, and then the use of *khadi* in the place of other mill or foreign cloth.

MR. DEPUTY CHAIRMAN: No repetition.

SHRI H. P. SAKSENA: I thank the hon. Minister for presenting this useful Budget.

PANDIT S. S. N. TANKHA (Uttar Pradesh): Mr. Deputy Chairman, the time at my disposal is very short, and I do not know whether you will let me continue on Saturday also.

MR. DEPUTY CHAIRMAN: We may sit for two or three minutes more and finish it. Please try to finish.

PANDIT S. S. N. TANKHA: I find from the speech of the hon. Minister that for the Plan period a sum of

Rs. 400 crores, has been allocated for the Railways, and out of this sum, during the first two years—1951-52 and 1952-53—we have actually spent Rs. 131.04 crores and that during the current year we shall be spending Rs. 77.88 crores. This means that out of Rs. 400 crores allotted under the Plan more than Rs. 200 crores will have been spent by the end of this year. Now, Sir, the hon. Minister has also informed us that out of these Rs. 400 crores, Rs. 320 crores are to be spent out of the savings of the railways and that Rs. 80 crores only are to be paid to the Railways from the general exchequer for the Plan period.

I find from the statements provided to us by the Ministry of Railways that during the year 1952-53 we paid Rs. 23.99 crores to the General Fund as dividend on behalf of the railways, and during the year 1951-52 we paid Rs. 33.4 crores, and for the period 1954-55 it is proposed that a dividend of Rs. 35.50 crores will be paid. Therefore, Sir, I submit that out of railway earnings we are paying very heavy sums to the General Fund and further, Sir, I find—and I find this from one of the reports—that this dividend to the general funds is being paid approximately at the rate of 4 per cent, on the capital outlay invested on the Railways which is Rs. 900 crores. My first submission before you is that this rate of interest, i.e., 4 per cent, on the capital outlay is too heavy and should not be paid by the railways at this rate, at least for the period of the Plan, because we have got to spend quite a large amount out of our earnings during the Plan period. Moreover, Sir, if larger amounts are thus made available to us, it will be possible for us to improve the railways to a greater extent than it is proposed in the Plan. As such, Sir, I suggest to the hon. the Railway Minister that, in any case, an interest of more than three per cent, should not be paid to the General Fund out of the railway earnings at least dur-

[Pandit S. S. N. Tankha.] ing the Plan period. I expect that this matter will be given serious consideration by the hon. the Railway Minister.

Next, Sir, I come to the question of the regrouping of the railways, which came into force last year. When this regrouping was done, it was pointed out to us that there was a bottleneck created on the E. I. Railway on account of loaded wagons carrying coal from the Raniganj area to the south and empty wagons coming from the south to this area, as a result of which longer time was taken in clearing this traffic and delay occurred, and that by this process of regrouping of railways it was considered possible to eliminate the delay and open up this bottleneck. But I find from page 13 of the hon. Minister's speech that:

"The data available, however, -are only for a limited period and do not permit of reliable comparisons being made. It is, therefore, difficult to make a correct assessment of the position on the basis of the facts and figures now available" "

Therefore, Sir, it seems to me that the hon. Minister is not yet satisfied as to whether or not any improvement has been effected by the introduction of this regrouping of railways. Yesterday the hon. Dr. Kunzru placed before you facts and figures to show that no improvement had been effected. I had also seen an insertion in the newspapers some time ago which also went to show that this congestion of goods traffic on the E. I. Railway—it is now called the Northern Railway—has not lessened on account of this regrouping of the railways, and if this be a fact, Sir, I would request the hon. Minister to study this problem very closely for another year at the most, and if he finds that it is not making any head-

way or proving a success, then this regrouping should be done away with, because it has created considerable heart-burning and bitterness among the railwaymen and since for the successful working of the railways it is essential that the workmen and other employees of the railways should have no cause for dissatisfaction and that they should be kept satisfied, it seems necessary to review this matter if it is found not to have brought about the desired results.

I would now like to come to another important matter, and that is about the locomotives' position in our country. I find from the hon. Minister's speech at page 7, para 17 that:

"In the plan for increased procurement the objective of utilising indigenous resources to the maximum extent continues to guide and regulate all orders placed in accordance therewith. It is my intention to step up the production target of the Chittaranjan Locomotive Works from 120 to 150 and thereafter to 200 or average sized locomotives in the course of the next four years....."

