

**PROGRAMME OF DATES FOR
NOMINATIONS AND ELECTIONS
TO COMMITTEES**

MR. CHAIRMAN : I have to inform the hon. Members that the following dates have been fixed for nominations and for the holding of elections, if necessary, in connection with the following Committees :

Central Advisory Board of Archaeology.	~	I Last date for receiving nominations—
I 17th July 1952.	Court of the Aligarh Muslim University.	V Date of election— I 2
m July 1952.	Court of the Banaras Hindu University.	J

Court of the Delhi University.	T Last date for receiving nominations—
V 18th July 1952-	

Indian Council of Medical Research	j Date of election—
J 22nd July 1952.	

The nominations for these Committees will be received in the Council Notice Office up to 12 noon on the days mentioned for the purpose. The elections will be conducted in accordance with the system of proportional representation by means of the single transferable vote. They will be held in Secretary's Room No. 29 in the Parliament House, Ground floor between the hours of 10-30 a.m. and 1 p.m.

**THE APPROPRIATION (RAILWAYS)
No. 2 BILL, 1952**

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI LAL BAHADUR) : Sir, I beg to move :

That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways, as passed by the House of the People, be taken into consideration.

MR. CHAIRMAN : Motion moved :

That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways, as passed by the

House of the People be taken into consideration.

PROF. G. RANGA (Madras) : I thought the hon. Minister would say something.

SHRI LAL BAHADUR : Sir, I have nothing to say at present. But I would like to speak at the end of the debate when I have heard the Members. I do not know what new points they would like to cover. So it is better that they should speak first and I should reply to the debate at the end.

SHRI B. C. GHOSE (West Bengal) : Mr. Chairman, I should like to take advantage of this opportunity to ask of the Railway Minister information on certain points.

Of course I do not think we should say anything so far as the revenue estimates are concerned because we are now dealing with appropriations for certain services. But if I might have said so, I would have said that it appears rather incongruous that there should have been an increase in the estimates of the revenues particularly on the goods traffic, when there was an economic recession in the country and when the Finance Minister himself had budgeted for lower receipts from corporation tax and income-tax. But that, I believe, is beside the point today.

This first point I should like to ask is this. I found in the appropriations an item for investment in road transport services. There was an item of Rs. 23 lakhs I believe during the last year and for the present year I believe Rs. 1 crore is being appropriated for investment in Telco shares and road transport services ? What I should like to ask the Transport Minister is whether Government have evolved any policy in regard to the road transport services. Have they em- ed upon a coordinated policy in regard to the transport services— road, rail and air ? What is the implication of this appropriation ? In particular I should like to say that I did not think that the words in which

this investment was asked for were very happy. On page 34 in the Explanatory Memorandum that was issued in February it is stated :

"Additional investment by Central Government in the Bombay State Road Transport Corporation, as the Corporation was not able to purchase the requisite number of buses for want of funds and the State Government was also not in a position to provide for the same. "

But it appears to me that that should not be any argument for investment of State funds in road transport services. If a particular Corporation could not find funds for the purchase of buses, that is no business of the Government to lend funds to that body unless of course there is some policy behind all this. That is why I should like to ask the Government whether they have any policy behind this and whether in regard to the road transport services—whether in Bombay, Calcutta or anywhere else—they are thinking of nationalising those services and whether the Central Government is thinking of taking them over so that a co-ordinated service might be evolved and maintained, because unless that is the purpose of the Government, I do not think that there is any justification for this investment in the Bombay Road Transport Corporation.

The second point I should like to ask the Railway Minister is about the reports of the two Committees which have already sat. One was the Shroff Committee and the other was the Driver Committee. One was in connection with the stores purchased and the other was in regard to the economy that might be achieved in fuel consumption. As far as I remember, the Shroff Committee stated that a saving of at least 10 crores could be made on the accumulated stores only and I should like to know what saving has in actual fact been achieved because the Budget that was presented to us gave no indication of that. I should also think that the Driver Committee's Report should also be in the hands of the Government by now. I should like to know what economies have been suggested and what economies might

be achieved as a result of the implementation of that Committee's Report.

In the third place, I should like to know something about the State collieries. I do not know exactly which Department is administering these collieries at the present moment. There was some amount appropriated towards this item and I also remember to have read somewhere that the State Collieries at the moment were not being run at a loss. I should like to know whether any commercial auditing of our collieries has been done and what the position at the present moment is.

In the fourth place, I should like to know the position about metallurgical coal which is a very important matter. I should like to know if the railways are still consuming metallurgical coal and, if so, whether the Government do not think that this a very dangerous procedure and has to be stopped immediately and, if they agree, what steps Government intend to take in this connection.

Lastly, I should like to make an appeal to the Transport Minister in regard to the increase in the rates of coal freight which he has introduced. I think the hon. Minister could not have chosen a more inappropriate time for introducing this increase. When trade and industry is faced with a recession, I feel that this increase has been most unwelcome, because, as everybody knows, coal is an important item in the cost of production of all materials and the increase in coal freight will increase the price. Now, what does the Government gain by this increase ? It is only six crores out of which the Railways themselves contribute about 2-4 crores. So, it is only about 3 6 crores that the Railways will get from the public. I do not think that that sum is so big or so large as to justify the imposition of this increased freight now. I would therefore very earnestly request the Railway Minister to give his consideration to this matter and see if it is not possible not to levy this increased freight on coal at the present moment of time.

SHRI P. C. BHANJ DEO (Orissa) : I Mr. Chairman, thinking of railways and rates, invariably I am reminded of raids, not rates. I, Sir, have been used to many kinds of raids. I had been in England during the war and had been used to air raids there. I have also been in the Indian Railways and I and my property have been raided twice by cat burglars. Now, apart from this type of raids, in the railways there are other types of raids of public funds with which we are familiar in this country. In my part of the country where there are narrow gauge railways, there is a type of insidious exaction from the gullible public, called inflated mileage. Although the total number of miles covered by the trains is 33 miles, on the ticket 38 miles are shown. I have been quite mystified by this and I have asked the Station Master, I have asked the ticket checkers, but no one has been able to enlighten me on this strange mystery up to date.

Then, there is another type of raid of public funds as far as railways are concerned and that happens when certain Ministers take it into their heads to imitate Gladstone of England by travelling in second class and abandoning their saloons, as has happened recently in the case of a certain hon. Minister in his journey from Delhi to Bhopal and back. Although such an example is very laudable and the principle underlying it is to be wholeheartedly supported, perhaps the hon. Minister himself does not know that the devoted staff who are catering to the comfort of their great master do not hesitate in the least to use public funds in order to facilitate the comfort of their great master. I am specially referring, Sir, to the provision of two railway carriages, one from Delhi and the other from Jhansi up to Itarsi. Because the railway staff were apprehensive that the hon. Minister might lose his seat in his second class compartment when he reached Bhopal, these two coaches, one first-second and one second, came all the way from Jhansi to Itarsi and from Bombay to Itarsi. When the devoted staff found to their great joy that the Minister would not be ousted from his com-

partment, these two carriages were sent back to Jhansi and Bombay, costing the public about two to three thousand rupees which would well have been saved if the hon. Minister had stuck to his saloon. No doubt, the Congress papers made a great splash about it ; it had great publicity value, no doubt. I have made some detailed enquiries about this matter and I have here all the details which the hon. Minister can verify to find out the veracity of my statements by a simple enquiry on the subject.

Then, there is another type of raiding and that is with regard to appropriation. Having looked through the Railway Appropriation Bill, my attention was particularly diverted to Vote No. 11, which is appropriation to the Depreciation Reserve Fund of the Railways. The vote is for Rs. 30 crores. Now, Sir, while on this point, I would like to draw the attention of the House to the fact that looking at the accounts of 1950-51, one is acquainted with the fact that Rs. 30 crores were appropriated to this Fund, from which Rs. 27 crores were withdrawn that year, showing a raid of this Fund—I have been talking of raids and so I shall use the word 'raid' here also—leaving only (—) 3 crores. In other words, the appropriation to the Depreciation Reserve Fund was only to the extent of Rs. 3 crores. Now, if we look at the revised estimates for the year 1951-52, we see that Rs. 30 crores have been appropriated to this Fund but here the withdrawal amounts to Rs. 43 crores, making the net raiding of the Fund a positive figure of Rs. 13 crores. Now, in the present Budget for 1952-53, the Appropriation Bill shows an appropriation of Rs. 30 crores under Vote No. 11, but the withdrawal from it comes to Rs. 49 crores, making the net raid of the fund a positive figure of Rs. 19 crores this year as compared with the net appropriation to the Fund of Rs. 3 crores in 1950-51.

If these annual raids on the Depreciation Reserve Fund continue at this rate of 19 crores, in six years' time the whole Fund will have evaporated as the estimated balance of the Fund stands at about 115 crores. In case this

happens, the Railways will have to finance all their renewals and replacements from current revenues. Now, if owing to the lack of proper attention to wear and tear their earnings begin to fail as well, then the technical efficiency of our Railways is bound to suffer in the end and probably will bring down the collapse of the entire system. Hence the need for strengthening the Railway Depreciation Fund according to the rise in prices and according to the rise in the prices of the capital at charge is a matter of the greatest urgency as far as the efficiency of our Railways, and their future is concerned. The nominal capital at charge of the railways stands at about Rs. 850 crores of which about Rs. 750 crores represent investment at prewar prices. As pre-war prices today are more than treble, this investment stands today at Rs. 2,250 crores roughly. The remaining Rs. 100 crores of the Rs. 850 crores may be taken at its face value being new capital since the war—since the year 1938-39. Hence it is important to remember that altogether depreciation has to be provided for capital investment amounting to roughly Rs. 2,350 crores. On the whole, if the average life of various types of railway assets be taken as 33 years and 4 months, annual depreciation at the rate of 3 per cent, of the total capital investment of Rs. 2,350 crores comes to a minimum of Rs. 70 crores instead of this Rs. 30 crores which is provided for in the Appropriation Bill and which I think is not at all adequate as far as the Depreciation Reserve Fund is concerned.

In the past, of course, this sum may have been quite adequate for the Depreciation Reserve Fund of the Railways because in the past prices were not what they are today and in the past the Railways were not used so intensively as they are at present. But today, when the Railways are a commercial concern which should be the pride of the nation, the pride of every citizen and the pride of every legislator as our national undertaking, in the interest of the stability and the efficiency of the Railways, it should occupy our first attention and it is my humble

submission to the House and to the hon. Railway Minister that he should see that the appropriation to the Railway Depreciation Fund is a minimum of Rs. 70 crores annually instead of the meagre Rs. 30 crores that we see provided for it in the Appropriation Bill of this Budget year.

Now may I end what I have to say in this matter by drawing the attention of the House to a positive mis-statement that the Railway Ministry have made in this little book called 'Better conditions of travel' which was circulated to us all during the general debate on the Railway Budget. At page 37, paragraph 14, talking of facilities provided at the various platforms, this little booklet informs us that fans were provided on platforms at 12 stations including Dadar, Surat, Broach, Baroda, Ahmedabad, Nee-much, Sirsa and Hissar. May I say that when this booklet was circulated there was no electric supply even at Neemuch, not to speak of electric fans on the platforms there.

If this is the type of information—this may be a very small thing—that is circulated amongst Members of the Legislature and the information is about the great achievements of our Railway Department, then I have to say that they must either change their methods or the Legislature will be free to reserve its own judgement about the responsibility of this sort. I thank you for the opportunity given to me to express my opinion.

SHRI R. P. TAMTA (Uttar Pradesh) : Mr. Chairman, with your permission I would like to bring to the notice of the hon. Minister for Railways and Transport one or two suggestions which I wanted to place before him during the general discussion but could not do so owing to my not getting an opportunity. I would like to bring to his notice that in our vast country there are good many tracts and parts which are still undeveloped and where there is no railway line at all. I would, in particular, like to draw the attention to those parts of U. P. which are called the hill districts of Kumaon in . P. and which are thousands of miles

[Shri R. P. Tamta.] in length and breadth and where there are no railway lines—I mean the hill districts which adjoin the Tibetan borders. These districts have attained lately new importance and have become important from the point of view of the defence of the country. There, the means of communication are very poor and unsatisfactory. There are practically no good roads leading from the plains to the interior and it takes many days, sometimes 8 to 10 days or even more, for a person to go from Rail Head to the interior of the districts and the cost of transport of goods there is much higher, sometimes Rs. 20 to 25 per maund. The result is that the people in those parts do not enjoy the benefits and amenities of modern life and they do not get their requirements of daily lives at moderate rates due to high cost of transportation. Lack of proper means of transport is a problem which faces the people of those parts and the result is that part of the country is very much undeveloped and backward. There are many mines in the Hills and some years back there had been some exploration and investigations in this matter and it was found that iron, mica and copper ore was available in Kumaon Hills. But these mines cannot be worked out unless there are means of transport and communication. Therefore, I would bring to the notice of the hon. Minister a suggestion that Government should try to extend the railway lines beyond Kathgodam as far as it could go. Then there are certain parts in the interior of Almora District regarding which it may be said it will be very difficult and expensive on the part of Government, due to lack of funds, to take railway lines up to the borders and to the interior of the district. I humbly suggest to Government that there should be co-ordination between road transport and railway transport systems and in those parts where there is no railway line, the Railway Department should run its own buses and should make motor roads which may lead to the interior of the district and make the whole country accessible to other parts of India. I submit that

means of communications in Hill Districts should be improved so that the people living in those parts may feel the glow of independence. It is not only in the interest of people of that part but it is also in the interest of the country as a whole that these undeveloped parts which have such great potentialities for development, where the tourist industry and mines could be worked out and developed, should be connected with other parts of the country and should not be allowed to remain undeveloped. Now that we have got a national Government, it should be the duty of the Government to provide facilities, as soon as possible, of railway or motor transport to these parts of the country. If it is not possible to lay railway lines in those parts just now, at least Government should make arrangements for the running of motor buses and making motor roads in the Hills. Some years ago the Government used to run its buses in some places in the Hills. But now they have given up running their motor buses though in some parts of the Uttar Pradesh, the State is still running its buses. The arrangement of motor transport at present where there exists motor road and is very inadequate. The State Government cannot make, due to want of funds, motor roads needed in the Hills. For example there should be a road between Almora and Khairan also from Almora right up to the Tibetan border. I think, taking into consideration the importance of the question from the point of defence of the country which has become urgent due to the influx of the Reds in Tibet, the Government should take timely action in the matter. In the interest of the defence of the country I request the Government also to improve means of communication and of transport by extending railway lines and by making motorable roads and running railway motor service in the hill districts of Kumaon in Uttar Pradesh.

SHRI S. N. MAZUMDAR (West Bengal) :
Sir, I want to draw the attention of the Railway Minister to

the state of affairs in the Assam Link Railway. Only this morning I read in the Bengal papers that due to heavy floods some of the rivers being in spate the railway communication in several places has been cut off. The line from Siliguri to Assam has been interrupted at many places due to floods. The quarters of the railway employees and also of ordinary people have been flooded and they are all suffering. Now, I am not complaining against natural calamities. These natural calamities have certainly something to do with this state of affairs, but, as far as I know, this is also due to some defect in the choice of sites for the railway lines and embankments. I may recall that in 1950, due to heavy floods, the bridge over the Teesta river was rendered useless as a span of the bridge had been washed off. Now there is a grievance among the public in these parts that the site for the bridge over the Teesta near Sevoke was chosen in a very wrong manner and that due to the construction of the bridge there, the floods in the river have been diverted to Jalpaiguri town and so that town remained submerged for a long time in 1950. And this is happening almost every year. This year also, as far as my information goes, the floods are due to the railway embankments having been constructed in such a manner that the natural course of the drainage has been interrupted, hence this trouble.

Sir, I do not want to take much of the time of the House and I would conclude by requesting the Railway Minister to look into this matter, because we have been having this state of affairs repeated for some years now and he will please see that immediate steps are taken to remedy this state of affairs, as otherwise it will continue for years to come.

DR. RADHA KUMUD MOOKERJI (Nominated) : Sir, as one having some connection with Darjeeling, may I make a suggestion to the hon. Railway Minister, based on my personal experience ? I would request him to see whether he cannot

take steps for the improvement of transport facilities between two points Sealdah and Siliguri. He may know that the entire prosperity of that district depends upon the maintenance of the tourist traffic which is now very much dwindling owing to the difficulties of travel between Calcutta and Darjeeling. May I ask as a practical remedy whether he cannot run a regular Darjeeling Mail between Sealdah and Siliguri so as to restore the old volume of tourist traffic upon which the whole of that part of Eastern India so much depends ? I found that life at Darjeeling was getting very hard on account of this dwindling of the tourist traffic. Of course, there has been some kind of an air service which is very handy for the richer people, but, for the masses, for the people at large, it is very urgent that the transport facilities between Darjeeling and the rest of India should be very much improved on the lines that I have indicated. No doubt, the Railway Ministry can work out the details in a much better way ; but here I am just making the suggestion to the Railway Minister on behalf of the people of Darjeeling who have been suffering very much for want of a flourishing tourist traffic.

9 a. m.

SHRI S. GURUSWAMI (Madras) : Mr. Chairman, I wish to speak on a point which has not been touched upon so far by any of the previous speakers in this House, and it is a matter affecting the safety of the travelling public. While we were in session during May, we knew that a serious accident took place on the Bikaner Railway, but this House does not know the full details of this accident. What I wish to point out now is this. There are several sections of the railways in this country which have not got proper systems of inter-locking. The whole of the Bikaner Railway system has no inter-locking system. They run on the system known as " paper token system ". Similar is the position in the ex-Jaipur Railway system. This is very dangerous to the public and to the life of the travelling

[Shri S. Guruswami.] public and I would request the Railway Minister to give his immediate attention to this problem so that there may be greater safety in railway travel and greater security for the railway men who are called upon to discharge their duties under difficult circumstances.

SHRI P. SUNDARAYYA (Madras) : Mr. Chairman, I find that the Government has not taken into consideration the discussion that took place on this subject in this Council and in the Lower House. They gave certain broad assurances but nothing concrete has been done. The same original Appropriation Demands that were placed before the House, without any change have been put before this House again. When we make suggestions during the course of the discussions we expect the Government, though we are in a minority and the Government is in the majority, to take these suggestions very seriously and make in the Appropriation Bill the necessary modifications. But here they have done no such thing. Take for instance the item " Welfare of Labour ". The points which were stressed on the Government in both the Houses as requiring immediate attention have not been looked into. The amount set apart for labour welfare is about Rs. 51 crores and though criticisms were made that this amount was insufficient and ought to be increased, the Government have not paid any heed to them. They have retained the sum at the same old figure of Rs. 51 crores.

Now, another point regarding labour welfare. We have brought to the notice of the Government and this House that under the National Security regulations, hundreds of workers have been detained and later dismissed from service. From the reply which the hon. Minister for Railways had given in the other House we find that they are not going even to re-consider these cases. The Detention law is such an unlawful law that no charges are brought against them. They are

not allowed to defend themselves in a court of law and, merely on the ground that they have been detained you dispense with their services and utterly ruin them.

Now, take the second point. Recently Government has embarked on a policy of decontrol.

MR. CHAIRMAN : We are discussing the Bill for Railways.

SHRI P. SUNDARAYYA : I am just coming to that. Recently there has been a rise in the cost of food grains that was supplied to the railway employees. It is known that the railway employees have been getting it cheaper but suddenly, because the Government has adopted a policy of decontrol, the prices have risen. They have risen by more than 60 per cent. So much so, the labour had to go on a protest strike for a few hours in the Southern Railways in Madras and only when this sudden action was brought about that Government restored back the original price. I would like to ask what has become of the Government machinery which does this kind of small things to disturb the industrial peace of which they speak so much, they desire so much. It is because Government, while giving general assurances, does not go into the details carefully and try to take before-hand necessary action to see that the labour is well contented these troubles arise again and again.

In both the Houses the question of welfare of passengers has been brought out, but the Government has not done anything about it except giving a general assurance that a shortage of passenger coaches is there and that, therefore, it takes time to remedy these things. They say they will give priority to the third class passengers and till the third class passengers are given the necessary amenities they will not be doing anything for the first class passengers. That is only a general assurance. I find from the press reports that the scheme which the Railway Minister is going to adopt to

replace first class, to abolish first class travel, will take about 12 to 15 months. It is not so much the abolition of first class ; it is replacing the first class coaches by air-conditioned coaches and they would give an order for air-conditioned coaches so that they may replace the present first class coaches. If that is the way the priority for third class passengers is to be given—by replacing first class coaches by air-conditioned coaches—I do not call it abolition of first class but extending more amenities to the first class passengers. The other day I had been to the Delhi platform to meet some of my relatives. It was the Ambala Passenger. It was crowded like sardines in a line in the compartment. Not only that, every inch of the foot board had been occupied by standing passengers. Nearly every compartment was crowded, every foot board was crowded ; only they had not gone up to the top of the train and sit there. But people still are rushing to catch trains. This takes place even in Delhi where the Railway Minister is there. I do not know when the assurance about the amenities of railway passengers will be fulfilled. Certainly first class travel should be abolished, but I think it should be done not in 15 months but in 3 months, provided you adopt a bold policy and not try to give them air-conditioned coaches in place of first class coaches.