Sir, I had the privilege of visiting Chittaranjan December last. I did so along with a number of other hon. Members of this House with the cooperation of the Railway Ministry. They were good enough to send a number of M.Ps. to visit the works and I had the privilege of being one of them, and for which I am very much thankful to the Ministry. We found at the Chittaranjan Works on the 30th December last the 100th engine, which was turned out by it, being made ready and this engine was shortly afterwards put on the rails by the hon. Minister himself some time early in January this year. Now, Sir, let us examine the position. The Chittaranjan Works went into production in January 1950. From January 1950 to the end of December 1953 it has produced 100 engines and according to the booklets

the management itself, their maximum output and capacity is 120 engines per year. So far, as I have said, they have produced only 3 engines in 1950, 17 engines in 1951 and 50 engines in 1953. According to the time table, it should have produced 52 engines in 1953 but although they have not achieved last year's target they have certainly come very close to it. During the present year they expect to be in a position to produce somewhere between 80 to 100 engines, but, Sir, at this rate of production, I am afraid, the hon. the Railway Minister is too optimistic in thinking that with this indigenous production he can meet the requirements of the country. I also find from the hon. Minister's speech that the number of locomotives which go out of use or get old and worn out is approximately 200 in the year and I say so because he has stated that 1,000 locomotives will become over-age at the end of the Plan period. From this I take it that at least 200 engines will require replacement every year. Now if it is the desire of the hon. Minister that Chittaranjan Works should produce 200 engines in the year, I am sure it will not be possible for that factory to do with its present capacity of production. Therefore, Sir, unless, of course, either another locomotive works is started in that area or elsewhere, or its present capacity is substantially increased, at no time do I see the possibility of Chittaranjan Works producing 200 engines per year. The other engine producing factory is the Tata Locomotive and Engineering Works in Bengal but they are producing only 50 engines per year. Their maximum output is not much above 50. So far, of course, their production has been very low but even taking the two engine producing works at their maximum production, according to my estimation it is not possible to have more than about 150 or 140 engines in a year. Therefore, Sir, if the present position is allowed to continue, then for all times to come, or at least for the next several years

to come, we shall be forced to fall back upon imports which none of us would like to so far as it lies in our power. It is certainly very gratifying to find that the hon. Minister is likely to get some engines from Canada and quite a large number from the U.S.A. under their technical loan scheme but all the same it would be better for us to be prepared to manufacture our own requirements and I would urge upon the hon. Minister to devise ways and means for it.

MR. DEPUTY CHAIRMAN: You should close now. You have taken five minutes more.

PANDIT S. S. N. TANKHA: Shall I speak on Saturday—just a few minutes on Saturday before the hon. Minister replies. I have quite a number of subjects to deal with.

MR. DEPUTY CHAIRMAN: There is no time. We have other work on Saturday. The Appropriation Bill is coming and you can speak on that.

PANDIT S. S. N. TANKHA: I find from the agenda supplied to us that the General Budget will begin at 3-30 P.M. on Saturday. So I can speak for a few minutes on Saturday.

MR. DEPUTY CHAIRMAN: Not on Saturday; please wind up.

PANDIT S. S. N. TANKHA: During my visit to Chittaranjan I was very much impressed with the factory and I also visited the township as also the quarters of the workmen. I found one little drawback which I might mention here, viz., that although the houses are well-built, they do not contain screened bathing places and the tap, although closed on three sides, has no coverage.

MR. DEPUTY CHAIRMAN: You write a letter about these to the hon. Minister.

MR. DEPUTY CHAIRMAN: The hon. Minister will reply on Saturday

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MR. DEPUTY CHAIRMAN: The hon. Minister will reply on Saturday

[Mr. Deputy Chairman.] at 3-30 P.M. There is a Message from the House of the People. The Secretary will read it.

MESSAGE FROM THE HOUSE OF THE PEOPLE

I. THE APPROPRIATION BILL, 1954.

II. THE PATIALA AND EAST PUNJAB STATES UNION APPROPRIATION BILL, 1954.

SECRETARY: Sir, I have to report to the Council the following message received from the House of the People, signed by the Secretary to the House:

In accordance with the provisions of rule 132 of the Rules of Procedure and Conduct of Business in the House of the People,.

I am directed to enclose herewith a copy each of the following Bills which were passed by the House at its sitting held on the 24th February 1954, namely: —

1. The Appropriation Bill, 1954.

II. The Patiala and East Punjab States Union Appropriation Bill, 1954.

2. The Speaker has certified that these Bills are Money Bills within the meaning of article 110 of the Constitution of India."

Sir, I lay the Bills on the Table.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2 P.M. tomorrow.

The Council then adjourned till two of the clock on Friday, the 26th February 1954.