Take the question of opening of new railway lines. Government has provided only about Rs. 50 lakhs for the laying of new lines. I do not consider that Government has got any plan regarding new construction. Even if they have, they have not put it before us. They are speaking so much of a National Plan of 5, years but, as far as I see, they do not have any plan even about the railways. There are tracts in the country where the railway communications are very little. I come from Hyderabad and Andhra. There is a feeling that the railways there should be developed, especially from Hyderabad to Machrala, Mach-rala to Ongole and then *via* Kanigin to Badvel, Cuddappah and Madanapalle linking up to Bangalore also. It is in

the midst of Andhra districts. 'Where there is no rail communication whatsoever, even then there is no mention ' of any plan, whether under consideration or whether to build it at all and if so in how many years. There was a great deal of agitation and it was repeatedly brought to the notice of Government that a metre gauge connection from the north to south should be built from Khandwa to Hingoli, and Chamrajanagar to Mettupalayam, Government does not do anything. From time to time we read in the press that these are under consideration of the Government, but Government does nothing. Similarly, there is Sambalpur in Orissa to be linked up with Cuttack. Similarly, also, there is agitation that the Titlagarh station on the Raipur-Vizagapatam line should be linked with Sambalpur. We can go on giving instances of huge tracts where there is no railway line whatsoever. Why cannot the Railway Ministry have a five-year plan or ten-year plan and say these are the railway lines which we are going to build and this is the priority with which we are going to take it up ? Why cannot they come out with such a plan ? The Government does not do this and only provides a meagre sum of Rs. 5 1/2 lakhs just as a token. They do not take it seriously at all.

Now, I come to the zonal system. We want the zonal system in India instead of so many State Railways, so many dispersed Railway Companies that we used to have. It is good that we are having only 6 zones, but the way in which the zones have been organised is very highly objectionable. It is on the zonal question there was heated debates in both the Houses. The heated debates came especially on the formation of the Northern Zone and the Eastern Zone but the main objection to the formation of zones is this. They say that they have formed railway zones on the basis of economic, administrative efficiency, flow of traffic and the economic affinity of the area. I do say that these very things which the Railway Ministry has mentioned in their reports have not been carried out in any one of the zones.

[Shri P. Sundarayya.] Take, for instance, the Southern Zone. It would have been all right if the ex-Hyderabad State Railway had been included in the Southern Zone. Then it would have been equally divided between four different languages, Carnatic, Andhra, Tamil and Malayalam. Though the present zone is economically big enough to administrate, if that had been included, their economic affinity would have been close. Take the way in which the zones have been formed. The railways that run through the Telugu-speaking area are divided into three zones with the result that the economy—the trade and commerce—in Andhra is diverted instead of being unified. Instead of unification of all the Telugu-speaking people, it is dividing it. Not only that, the working classes that work on the railways that run through the Telugu area have been divided into three different zones where they have to work along with other people whose language they do not know. Even the organisation of a strong trade union movement without which there can be no defending of the demands of the railway workers, even that becomes very difficult. Everybody who had got any connection with the Railway labour movement, especially the M. S. M. Railway Labour Union which has to cater to the Carnatic, Tamil and Andhra working classes knows how difficult it has been to conduct the General Body Meeting or Conference or even Council meetings. My friend, Mr. Guruswami, can testify to these things. So it could have been done very easily without changing their own basic principles.

Similarly, take the Northern Zone itself. I cannot understand why the Bikaner Railway which is a part of Rajasthan should be linked up with Delhi and the other Railways in Rajasthan with the Western Zone. If for military or strategic purposes they wanted to keep the Bikaner Railway along with the Northern Zone, they could very well have kept the other Rajasthan Railways also with the Northern Zone. Or they could have taken the Bikaner Railway and put it in the

[Western Zone itself. But why divide the Railways which run in one Province and why all this kind of unconnected and uncoordinated zones ?

Similarly, with regard to the Eastern Zone, there was so much of criticism. All that the Railway Minister has said is that he will consider it after a year or two if he finds that they will not properly function. Then only he will consider it. He says "We can change it later on." But why does he not think on the basis of the principles which he has himself enumerated ? An Eastern Zone with Calcutta as Headquarters could have been much more acceptable to the various demands. The ex-Assam Railways and the Railways of the North Bihar have been linked up with Calcutta, and the whole block has been made Eastern Zone. Whatever fear there was among the Railway employees, among the general public, one was that there would be too many transfers from which they would suffer. From the trade angle also there would be difficulty. The flow of traffic is from Assam to Calcutta and from North Bihar to Calcutta. Why should those Railways have their Headquarters at Gorakhpur ? Why can't they have their Headquarters at Calcutta ? It is true that the Railways in U.P. could have a separate zone if they wanted, or the Metre Gauge section of the Northern Zone which lies in the U. P. could have been linked up with Delhi itself so that it would have satisfied the economic conditions of the area and would have taken into consideration the interests of trade and commerce. At least this could have been considered seriously by the Railway Ministry. The Railway Minister refused even to take notice of these things. If even these ideas do not come into their mind, it is because they do not consider it right to keep the linguistic areas unified as far as possible, in their railway schemes or in their postal schemes or, as a matter of fact, in their University schemes. It is a thing about which I will have to speak later, on another subject. But in all these things Government is making a systematic effort to see that unity

on the basis of language and economic affinity of linguistic areas is disturbed, is taken away from the consciousness of the people. It is towards this that Government is making a systematic effort and it is because of this thing that even when the Railway Administration would benefit by grouping similar linguistic areas, they are persistently refusing to do it. Thereby not only are they raising a big public agitation but are also making the employees very disgruntled. Last time, on the Railway Budget debate, I raised the point that there should be no transfers of employees from one linguistic area to another linguistic area, because it would be difficult for them to acclimatise themselves in a new environment where they do not even know the language. The Railway Minister promised that they would not be transferred, but said that that applied to the Eastern Zone only and not to the Southern Zone. Because the Southern Zone had not agitated earlier there was no difficulty there and there the employees can be transferred to any corner of the Zone. After that also, when I raised the question whether the Railway Minister was going to consider it, it was said that the question did not arise at that time. It does not seem that the Railway Minister is considering it. The transfers go on and discontent grows. These are some of the points which I want to bring to the notice of Government. Once again this has been brought to the notice of Government in the course of discussion both here as well as in the other House, but I do not see that Government has benefited by our discussion. Government has got its majority and it wants to utilise this majority and go ahead with its own plans. I think that is not the way in which an efficient Government should be run ; it is not the way in which a democratic Government should function.

SHRI O. SOBHANI (Hyderabad) : I rise to make a few suggestions for the consideration of the Minister for Railways. I belong to Bombay and represent Hyderabad in the House. I feel that I would not be serving the

interests of my constituency if I did not place before this House and the hon. Railway Minister certain legitimate grievance of the people of the State

I represent. The Nizam's State Railway was an efficiently managed organisation. Now it is linked with the Central Zone and according to reports, efficiency has not increased ; on the contrary it is said that it has slightly deteriorated, and there is no economy at all. Sir, until recently we had, as high officials, gentlemen who had been trained in England and Europe ; most of them had been sent to foreign countries for training as State's scholars. Now they have been placed, in some cases, under junior officials. I was told recently—I say this, subject to correction,—that there are four or five Deputy Engineers, for the whole Central Zone who control the entire system from Bombay and that the local officials have to play second fiddle to the officials in Bombay. Sir, I am not speaking on behalf of any official. I am trying to lay before the House and the Railway Minister, the feelings of the local staff. I recently travelled from Secundrabad to Cape Comorin and back *via* Mangalore and Goa, and all along the line I learnt that there was a certain amount of dissatisfaction at the way the zonal system was operating. I hope that the hon. Minister, when he visits us next, will give an opportunity to the people concerned to place their grievances before him.

There is an extreme shortage of wagons in Hyderabad which Sir, you know, is a very important industrial State ; we have paper, textiles, sugar and several other industries. I was told recently that we had to get sugar from Bombay and Bihar while about 2 lakhs of maunds of sugar were lying at Bodhan where we have one of the largest sugar factories in India. The other day I learnt that the shortage of wagons is made worse by mishandling. I was told by an official of the sugar factory that certain wagons were being sent empty from Bodhan to Nanded—an important textile centre. He had pleaded with the authority that he should be allowed to send sugar from Bodhan to Nanded in those

, [Shri O. Sobhani.] empty wagons, but he was told that according to orders from the higher authorities, the wagons had to go empty to Nanded. This instance, if it is correct, shows that there is some bungling somewhere, and that a difficult situation is made worse by red tape. Sir, I have listened very attentively to the speech of the hon. Minister who preceded me and I was very glad that he made one or two very constructive suggestions. If the Members on the opposition side, were to follow his example and make constructive suggestions, they would be doing excellent service to the country.

The Nizam's State Railway Board had a scheme to link up Hingoli to Khandwa. I do not know why this scheme has not been put into effect.

Another point which I would like to mention is the urgent necessity for linking up Latur Road with Kurduwadi. We have a railway line called the Barsi Light Railway which was to have been acquired by the old Hyderabad Government and converted into a broad gauge railway. This would have brought the whole of the cotton belt of Hyderabad much nearer to Shola-pur and Bombay. I trust the hon. Minister would examine this proposal and see what can be done about it.

Sir, when the Railway Budget was being discussed in this House it was mentioned that 16 light railways had been dismantled during the war, and the Railway Minister had assured the House that he was considering the question of reinstating some of these lines. In this connection I would make a suggestion, that instead of restoring these light railways, the hon. Minister should consider the possibility and the economy of installing what are known as guideways—single track railways. I believe there is a small line—about 40 miles long—somewhere in Saurashtra which is net an economic unit, I understand, Sir, that guideways, are especially suitable for carrying grain, oil seeds, sugar cane etc. and I commend this suggestion to the Railway Minister for careful consideration.

SHRI T. PANDE (UTTAR PRADESH) :

श्री टी० पाण्डे (उत्तर प्रदेश): माननीय अध्यक्ष महोदय, मैं उत्तर प्रदेश के पूर्वी जिले का निवासी हूँ। इस स्थान के रेलवे के नाम में तो परिवर्तन हो गया है मगर उसके काम में अभी तक कुछ परिवर्तन नहीं हुआ है। पहिले इस जगह पर जो रेल चलती थी उसका नाम वी० एन० डब्लू० रेलवे था, उसके बाद ओ० टी० रेलवे हुआ और अब उसका नाम नार्थ ईस्टर्न रेलवे हो गया है। उसके नाम में तो अवश्य परिवर्तन हो गया है मगर काम में अभी तक किसी प्रकार का परिवर्तन नहीं हो पाया है। जब मैं ट्रेन में भीड़ होने के बारे में यहां पर सजेसनों (suggestions) को सुनता हूँ कि यह होना चाहिये और वह होना चाहिये तो मुझे उस समय यह आश्चर्य होता है कि रेलों में भीड़ आजकल बहुत बढ़ रही है और लोग बोर्ड पर चलते ही जा रहे हैं, मगर सरकार की ओर से इस तरह की कोई भी कार्यवाही नहीं की गई है कि इस चीज़ को रोक़ा जाय। इस तरह की भीड़ हमारे इलाके में एक साधारण सी बात है और इसको वहां साधारण सी बात समझा जाता है। यदि कोई महाशय इन क्षेत्रों का दौरा करें तो उनको स्वयं मालूम हो जायेगा और वह देखेंगे कि किस तरह से वहां के इलाके में लोग रेलों की छतों पर और फुटबोर्ड पर सफर करते हैं। शायद ही कोई ऐसी ट्रेन हो जो कि इस तरह के मुसाफ़िरो से भरी हुई न हो। जो गाड़ियां गोरखपुर से मुजफ़्फरपुर और बनारस से मुजफ़्फरपुर जाती हैं, वे हमेशा इस तरह के मुसाफ़िरो से भरी हुई रहती हैं। इन गाड़ियों में लोग छतों पर और फुटबोर्ड पर चढ़ते हुए चले जाते हैं। इस तरह से स्त्री और पुरुष छतों पर और फुटबोर्ड पर चढ़ते हुए चले जाते हैं। इस तरह के दर्दनाक दृश्य को देखकर दया आती है। मैं माननीय मंत्री जी से यह प्रार्थना करूंगा कि वे अत्यन्त शीघ्र कोई न कोई प्रबन्ध करें जिससे कि मुसाफिर छत पर न

चढ़ सकें। साथ ही साथ सरकार को उनके लिये बैठने का उत्तम प्रबन्ध करना चाहिये।

एक बार जब मैं सफर कर रहा था तो उस वक्त का किस्सा मैं आपके सामने रखना चाहता हूँ। मैं सोनपुर से मुजफ्फरपुर जा रहा था तो लोग उस ट्रेन में फुटबोर्ड और छतों पर चढ़े हुए थे। उस गाड़ी में पुलिस और मैजिस्ट्रेट का इन्तजाम था। उन्होंने मुसाफिरों को छत और फुटबोर्डों से उतार दिया। उस ट्रेन में एक बरात जा रही थी। दूल्हा तो उस गाड़ी में आगे तक सफर करता रहा मगर उसके बराती और सम्बन्धी बहुत से गिरफ्तार हो गये और जेल में भेज दिये गये। बड़ी मुसीबतों के बाद उन लोगों को छोड़ा गया। इसलिये मेरा नम्र निवेदन है कि गाड़ियों में इस तरह का प्रबन्ध होना चाहिये जिससे कि लोग अच्छी तरह से बैठ सकें और तब तक टिकट न दिये जायें जब तक यह न मालूम कर लिया जाय कि उस गाड़ी में और लोगों के बैठने के लिये स्थान है या नहीं।

आजकल जनता ट्रेनों में ज्यादा सफर करने लगी है, बनिस्बत पिछले ५० सालों के। मगर उनको सफर में किसी प्रकार की सुविधा नहीं दिखाई देती है। जिस क्षेत्र का मैं रहने वाला हूँ उसमें उत्तर प्रदेश के पूर्वी जिले और बिहार का कुछ हिस्सा शामिल है। इन क्षेत्रों में बस आदि का कोई प्रबन्ध नहीं है। इसका कारण यह है कि सड़कें अच्छी नहीं हैं। सिवाय रेल के और कोई साधन हमारे पास इधर जाने का नहीं रह जाता है। इसलिये मेरा यह नम्र निवेदन है कि सरकार को इस प्रकार का प्रबन्ध करना चाहिये, जिससे कि रेलों में सफर करने में सुविधा हो जाये और जनता को किसी प्रकार का कष्ट न हो। इसके साथ ही साथ मैं माननीय मंत्री महोदय का ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि सरजू नारायणी और गंगा के जो पुल हैं उनसे

भी, रेलों में भीड़ होने के कारण, जन-हानि हो रही है। इसका कारण यह है कि लोग रेलों की छतों और फुटबोर्डों पर चढ़कर जाते हैं। उन लोगों के दिमागों में यह बात नहीं आती है कि हमको पुल भी पार करना होगा। जिस समय पुल से गाड़ी जाती है तो बहुत से लोग जो रेल की छतों और फुटबोर्डों पर चढ़े हुए होते हैं, उनके शरीर का भाग पुल से टकराता है और उन लोगों की मृत्यु हो जाती है। इस तरह की घटनाओं की खबरें कभी अखबारों में आती हैं और कभी नहीं आती हैं। रेलवे विभाग की ओर से इस तरह का कोई भी प्रबन्ध नहीं किया जाता है कि उस अभाग आदमी के परिवार को कुछ दिया जाय और न उन लोगों को ही इस बात का पता है कि रेलवे विभाग की ओर से कोई 'कम्पेन्सेशन' (compensation) मिलता है। वे लोग मौत के घाट उतार दिये जाते हैं; इसलिये मैं सरकार से प्रार्थना करूंगा कि इस तरह के लोगों के लिये कुछ न कुछ प्रबन्ध अवश्य किया जाना चाहिये।

यह सच है कि रेलवे में क्षेत्र विभाजन की बहुत आलोचना हुई है लेकिन मेरा यह विश्वास है कि यह योजना बहुत ही उत्तम है। गोरखपुर जो ईस्टर्न जोन (Eastern Zone) का सदर दफ्तर बनाया गया है वह बहुत ही सोच समझकर बनाया गया है। यह स्थान उत्तर प्रदेश, आसाम और बिहार सब के लिये उत्तम जगह है। इन प्रान्तों की जनता ने इस प्रबन्ध का स्वागत किया है और इसको अत्यन्त उत्तम बतलाया है और वह उसका अभिनन्दन करते हुए सरकार को इस कार्य के लिये बधाई देती है।

एक विशेष सुविधा के लिये मैं कुछ बातें आपके सामने अर्ज करना चाहता हूँ और आपका ध्यान भी इस ओर आकर्षित करना चाहता हूँ। आज से ५० वर्ष पहिले जिन रेलवे स्टेशनों में वेस्टिंग रूम नहीं थे, उन पर आज भी मुसाफिरों की सुविधा के लिये किसी प्रकार का

[Shri T. Pande.]

वेटिंग रूम नहीं बनाया गया है। सरकार को इस प्रकार का प्रबन्ध करना चाहिये कि लोगों को आराम और सुख मिल सके। इस ओर ध्यान देना बहुत ही जरूरी है। मैं सरकार का ध्यान बलिया के सुरेमनपुर स्टेशन की ओर दिलाना चाहता हूँ। यह एक बहुत बड़ा स्टेशन है। इस स्टेशन पर लाखों आदमी उतरते और चढ़ते हैं। मगर वहाँ पर न पहले दर्जे का, न दूसरे दर्जे का और न तीसरे दर्जे का ही कोई वेटिंग रूम है। तो मैं सरकार से प्रार्थना करूँगा कि वह इस ओर अवश्य ध्यान दे और वहाँ पर जल्दी ही कुछ न कुछ प्रबन्ध करे। दूसरी बात वहाँ के विषय में यह है कि माल के डिब्बे कम होने के कारण वहाँ पर माल जल्दी नहीं पहुँचता है। यही कारण है कि वहाँ पर गल्ले की कमी हमेशा रहती है। अतिवृष्टि और अनावृष्टि के कारण और बाढ़ के कारण भी वहाँ पर फसल खराब हो जाती है और गल्ले की कमी रहती है। इसका परिणाम यह होता है कि बाहर से सामान आये बगैर वहाँ की जनता का दुःख दूर नहीं किया जा सकता है। सरकार ने गल्ले के मंगाने का प्रबन्ध तो कर लिया है मगर कोयला न होने की वजह से मकानों के लिये ईंट बनाने में बहुत ही दिक्कत का सामना करना पड़ रहा है। कोयला न होने की वजह से लोग पेड़ों को काटकर कोयले का काम ले रहे हैं और इससे भी काफ़ी नुकसान हो रहा है। बलिया के आस-पास और कोई ऐसा स्टेशन या शहर नहीं है जहाँ से ये चीज़ें आ सकें। उसके आसपास केवल मुकामाघाट है और वहाँ से ही सब चीज़ें लानी पड़ती हैं। इसी तरह से हमको बक्सर से भी चीज़ों को लाना पड़ता है। मुकामाघाट और बक्सर से हमको सामान मोटरों और नावों में लाना पड़ता है जिससे खर्च ज्यादा पड़ता है। इसलिये सरकार से मेरा यह नम्र निवेदन है कि वह ज्यादा से ज्यादा डिब्बों का बन्दोबस्त करे, ताकि सामान पहुँचने में आसानी हो

जाय। सरकार को कोई इस तरह का प्रबन्ध करना चाहिये कि बनारस से सामान बलिया के किसी क्षेत्र में आ जाय। इस तरह से कोयला जब आ जायगा तो लोगों को ईंट की जो मुश्किल हो रही है, वह भी दूर हो जायगी और व्यर्थ ही जो पेड़ काटे जा रहे हैं वह भी बच जायेंगे। जनता को मकान बनाने में जो दिक्कत पेश आ रही है वह भी दूर हो जायगी और कोयला होने की वजह से कारखाने भी आसानी से चल सकेंगे।

अब मैं एक बात और आपके सामने रखना चाहता हूँ। गोरखपुर, लखनऊ और कानपुर से तो मेल ट्रेन और एक्सप्रेस ट्रेन चलती रहती हैं, मगर बनारस और छपरा के बीच में न कोई मेल ट्रेन चलती है और न कोई एक्सप्रेस ट्रेन चलती है। इससे जनता को बहुत मुश्किल का सामना करना पड़ता है। इसलिये सरकार से यह नम्र निवेदन है कि बनारस और छपरा के बीच इस तरह की गाड़ी चलाने के बारे में वह कोई न कोई प्रबन्ध अवश्य करे। यह न हो कि मौजूदा गाड़ियों में से किसी को मेल ट्रेन बना दिया जाय, बल्कि अतिरिक्त मेल गाड़ी बनारस और छपरा के बीच में चलनी चाहिये। आशा है, सरकार इन मुझावों पर अवश्य ध्यान देगी और इनको अवश्य पूर्ण करेगी।

[For English translation, see Appendix II, Annexure No. i.]

SHRIMATI SAVITRY NIGAM
(Uttar Pradesh):

श्रीमती सावित्री निगम (उत्तर प्रदेश):
चेयरमैन महोदय, रेल तथा यातायात विभाग का हमारे देश के नव-निर्माण में एक महत्वपूर्ण स्थान है। इसमें कोई सन्देह नहीं है कि इन पांच वर्षों में हमारे भूतपूर्व रेलवे मिनिस्टर तथा वर्तमान रेलवे मिनिस्टर ने इस विभाग में अनेक प्रकार की उन्नति की है और उसका विकास किया है।

इस काम के लिये हमें दोनों ही माननीय मिनिस्टर्स को बर्धाई देनी चाहिये।

किन्तु आजकल तीसरे दर्जे की यात्रा करने के पश्चात् कोई भी व्यक्ति यह नहीं सोच सकता है कि रेलवे विभाग विकास की ओर अग्रसर हुआ है। तीसरे दर्जे के यात्रियों को आजकल जिन कठिनाइयों का सामना करना पड़ता है वह वर्णन करने योग्य नहीं है। उनको बैठने के लिये जगह नहीं मिलती है। भीड़ होने की वजह से उनका सामान चुरा लिया जाता है। कभी कभी तो डिब्बों में इतनी भीड़ होती है कि लोग बेहोश हो जाते हैं और यह तो आजकल साधारण सी बात हो गई है। इसलिये आज तीसरे दर्जे वाला यात्री स्वप्न में भी यह अनुमान नहीं लगा सकता है, स्वप्न में भी यह नहीं सोच सकता है कि हमारे देश में रेलवे विभाग किस प्रकार की उन्नति कर रहा है।

इसमें सन्देह नहीं है कि तीसरे दर्जे के डिब्बे बढ़ाये जा रहे हैं ताकि भीड़ कम हो। लेकिन जब तक यह व्यवस्था पूरी तरह से नहीं होती, और उसको पूरा करने में काफ़ी समय लग सकता है, तब तक सरकार तत्कालीन सुधार कर सकती है। इस तरह के अगर वह सुधार करेगी तो तीसरे दर्जे के यात्रियों को सुविधा मिल सकती है। इसके साथ ही साथ रेलवे विभाग को भी अनेक प्रकार के लाभ हो सकते हैं।

तीसरे दर्जे के प्रत्येक डिब्बे में एक एक कन्डक्टर नियुक्त कर दिया जाय जिसका काम सिर्फ यह देखना हो कि उस डिब्बे में ज्यादा मुसाफिर तो प्रवेश नहीं कर रहे हैं। उसका यह देखना भी कार्य होगा कि मुसाफिर जो अपने साथ सामान लाते हैं वह ज्यादा तो नहीं है, किसी ने ज्यादा सामान तो ठूस ठूस कर नहीं भर दिया है। इससे रेलवे विभाग को यह फायदा होगा कि जो लोग बर्बर बुक कराये सामान को ले जाते हैं वह ऐसा न कर सकेंगे। इसके

15 C.S. Deb.

अतिरिक्त उसका यह भी काम होगा कि जो लोग डिब्बों में आराम से सोते हुए चलते हैं और दूसरों को नहीं बैठने देते, उनको वह रोके। दूसरी ओर स्त्री और पुरुषों को, जिनके साथ छोटे-छोटे बच्चे भी होते हैं, सफर करते वक्त खड़ा ही रहना पड़ता है। इस तरह से कन्डक्टर रखने से यात्रियों को यात्रा में बहुत सुविधायें हो जायेंगी, केवल सुविधा ही नहीं हो जायेंगी, बल्कि जानमाल की भी रक्षा हो जायगी।

अक्सर देखा जाता है कि बहुत से यात्री सफर करते समय रेलवे अधिकारियों से मिल जाते हैं या वह टिकट कलेक्टर से समझौता करके दो, चार या एक-डेढ़ रुपया देकर बड़ा लम्बा सफर कर लेते हैं और उन पर कोई रोक-थाम नहीं हो पाती। इसी प्रकार वे तमाम सामान जो कि रेलवे को किराया देकर ले जाना चाहिये, डिब्बों में कुली को थोड़ा सा पैसा देकर या टिकट कलेक्टर को थोड़ा सा पैसा देकर ले जाते हैं। यदि कन्डक्टर की नियुक्ति हो जायेगी तो इसके साथ साथ कि टिकट सफर करते हुए यात्री पकड़े जायें, यह भी होगा कि नाजायज तरीके से सामान ले जाने वाले भी आसानी से पकड़े जा सकेंगे। और रेलवे विभाग की आय बड़ी मात्रा में बढ़ जायेगी।

SHRIMATI SHARD A BHARGAVA
(Rajasthan):

श्रीमती शारदा भागव (राजस्थान) :
कन्डक्टर पैसा ले सकता है।

SHRIMATI SAVITRY NIGAM :

श्रीमती सावित्री निगम : कन्डक्टर का भ्रष्टाचार में पकड़ा जाना बड़ा आसान होगा। टिकट कलेक्टर भी पकड़े जा सकते हैं लेकिन एक ट्रेन में दो टिकट कलेक्टर रहते हैं और उनके पास यह कहने का मौका रहता है कि मैं क्या कर सकता हूँ, लेकिन जब एक डिब्बे के लिये एक कन्डक्टर इंचार्ज होगा और जहाँ से ट्रेन प्रारम्भ होती है वहाँ से लेकर जहाँ वह खत्म होती है, उसकी निगरानी बराबर करता रहेगा, तो कोई

[Shrimati Savitry Nigam.]

एक्सव्यूज नहीं हो सकता। इसके अतिरिक्त पूरे ट्रेन भर के कंडक्टरों को इन्स्पेक्ट करने के लिये एक इन्स्पेक्टर मुक़र्रर कर दिया जाय ताकि अगर कहीं कंडक्टर कोई बेईमानी करता है तो उसको रोका जा सके। मैं समझती हूँ कि जो मौजूदा टिकट कलेक्टर हैं उन्हीं के स्टाफ़ को थोड़ा सा बढ़ा कर कंडक्टरों में परिवर्तित कर दिया जाय तो बड़ी आसानी से काम हो सकता है।

इसके अतिरिक्त मुझे एक और पुर्वशेष बात पर माननीय रेलवे मिनिस्टर का ध्यान आकर्षित करना है। वह यह है कि पिछले सौ वर्षों से हमारे देश में बाढ़ें बहुत आने लगी हैं और इसका कारण भी स्पष्ट हो चुका है कि जिस समय रेलवे लाइंस का निर्माण हुआ था उस समय हमारे ब्रिटिश प्रभुओं ने इस बात का बिल्कुल ध्यान नहीं रखा कि वे देश के ढाल और नदियों के बहाव का ध्यान रखते हुए रेलवे लाइंस का निर्माण करें। इसीलिये पिछले सौ वर्षों में बाढ़ों की संख्या बहुत बढ़ गई है। यदि माननीय रेलवे मंत्री एक छोटी सी कमेटी बना कर इस बात का पता लगा लें कि कहां कहां कलवर्ट्स बनाने से बाढ़ को रोका जा सकता है, तो तमाम बाढ़-पीड़ित क्षेत्रों को बड़ा आराम हो जायेगा। कलवर्ट्स (culverts) के अभाव के कारण तमाम फसलें नष्ट हो जाती हैं, तमाम गांव डूब जाते हैं और वे गांव जहां कोई नदी नहीं है और जहां वर्षा के पानी का उचित बहाव न होने के कारण और कलवर्ट्स न होने के कारण हर साल बाढ़ से पीड़ित हो जाते हैं और जहां तमाम खेती नष्ट हो जाती है, बहुत कष्ट है। इसके अलावा रेलवे की लाइंस भी कलवर्ट्स के न होने के कारण जल्दी जल्दी खराब हो जाती हैं और उन की मरम्मत बड़ी जल्दी जल्दी करनी पड़ती है, क्योंकि उनमें पानी स्थिर होकर भरा रहता है। यदि माननीय रेलवे मंत्री एक कमेटी की मदद से पता लगा लें कि किन स्थानों पर

कलवर्ट्स के बनाने की जरूरत है तो वह देश को बहुत बड़ी तबाही से बचा सकेगा।

एक दूसरा सुझाव मुझे रेलवे दुर्घटनाओं के सम्बन्ध में देना है। रेलवे दुर्घटनायें देश के लिये बड़े ही दुर्भाग्य का विषय होती हैं। आप देखते ही हैं कि हमारे रेलवे विभाग के तमाम प्रिकौशंस (precautions) लेने के बावजूद भी रेलवे दुर्घटनायें होती रहती हैं। इसलिये मेरी माननीय रेलवे मंत्री से प्रार्थना है कि वह एक रेलवे दुर्घटना रिसर्च ब्यूरो (Research Bureau) बनायें, जिसमें तमाम देश के बुद्धिमान व्यक्ति, रेलवे के रिटायर्ड (retired) अधिकारी तथा कुछ साइंटिस्ट (scientist) मिल कर इस बात का पता लगायें कि रेलवे दुर्घटनाओं के मुख्य कारण क्या हैं और किस प्रकार ये दुर्घटनायें रोकी जा सकती हैं। जब यह रिसर्च ब्यूरो एक अन्तिम निश्चय पर पहुंच जाय, तो उनके तमाम डाइरेक्शंस (directions) को, आदेशों और निर्देशों को, एक पुस्तिका के रूप में छपवाया जाय और हिन्दुस्तान के तमाम स्टेशनों पर उसे बांटें और स्टेशन मास्टरों को आदेश दें कि वे अपने यहां छोटे से कुली, टोकन पोर्टर (token porter) से लेकर बड़े से बड़े अफसर सब को बुला कर एक सभा करें और उसमें रिपोर्टें में दिये हुये आदेशों को बतायें कि इस प्रकार दुर्घटनाओं को रोका जा सकता है। ये बात सच है कि दुर्घटनायें बड़े-बड़े अफसरों की गलती के कारण ही नहीं होती हैं बल्कि छोटे-छोटे से सिगनलमैन (signalman) और टोकन पोर्टर की गलती की वजह से भी हमारे देश में वीभत्सकारी दुर्घटनायें हो जाती हैं। इसके अलावा तमाम रेलवे अधिकारियों को आदेश दिया जाय कि वे इस सम्बन्ध में जो पुस्तकें हैं उनको पढ़ें और उनकी परीक्षा हो। जो परीक्षा में उत्तीर्ण हों उनको सनद दी जाय और प्रोत्साहित किया जाय, ताकि वे दुर्घटनाओं को रोकने में बराबर तत्पर रहें।

और उन नियमों को दाद रखें जो कि दुर्घटनाओं के लिये जिम्मेदार होते हैं, अर्थात् जिनके कारण दुर्घटनाएँ होती हैं।

एक छोटी सी बात ठंडे पानी के सम्बन्ध में निवेदन करनी है। पानी का आजकल जो स्टेशनों पर प्रयत्न किया जाता है, वह बिल्कुल उपयुक्त नहीं है और उसमें तमाम दोष रहता है। छोटे-छोटे स्टेशनों पर अक्सर देखा जाता है कि बेहद गंदा पानी कुंभों का निकाला हुआ लोगों को मिलता है जिसमें बहुत सी बीमारियों के कीड़े भी रहते हैं। इसमें काफी खर्च भी रेलवे विभाग को उठाना पड़ता है। अगर इसके बजाय यह कर दें कि रेल में यात्रा करने वालों के लिये एक कोल्ड स्टोरेज प्लांट (cold storage plant) इंजन में या किसी डिब्बे में लगा दें और उसकी टूटी, उमका टैप, बाहर रख दें तो यात्री लोग बड़ी आसानी से ठंडा पानी प्राप्त कर सकते हैं। यह भी हो सकता है कि जो आइस वेंडर कम्पार्टमेंट (Ice Vendor Compartment) होता है और जहाँ कि पैसे लेकर यात्रियों को कोल्ड ड्रिंक (cold drink) बेचा जाता है, वहाँ यदि सरकारी तौर पर ठंडे पानी की व्यवस्था कर दी जाय और एक कोल्ड स्टोरेज (cold storage) बना दिया जाय तो यात्रियों को सुविधा मिल सकती है और जो पानी उन्हें मिलेगा वह प्योर (pure) होगा।

इससे अतिरिक्त मुझे एक छोटा सा सुझाव थर्ड क्लास का फ्रेयर घटाने के सम्बन्ध में देना है। मुझे ऐसा पता चला है कि हमारे माननीय रेलवे मिनिस्टर इस ओर स्वयं उत्सुक हैं कि कोई ऐसी व्यवस्था हो कि अब अधिक से अधिक थर्ड क्लास के डिब्बे बनें और जनता एक्सप्रेस ही ज्यादा चले और जिस प्रकार के डिब्बे जनता एक्सप्रेस में लगते हैं वे और गाड़ियों में लगे तथा जहाँ रेलवे की नई शाखाएँ खोली जायें वे ऐसी हों कि उनमें कोई क्लास न हो,

यानी जैसी कि जनता एक्सप्रेस है। लेकिन फिलहाल मौजूदा स्थिति में इस काम में काफी समय लगेगा इसलिये अभी यह किया जाय कि थर्ड क्लास का किराया थोड़ा घटा दिया जाये और फर्स्ट क्लास का किराया तथा सेकेंड क्लास का किराया थोड़ा बढ़ा दिया जाय। इससे हमारी गरीब जनता को लाभ होगा, क्योंकि फर्स्ट क्लास और सेकेंड क्लास के यात्री बड़ी आसानी के साथ थोड़ा किराया दे सकते हैं और उन पर आर्थिक दबाव नहीं पड़ेगा।

इसके बाद मैं अपने विरोधी दल के भाइयों से थोड़ा सा निवेदन करना चाहती हूँ जो कि अक्सर देखा जाता है कि अपोजीशन फार अपोजीशन सेक (opposition for opposition sake) करते हैं, बिना मतलब की बातों में छिद्रान्वेषण करने लगते हैं। अगर वे ब्राड माइन्ड (broad mind) से चीजों को देखें और कांस्ट्रक्टिव सजेरेंस (constructive suggestions) दें और यह बतायें कि यह दोष है और इनको मौजूदा स्थिति में आप इस प्रकार से दूर कर सकते हैं तो वह रेलवे विभाग के साथ साथ जनता को भी लाभ पहुंचायेंगे। अभी हमारे एक मित्र ने रेलवे मिनिस्टर की भोलायत यात्रा के सम्बन्ध में एक रिमार्क किया है, उसके विषय में मुझे कहना है कि उन्होंने इस पर बिल्कुल ब्राड माइन्ड से विचार नहीं किया। यदि वह ध्यानपूर्वक देखेंगे तो वह पायेंगे कि हमारे रेलवे मिनिस्टर ने सेलून कार में ट्रेवल (travel) न करके एक बड़ा आदर्श जनता के सामने और रेलवे के अधिकारियों के सामने रखा है, जो कि सेकेंड क्लास में यात्रा कर सकते हैं, फिर भी सेलून कार में यात्रा करते हैं। हमारे रेलवे मिनिस्टर पेनी वाइज और पाउन्ड फुलिश (penny wise and pound foolish) में विश्वास नहीं करते। यह मैं मानती हूँ कि उससे रेलवे को पांच हजार का नुकसान हो गया, लेकिन वह पांच हजार का नुकसान करके जनता का पचासों हजार रुपया बचा लेंगे, यदि उनके

[Shrimati Savitry Nigam.]

इस आदर्श को और लोग मानना प्रारम्भ कर दें। जो उन्होंने स्वयं किया है कि सेकेंड क्लास में सेलून कार के होते हुये भी यात्रा की है उसी प्रकार यदि हमारे देश के वे व्यक्ति, वे अधिकारी जो सेलून कार में यात्रा करते हैं, उनका आदर्श मान कर, उनका उदाहरण मान कर सेकेंड क्लास में यात्रा करने लगे तो देश की काफ़ी सम्पत्ति बच सकती है और इससे जनता की सम्पत्ति बचेगी। इसलिये मुझे बड़ा अफ़सोस है कि हमारे विरोधी भाइयों ने इस पर ब्राड माइन्ड से बात नहीं की। किसी व्यक्ति के किस कार्य में क्या मोटिव (motive) है उसको देखने की तकलीफ़ किये बग़ैर आलोचना करना अदूरदर्शिता प्रमाणित करना है। हमारे दूरदर्शी मिनिस्टर ने जो एक आदर्श कायम किया है वह निस्सन्देह प्रशंसनीय है।

मैं पुनः अपने माननीय रेलवे मिनिस्टर साहब का ध्यान इन तमाम बातों की तरफ आकर्षित करती हूँ जिनको पूरा करके वे जनता की संचमुच तात्कालिक सहायता कर सकते हैं और थर्ड क्लास के यात्रियों को बहुत अधिक सुविधायें प्रदान कर सकते हैं।

[For English translation, see Appendix II, Annexure No. 2.]

SHRI P. C. BHANJ DEO : May I just explain, Sir ? I made those remarks not in any destructive spirit. As a matter of fact, I praised the Minister for setting an example, but I said that he should have also, at the same time, seen to it that the public exchequer did not suffer.

SHRI C. G. K. REDDY (Mysore) : Sir, there are many things that can be said about the detailed policies of the Railway Administration, but it would appear to be only redundant and useless, nor do I feel called upon to dwell on the partiality towards upper class travel, because by their very nature, this Government admittedly and otherwise too is well-known for its partiality to the privileged, not only

with regard to the Railway Administration but with regard to every other department of Government. Therefore, I shall only refer today to what I feel to be certain administrative changes which should be made in order to make it possible for the railways to serve better not only the public but also all the other interests that are vitally interested in the railways of India.

I find, Sir, under the Railway Board there is a grant of Rs. 32,97,000. Now, we are all well aware that the railways in India are a nationalised undertaking. I should like to point out to this House that the words "nationalisation" and "nationalised undertaking" are outdated ideas.

If there would be no change whatever in the manner in which the administration is carried on, then it is something that we do not aspire for. I say so, because there is hardly any change. Instead of having company directors, you have a Government directorate, which works in the same manner, which works more or less like a company which carries on business for profit and which wants to put before us a picture as false and misleading as any annual report of a company in this country.

I should like to draw the attention of the Government and of the hon. Railway Minister to the manner in which in a real democratic country, a nationalised undertaking is run.

May I draw his attention, for in-stance, to the National Coal Board of Great Britain or any other undertaking which is designed to serve the people and the interests which are vitally interested in that undertaking? I would suggest that the Railway Administration should be administered in such a manner that all those interests, the management, the labour, the passengers and those commercial interests which send goods by the railways of India, are actively and directly associated with the Administration. I am aware and I should like to anticipate that the hon. Minister would say that there are such Committees—there are Advisory Committees in certain Railway Headquarters—

which

[Shri C. G. K. Reddy.] advise the Administration and the Administration profits or otherwise by such advice. But my idea is not merely an Advisory Body. I should like to suggest that there should be a Statutory Body, a policy making body at the Centre and also at the different levels of administration—zonal and district—whereby the management, *i.e.*, Government, the labour and the consumer which in this case is the passenger and the commercial interests are equally represented and this body should lay down the general policy and also govern the administration of the railways in India. I would like to say that this is not merely, shall I say, a step towards socialism as I look at it but it would also solve the many difficulties and many problems that the Government faces from time to time. Now for instance there is a charge that labour does not understand the difficulties, that labour is very highly paid and yet they ask for more wages and they are being unreasonable. That the third class traveller does not know the financial position of the Railways and he makes exaggerated demands on the administration. Now if you set up, shall I say, a National Railway Council which is a policy making body, which is a Statutory Body and which also administers at different stages, at different levels of the Railway Administration—zonal and district—then you will find that the conflict that arises between labour and management, between even the passenger, the commercial interests and the management would, to a great extent, disappear. Now I should like to ask the hon. Minister whether this is not a thing that he would like to set up because it will not only make it possible for us to tone up the administration in such a manner that Railways will be run for the sake of those people for whom they ought to run—not only that—but administratively it would be decidedly of great advantage. I should like to put this suggestion before the Railway Minister and I should like to have his opinion on the matter and if he does not want to have it, I would like to know why he does not want to have it. Is it because he is afraid of losing the power that he

wields today—the power and the vested interest concentrated in the Railway Board today? Is it because by setting up this Council you would have the administration run on real democratic and rational lines? I should like to have an answer from the hon. Minister in this regard. I should like to elaborate on this principle but I do not think that it is necessary because we have many examples before us not in this country unfortunately and quite expectedly, but in other countries where any undertaking is run for the sake of the people and not for certain vested bureaucratic or other interests. You find that this is the only way in which a national undertaking could be run.

Having said that much, I would like to go to another point which again vitiates against the proper administration of the Railway and the Transport system of the country. We find that the Railways and Shipping is under the Minister for Railways and Transport and if the Government or the Leader of the Government gets it into his head to appoint another Minister probably the portfolio of Transport would be transferred to someone else. In so far as air transport is concerned, it is under another Minister. So far as Road transport is concerned, in cases where the State owns such transport, it is under the Provincial Governments. We find that there is no coordination whatever between the different systems of transport in the country. Transport is one of the most vital things in the life of the country but we find that there is no coordination between the different systems of transport. There is a certain amount of jealousy, I find, between one system of transport and the other. We find that there is no Central coordination to lay down priorities in the transport system of the country. I should, therefore, like to put it before the Government that unless we have a Ministry or an organization which coordinates the different transport systems of this country, we will find that the transport facilities by consequence would be lopsided and its growth would not be healthy. This is another suggestion I should like to put before the Government and I

[Shri C. G. K. Reddy] should like that in our country we should have, as soon as possible, an authority or even a Ministry which would " coordinate all the different systems of transport in this country.

Then, Sir, with your indulgence may. I refer to, shall I say, the very bone of contention or the thing which has raised such a lot of agitation in the minds of the public—the zones. I am aware the hon. Minister gave an assurance after quite an amount of opposition regarding No. 6 zone that the Government would look into the matter after seeing whether the zone works alright or not. In so far as some of the zones are concerned, I have no complaint whatever and the people I think do not very much complain. In the initial stages when the Southern zone was created it was said—one of the criticisms, one of the motives as the people said was that the Minister in charge wanted to make a certain gentleman the General Manager of a small Railway. The General Manager of the Southern Railway and it was also said that it was because that he was the son-in-law or something of the Railway Minister that this zonal system was introduced. But by the way the Southern Railway has been working and if this charge is true, I should like to congratulate the former Minister of Railways for having such an efficient son-in-law which in these days of shortage of sons-in-law is a very...

io a.m.

MR. CHAIRMAN : Mr. Reddy, no personal reference.

SHRI C. G. K. REDDY : I was only paying a compliment.

MR. CHAIRMAN : Nothing more about it.

SHRI C. G. K. REDDY : But unfortunately the demarcation of the zones has not been very well received so far as other zones are concerned and I would like the hon. Minister for Railways to stand by his promise and to reconsider the decision when he

finds it necessary. He will find that, because of his assurance, the agitation regarding the sixth zone has very much cooled down. But he should not misunderstand this lack of opposition because I think that those of us who have opposed this arbitrary demarcation of the sixth zone would like to wait and watch and see according to the promise of the hon. Minister, whether he would reconsider a decision which many people—millions I think—do think was wrongly made.

Before I conclude, there is one small provincial matter which I should like to place before the hon. Minister. In a few days; time the interests connected with this question will be coming in a deputation to the Railway Minister, but on the floor of this House I should like to invite his attention to the lack of a link between Mangalore and Mysore. This is a matter which has been pending for many years and there have been a number of representations from the interests concerned during the last sixty or seventy years. I am sure the hon. Minister is also aware that for certain commodities to reach the se& or that part of South Kanara like Mangalore from places in Mysore, the absence of this very small link between Hassan and Mangalore, a considerable amount of difficulty is being experienced. Year- after year, both the commercial and other interests have been representing to the Government that this link should be speedily undertaken and completed. But unfortunately we do not know what the reasons are that though this link is essential for the life of Mysore which produces a great amount of dollar earning commodities, which has exchange earning commodities, this link which could have been undertaken long long ago has been shelved from time to time. I should like to impress on the hon. Minister on the floor of this House the urgency of this matter and I should like to tell him also, without entering into the details, that there will be a deputation coming to him soon and I would request him to give this matter his earnest consideration and see that this vital link is undertaken as early as possible.

SHRI TAJAMUL HUSAIN (Bihar) :

شری تجمل حسین (بہار) : جناب چیرمین صاحب ! اس کے پہلے کہ میں اپنی تقریر ہندی میں کروں میں اس کا کارن آپ کو بتلانا چاہتا ہوں۔ میں نے اخباروں میں پڑھا تھا کہ ہمارے انریبل ریلوے منسٹر صاحب لوئیو ہارس یعنی ہارس آف دی پیپل (House of the People) میں ہمیشہ ہندی میں ہی تقریر کرنے کی کوشش کرتے ہیں اور میمبران بھی ہندی ہی میں ان کی تقریر کا جواب دیتے ہیں۔ اتفاق سے میری انریبل منسٹر صاحب سے ملاقات ہوئی جب ہم دونوں ترین پر جا رہے تھے۔ ہماری بہت سی باتیں پر بات چیت ہوئی اور زبان کے بارے میں بھی بات چیت ہوئی۔ اس سے ہم لوگوں نے کہا کہ یہ بڑی اچھی بات ہے کہ ہم گوں کو اپنی زبان میں بولنا چاہئیں۔ جب میں پراویژنل پارلیمنٹ (Provisional Parliament) کا میمبر تھا اور ریلوے بجٹ پر جب کبھی میری تقریر ہوئی اور میں ہندی میں بولنا چاہتا تو ہمارے اس وقت کے ریلوے منسٹر نے ہم سے استدعا کیا کہ میں انگریزی میں ہی بولوں کیونکہ وہ خود ہندی نہیں جانتے تھے۔ آجکل جو ہمارے ریلوے منسٹر صاحب ہیں وہ بہت اچھی ہندی جانتے ہیں۔ ان کی یہ مادری زبان بھی ہے۔ ان کی ہی نہیں ہو گئی بلکہ ہمارے دیش کس اور ہماری بھی زبان ہو گئی ہے۔ اس لئے یہ ضروری ہے کہ میں ان کے سامنے ہندی میں تقریر کروں۔

اس میں شک نہیں ہے کہ جب سے ہمارا ملک آزاد ہوا ہے اس وقت سے آج تک ریلوے میں بہت سی ترقیاں ہوئی ہیں اور ریلوے ایڈمنسٹریشن میں بہت امپروومنٹ (improvement) ہوا ہے۔ اصل میں ریلوے کا جو مقصد ہے یعنی پبلک اور پسیجنر کو آرام اور کمفرت (comfort) دینا اس چیز میں اس سے بہت ترقی اور امپروومنٹ ہوا ہے۔ اس کا جو کریڈٹ (credit) ہے وہ ہمارے پہلے ریلوے منسٹر شری گوپال مواسی اینگر کو ہے۔

اس موقع پر میری یہ خواہش ہے کہ ریلوے میں جو امپروومنٹ ہوا ہے ان کے بارے میں میں اور کچھ ساجیشن (suggestion) اپنے ریلوے منسٹر کے سامنے رکھ دوں اور ان کو یہ بتاؤں کہ جو مہرے ساجیشن ہیں وہ تہوڑے سے خرچ میں ہو سکتے ہیں۔ اس وقت میرے خیال میں تین چار طرح کے امپروومنٹ آئے ہیں۔ ایک تو امپروومنٹ یہ ہے کہ جس میں خرچ کچھ نہ ہو اور امپروومنٹ بھی ہو جائے اور جنتا اور پبلک کو آرام بھی پہنچ جائے۔ اس کے ساتھ ہی ساتھ اس امپروومنٹ سے ریلوے کا خرچ بھی بچ جائے اور امپروومنٹ بھی ہو جائے۔ وہ بہت بہترین چیز ہے۔ جس امپروومنٹ کا ذکر میں آپ کے سامنے کرنا چاہتا ہوں اور جو بغیر خرچ کے ہو سکتا ہے وہ صرف ریلوے والوں کے دیکھ بھان کرنے سے ہی ہو جا سکتا ہے۔ ایسی جس کو انگریزی میں سٹرکٹ سپروویژن (strict supervision) کہتے ہیں۔ اگر ہمارے ریلوے منسٹر

[Shri Tajamul Husain.]

صاحب اور ریلوے ایڈمنسٹریشن (administration) کی طرف سے اس طرح کی ہدایت بھیجی جائے کہ جو ریلوے کے اندر بچھنے والے آتے ہیں اور جو کافی تکلیف مسافروں کو پہنچاتے ہیں ان کو روکا جائے۔ جو فرسٹ کلاس میں تریول (travel) کرتے ہیں ان کو تو اس بات کا تجربہ نہیں ہوگا مگر جو تیسرے درجے اور انٹر میں ٹریولنگ کرتے ہیں ان کو اس بات کا بہت زیادہ تجربہ ہوا ہوگا۔ یہ جو بچھنے والے آتے ہیں وہ بہت آسانی سے قابو کے اندر چلے آتے ہیں اور اکثر مسافروں کی چیزیں چرا لے جاتے ہیں۔ اس کے ساتھ ہی ساتھ یہ بھی دیکھا گیا ہے کہ ہاکرس (hawkers) تو اس طرح پریشان کرتے ہی ہیں اور بیگرس (beggars) بھی اکثر قابو کے اندر چلے آتے ہیں۔ میں سمجھتا ہوں کہ انریبل منسٹر صاحب کو خود اس بات کا تجربہ ہوا ہوگا اور وہ میری اس بات سے ایگری (agree) کریں گے۔ تیسرے درجے کے واردات ہم اکثر سنتے دہتے ہیں کہ فلاں چیز کوئی چرا لے گیا۔ اگر ریلوے منسٹر صاحب صرف اس بات کی ہدایت بھیج دیں کہ ان لوگوں کو اسٹیشن کے اندر نہ آنے دیا جائے تو اس سے ریلوے میں بگھڑ خرچ کے بہت امپروومنت ہو سکتا ہے۔

دوسری بات جذاب چیرمین صاحب مجھے یہ عرض کرنی ہے کہ ہمارے منسٹر صاحب نے جیسا کہ ابھی حال میں انہوں نے یہ فرمایا تھا کہ سرونٹس کلاس کو

بالکل ہی اہلس (abolish) کر دیا جائے گا۔ مگر مجھے یہ عرض کرنا ہے کہ جب تک آپ اس کلاس کو اہلس نہ کریں تب تک آپ اس بات کا بندوبست کریں کہ جو لوگ سرونٹس کلاس میں بیٹھنے کے حقدار ہیں ان کو ہی بیٹھنا چاہیئے۔ اکثر یہ دیکھا جاتا ہے کہ دوسرے لوگ اس میں آ کر بیٹھ جاتے ہیں۔ ایک بار میں گھر سے دہلی میٹنگ کیلئے آ رہا تھا تو میرے سرونٹس کو بیٹھنے کے لئے جگہ نہیں ملی۔ میں نے اس کے لئے ریلوے کے ٹکٹ کلکٹر سے کہا مگر اس میں اتنے مسافر بیٹھے ہوئے تھے کہ وہ بھی ان کو نہ ہٹا سکے۔ اکثر یہ دیکھا گیا ہے کہ اس ذمے میں بغیر ٹکٹ والے لوگ بیٹھ جاتے ہیں اگر ریلوے والے اس بارے میں اچھی طرح سے انتظام کریں کہ جو لوگ اس میں بیٹھنے کے حقدار ہیں انہیں کو بیٹھنے دیا جائے۔ تو اس سے سرکار کو بھی آمدنی ہوگی اور ریلوے میں بھی امپروومنت ہو جائیگی۔ جب آپ یہ کلاس ختم کر دیں گے تو اس سے میں پھر اس کے بارے میں کہوں گا۔

ایک اور بات مجھے آپ سے عرض کرنی ہے وہ یہ ہے کہ ہمارے پچھلے ریلوے منسٹر گویالاسو می آہنگر جی نے کچھ خاص ذمے ان مسافروں کے لئے بنوائے تھے جو کہ ۳۰۰ میل سے زیادہ سفر کرتے ہیں۔ اس طرح کے ذمے اکثر ریلوں میں لگے ہوئے ہیں۔ اگر ہمارے منسٹر صاحب نے تیسرے درجے میں سفر کیا ہوگا تو ان کے تجربہ میں یہ بات آئی ہوگی کہ جو اس ذمے میں بیٹھنے کے حقدار ہیں وہ تو

میں نہیں بیٹھ پاتے ہیں۔ اس طرح کے تہوں میں اتنی بیٹھ ہو چانی ہے کہ جو ۳۰۰ میل سے زیادہ سفر کرنے والے مسافر ہوتے ہیں وہ بیٹھ نہیں پاتے ہیں اور جو ۳۰۰ میل سے کم سفر کرنے والے مسافر ہوتے ہیں وہ پہلے سے اس میں بیٹھ جاتے ہیں۔ اگر ریلوے ادھیکاری اس طرف خاص توجہ دیں تو اس سے امپروومنٹ بھی ہو جائے گی اور پبلک کو آرام بھی ملے گا۔ اس میں سرکار کا ایک پیسہ ہی خرچ نہیں ہوگا

میں یہاں پر بہت سی باتیں بتانا چاہتا ہوں جس سے کہ چلتا کو، پبلک کو فائدہ بھی ہو جائے اور ریلوے والوں کا رویہ بھی خراب نہ ہو اور ریلوے میں امپروومنٹ بھی ہو جائے۔ اچکل پہلے، دوسرے اور تیسرے درجے میں تہوں کی کھڑکیوں اور دروازوں میں لوہے کی سٹاخ لگی رہتی ہیں۔ یہ اس لئے لگائی گئی ہیں کہ کوئی چور تہ کے اندر آ کر سامان نہ اٹھالے جائے۔ جہاں تک فرسٹ اور سیکنڈ کلاس کا تعلق ہے اس میں اکثر لوگ اپنی سیٹیں ریزرو کر کے چلتے ہیں۔ رات کے 9 بجے کے بعد وہ لوگ اپنے دروازے بولٹ (bolt) کر دیتے ہیں اور آرام سے سو جاتے ہیں۔ سویرا ہونے پر ہی وہ دروازہ کھولتے ہیں۔ مگر اکثر یہ دیکھنے میں آیا ہے کہ تیسرے اور انڈر کلاس کے جو مسافر ہوتے ہیں وہ رات بھر جاگے ہوئے رہتے ہیں۔ ایک تو تہ میں بیٹھ بہت رہتی ہے اور دوسرے نزدیک استیشنوں پر ان کو اترنا پوتا ہے۔ اس وجہ سے ان

تہوں میں لوہے کی سٹاخ لگانے سے کوئی فائدہ نہیں ہو سکتا۔ سب لوگوں کے جائے رہنے سے کوئی بھی چور اس تہ کے اندر نہیں آ سکتا ہے۔ جن تہوں میں یہ لگا دیا گیا ہے اگر یہ اکھاڑ دیا جائے تو قریب ایک لاکھ روپیہ سرکار کو اس سے آ سکتا ہے۔ آگے اس طرح کی سٹاخ لگانا پیسوں کی بربادی کرنا ہوگا۔

تیسری بات جو مجھے عرض کرنی ہے وہ یہ ہے کہ ریلوے کی طرف سے اسٹیشن کے باہر بڑے بڑے شہروں میں جیسے کلکتہ میں، بمبئی میں، لکھنؤ میں، کانپور میں، دہلی میں اور پٹنہ میں بکنگ آفس (booking office) کے فائدہ کے لئے کھولے ہوئے ہیں۔ ان بکنگ آفسوں میں ریلوے کا بہت روپیہ عملہ رکھنے میں خرچ ہو رہا ہے۔ اگر ان کو بند کر دیا جائے تو کافی روپیہ ریلوے کا بچ سکتا ہے۔ یہ روپیہ ریلوے کمیشن دینے میں بھی خرچ کر رہی ہے۔ اس سے پبلک کو کوئی خاص فائدہ نہیں ہوتا ہے اور پبلک کا روپیہ بھکار ہو رہا ہے۔ یہ بالکل بیکار چیز ہے۔

مثلاً بداس کے بارے میں ریلوے منسٹر صاحب کو اطلاع ہوگی کہ بداس میں ٹکٹ لینے کا اچھا بندوبست نہیں ہے۔ مجھے وہاں پر جانے کا اکثر اتفاق ہوا ہے اور ہزاروں آدمیوں کو اس طرح کا اتفاق ہوا ہوگا۔ ٹکٹ خریدنے کے لئے پلیٹ فارم کے باہر جانا پوتا ہے اور پھر واپس پلیٹ فارم پر آنا پوتا ہے۔ اس طرح سے لوگوں کو آنے جانے میں بڑی

[Shri Tajamul Husain]

تکلیف ہوتی ہے - جب آدمی سفر کرنے کے لئے خرچ کرتا ہے تو اس کو ہر طرح کا آرام دیا جانا چاہیئے۔ اس لئے میں ریلوے منسٹر صاحب سے عرض کروں گا کہ وہ اس پر اور غور کریں گے - جو تکلیف مسافروں کو اریڈ اور نیچے جانے میں ہوتی ہے اس کو دور کیا جائے گا جس سے وہاں پر تکت لوگوں کو آسانی سے مل سکیں -

اس کے بعد مجھے نیٹریلز (latrines) کے بارے میں کچھ کہنا ہے - اس میں کچھ خرچ تو ضرور ہوگا لیکن فائدہ بہت ہے - آپ کو معلوم ہے کہ آجکل دو طرح کے لوگ ہو گئے ہیں - انگریزوں کے یہاں رہنے کے کارن ایک تو وہ لوگ ہیں جو انگریزی کموڈ (commode) کے عادی ہیں اور میں سمجھتا ہوں کہ اس ہاؤس میں بھی بہت سے میمبر ایسے ہوں گے - دوسرے وہ ہیں جن کو کہ ہندوستانی کموڈ کی عادت ہے - تو دو طبقے کے لوگ ہیں ایک کو انگریزی کموڈ میں جانے میں دقت ہوتی ہے اور دوسرے کو ہندوستانی کموڈ میں جانے میں دقت ہوتی ہے - تو میں یہ سمجھست (suggest) کرتا ہوں کہ تمام لوگوں کے لئے اس طرح کا ہی کموڈ رکھیں جو دوسروں کے لئے کافی ہو - مجھے خود اسکا تجربہ ہے - پونا جانے کا مجھے موقع ملا - کلہان سے مجھے ایک تیرین مای اور میں نے

فوراً نوٹ کر لیا کہ اس میں ایک ہی کموڈ تھا اور وہ ایسا بنا ہوا تھا کہ دونوں انگریزی بھی ہندوستانی بھی - اس کو میں سمجھتا نہیں سکتا وہ آپ جانتے ہیں - وہ ایسا بنا ہوا تھا کہ ہندوستانی بھی تھا اور انگریزی بھی - اگر ویسا ہی کموڈ لگا دیں تو جو ہندوستانی کے عادی ہیں وہ بھی استعمال کر سکتے ہیں اور جو انگریزی کے عادی ہیں وہ بھی استعمال کر سکتے ہیں - ب ائیڈنہ سے جتنے کموڈ بنائے جائیں وہ اسی طرح کے بنائے جائیں -

دوسری بات بہت ضروری یہ ہے کہ ہر ویٹنگ روم میں لیوینٹری (lavatory) یعنی چاہیئے اور وہ ٹاش (flush) کی ہونی چاہئے - بے فاش کا کموڈ نہیں ہونا چاہیئے

SHRI K. B. LALL (Bihar) : Sir, on a point of order. I remember, perhaps there was a convention before, that in an Appropriation Bill like this the speaker used to confine himself to subjects in the Bill and people were not allowed to speak beyond the subject.

PROF. G. RANGA : He is keeping himself to 'Railways'.

SHRI K. B. LALL : So far as I remember, the President of the last Assembly would not allow a speaker to speak beyond what is mentioned in the Appropriation Bill. I also remember that an explanatory memorandum used to accompany the Appropriation Bill.

PROF. G. RANGA : There is nothing here.

SHRI K. B. LALL : I do not know whether there has been any departure in the convention, at least with regard to the details of the subjects in the

Appropriation but however, it is better that we get an opportunity to discuss other things also, but our friend will go on speaking as long as he likes. I do not think that the speaker should go so much into details, as commodities and other things, and reduce this to a general discussion of the Railway Budget.

MR. CHAIRMAN : The suggestions which you may make must be on very broad general lines and must not go into minute details.

SHRI TAJAMUL HUSAIN : I am very grateful to you, Sir, but

SHRI K. B. LALL : I do not question the usefulness of your details.

MR. CHAIRMAN : Later on, in your speech you may answer that.

SHRI TAJAMUL HUSAIN :

شری تجمل حسین : مجھے تو یہی کہنا ہے کہ میں بڑی اصول کی چیزیں بتا رہا ہوں - ہمارے مینجمنٹ فرام بہار نے جو پوائنٹ آف آرڈر ریز کیا ہے تو میں کہنا چاہتا ہوں کہ.....

MR. CHAIRMAN : Go on with your speech. No answer.

SHRI TAJAMUL HUSAIN :

شری تجمل حسین : جناب ویٹنگ روم کے بارے میں میرا سنجیشن یہ ہے کہ آپ فلٹس سسٹم وہاں لیٹرنیز میں رکھیں اور وہاں واٹر سسٹم ٹھیک ہو - لیٹرنیز اور باتھ روم سہپریت (separate) ہو بلکہ ساتھ میں ہو - یہ سب نہ ہونے سے تھرتہ کلاس سینیٹرز کو بڑی تکلیف ہوتی ہے -

آپ مجھ کو یہ سنجیشن کرنا ہے کہ آپ امپروومنٹ بھی کریں اور

روپیہ بنائیں - وہ کس صورت سے - وہ اس طرح کہ انٹر کلاس اور تھرتہ کلاس میں سلیپنگ برتھ (sleeping berth) کا ریزرویشن کریں - یہ ایکسپیریمینٹ (experiment) لائٹ منسٹری نے کیا تھا کہ انٹر کلاس کلاس میں دس روزہ لیکر ریزرویشن ہوتا تھا اور لاکھوں روپیہ اس سے گورنمنٹ نے اور ریلوے نے بنایا اور جتنا کو بی آرام ملا - مجھے معلوم نہیں کہ اس سسٹم کو کیوں ابالٹ کر دیا گیا - اگر یہ سسٹم پھر جاری ہو جائے تو اچھا ہے -

آخر میں مجھے یہ عرض کرنا ہے کہ آپ کا سب سے بڑا پرنسپل (basic principle) آپ کے سامنے یہ ہونا چاہیئے کہ ریلوے میں جو آمدنی ہو اس کا سب سے زیادہ حصہ پبلک کو جائے - اب سوال یہ ہے کہ آرام مل رہا ہے یا نہیں - مجھے عرض کرنا ہے کہ اور اور کراؤڈنگ (over-crowding) خاصکر تھرتہ کلاس میں بہت زیادہ ہے اور نتیجہ یہ ہوتا ہے کہ جو بھی سفر کرتا ہے اس کو بڑی تکلیف ہوتی ہے - اب سوال یہ ہے کہ اس پر ایام (problem) کو کیونکر سالو (solve) کیا جائے کہ اور اور کراؤڈنگ کم ہو جائے مجھے اس کے متعلق دو تین سنجیشن کرنے ہیں - ایک تو یہ ہے کہ ہر لائن پر جتنا ترین ضرور ہونی چاہیئے - دوسرا سنجیشن یہ ہے کہ دو طرح

[Shri Tajamul Husain.]

کی تئریں ہو - ایک تو جڈتا ہو صرف تہرہ کلاس والوں کے لئے اور دوسری ہونی چاہئے صرف فرسٹ اور سیکنڈ اور انٹر کلاس والوں کے لئے - اب یہ کہا جاتا ہے کہ ہم تو فرسٹ کلاس ابلش کر رہے ہیں اور سیکنڈ اور انٹر رہے گا تو پھر یہ فرسٹ اور سیکنڈ کہلائیکا - اس طرح دو تئریں کرنے میں گورنمنٹ کو کوئی نقصان نہ ہوگا - فرسٹ اور سیکنڈ کلاس کے لئے ایک تئریں کر سکتے ہیں اور تہرہ کلاس کے لئے ایک تئریں - پونا میں جو دکن کوئین ہے وہ ہمیشہ ریزرو رہتی ہے اور اس سے کافی روپیہ آتا ہے تو اس سے گورنمنٹ کو فائدہ ہی ہے - گورنمنٹ ایکسپریمنٹ کر کے دیکھے - آپ بہت سے ایکسپریمنٹ کرتے ہیں - یقین ہے کہ اس ایکسپریمنٹ میں تو ضرور کامیابی ہوگی - جس طرح سے دکن کوئین میں ہے اس طرح سے فرسٹ اور سیکنڈ کلاس رہے تو ہر شخص کو آرام رہے گا -

مجھے ایک چیز یہ بھی عرض کرنی ہے کہ جتنی تئریں ہوں سب کاریدر (corridor) تئریں ہوں - اس وقت یہ ہے کہ آپ کو ہر کمپارٹمنٹ میں جانے کے لئے گھسنا پوتا ہے - میں ہڈوسٹان کی ہی مثال دیتا ہوں کہ دکن کوئین میں ایسا ہے اور جو سامان ہوتا ہے اس سے بھی ایک نیوسینس (nuisance) ہو جاتا

ہے - فرسٹ اور سیکنڈ کلاس میں اور خاصکر تہرہ کلاس میں بیٹھنے کی بھی جگہ نہیں رہتی اور بڑے بڑے بکس لیکر اس میں لوگ گھستے رہتے ہیں - جتنا لگیج ہو وہ سب ایک جگہ رکھا جائے - میں آپ کو ایک قصہ بتانا ہوں - مجھے یورپ جانے کا اتفاق ہوا - میں لندن سے جا رہا تھا - میرے پاس ایک سوٹ کھس تھا - تو قلی نے اسے لے جا کر گارڈ وین (guard van) میں رکھ دیا نہ میرے پاس رسید تھی اور نہ کچھ تھا اس لئے میں بہت گھبرایا - جب اسکاٹ لینڈ پہونچتا تو بہت پریشان - لندن سے اسکاٹ لینڈ تک بیچ میں گاڑی کوئی جگہ کھڑی نہیں ہوئی - اسکاٹ لینڈ یارڈ میں پہونچتا تو میں نے گارڈ سے پوچھا کہ بکس کہاں ہے - اس نے کہا کہ بہت سے رکھے ہوئے ہیں دیکھ لیجئے - میں نے دیکھا کہ وہاں بہت سے رکھے ہوئے تھے اور میرا بھی تھا - تو ایسا ہو کہ جتنا سامان ہو وہ سب گارڈ وین میں رکھ دیا جائے اس سے بڑی آسانی ہوگی - جو کنجیشن (congestion) سامان کی وجہ سے ہو جاتا ہے وہ بہت کچھ ختم ہو جائیکا -

آخر میں مجھے یہ کہنا ہے کہ جو تئریں ہو اس میں سلیپنگ سیٹ کا ریزرویشن ضرور ہو - میں ایک ایکزامپل (example) دیتا ہوں کہ 11 اور 12 مہرن جسے کلکتہ ایکسپریس کہتے

ہیں - میں ایگزامپل کے ساتھ ہی ساتھ بنانا چاہوں گا - کلکتہ سے وہ رات کو روانہ ہوتی ہے ؛ میرا سچیشن یہ ہے کہ جو ترین روانہ ہوتی ہے ؛ اس میں سلپنگ برتہ ہے وہ پتنگہ میں رہ جائے - ترین صبح کو پتنگہ پہنچتی ہے - واپسی پر دوسری ترین میں یہ جو سلپنگ ترین ہے وہ جوڑ جائے اس طرح کانپور سے پتنگہ میں سلپنگ ترین چھوڑی جائے - غرض یہ کہ رات کو ہرنجنگہ جوڑ دی جائے اور صبح کو اسکا رات دیا جائے مثلاً جب کانپور میں ترین پہنچے تو اس کو دوسری ترین میں یعنی جو گارڈ وین ہے وہ اٹیچ (attach) کر دیں اور اسی میں سب پیدسنچر چلے جائیں - اور سو جائیں اور دھالی پہنچ جائیں - یعنی پتنگہ اور کانپور دونوں جگہ پر سلپنگ ترین ہو سکتی ہے -

آخر میں مجھے یہ عرض کر ہے کہ سب سے ضروری چیز جو ہے وہ یہ ہے کہ جہاں سے چہ روپیہ آئے وہ وہیں خرچ ہو - ایک بیسک اصول اگر ہمارے آنریبل منسٹر صاحب بنا لیں ، کہ جس مد سے ، جس سورس (source) سے آمدنی ہوتی ہے اسی مد میں خرچ کریں تو پھر کیا کہنا ہے - مگر ہونا کیا ہے کہ ساری آمدنی تو ریلوے کے پیدسنچروں سے ہوتی ہے وہ ہمارے ریلوے منسٹر صاحب گورنمنٹ ٹریزری میں دے

دیتے نہیں - گورنمنٹ کے پاس بہت سی صورتیں ہیں جس سے کہ آمدنی کو سکتی ہے - جس سے کہ دیتے دیوتی (death duty) ہے اور یہی طریقے ہیں - تو میرا کہنا یہ ہے کہ جو ریلوے سے آمدنی ہوتی ہے اس کو اگر سب ریلوے پر ہی خرچ کر دیں یا پیدسنچر امینٹیز (amenities) پر کر دیں تو پبلک کو بڑا آرام ہو سکتا ہے - لیکن ہونا یہ ہے کہ جو ایک پاکٹ سے آمدنی ہوتی ہے اس کو دوسرے پاکٹ میں دے دیتے ہیں ایسا نہ کریں - اگر ریلوے کی آمدنی کو ریلوے پر ہی خرچ کریں تو آپ کی سروس بہت بہتر ہو جائیگی اور لوگ آرام سے ادھر ادھر آ جا سکیں گے -
(I thank you, Sir.)

[For English translation, see Appendix II, Annexure No. 3.]

SHRI P. V. NARAYANA (Madras) : Mr. Chairman, it was said by the Government that the question of bringing the town of Cocanada on the main line of Madras-Calcutta has been referred to the Board and it is still there. I would like to know why this matter is being so much delayed and unless this matter is taken up by the hon. Minister in right earnest I do not think that any decision will be arrived at in the near future. Cocanada is a very important town in the Andhra parts of Madras State and it is the District Headquarters. It is also a minor port. Such cities should be linked up with the main line and I would request the hon. Minister to expedite the matter and see that it passes the different stages of consideration quickly so that they can take important decisions in the matter.

Then, in respect of the restoration of the dismantled lines during the war, I would like to know the policy and programme of Government. The line between Cocanada and Kothapalli, about 25 miles, was dismantled during

[Shri P. V. Narayana.]

the war and this has not found a place in the list of restorations prepared by Government. I hope that it would also receive serious consideration of the Government so that it may at a later stage be included in the list so that this line may also be restored. I am not going to take much time of the House, thank you.

SHRI K. B. LALL : Sir, as I said, I am at a disadvantage. It may be due to want of a regularised way of distribution of papers to Members or it may be oversight that I did not get even a copy of this Appropriation Bill. However, I have just come to know that there is no explanatory note which we get usually.

I take this opportunity of placing before the hon. Minister one thing, and that is—it might come under construction of new lines—that I do not find any item with regard to the restoration of dismantled lines. Just as many Members have drawn attention, I would also like to draw the hon. Minister's attention to one of the lines in Bihar—Bhagalpur-Mandar. The line was dismantled during war time and I am told—and I remember to have read it in papers also—that Government have promised that it will be restored and that some steps had been taken. So much hope was raised among the people there that whenever a legislator goes there, there is a demand from the people to know what has happened to that line. We do not know what to tell the people because we do not find any mention of it anywhere in the Government papers or in the schemes that the Government has formulated with regard to the restoration of dismantled lines, and so we are not in a position even to say what has become of the scheme. There is no explanatory note also whether under the head "Construction of New Lines" this line is included. I would like to know the position from the hon. Minister. If it is not there in the schemes that have been formulated for the restoration of dismantled lines, I would like to know at what stage the Bhagalpur-Mandar line is at

present, because there is a great demand for that line. In this connection, I may say that before the line was dismantled for the purposes of the war there was some speculation and there was a move afoot to take this line up to Deogarh and still southwards, because that area from South Bhagalpur to Chhota Nagpur is an area which requires a railway very badly. Now, it is claimed that the railway is a civilizing agency. If this agency is required anywhere, it is in the Chhota Nagpur area which is sparsely populated and where the light of civilization has not yet penetrated. It is, therefore, necessary that this line should be extended and taken further to Deogarh and from Deogarh still southwards to Chhota Nagpur.

I may also make another suggestion. Of course it is not a new one. During the last Budget debate Mr. B. G. Kher also made such a suggestion. That suggestion is, that before we make our society classless, we should begin with the Railways. I hear that even the hon. the Railway Minister believes in this, and perhaps he has plans in his mind to put it into practice. We do not know how far in these appropriation items steps have been formulated to put it into practice. Excepting Mr. Tajamul Husain who spoke just now, other speakers are unanimous in this view that we should be liberal enough to change our attitude and we should have only one class in the Railways. This division according to classes in the Railways has gone deep into our social life, and this class division permeates our society. This idea of class division is spread through railway travelling, because people find that this class division is carried right to their door. The mass of the people travel on Railways, and when they peep into the compartments and come to know that this is inter class, this is second class, and this is first class, when they see those extraordinary people sitting in the higher classes, they form the idea of class from that very time. And the railway goes to the door of everybody in the present times. So, if we want to inculcate the idea of a

classless society- among the people it is very urgently necessary that we should begin it with the Railways.

The difficulty is that we cannot accommodate in our minds the idea of classless. My friend Mr. Tajamul Husain referred to servants and to all the comforts that at present the people in the first and second class compartments are enjoying. He might be quite unconscious of the strain with which he was speaking. But the fact is that he has not accommodated himself to third class travelling as yet otherwise he would not have expressed so much care and anxiety in respect of - the travelling of his servants in a comfortable fashion. Of course when there is only one class, there is no difficulty for the people. In the present circumstances we have seen to what condition the people have been reduced on account of third class travelling. We have heard that people have to lose their lives travelling on the roofs of trains. We have heard how people have become brutes travelling in third class compartments : when they enter them, they do not behave like human beings ; they fight for every inch of space in the compartments, and they come to blows, and some of them get injured and police help is sought, and some of them are sent to hospital as a result of injuries sustained in the fight. This is happening in third class compartments, and we are daily seeing that human beings are reduced to brutes.

But it is difficult for those of us, who have not up till now been able to accommodate ourselves to the idea, to believe that the people can be made classless. How can that happen ? People sometimes wonder how, when our officers travel in third class, they will dispose of their files. They require saloons to travel in and to dispose of their files. All these are, in my opinion, excuses. If officers have to dispose of files, they should pass the night in the waiting room at some station and dispose of their files. It is not necessary to parade their bigness before the people by travelling in saloons and having special cushioned chairs to show to the people that they

are something higher than the ordinary run of people. These things strike at the very heart of the people. They go deep into their hearts. Of course I would not say that they breed socialism or communism, because there is very little of these "isms". We do not after all change except when we find comforts and conveniences in some society. Of course our people have not yet been able to change their minds in whatever direction they may be finding themselves. For, India is a country where we are bred and brought up in a caste society, and we have to abide by that. Along with making the society classless, we have to make a casteless society. And caste is the sole basis of all evils in our country. I do not know how many people would agree, but this is what obtains in our country at present. So, if the Government as the guardian of the progress of the country thinks of shaping the society in a particular way, then they should immediately consider all the mischief that these classes on Railways are creating in the minds of the people. It is so urgent that I think that it does not brook any delay at the hands of the Administration. If we are anxious to see our people progress, if we profess to take the people along progressive lines, this is the first step. I do not think there is anything so urgent and important before the country as this question of making Railways classless. This will not only make people civilized, but at the same time it will go a great way in fulfilling our promise to the people to lead them on the path of progress. But some people may say : "It is very easy to say, 'have a classless railway.'" It is very easy to say that there should be no classes in the railway compartments. But how is that to work in practice ?" It is not such an impracticable proposition. What is required is a change in our mentality and habits. That is the greatest difficulty, because it is always difficult for aristocratic people to think that they are equal with others. Of course that difficulty must be overcome, but there may be some difficulties also in the way of the Administration. For that I will suggest that let there be a.

[Shri K. B. Lall.] hundred mile train, a two hundred mile train, a three hundred mile train and so on and passengers travelling within hundred miles should travel in the 100 mile train and passengers for two hundred miles should travel in the two hundred mile train, etc., etc. In this way there will be convenience with regard to passenger travelling. So for the sake of convenience and efficient administration if the trains are run on the miles basis, that would be more convenient and the charge against the administration that they rob the third class passengers, they collect more money from the third class passengers will also not be there. If we look at the figures we will find that 90 per cent, of the income is derived from the third class passengers and a greater portion of this money is spent on the travelling comforts for the first, second, and inter class passengers. Is it not scandalous? What face can we show to the people when we have told them that we are going to make a classless society and we are going to bring more comforts to the masses? But I find under one excuse or the other we are carrying on the old system and the old system under the British rule of course was a pre-de-signe .1 system. They wanted class They wanted caste. They wanted division in the country. They wanted to maintain those things in a nice way for their purpose. But why even a day longer should this old system be carried on by us when we know that this thing had done mischief in our society, this had divided our people, this had brought about a division in the heart of the people? Why should we carry on this system even for a day? The system that was designed by the Britishers long ago should not be carried on simply because we have not been able to get out of the environment that was created by the Britishers.

Now the first thing is that our leaders, those who are the guardians of the progress of the country, they have to change their minds at first. They have to be firm in this and then alone they can make a real progress in this direction. With these few words, Sir, I do not

want to take much time and I will close my speech. Thank you, Sir.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh) : Sir, I do not want to take lot of time. I have come here to bring two things to the notice of the hon. Minister for Railways. One is the catering on Railways the standard of which has gone down during the last two or three years and the other is the sanitation with regard to catering.

We find that glasses and cups etc. in which drinks are served in the compartments are washed in the same dirty water. We know that the incidence of tuberculosis is the heaviest in our country and we know also that tuberculosis spreads through sputum. From that point of view the Railways are the greatest menace to the country as far as spreading of disease through sputum is concerned. I would suggest that as far as the catering on the trains is concerned, now that the dish washing machines are available, it should be made compulsory for the caterers to provide these dish washing machines in the restaurant cars for washing spoons and cups etc. And as far as the drinks served on platform are concerned, they (the Railway authorities) should seek the cooperation of the Health Ministry and see what could be done to make improvements in this respect.

I would also suggest, Sir, that when we are talking so much about the comforts of the common man, it is the duty of the Railways to see that on railway trains meals of the standard provided by the Food Council of which Mrs. Munshi, a member of this House, happens to be the President, are served and I am sure that would not cost more than about 8 to 10 annas. They should also see that menus in the restaurant cars are made on balanced diet principles. This can be easily done and for that I am sure the Food Council under Mrs. Munshi's guidance would be prepared to give some sample menus to the railway restaurant cars.

Then with regard to another suggestion, Sir, now that the Railways have

all been taken by Government, small railway lines of narrow gauge which are below 25 to 30 miles should be dismantled and they should be replaced by broad gauge lines, because this would fix the proper course both in the interests of efficiency and economy. I would like to give one such example because it happens to be near the place I come from and that is Chhindwara. Between Chhindwara and Parasia—a distance of 25 miles—there is a narrow line and between Alma and Parasia there is a broad gauge line. I wanted to stress that these cases should get priority as far as changing of lines to broad gauge is concerned. Also in the case of some narrow gauge lines, the lines are much worn out because it had always been the policy of the Railway authorities in the old days that when they tried to repair the lines they did not take care to change the worn out rails etc. with the result that there have been frequent cases of derailments on some lines. Between Chhindwara and Nagpur there are derailments happening often twice or thrice a month, of course not always accompanied by loss of life because the speed of the trains is very low indeed.

And lastly, Sir, I feel I must put down on record what I have heard about the management of Railways and that is that there has been a marked improvement in the efficiency of Railways as far as passenger traffic is concerned. Of course much has to be done but just as we always go on criticising Government in the hope that the Government would take care and make note of the criticism and improve, it should be also our duty to encourage the Government by bringing to their notice when we find that whatever effort they have made to improve the Railway Administration has been appreciated by the public. Thank you, Sir.

[Mr. DEPUTY CHAIRMAN in the Chair.]

SHRI KISHEN CHAND (Hyderabad) : Mr. Deputy Chairman, Sir, we are discussing the Appropriation Bill of the Railways and I would try to confine myself entirely to the Demands for Grants. I submit that

15 C.S. Deb

the object of any debate is that by discussion and by representation of various points of view we arrive at the real objective, the proper method of running these Railways. I draw your attention to two items under Note No. 4 and Note No. 5. These headings refer to Working Expenses under Administration and Working Expenses under Repairs and Maintenance. If we total up these two items, we arrive at the figure of nearly 90 crores which is 50 per cent, of the gross working expenses. I submit that this 50 per cent, of the gross working expenses is an exceedingly high rate of expenditure. It is a national asset and the Government has a huge majority and I am surprised that in spite of the Opposition's cut motions not even one rupee has been reduced in the expenses. If the object of the Government is to carry out all its programme only on the basis of its majority, then there is hardly any use of any discussion or any debate in this House.

I submit, Sir, that in this nationalised undertaking, 50% of the working expenses is on these two items which is not the case in any other Railway in the world, either the Continental Railways or the American Railways, where the expenditure on these two items does not exceed 40%. That means our Railways are spending 10% extra on these two items. In spite of the fact that the Opposition has drawn the attention of the Government and the hon. Minister to this excessive expenditure, no consideration has been given to it. I may inform the House that during the last three years, the expenditure on administration has increased from Rs. 22½ crores to Rs. 25½ crores, nearly 15% increase, while the increase in the income has not been proportionate to it.

Similarly, the expenditure on repairs and maintenance is going up, in spite of the fact that new engines and new bogies are being imported at excessive costs. I should have thought that on account of the importation of these new engines and bogies the expenditure on maintenance should have gone down, but we see no reduction in maintenance expenditure.

[Shri Kishen Chand.] Then, Sir, I come to another point which is about the Depreciation Fund. One hon. Member pointed out that a provision of Rs. 30 crores in the Depreciation Fund is too little. I draw your attention to the convention of 1949 where it was laid down that the contribution to the Depreciation Fund should be Rs. 15 crores. Instead of Rs. 15 crores, the figure has been raised to Rs. 30 crores. Under the convention it was also laid down that all expenditure of a capital nature below Rs. 3 lakhs on unremunerative lines and below Rs. 25,000 on a minor addition and improvement should be charged to revenue. I submit, Sir, that when we are giving Rs. 30 crores to the Depreciation Fund, we should not charge, expenditure of a capital nature to the Revenue Account but should charge it to the Capital Account.

Another point, which has been touched upon by other speakers, is about the gauges. At present we have three gauges, the broad gauge, the metre gauge and the narrow gauge. I submit, Sir, that the ideal is one gauge for the whole country, but due to various circumstances, two gauges have come to stay in this country, the broad gauge and the metre gauge. I would request the hon. Minister to try to replace the narrow gauge railway, wherever it exists, by the metre gauge or broad gauge as circumstances dictate, at an early date. The maintenance of the narrow gauge leads to transshipment and adds to the cost of the Railways. Besides, as the intention of the Government is not to maintain them; they have become very bad and are causing great inconvenience to the travelling public.

II a.m.

Then, I come to the zonal division of the Railways. I would like to bring to the notice of the House that the headquarters of two zones have been located in the city of Bombay. You know that Bombay has a population of over three millions and also that dearness allowance, house rent allowance, etc. are based on the population of a city. I submit that if Bombay had been made the headquarters of the

Western Railway only, it would have been much better. Bombay is not in the centre of India and to make it the headquarters of the Central Railway is highly objectionable. I submit that Hyderabad or Secunderabad* which was the headquarters of the Nizam State Railway and which has office and workshop facilities, would be better for this purpose. Even Nagpur would have been better because it would have been in the centre of the Railway system.

Lastly, Sir, I come to through trains on metre gauge. Some Members have already drawn the attention of the hon. Minister of Transport to certain metre gauge connections. If we can link up Khandwa and Hingoli, then there will be an uninterrupted metre gauge connection from Delhi to Cape Comorin. Also if Hotgi and Parli Vajinath could be connected up, it will not only open up Dharwar District but will also obviate the need of transshipment in Sholapur. If these connections could be made, it will not only increase the income of the Railways but will also decrease their expenditure, in addition to affording greater convenience to the travelling public.

SHRI P. C. BHANJ DEO : Sir, reference has been made to my statement that the new convention laid down Rs. 15 crores. Rs. 15 crores is the minimum, and there is no limit to the ceiling of the Depreciation Fund under the new convention.

SHRIMATI LILAVATI MUNSHI (Bombay) : Sir, I do not want to make a speech but I want to give a little information on the points made by Shrimati Seeta Parmanand regarding catering on the Railways. She referred to the All-India Women's Food Council. I am glad to say that we took up the matter some months ago with the then Railway Minister. He was very sympathetic. We looked at that question from the point of view of wastage, because there was a tremendous wastage in Railway catering, and also from the point of view of cleanliness, etc. We have had various

meetings and I think one experimental bogey is being built by the Railway Ministry. It will be a restaurant car which will give special facilities to the third class passengers. It was intended for Janata trains, but I think that the Janata trains have been abolished now. We will attach it to trains which have a great number of third class passengers. So, that suggestion has already been followed. There has been a good deal of correspondence with the Minister for Railways and many transport companies like Air India, etc. The Railway Ministry has taken up this suggestion sympathetically and have already started building a special coach.-

SHRI J. S. BISHT (Uttar Pradesh) : Mr. Deputy Chairman, Sir, I wish to draw the attention of the hon. Railway Minister to a particular point about Naini Tal. The hon. Minister has got personal knowledge of that place, because he had been Minister in Uttar Pradesh. The hon. Minister also knows that it used to be the summer capital of Uttar Pradesh. It is one of the most beautiful hill stations in the whole of India. It is at an altitude of about 7000 ft. and has all facilities for yatching, baating, hiking etc. It is one of the great holiday and pleasure resorts, but it has one handicap and that is with regard to railway connection. I have been Chairman of the Municipality there for a very long time and I have been trying to impress upon the Railway authorities to effect some improvement in the railway connection. Now, we have nearly 30 embassies here and many of the embassy people come there. Two or three years ago the previous Belgian Ambassador was there and I think some Dutch Embassy people also came there and they were very pleased with the place, but the whole difficulty is the absence of a direct railway link. If you start from Delhi, you get down at Moradabad and there by 2 or 3 o'clock you change for Bareilly and from Bareilly you go to Kathgodam and from Kathgodam you go by motor to Naini Tal. I had a meeting with the Railway authorities and the Deputy Agent of the O. T. Railway was also pleased to come to that meeting. I impressed on him

the necessity for improving the rail connection *to Naini Tal somehow. From Lucknow, the connection is not bad. It is from Delhi that it is very poor.

The difficulty with regard to Delhi is that there is no proper Railway connection. After all this agitation, the only thing that the Railway Department did was to give us one through carriage, and in that also unless you reserve eight or ten days before time, it is impossible to get accommodation. Therefore it is necessary to have some sort of through train from this place which goes direct or in the alternative, as already suggested tj the hon. Railway Minister, the old proposal with regard to having broad gauge upto Kathgodam should be revived. That is very necessary in view of the fact that we will have to have proper transport arrangements for those far off areas even from the defence point of view.

A distinguished Member of this House, Dr. J. P. Srivastava, was there recently and he was kind enough to give me a note also. He said that unless you improve the railway connection to Kathgodam it will be impossible to have the tourist traffic there. The other suggestion was that there should be a *pucca* aerodrome at Haldwani. On that also I communicated with the Director General of Civil Aviation. He was pleased to visit the place but nothing has been done so far. If a broad gauge is not to be had, the second alternative is 'to have this aerodrome so that American tourists and foreign tourists can easily fly to Haldwani and come there in 2 or 3 hours. I may inform the Railway Minister that only in February I met a gentleman who came specially from England to see the Himalayas there and he said he had less trouble in coming from London to Delhi than he had from Delhi to Naini Tal and going back to Ranikhet to see the Himalayas. Therefore I submit that these facilities must be provided in order that we may be able to attract the foreign tourist traffic. Dr. J. P. Srivastava suggested that if these could be made it will be possible to book a thousand tourists from

[Shri J. S. Bisht.] New York to these Kumaon Hills to see the Himalayas of which these people are fond. It means so much more dollar exchange we can earn easily I find even in foreign countries, for instance in America and other countries where these Railways are run by private interests, they give all sorts of facilities. They have magazines for the benefit of tourists. I submit that if the hon. Railway Minister would take up the suggestion, it would be of very great help to places like Kashmir, Kumaon Hills, Darjeeling about which Dr. Mookerji spoke only a few minutes before.

There is another point also. I notice that it has been said that the Railways have contributed nearly four per cent, to the general revenues but on careful study I find it is less than one per cent. The four per cent, includes the interest that has to be paid by the Railways for the loan floated to construct the Railways. That seems to be defective accounting. Correctly this payment on account of interest should be shown on expenditure side and only the net amount that is paid to the general revenues should be shown on the income side. What they have done is just to show so much less expenditure on the income side by way of interest charges. Therefore the net result is that the general tax payer of India who is the shareholder in this undertaking which costs about 800 crores does not get a fair return. The return in irrigation works, hydroelectric works etc. is not less than two and a half to three per cent. All the money that comes seems to be distributed among the staff whenever they form a pressure group for enhanced salaries or dearness allowance.

Lastly, I would like to make one suggestion to the Railway Minister with regard to the abolition of class I and that is that class II and Inter class should be upgraded so that the comforts and amenities that are given there should be improved. It does not matter what you call it, class I, II or III. In other countries there are

only third class but that third class is better than the second class here. Unless amenities are improved and there is ample accommodation provided for all so that there is no great tush, merely abolishing of this class w/H only cause hardship. When a man pays he is entitled to some extra facility. Merely by abolishing class I we are not going to abolish classes in India, as the Member from Bihar was thinking. We have to provide amenities for those who are willing to pay. With these words I thank you for the opportunity given.

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

डा० डब्लू० एस० बारलिंगे (मध्य देश) :
 उपसभापति महोदय, मैं आज जो खड़ा हुआ हूँ, वह केवल एक-दो व्यावहारिक मुद्दाव रेलवे मिनिस्टर को देने के लिये खड़ा हुआ हूँ। पहला मुद्दाव जो मुझे देना है वह यह है कि आपने सुना होगा कि रेलवे इस देश में मलेरिया उत्पन्न करती है। यह बड़ी विचित्र बात है लेकिन मुझे खुद इसका तजुर्बा है। मैं कुछ दिन तक मध्य प्रदेश में हेल्थ के चार्ज में रहा हूँ और रेलवे को लिखकर मैं ने यह बहुत प्रयत्न किया है कि रेलवे लाइन के दोनों तरफ जो गड्ढे होते हैं वे इस तरीके से किये जायें कि उनमें कोई पानी न रहे। आज बरसात है और आप देखेंगे कि कुछ दिनों के बाद रेलवे लाइन के दोनों तरफ जो गड्ढे हैं वे बहुत जल्दी भर जायेंगे और जगह-जगह इसकी वजह से गांव में मलेरिया पैदा हो जाता है। मलेरिया इस देश का बहुत बड़ा प्रादलम है और यदि इसकी वजह से इस देश की जो इनर्जी है वह कम हो जाय, तो मैं समझता हूँ कि यह बड़ी खतरनाक बात होगी। **और** खास कर जब गवर्नमेंट एजेंसी मलेरिया पैदा करती है तो और भी ज्यादा खतरनाक बात हो जाती है। इसलिये मैं रेलवे मिनिस्टर साहब से पूरे जोर से यह प्रार्थना करूंगा कि वे इसका जल्दी प्रबन्ध करें।

दूसरी मुझे एक-और सूचना देनी है जो मैं समझता हूँ कि वह भी व्यावहारिक होगी। इस सम्बन्ध में कुछ दिक्कतें भी नज़र आयेंगी लेकिन मैं समझता हूँ कि अगर इसके बारे में विचार किया जाय तो कोई व्यावहारिक योजना बन सकती है। आज आप देखेंगे कि रेलवे लाइनों के दोनों तरफ़ जो ज़मीनें पड़ी हैं उसका कोई खास उपयोग नहीं किया जाता। अगर आप इसका हिसाब लगायें कि ऐसी ज़मीन इस देश में कितनी है तो आप देखेंगे कि इस देश में जो दस परसेंट की फूड डेफिसिट (food deficit) है उसको शायद हम उससे पूरा कर सकते हैं। मैं यह नहीं कहता कि यह सब ज़मीन फूड के वास्ते उपयोग में लाई जा सकेगी। लेकिन अगर फूड के लिये नहीं तो कम से कम कैटिल फोडर (cattle fodder) के लिये इसका ठीक तरीके से उपयोग होना चाहिये।

आखिर मैं रेलवे मिनिस्टर साहब को बधाई देना चाहता हूँ कि महीने दो महीने में उन्होंने जगह-जगह एक नई स्पिरिट उत्पन्न कर दी है। उन्होंने ऐसी स्पिरिट उत्पन्न कर दी है कि अब लोगों को यह विश्वास हो गया है कि बहुत जल्दी थर्ड क्लास पैसेजर्स को ज्यादा से ज्यादा अमेनिटीज़ मिलेंगी। परसों ही मैंने अखबार में पढ़ा कि प्रेसीडेंट साहब यहां थर्ड क्लास कोचेज़ को देखने के लिये गये थे और अखबारों में खास कर यह लिखा था कि अब थर्ड क्लास कोचेज़ में जो सैनिटरी अरेंजमेंट रहेगा, उनमें और फर्स्ट क्लास कोचेज़ के सैनिटरी अरेंजमेंट में कोई खास फर्क नहीं होगा। यह चीज़ गये वक्त मैं ने आपके सामने लाई थी और मुझे बड़ी खुशी है कि उन्होंने इसको फौरन अमल में लाने की कोशिश की।

(For English translation, see Appendix II, Annexure No. 4.)

9

SHRIM. C. SHAH (Bombay): Mr. Deputy Chairman, I thank you very much for giving me an opportunity to speak today. As many Members from

suggestions or to ventilate certain grievances I am also tempted to stand up and bring to the notice of the Railway Minister a standing grievance of that part of the country from which I come. I come from Bombay State, or rather Gujerat and from Ahmedabad proper. I am sorry to say that the Railway Station at Ahmedabad is still ante-dated, though the question of its remodelling has been hanging fire for the last so many years. After a great deal of persuasion the hon. Minister Shri Santhanam was pleased to set apart a sum of Rs. 12 lakhs for starting the work on the Ahmedabad Station in 1951-52. I took up this matter in 1950 in the Provisional Parliament. I took it up again in 1951-52 and after a good deal of persuasion as I said, the hon. Santhanam was pleased to have just a provision in the Budget for the remodelling of the Station. Possibly the whole House is aware that Ahmedabad is a very important industrial city of India. It has increased in population like anything. In 1921 the population was about three lakhs and today it is about nine lakhs. It has got about 68 textile mills. As a matter of fact it is considered the Manchester of India and there is a tremendous amount of traffic at this Station. Therefore, it was considered necessary that this Station should be remodelled. It is now ante-dated. There it stands as it has stood for the last so many years. So many conferences have been held in this connection and I have also attended the meetings of the Advisory Committees held by the General Managers of the then B.B. & C.I. Railway, as Mayor of the city and also as Member of the Provisional Parliament. Plan were passed and then changed and again passed and the work was taken on hand. But I regret to say that this work has been suspended. I do not find any provision for this work in the present Budget. I do not know why this important city has thus been ignored. Is it because we pay so much to the coffers of the Railways? I would appeal to the Railway Minister to look into this matter and set things right. It is a standing grievance which has been there for many years. It is not only a grievance but also an injustice meted out to the

[Shri M. C. Shah] biggest city of the province of Bombay . and of Gujerat. About the sheds in the Station, if you go and see the arrangements there, you will see that they are not capable of handling all the goods traffic that comes up for loading and unloading especially in the monsoon. So many bales of goods are lying about and they get damaged due to the rains and other causes. Therefore I submit that this question should be taken on hand immediately. As every one knows the Railways play a very important part in the economic life of a country. Unfortunately in our country we have only about 3<5,000 miles of railway line and this is not at all adequate for carrying the produce of one part of this vast land to other parts for distribution. When we were being ruled by the foreigners sufficient attention was not paid to this aspect of the matter. But after attainment of independence, and under the able guidance and administration of our Leader and the then Railway Minister Shri Gopaldaswami Ay-yangar and Mr. Santhanam, there has been a steady improvement in our Railways. During the war there were all sorts of difficulties for them to face. Replacements could not be had for locomotives or coaches or wagons. But during the last four or five years there has been a steady improvement in all directions and the finances of our Railways are also in a better position. Today we have an income of Rs. 298 crores whereas in 1948-49 it was only about Rs.263 crores. Slowly and steadily the financial position of our Railways is being strengthened. Therefore I think the opening of new lines so as to join up certain parts of the country with the rest of the country should be taken on hand. For instance I may mention a link which will benefit Gujerat, Rajasthan, Saurashtra and Kutch. All these areas will be benefited if you take up the Ahmedabad-Prantik line from Khedbrahma to Udaipur. The mileage will not be much, but at the same time you will be able to open up large areas in Gujerat and Rajasthan. Today if you have to take your goods to Udaipur or if you have to go yourself, you have to go to Ajmer and thence, to Udaipur. "But

if you construct the link that I have suggested, you will do great good to the whole area and this will add a great deal to the passenger and goods traffic. There is also a proposal to join Bhavnagar to Tarapore and Nadiad. I do not know what has happened to that project and whether it has been dropped or suspended. If you want to develop the trade and industry of Gujerat and Saurashtra this portion ought to be taken up as early as possible. There is the line to the port of Kandla and I would like to congratulate the Railway authorities for speeding up this work.

But at the same time, I would suggest to the Railway Minister to consider the question of joining Kandla with Viram-gam which is connected with Ahmedabad by broad gauge and thereby connect up that side and remove congestion. It will also connect the whole of Gujerat with Kandla Port. I think that matter was also considered by the then Minister for Railways and I hope that the present Minister for Railways will take up this matter also. Except that, I have nothing further to say as far as the general remarks are concerned. As I said, in spite of the difficulties, the Railway Administration has shown a very steady, very satisfactory improvement. It requires yet more improvement and I am sure that the traditions that were laid down by the hon. Mr. Gopaldaswami Ayyangar and Mr. Santhanam will be carried along by the present Minister for Railways and I appeal to him specially to consider this question—the question of the station of Ahmedabad. It is hanging fire for the last so many years, practically for more than 50 years, and once that question was taken up—I do not know whether that question has been dropped this time—I hope some explanation will be forthcoming and the matter will be explored. I am also sure that the decision of the Railway Board to re-model the Ahmedabad Station will be implemented as early as" possible. With these words I take my seat.

SHRI K. C. GEORGE (Travancore-Cochin) :
Sir, I wish to bring to the notice of the hon. Minister for Railways a few points by way of constructive

suggestions. The one which I consider most important is the recent order which the Railway Ministry has issued to the Railways to the effect that certain literature, particularly Chinese and Soviet literature, should be discouraged. I wish to point out that though so much has been said about the democratisation of the Railways by the establishment of Janata Express and such other things, this order has cut at the very root of the democratic principles. My surprise is that when books of Maxim Gorky are banned Reynold's novels are allowed. Similarly when Tolstoy's books are banned Boccaccio's "Decameron" is allowed. I do not know how may hon. Members of this House have read Boccaccio's "Decameron" and I am sure that they will revolt against the moral sentiments of the book. So, when those books are allowed why should those books be banned, those that come from Soviet Russia or from China? I want to stress that it is merely a pretence to show that an attempt is being made to practise democracy, or to adopt the principles of democracy in the working of the Railways. My suggestion to the Railway Minister is that this order may be withdrawn.

AN HON. MEMBER : No, no.

SHRI K. C. GEORGE : It must be withdrawn. I am expressing sentiments of a large section of the people of our country. I wish the Railway Minister had been travelling on the Railways to hear the criticisms of people of different sections on this. I would suggest that if the hon. Minister believes in the principles of democracy which he pretends to put into practice in the administration of the Railways, this order has no place where it finds a place today.

Another point which I want to bring to the notice of the Railway Minister is one that has been very much stressed by some of the hon. Members of this House—I mean the abolition of the narrow gauge. I do not want to speak much about it. I strongly support the sentiments and opinions expressed by those hon. Members. Of course, I am not in a position to say how many

miles of narrow gauge are there in India, but it is high time it is abolished.

Then another point which has been brought to notice, particularly by the hon. Member from Hyderabad is that there is no co-ordination between the railways and industries. I want to stress this and bring to the notice of the Railway Minister—what is happening in my own place, Malabar, which is famous for its 'Biri' industry. The industry is now suffering from unemployment—not for want of a market, nor because 'Biri' is no longer in demand, but because of the confusion that has been created or the lack of attention of the Railway Ministry.—The 'Biri' leaves have to be brought from Bihar and some other place to Madras. It is a fact that so many empty wagons are running every day from Madras to Cochin Harbour at a time when the merchants in Malabar have been trying to get 'Biri' leaves booked to Malabar. These trains pass through Shoranur which is the place where these commodities should be sent so that it may be transhipped to Malabar. As I pointed out when these trains are running empty why should not these 'Biri' leaves be sent there through these trains? On one side these trains are running empty and on the other the merchants are shouting for wagons. These facts may be noticed by the Minister and some arrangements may be made so that necessary co-ordination is established between the railways and industry.

One other important point. It is the speed with which particular trains run. It has been talked so much in this House. I am referring to the Delhi-Madras Express. The fact is that when the Calcutta-Delhi Mail covers 900 miles in 25 or 24 hours, the Madras-Delhi Express covers 1315 miles in 48 hours (that is when it comes in time) and sometimes 50 or 55 hours. It has been admitted by the hon. Minister on the last occasion that the Delhi-Madras Express, though named an Express, is everything else but that. It is no express at all. I do not know the reason how this disparity between two expresses happens.

Then, coming to the way in which facilities are offered to the passengers,

[Shri K. C. George] some Members from the Congress benches even today were telling, and that has been my experience also last time, that they had to stay in Madras trying to get a seat booked. If that happens to us, Members of Parliament, what happens to a private party? Recently a friend on the other side of the House had to go to Bombay and then fly on to Delhi because of this difficulty. These are the facilities that are offered. If that is the facility offered to Members of Parliament, hon. Members can very well imagine what will happen to the poor ordinary passengers. Some of us had to struggle for three days to get a reservation.

PROF. G. RANGA : Many of the reservations were bogus.

.SHRI K. C. GEORGE : Many of them are bogus. In the compartment in which we travelled, out of six berths three were bogus reservations. Some of my friends got those seats, I don't know how. They may be able to tell you. This is what is actually happening in the Railway Ministry which is so much boasted of. I wish to suggest by way of constructive suggestion that this may be looked into and corrected. I just want to drive home this point to the Minister. If the Minister himself takes the chance of booking a seat in the ordinary manner he could imagine the difficulties. Of course, special arrangements are made in the matter of travel for the ministers and they may not, therefore know the hurdles which others have to cross. I hope the Railway Minister will be able, magnanimously enough, to take these few suggestions into consideration and put them into practice.

DR. S. K. BHUYAN (Assam) : Mr. Deputy Chairman, I am very glad to have this opportunity to say a few words during this debate. Assam is a problem Province. Its problems are not merely earthquakes and floods, but it has numerous other problems as well. But the problems with which we are now concerned relate to Railways. Immediately after partition it was found that Assam was cut off completely

from the rest of India and if people from Assam had to come to Western India they had to travel through Pakistan. Assam was found to be cut off and it was considered essential that Assam must be directly connected with the rest of India. A new Railway line had to be constructed. This could very well have taken several years but the Assam Link was completed with such speed and in such a short time that the people of Assam were amazed at the expedition and efficiency that had been shown in the construction and completion of the Assam Rail Link. This morning we read in the papers that the Assam Link had been interrupted on account of recent heavy rains. This should not happen and I would request the hon. Railway Minister to protect the Assam Link at any cost by pressing into service all the scientific and engineering resources at his disposal in such a way that the Assam Link remains invulnerable for ages to come. The Assam Link is the only outlet for Assam, and if this is cut off, the people of Assam will be marooned virtually and may become exposed to serious dangers. We have also various other difficulties like earthquakes, floods, etc., which have affected the Railways at the extreme eastern end of Assam, and I would request the hon. Minister, on behalf of the people of Assam, to use all his up-to-date resources to ensure that the Assam Railways remain serviceable and do not become vulnerable to the effects of rains or other similar calamities.

Then it is said that a bridge is going to be constructed at Pandu with possibilities for pedestrian traffic side by side. In fact, we have been feeling the necessity for such a bridge and the people of Assam were thrilled to hear that the bridge would soon become a reality. We hope that this will be completed soon which will instil still further confidence among the people of Assam in the powers that be.

We also read that the Government of India have purchased the Tezpur-Balipara Railway line and we want that this line should be extended up

to North Lakhimpur which is so difficult to be reached. It used to be known as the Andaman islands in olden times because it was so inaccessible. It is far quicker to go to London from Gauhati than from Gauhati to North Lakhimpur. In this civilised age if we have an area like that, it is not a good commentary either on our civilisation or on the efficiency of our Railway system. I hope the hon. Minister will see to it that the line is soon extended up to North Lakhimpur.

Then, I would like the Railway Minister to remember that Assam is in the eastern frontier of India and there is always the danger of its being cut off from the rest of India due to one reason or other. We must be always prepared to face any eventuality so that if the Railway system collapsed there would be no room for chaos. There should be a sufficiently large number of trained men in reserve in Assam so that in a period of emergency they can always take up the work and run the Railway system. It must be remembered that Assam is a strategic province. It has got very significant boundaries. We have China, Tibet and Burma on the one side while there is Pakistan on the other side. We must, therefore, have a large number of men trained in Assam who could be always available for any contingency. For that a large number of people from Assam must be taken into the Railway services—including Class III and Class IV services—and a representative from Assam must be on the Selection Committee.

The Zonal division is now a settled fact and the headquarters will be in Gorakhpur. But what the people of Assam want is that there must be a high-powered Railway office located at Pandu so that local people there will have sufficient opportunities for Railway service and Railway training. I earnestly hope that the Railway Minister will kindly give his best attention to the points that I have raised. SHRI B. N. DUBE (Vindhya Pradesh):

श्री बी० एन० दुबे (विन्ध्य प्रदेश) : माननीय महोदय, रेलवे के जो आंकड़े दिये गये

हैं, उनसे पता चलता है कि बिना टिकट यात्रा करने वालों से सरकार को कितना रुपया मिला। लेकिन इसका कोई आंकड़ा नहीं मिलता है कि रेल में जेब साफ़ करने वालों ने लोगों का कितना रुपया गायब किया। सरकार दमन करने के लिये बाध्य नहीं है। आजकल रेलवे में यहां तक नौबत आ गई है कि माननीय मिनिस्ट्रों के मुंह में कपड़ा ठूस दिया गया है और सारा सामान बाहर निकाल लिया गया है। इसको रोकने के लिये सरकार के पास कोई प्रबन्ध नहीं है। न इस बारे में सरकार के पास कोई आंकड़े ही हैं कि कितना रुपया इस तरह जनता का गायब हो गया है।

इस काम के लिये सरकार की ओर से पुलिस फोर्स रेलों के डिब्बों में रहती है और उसके साथ चलती है, मगर उसने आज तक इस तरह की वारदातों को रोकने का कोई भी उचित प्रबन्ध नहीं किया है। जितने भी केस इस तरह के हुए हैं, पुलिस ने कोई भी केस इस तरह का नहीं किया कि वह चीज बरामद कर सके। सरकार ने इस कार्यवाही को खत्म करने के लिये कोई भी ऐसा कदम नहीं उठाया, जिससे कि यह कार्यवाई बन्द हो जाय।

दूसरी तरफ़ सरकार ने रेलवे मजदूरों, छोटे कर्मचारियों के खिलाफ़ अपनी स्थिति को मजबूत करने के लिये, अपनी मुविधा के लिये हर तरह के कदम उठाये। हाल ही में जब गोरखपुर में मजदूरों ने अपनी मांगों के बारे में सरकार के सामने कुछ तजवीज़ रखी, जिससे कि उनकी आर्थिक स्थिति अच्छी हो जाये, तो इस अपराध में उनके ऊपर सरकार ने गोली चलवाई। उनका दमन किया गया। मगर इन बदमाशों को चोरी और डाका डालने से रोकने के लिये कोई कार्यवाई अभी तक सरकार ने नहीं की, जो कि चलते हुए आदमी के जेब से या रेल के डिब्बों में बैठे हुए आदमियों का सामान वगैरह उठा ले जाते हैं। उन लोगों का जिस चीज पर भी हाथ लगा वह गायब हो जाती

[Shri B. N. Dube]

है। छोटे-छोटे लड़के रेलों के डिब्बों में सफर करते हैं और मूंगफली और दूसरी चीजों के बेचने के बहाने वह डिब्बों के अन्दर घुस आते हैं। अक्सर यह भी देखने में आया है कि वह पहिले से डिब्बों के अन्दर नीचे से बैठे रहते हैं। जब मुसाफ़िरो का ध्यान इधर-उधर रहता है, वह छोटा-छोटा सामान लेकर चले जाते हैं। पुलिस फ़ोर्स भी उसी गाड़ी पर चलती है, मगर वह भी इन बदमाशों को रोकने में कुछ नहीं कर पाती है।

इसका खास कारण यह है कि पुलिस के आदमी भी उन बदमाशों से मिले रहते हैं और वह उनके ज़रिये से इस तरह की कार्रवाई कराते हैं। अक्सर यह होता है कि बदमाश लोग आदमी को जान लेते हैं कि इसके पास रुपया है। फ़ैज़पुर तक अगर वह बदमाश उस आदमी से, जो कि १० हजार रुपया लेकर चला है, न ले सका तो वह अपने दूसरे बदमाश साथी से उसको ६ हजार या ८ हजार में बेच देता है। अगर वह बदमाश भी उस मुसाफ़िर से रुपया न निकाल सका तो वह अपने तीसरे बदमाश को ४ हजार में बेच देता है। इससे यह पता चलता है कि वह तीसरा बदमाश उस मुसाफ़िर से ज़रूर वह रुपया ले लेगा। यह लोग पुलिस की सहायता से ही यह काम करते हैं। पुलिस को भी इसका हिस्सा दिया जाता है। इतना होते हुए भी सरकार ने इनको दमन करने के लिये कोई कार्रवाई नहीं की है।

हमारा यह मुझाव है कि जो सरकार अपने को अहिंसक कहती है, तो अहिंसक सरकार का काम बदमाशों का दमन करना होना चाहिये। जो मज़दूर अपनी आर्थिक स्थिति को बनाये रखने के लिये और अपनी मांगों को पूरा करने के लिये प्रार्थना करते हैं, सरकार उन पर शान्ति और व्यवस्था के बहाने लाठी-चार्ज करती है और फिर भी अपने को अहिंसक सरकार कहती है। यह लोकप्रिय सरकार एक तरफ़ तो हिंसा करती है और दूसरी तरफ़ वह उन बदमाशों

को दबाने के लिये अहिंसक बनती है। हमारा यह कहना है कि जिस तरह से सरकार अपनी जायज़ मांगों के आधार पर प्रार्थना करने वालों पर हिंसा का प्रयोग करती है, उसी तरह से वह बदमाशों को दबाने के लिये भी हिंसा का प्रयोग करे। जब तक सरकार उनके खिलाफ़ कोई सख्त कार्रवाई नहीं करती है, तब तक उनकी यह कार्रवाई बन्द नहीं हो सकती है। यह बिल्कुल सही बात है कि पुलिस के साथ मिलकर बदमाश रेलों में चोरी करते हैं। इसमें पुलिस फ़ोर्स का अवश्य हिस्सा रहता है।

इसलिये हम सरकार से यह मांग करते हैं कि वह अपने कर्मचारियों को और खास कर ऐसे कर्मचारियों को रेलवे में रक्खें जो कि ईमानदार हों और जिन पर किसी प्रकार से भी सन्देह नहीं किया जा सकता है। यह आदमी उस पुलिस फ़ोर्स के ऊपर रहें, जो कि उनकी अच्छी तरह से निगरानी कर सकें और उनके दमन की योजनायें बना सकें।

दूसरी तरफ़ हमको यह भी मुझाव सरकार के सामने रखना है कि इस चीज़ को रोकने के लिये सरकार बहुत सा रुपया खर्च कर रही है, मगर वह तब तक पूरा नहीं हो सकता, जब तक कि उसके कर्मचारी अच्छी तरह से और नेकनीयती से इस काम को पूरा नहीं करते हैं।

सुधार-योजना काम के लिये तो आप एक बहुत बड़ी रकम खर्च कर रहे हैं, दूसरी तरफ़ कुछ प्रदेश ऐसे हैं जहाँ अभी तक लोगों ने, जिनकी उम्र ८० साल तक की हो गई है, रेलों की शकल तक भी नहीं देखी। उनको यह भी पता नहीं है कि रेलवे लाइन और रेल का इंजन किस तरह का होता है। इन प्रदेशों में ऐसे बहुत लोग हैं जो कि अपनी पूरी उम्र खत्म करके स्वर्गवासी हो गये, मगर उनको रेल तक दे देने का अवसर प्राप्त नहीं हुआ। उनको यह भी

पता नहीं कि रेल का डिब्बा किस तरह का होता है और किस तरह से रेल चलती है। इसके लिये मैं आपके सामने विन्ध्य प्रदेश का उदाहरण रखना चाहता हूँ।

विन्ध्य प्रदेश में ऐसे बहुत स्थान हैं, जहाँ पर कि लोगों ने अभी तक रेल के दर्शन तक नहीं किये हैं। उनको यह भी पता नहीं है कि रेल क्या चीज़ है। अगर वह रेल के दर्शन करना चाहें तो उनको करीब १५० और २०० मील पैदल यात्रा करनी पड़ती है, तब उनको रेल के दर्शन हो सकते हैं। इस वजह से वहाँ के लोग बहुत पिछड़े हुए हैं और वह लोग आधिक तौर से भी गिरे हुए हैं। वहाँ पर सड़कों का भी कोई खास प्रबन्ध नहीं है, जिससे कि वे सड़कों के ही जरिये से अपना कारोबार कर सकें।

विन्ध्य प्रदेश खनिज पदार्थों का घर है। वहाँ पर कई किस्म के खनिज पदार्थ आसानी से उपलब्ध हो सकते हैं। वहाँ पर कोयले की खानें हैं, लाइमस्टोन, हीरा, लोहा की खान हैं, बम्बू अधिक तादाद में है, बिजली पैदा करने के जलप्रपात आदि तथा बहुत सी इन्डस्ट्रीज़ का सामान मौजूद है। मगर रेलवे लाइन न होने से वहाँ पर इन चीज़ों का अच्छी तरह से उपयोग नहीं किया जा सकता है। रेलों के न होने से यह सब चीज़ें बेकार पड़ी हुई हैं और इसका नतीजा यह होता है कि वहाँ की जनता भी कोई कार्य न होने के कारण बेकार पड़ी रहती है। अगर सरकार ने इस ओर जल्दी से ध्यान नहीं दिया तो वहाँ की जनता की हालत और भी खराब हो जायगी।

एक तरफ तो सरकार सुधार के लिये लाखों रुपया खर्च कर रही है और दूसरी तरफ इस तरह के प्रदेशों के लिये, जहाँ पर कि कोई रेलवे लाइन अभी नहीं है, जहाँ से सरकार को कई प्रकार का फ़ायदा हो सकता है और वहाँ की जनता की आर्थिक हालत ठीक हो

सकती है, उसके लिये सरकार कोई भी निश्चित कदम नहीं उठा रही है। वहाँ पर लोग १५० मील तक पैदल जाते हैं और तब अपना काम-काज करते हैं। मोटर की सड़क भी वहाँ पर अच्छी नहीं है जिससे कि वहाँ पर मोटर आ-जा सके। वहाँ पर इतनी सड़कें नहीं हैं कि मोटर आसानी से जा सके। लोगों को मोटर तक पहुँचने के लिये ४० और ५० मील तक पैदल जाना पड़ता है।

ऐसे स्थानों पर जहाँ पर काफ़ी साधन सरकार की आर्थिक उन्नति के लिये तथा वहाँ के लोगों की तरक्की के लिये हैं, उस ओर सरकार का अभी तक ध्यान नहीं गया है। हमारा सरकार के लिये यह सुझाव है कि वह जो लाखों रुपया योजनाओं में खर्च कर रही है, कम से कम कुछ रुपया वहाँ के रेलवे की लाइनों को बिछाने के लिये अवश्य रखे। जहाँ पर सुधार पहले से ही है, वहाँ पर सरकार और सुधार कर रही है और जहाँ पर सुधार बिल्कुल भी नहीं है, वहाँ पर सरकार का बिल्कुल भी ध्यान नहीं जा रहा है। यह वह स्थान है जहाँ पर सरकार का और जनता का दोनों का ही लाभ हो सकता है।

सरकार के सामने हमारे दो ही सुझाव हैं। एक तो इस प्रदेश में नई रेलवे लाइनें बनाई जायें और दूसरा जो भ्रष्टाचार इस समय रेलों में हो रहा है, उसे सरकार को जल्दी ही बन्द करना चाहिये। मुझे आशा है कि सरकार मेरी बातों की ओर अवश्य ध्यान देगी और विन्ध्य प्रदेश के जो पिछड़े हुए हिस्से हैं, जहाँ पर कि अभी तक कोई रेलवे लाइन नहीं है, वहाँ पर नई रेलवे लाइन अवश्य खोलेगी।

[For English Translation, see Appendix II, Annexure No. 5.]

SHRI B. K. MUKERJEE (Uttar Pradesh) : Mr. Deputy Chairman, much has been said about the abolition of the classes on the Railways. I do not like to criticise this proposal this

[Shri B. K. Mukerjee.] way or the other until I get some information on this point. Without that information I do not think anybody can be in a position to make the criticism. The information which I require is this that without providing proper amenities for the third class passengers or for everybody to travel in one class, if the classes are abolished, whether that will encourage air traffic in our country or not. Air traffic as I see will increase if the first and second classes are abolished on the Railways. The Railways are a national undertaking whereas the Airways in our country are not nationalised. Therefore unless they (Railways and Airways) come on the same footing the abolition would mean a loss to the national industry and more revenues to the private concerns. So I would require this information—whether those people, who are advocating today the abolition of these classes on the Railways, consider it right to divert the Railway passengers to the Airways and if it is so, I will be in a position to oppose this abolition of the classes.

Secondly, by mere abolition of classes in the Railways I do not think socialism will ever come in this country. For bringing socialism in this country we have not to depend on the abolition of the classes, but on raising the status of the people and giving them equal status. Unless we have got some scheme to raise the status of the general public of this country, the people who are now in a better position to spend more money for travelling, will not be inclined to travel in the compartments which we find now in our Railways as third class compartments. They are dirty and they are not properly equipped. Therefore these people will not like to travel in the third class. And if the classes are abolished, they will travel not by train but by cars or by planes.

Now I am coming to another, point regarding economy. The Railways are today losing revenue through many directions and one of these directions is this that Railways sometimes restrict booking of goods. The people are requiring the Railways to tranship their goods. I will give you an instance. Supposing I requisition five

wagons today and I am informed that the wagons will be available for my goods seven days after, I bring my goods to the Railway station within the course of these seven days and when they are stacked there and wagons arrive, I get the information that the wagons will be loaded tomorrow morning. The next morning when I come to the station to load my goods in those wagons, the Station Master suddenly comes and informs me that these are restricted bookings and I cannot book my goods today because he received a telephone communication last night from his Divisional Superintendent that this has been restricted. I cannot book them. Now just imagine! The gentleman does not know that these goods will be restricted. He brings his goods there, spends money over them and now he is restricted from sending the goods. He cannot get the wagons. He cannot send his goods. When the Railways impose any restrictions against booking of certain commodities from one station to the other, the people do not know when they are restricted. I therefore wish that before the imposition of this sort of restrictions, the Railway authorities should announce not through their own Gazette but through the newspapers that such and such commodities are restricted from booking from such and such station to such and such station. And they must also give adequate time to our commercial communities so that they should not send their goods to the station for booking. Now this encourages some sort of corruption as well. People were talking of corruption. How does it take place? If a man has got to pack his goods and take them to the godown, etc. he has got to spend about a thousand rupees. Instead of spending that thousand rupees he will part with about half of that money and he will be able to get his goods booked from that station to the station where he wanted them to be sent. But in that case he will not declare that this is the commodity for booking. He will give a mis-declaration about that commodity and thus Railways will lose their revenue and also this will lead to more corruption. Therefore I want to bring this fact to the notice

of the hon. the Railway Minister in order to rectify this defect in the Administration.

12 noon.

Now I am coming to another point. And that is with regard to the ticketless travel. People in this House speak of ticketless travel. In my opinion we can ignore the people who do travel without ticket but we cannot ignore this fact that the Railways have got to spend crores of rupees every year by way of payment of claims to the commercial community. When they prefer their claims to the tune of lakhs and lakhs of rupees, the Railways have got to pay them. I will now show how that can be checked. Railways have got the Railway Protection Police travelling on every train. They have got moving rrrgis-trates in every train to penalise the passengers without ticket. These magistrates sometimes penalise those people also who travel by the Railways with adequate tickets. I had an occasion to be penalised by such a magistrate once. Anyhow we need not go into that but these magistrates can be well employed to check these leakages of revenue. When goods go from one station to another station, suddenly the train stops at a point and some people come and unlock these wagons and take away the goods and nobody would even tak^ care to take notice of these things. And ultimately the consignor or the consignee comes with the demand to the Railways and demands ten lakhs of rupees because he says ' my goods are lost'. Then the Railways have got to pay those claims. This is a leakage not only of a small amount but crores of rupees every year are wasted like that. Therefore, I want that instead of diverting their attention to restrict this ticketless travel only; Railway Protection Police and the Railway Magistrates should divert their attention to check this sort of leakage which amounts to crores of rupees going from the pockets of the tax payers of this country.

Now I am ccming to another point where some sort of leakage can be restricted and that is with regard to the coal consumption of the locomotives

cf the Railways. They prepare statistics every month and if "anybody looks into these statistics, he will find that one month for a distance of 100 miles one locomotive consumes, say for instance, 100 tons of coal and for the same distance of 100 miles that very locomotive during next month wiH consume 150 tons. They prepare the statistics but the officers are so sleepy and indifferent that they do not look into these things. They do not devise any ways and means to check them and to restrict them. I wish the Railway Minister should take note of* this. From coal consumption crores of rupees can be saved. Crores of rupees are wasted and how they are wasted is not unknown to the authorities a C Railways

(Time bell rings.)

SHRI B. K. MUKERJEE • Now I come to another point which in the beginning was stressed by one hon. Member. That is regarding the accidents on these Railways. Accidents are so many on the Railways in. this country, and after every railway accident, we find some sort of reason given by the Railway Board for that accident and one of the reasons the Railway Board usually gives in its communiques is that the line has been tampered. I happen to have some sort of knowledge of the working of Railways^, being associated with Railway working for decades, and I know 95% of these accidents are caused by negligence on the part of the railway staff or officials. If statistics are collected, you will find that 90% of these accidents occur on curvatures in the line because the lines are not properly maintained. But who are maintaining the lines ? Not the members of the Railway Board nor the big officials of the Railways but the gang men and key men But they are not adequately paid. Secondly their beats are so long thflt it is physically impossible for the gang men to look after the whole beat every day twice. They just cannot do it. It is physically impossible to cover 16 or 20 miles every day. And so the beats should be reduced. If it is four-to six miles, it can be covered. Twenty r

[Shri B. K. Mukerjee.] miles is an impossible length. And then, you have reduced the number of the gang men who are working these lines. If statistics are collected regarding the accidents—not for all times but say, for the last four or five years—I am sure you will find that most of these accidents, at least 90% of them, occurred on the curvatures in the railway lines. Therefore, I would request the Railway Ministry to increase the number of gang men, pay them properly and reduce their beats, so that it will be feasible and possible for them to cover the beat twice a day.

MR. DEPUTY CHAIRMAN : May I know what time the hon. Minister would like to have for his reply ?

SHRI LAL BAHADUR : I would like to begin at 12.15 p.m.

SHRIMATI MAYADEVI CHETTRY (West Bengal) :

श्रीमती मायादेवी चेत्री : (पश्चिमी बंगाल) : उपसभापति महोदय, हमारे अन्य आनरेबिल मेम्बर्स ने दार्जिलिंग के रेलवे के विषय में कहा है, तब भी एक-दो प्वाइंट (Points) जो यहां पर नहीं आये हैं, उनके बारे में मैं कहना चाहती हूँ।

एक प्वाइंट यह है कि बंगाल के पार्टीशन (Partition) के बाद दार्जिलिंग अर्थात् नार्थ बंगाल जाने के लिये रेलवे का अच्छा प्रबन्ध नहीं हुआ है। आगे सियालदह से दार्जिलिंग जाने के लिये स्पेशल पैसेंजर ट्रेनें थीं और गुड्स ट्रेनें भी जाती थीं, इसलिये वहां के वास्ते अच्छा प्रबन्ध था। मैं रेलवे मिनिस्टर साहब से अनुरोध करूंगी कि वे दार्जिलिंग के लिये, अर्थात् नार्थ बंगाल के लिये, कलकत्ता से स्पेशल पैसेंजर ट्रेन का बन्दोबस्त करें और खास कर गुड्स ट्रेन (goods train) का ज्यादा बन्दोबस्त करें। अभी पैसेंजर और गुड्स ट्रेन मनिहारी घाट में उतरती हैं और जितना माल होता है वह मनिहारी घाट पर पड़ा रहता है। वह

बहुत दिनों तक पड़ा रहता है, इस कारण वह सड़ जाता है और खराब हो जाता है और दार्जिलिंग पहुंचते-पहुंचते उसके दाम इतने अधिक हो जाते हैं कि साधारण आदमी के लिये बहुत मंहगा पड़ता है और उसे बेसी दाम में साधारण आदमी को खरीदना पड़ता है।

दूसरा प्वाइंट यह है कि कोयला मनिहारी घाट पर आकर उतरता है और अब जब वह दार्जिलिंग पहुंचता है तो उसका जितना पहले दाम लगता था उसका तीन गुणा अब ज्यादा हो गया है, इसलिये कोयले के विषय में बहुत ही तकलीफ है। इसलिये मैं रेलवे मिनिस्टर से अनुरोध करती हूँ कि वह यह नोट करें कि वहां के लिये रेलवे का अच्छा प्रबन्ध हो और उसे कर देने की कृपा करें।

तीसरे, मुझे यह कहना है कि दार्जिलिंग में जो हिमालयन कम्पनी की रेलवे थी उसे अब सेन्ट्रल गवर्नमेंट ने ले लिया है, लेकिन वहां पर जो पैसेंजर का भाड़ा लिया जाता है, वह दूसरी रेलवे के भाड़े से ज्यादा है। इसलिये वहां भी वही रेलवे का भाड़ा कर दें जो कि दूसरे रेलवे में लिया जाता है। इसमें कोई ज्यादा दिक्कत भी नहीं होगी क्योंकि यह बहुत ज्यादा मील भी नहीं है और सिलीगुड़ी से वहां तक एक-दो छोटे स्टेशन हैं।

मुझे यह भी कहना है कि कुरसियांग में जो रेलवे का आफिस था वह तो चला गया। अब दूसरा एक लोको वर्कशाप जो तिनघारिया में है वह भी वहां से हटा कर सिलीगुड़ी में लाने वाले हैं। यह सब दार्जिलिंग से क्यों हटा रहे हैं ? दार्जिलिंग एक इम्पोर्टेंट हिल स्टेशन (important hill station) है और ब्रिटिश जमाने में स्पेशल ट्रेन बगैरह का सब इंतजाम करके दार्जिलिंग को सुन्दर बनाने की वे लोग चेष्टा कर रहे थे, लेकिन स्वतंत्रता मिलने के बाद दार्जिलिंग को हर तरह से हम नेग्लेक्ट (neglect) कर रहे हैं।

तो मैं विशेष समय न लेकर आनरेबिल मिनिस्टर से यही कहना चाहती हूँ कि कलकत्ता से दार्जिलिंग के लिये स्पेशल पैसेंजर और गुड्स ट्रेन निकाली जाय और तिनघारिया का जो वर्कशाप है उसको वहीं पर रहने दिया जाय तथा जो दार्जिलिंग के लिये ट्रेन का भाड़ा ज्यादा है उसको इंडिया की दूसरी रेलवे के बराबर कर दिया जाये। विशेष समय न लेकर बस मैं इतना ही कहूंगी।

[For English translation, see Appendix II, Annexure No. 6.]

SHRI LAL BAHADUR: Mr. -Deputy Chairman, various suggestions have been made. Some of them are very good and very useful and deserve consideration. I should like only to assure the House that they would receive my best attention and I shall especially ask the Department to look into the proceedings of this House today and place all the proposals before me. I shall get them examined and shall certainly try to do what is feasible and possible." It is difficult for me to go into each and every suggestion and every specific proposal made here, but if you will permit me, I will say a few words about two or three suggestions. The hon. Member from Ahmedabad said that the work of remodelling of Ahmedabad station has been stopped. Well, so far as my information goes, some change has been made in that connection. The Railways are taking up another project. The work of providing additional goods facilities at Kankaria at a cost of about Rs. 13'4 lakhs has been included in the current year's Budget and I understand that this will greatly help the local industries. Perhaps passenger amenities will also receive attention. I am for remodelling big stations like Ahmedabad, Delhi or Allahabad but I have been recently considering as to whether we should* spend huge sums on these big stations or not. In fact I had mentioned in jny Budget speech about the reconstruction of New Delhi Railway Station which will cost about Rs. 50 lakhs. Only the other day, while considering

that project, I was thinking whether we should take up that project this year or not. In fact I have been feeling that that money should be diverted for other things, specially for the amenities of third class passengers and for improving the small railway stations.

As regards the Cocanada-Kotap-palli restoration, the restoration of this dismantled line was first linked up with the diversion of the main line *via* Cocanada. Since the proposed diversion will not make use of the Cocanada-Kotappalli route, its restoration will now be considered by the Central Board of Transport independently on its own merits.

As regards the restoration of the Bhagalpur-Mandar line, that is included in the programme for 1952-53. Only a token provision of Rs. 1 lakh is, however, provided in this year's Budget for making preliminary arrangements. Actual construction will start next year. Its length is about 31 miles and the estimated cost of restoration will be about Rs. 30 lakhs. One of the hon. Members from U. P. has laid special stress on the opening up of the Kumaon regions. I have my full sympathies with him but it is difficult for me to say what the Railways will be able to do for the opening up of those regions in the near future. Various minor suggestions that he has made will be taken into consideration and I think we will be able to implement some of them but the hon. Member is aware that the railway line goes upto Kathgodam and from Kathgodam to Naini Tal there is a first class road. Also from Naini Tal to Ranikhet and Almora we have a first class road. The U.P. Roadways Service is working there on those roads. Of course it does not go up to Almora, but so far as I am aware it runs up to Ranikhet. That road facility is there and therefore I think we cannot give priority to the opening up of that area just at present.

One of the lady Members suggested about providing conductors in each third class compartment. These suggestions are good no doubt but they have their financial implications

[Shri Lal Bahadur.] too. Only I shall give one instance. She suggested that there should be one guide or one conductor for each third class compartment. There are over 9,000 carriages having third class accommodation and the number of compartments would perhaps come to about more than 20,000. At the rate of a conductor in each compartment we would require about 20,000 conductors. So you can imagine the expense that we will have to incur on appointing conductors in each compartment. But, in so far as appointment of conductors or passenger guides is concerned, the whole scheme I want to reconsider and reorganize and I am for appointing passenger guides and conductors especially for the convenience of third class passengers.

One of the Members from the Opposition said about the Bombay Transport Corporation and something about road-rail co-ordination policy and investment in Bombay State. In regard to road-rail co-ordination, the policy is to participate in State Road Corporation set up under the Road Transport Corporation Act of 1948 since superseded by the Road Transport Corporation Act of 1950 which provides *inter alia* for Railway participation on reasonable terms and co-ordination of road-rail services generally. In pursuance of this policy the Railways have taken 33 1/3% share in the capital of the Bombay State Road Transport Corporation which amounts to about Rs. 2 crores. The Railways have 2 representatives—one whole-time and the other part-time—on the Corporation which perhaps consists of about eleven Members. Dividends declared by the Board of State Road Transport Corporation has been as follows :—

1948-49	3%
1949-50	5%
1950-51	3%

The hon. Member will therefore see that the investment has not been unremunerative. He also referred to the Shroff Committee and enquired as to what action Government have taken on the recommendation of the tores Enquiry Committee, especially

regarding the reduction of the stores balances on Railways. I may tell him that a vigorous drive was instituted by the Railway Board and as a result of this drive the Railways declared as surplus to their immediate requirements some 60,000 items valued at about Rs. 10 crores out of their stock on 31st March 1951. These surpluses are being utilised on an all-India basis and by 31st March 1952 an aggregate reduction of Rs. 3-14 crores had been effected in addition to a decrease of" about Rs. 80 lakhs for the value of the scrap accumulated. These reductions have, to some extent, been off-set by receipts of stores against outstanding-orders and we have also to pay up for reserves of imported material. The drive continues and before long the surplus stock will be liquidated. The-stores balance of Railways i.e., value of stock holdings other than grain shop-articles which stood at about Rs. 55' 8' crores on 31st March 1951 is likely to-be reduced to Rs. 55^67 crores on 31st March 1952 and to perhaps Rs. 53 '79 crores in 1953. We propose to take further steps for reducing the surplus stocks and we have made arrangements; to transfer the stocks to other railways that want them. Previously the practice was that the surplus remained where it was ; but now we have made arrangements to the effect that if there is a surplus in a particular railway, that: will be* transferred to other railways; which are in need of that stock.

As regards the Fuel Enquiry Committee's Report, I am sorry I received this report, the interim report, only the other day, and we have not yet received the final report and, of course,, it is difficult for me to say anything on this matter unless we have considered the report.

There was a difference of opinion in connection with the amount of contribution to the depreciation and reserve fund. One of the Members: ¹ said that we are contributing less than what we should and another that actually what we are contributing is more. In fact it has been suggested that we should spend that money in opening up new railway lines or in restoring old dis-manted lines, that we should not **put**

as much money into the Depreciation and Reserve Fund as we are doing now. Well, this question of what contribution should be made annually was gone into in detail by a committee of, I think, Parliament or the old Legislative Assembly in 1949, and after full consideration of all aspects of the matter as was pointed out by one hon. Member, that committee recommended that a minimum contribution of Rs. 15 crores should be made to the Depreciation Fund. That recommendation was accepted by the House also. Now, as hon. Members have seen, actually the contribution has been made at the rate of Rs. 30 crores a year. It is not possible to make a contribution of Rs. 70 crores a year as suggested by an hon. Member. Nor is such a contribution really necessary or justified. In any case, the whole question can be examined by the House when the present Convention period expires, perhaps in 1955.

As regards the construction of new lines, a Post-war Railway Reconstruction Plan was prepared in consultation with all the State Governments and surveys for over 4,000 miles were carried out. All these projects have been examined by the Central Board of Transport and a number of them have been approved. The Central Board of Transport has also fixed priorities for them and the work is being taken up according to programme. In view of the present ways and means position of Government, only an allotment of about Rs. 5 crores per year is made for new lines and restoration.

PROF. G. RANGA : Where is this sum of Rs. 5 crores ? Here we find only Rs. 48 lakhs—item No. 15,

SHRI LAL BAHADUR : If the hon. Member so desires I shall explain the position later. But an allotment of Rs. 5 crores per year is made for new lines construction and also for the restoration of dismantled lines. Both are included in this sum of Rs. 5 crores. We have to spend that money for the restoration of the dismantled lines and also on the construction of new lines, and this pro-15 C. S. Deb.

gramme will take us about six to seven years.

There are other projects also which were previously approved by the Central Board of Transport but which have now to be reviewed again as recently decided by the Central Board of Transport. These projects will be added to the programme as and when approved.

As regards the dismantled railway lines, I had already said something during the Budget discussion, and except for some lines I had said then and I shall say it now, that we do propose to restore, as far as possible, all the dismantled railway lines.

PROF. G. RANGA : Was the report of the Committee giving the priorities of the new lines ever published ? And does the hon. Minister include the restoration of old dismantled lines also among the construction of new lines ? If that be so, it does not take us very far.

SHRI LAL BAHADUR : If the hon. Member so desires, I shall place all our plans before the House or in the lobby and I shall be grateful to hon. Members if they would look into the plans and make the suggestions that they like.

Special stress was laid perhaps on the Khandwa-Hingoli railway, and it was said that the construction of this line will establish through connection between the north and the south. I may tell the hon. Member and also the House that this particular project is under examination and it is proposed to be given priority as suggested by the Central Board of Transport.

Mr. Guruswami suggested about improving the system of train working and inter-locking in connection with the Bikaner accident. His suggestion is perfectly all right and the matter is receiving our consideration. The type of inter-locking and the system of the working of trains on single lines, whether by paper line-clear or by tokens is determined by the density and speeds of the traffic on the sections. Consistent with the ways and means position and the availability of equipment also,

[Shri Lal Bahadur.] the systems of interlocking and signalling are being improved upon a priority basis. The case of the section in question on the ex-Bikaner State Railway referred to by Mr. Guruswami will also be dealt with accordingly.

One hon. Member enquired about the collieries. I may inform him that the collieries are at present owned by the Railway Ministry, but they are being managed by the Production Ministry. The question whether the Railway Ministry or the Production Ministry should own and manage the collieries is receiving the 'consideration of Government. But incidentally I may mention that in the year 1952-53 the collieries are expected to earn a profit of about Rs. 10 lakhs.

Something was said about the working expenses of our Railways. The ratio of working expenses to the gross earnings of Indian Government Railways compares favourably with that on certain foreign Railway systems.

Few foreign Railways make such complete provision for Depreciation as we do for Indian Railways. In spite of this, our ratio of working expenses to gross earnings has been generally lower. I am giving the comparative figures. For the year 1950-51 the ratio of working expenses to gross earnings comes to about 81 per cent. ; for British Railways it is 92 per cent. ; for the U.S. Railways it is 80 per cent, and for Canadian Railways it is 89 per cent. So, you see Indian Government Railways' ratio of working expenses to gross earnings is only 81 per cent, whereas in U.K. it is 92 per cent., in Canada 89 per cent, and in U. S. Railways 80 per cent.

SHRI B. GUPTA (West Bengal) : These figures are not comparative. We would like to know at the same time how much of the money has been spent on the wages *per capita* per worker both for the skilled and the unskilled. Until you give that figure your working expense ratio does not mean much. Where this country is spending on a certain non-working class item, they may be spending more on the

working classes. Unless this answer is given

SHRI ABID ALI (Bombay) : On a point of order, Sir, The Member can ask a question but he cannot deliver a speech at this stage.

SHRI LAL BAHADUR: I am sorry I have not those figures just now, but I am prepared to examine that also and, if the hon. Member so desires, I can discuss that matter with him.

One of the Members also said something about metallurgical coal and he said it was dangerous to use that. It is true that we are using metallurgical coal, but the Railways are using only about 1 • 4 million tons of metallurgical coal against our total consumption of 10-5 million tons. So, we are using to the extent of only about 10 per cent. Railways have, in fact, offered to give up metallurgical coal if other suitable coal is allocated. In fact we have been asked to absorb the production of metallurgical coal and we are only getting our share of the production.

SHRI C. G. K. REDDY : On a point a/ information if I may ask the Minister

MR. DEPUTY CHAIRMAN : Information may be sought and questions may be asked at the end of the speech. Let him finish the speech.

SHRI LAL BAHADUR : Then, there is the complaint that the floods in North Bengal and, perhaps, in Assam too are aggravated due to the wrong alignment of the Assam Rail Link and.....

(An hon. Member rose.)

MR. DEPUTY CHAIRMAN : No disturbance please ; let him finish the speech.

SHRI LAL BAHADUR : So far as I understand, there is no substance in this complaint as the bridges are adequate and the line has been laid in the most appropriate manner. The bridge over the Tista was not washed away, but only due to sudden and unprecedented

floods the bank on one side of the bridge was washed away—not the bridge but only the approach bank. The Assam Rail Link is laid across the natural waterway of a number of large rivers just outside the point where they emerge from the Himalayas and in view of the very heavy rainfall in this region it is to be expected that a certain amount of dislocation will take place during rainy season. However, we know that owing to the floods the people of Assam had suffered in the past and the recent reports that have come in the papers also show that they are in great difficulty. As far as the bridges are concerned and the railway lines are concerned, we will try to do our best and will give top priority to that subject and to that Province.

Mr. Reddy suggested the setting up of a Statutory Body for the control of the Railways. I shall frankly admit that I have not read much about the working of railways in other countries, but, so far as I am aware, the experience of the countries, even the United Kingdom, on the working of the Statutory Bodies has not been so clearly in their favour and I personally propose to proceed in the matter cautiously.

PROF. G. RANGA : It should not be understood that the House is already in favour of this suggestion.

SHRI LAL BAHADUR : I know that. The hon. Member is aware that when he talks of nationalisation I do not quite understand what he means. I do not understand what he means when he says that we have not really nationalised the Railways. If we have a Statutory Board he will then think that we have actually nationalised the Railways. Well, the policy of the Railways is discussed in this House as well as in the House of the People. You discuss it. The House discusses it and every pie that we spend is approved and accepted by this House. So, I do not understand how he says that we are not working on right principles. As regards the formation of the Statutory Body, so far as I am aware, the Central Advisory Board and the other Committees which functioned in the Divisions, or perhaps in the Districts, although they were

called Advisory Committees—most of the important work and the projects that were all taken up were placed before and discussed by the Committees and their views were given sufficient weight. Their recommendations were generally accepted. Because Government had decided to abolish the Standing Committees, the Central Advisory Committee is not at present functioning, although some of the Regional and Divisional Committees are functioning in various Divisions. The whole matter is under consideration and we do propose to set up a Central Advisory Committee. What will be its form, how it will be constituted, are all matters under our consideration now we will take a decision soon. In fact, I want to set up these Committees at every level—District, Division, Regional and Central. I want to associate non-official members—Members of this House—with those Committees and I do want to benefit by their opinions which, of course, they will be free to give.

Something was said about the abolition of first class and the leader of the Communist Party said that the abolition could be completed within one year. Of course, he imputed motives that I was doing this so that in the mean while air-conditioned saloons might be manufactured.

SHRI P. SUNDARAYYA : I did not put it that way.

SHRI LAL BAHADUR : However, he said that. It is true that air-conditioned saloons are being manufactured and I have no intention to abolish air-conditioned saloons, but I have a desire to abolish the several classes which exist in the Railways just at present. But I want to go slow in the matter. Hon. Members of this House are aware that a new experiment was made before and that experiment did not succeed, but anyhow I think if we go slow we can reduce the present number of classes. In regard to the abolition of first class, I may make it quite clear that first class should go as soon as possible. In fact, we have started with that work and in the branch railways in several trains first class has been

[Shri Lal Bahadur.] removed and is also being removed. I have given definite instructions in this matter and I hope that during the next six months first class will be abolished from both branch lines and main lines.

PRINCIPAL DEVARASAD GHOSH: Apart from abolishing first class, can the hon. Minister hold out any hope of a substantial reduction in fares and of the restoration of return and other concession tickets in the near future ?

SHRI LAL BAHADUR: As regards the reduction of fares, the hon. Member cannot have it both ways. He wants improvements in third class ; he wants that the platforms of all the small railway stations should be raised; he wants that there should be roofing for all the platforms; he wants third class waiting halls to be improved ; - he wants to improve the lot of the labourers. I also want those things and I want that they should be done as early as possible, but then we should have sufficient money for that. Therefore I am not prepared to say that I can consider any reduction in fares just at present. It is possible we may be able to do it after some time, but that question does not arise at the present moment.

As regards concession tickets and return tickets, there is so much overcrowding in the railways that it is not possible to give effect to that suggestion. If the number of coaches increases, if the coaches that we have ordered for from abroad arrive and if we have manufactured the requisite number of coaches here, then it may be possible to introduce that system of return tickets and concession tickets.

I do not want to take more time of the House because perhaps the hon. the Deputy Chairman has to take the vote on this and the House has to adjourn at 1 p.m. I would only refer to one point which one of the Members of the Opposition said about my travelling in second class. Well, I did not want to set up any ideal. It was said that I had done something which was new. In fact, I did not know that I was doing

anything abnormal. I was travelling in second class before and it did not strike me that as I had now become a Minister I should travel in first class or in some saloon. So, I continued my old practice. Therefore I may make it quite clear that in so far as I am concerned I have never thought that travelling in second class was something very new or abnormal or uncommon. But the point that the hon. Member raised was that some bogey had come from Jhansi to Itarsi. I am thankful to him that he drew my attention to this, for I was not aware of this fact. Anyhow, if I travel in second class, one of the reasons is that of economy and if by my travelling in second class the railways have to incur additional cost, in that case I will have to discontinue it. In any case I do not think I will have to go back to the saloon. This was perhaps a minor matter. Maybe some railway officials may have taken special care. Anyhow this should not be done and in fact I propose to travel as an ordinary second class passenger. Even in the second class that was reserved for me, there were two or three others who had purchased second class tickets.

I would also like to clear up one more point. It was said that previously some Explanatory Memorandum was placed on the Table of the House in connection with the consideration of the Appropriation Bill. I have just asked the hon. Shri Gopaldaswamiji who says that that Explanatory Memorandum was always placed on the Table at the time of the consideration of the Budget and no such memorandum was ever placed when the Appropriation Bill was being considered. Therefore there is no question of any departure from old practice.

SHRI K. B. LALL : It used to be done in the old Legislative Assembly.

SHRI LAL BAHADUR: In the old Legislative Assembly perhaps there I was no question of any Appropriation Bill.

DR. RADHA KUMUD MOOKERJEE
May I know what is being done about Darjeeling ?

SHRI LAL BAHADUR : Well, as I have said, all these specific proposals will receive our attention and consideration and if the hon. Member so desires, I shall write to him about the action that we may take in this particular case.

As I was saying, you will realise that we have to do a lot and our responsibility is great. I would appeal to hon. Members not to be impatient. Given a reasonable time, our progress, I am sure, will be steady and lasting.

SHRI C. G. K. REDDY: I was referring to metallurgical coal and I think there was some misconception. It was made out, Sir, that metallurgical coal was in short supply and it was used only for special purposes. My question is.

MR. DEPUTY CHAIRMAN: You can just ask a question, but not start a discussion.

SHRI C. G. K. REDDY: My question is whether he would stop using metallurgical coal in the interests of our industries in the future.

MR. DEPUTY CHAIRMAN: But it is only ten per cent, that is being used.

SHRI C. G. K. REDDY : Even that is too much. Use none at all.

MR. DEPUTY CHAIRMAN: The suggestion will be considered. The question is :

That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for 'the service of the financial year 1952-53 for the purposes of Railways, as passed by the House of the People, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: As there is no amendment, the Bill is to be returned to the House of the People with the intimation that the Council of States has considered the Bill and has no modifications to recommend.

MESSAGE FROM THE HOUSE OF PEOPLE

THE CODE OF CRIMINAL PROCEDURE
(SECOND AMENDMENT) BILL, 1952

SECRETARY : Sir, the following Message has been received from **the** House of the People signed by the Secretary to the House :

In accordance with the provisions of rule 115 of the Rules of Procedure and Conduct of Business in the House of the People, I am directed to enclose herewith a copy of the Code of Criminal Procedure (Second ' Amendment) Bill, 1952, which has **been** passed as amended by the House at **its** sitting held on the 1 ith July 1952.

I lay a copy of the Bill on the Table.

The Council then adjourned till a quarter past eight of **the** clock on Tuesday, the **15th July 1952-**