

12.26 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION—contd.

**Mr. Deputy-Speaker:** The House will now take up general discussion of the Railway Budget. We have got 2 hours and 10 minutes. How long will the hon. Minister take?

**The Minister of Railways (Shri Jagjivan Ram):** One hour and fifteen minutes.

**Mr. Deputy-Speaker:** Shri Prakash Vir Shastri.

श्री प्रकाशवीर शास्त्री (गुडगांव) : उपाध्यक्ष महोदय, रेलवे बजट पर अपने कुछ सुझाव देने से पूर्व मैं यह आवश्यक समझना हूँ कि एक चर्चा पिछले दिनों में जो पर्याप्त विवाद का विषय बनी रही है उस पर कुछ कहें और कुछ उस बारे में भी आवश्यक सुझाव हूँ। मैं नहीं कह सकता कि किम वातावरण में घा कर रेल मंत्री ने इस प्रकार का निश्चय किया था कि पाकिस्तान के दोनों भागों के लिये भारत में से हो कर रेल श्रंखना चालू की जाय। जहाँ तक मेरा अपना सम्बन्ध है मैं निवेदन करना चाहता हूँ कि पाकिस्तान की वर्तमान गतिविधियों को देखते हुए घञ्छा यह होगा कि रेल मंत्री जी इस विचार को न केवल स्थगित करें बल्कि अपने मस्तिष्क से सर्वथा ही हटा दें, कारण अब तक यह स्थिति रही है कि पाकिस्तान की नियत भारत के प्रति घञ्छी नहीं रही है। भारत सरकार की धोर से जितनी सद्भावना दिखाई जाती रही है, उस सद्भावना का उत्तर पाकिस्तान की धोर से सद्भावना के रूप में नहीं मिला है। भारत सरकार ने सब से पहले नेहरू लियाकत पैक्ट किया, लेकिन नेहरू लियाकत पैक्ट का जो परिणाम हुआ उस में पाकिस्तान की धोर से सद्भावना के रूप में उत्तर नहीं आया। उस के पश्चात् फिर जब नेहरू नून पैक्ट हुआ तो उस के ऊपर प्रधान मंत्री

की धोर भारत सरकार की स्थान स्थान पर धालोचना भी हुई। लेकिन पाकिस्तान की धोर से उस का उत्तर भी सद्भावना के रूप में नहीं आया। जब सिंधु जल की योजना के सम्बन्ध में नया समझौता हुआ तो उस समझौते के अन्तर्गत भारत सरकार की धोर से ८४ करोड़ रुपये ही पाकिस्तान को नहीं दिये गये बल्कि तीन नदियों का पानी भी दिया गया, लेकिन उस के पश्चात् हमारे प्रधान मंत्री की पीठ पाकिस्तान की धोर से मुड़ी भी नहीं थी, वे भारत पहुँचने भी न पाये थे कि पाकिस्तान के वर्तमान राष्ट्र-पति जनरल अय्यूब खां ने एक जहरीला धपना बक्तव्य कश्मीर के सम्बन्ध में दिया। इन सब स्थितियों को देखते हुए मैं माननीय रेल मंत्री महोदय से निवेदन करना चाहूंगा कि भारत में हो कर दोनों पाकिस्तानों के मध्य एक रेल श्रंखला चलाने का सुझाव अपने मस्तिष्क से वे निकाल दें, पाकिस्तान की स्थिति बिल्कुल उमी प्रकार की है जैसे किमी छोट्टे से तम्बू में शरण लेने के लिये एक ऊंट आया था। उस ने तम्बू के मालिक से यह कहा था कि मुझे सिर छिपाने के लिये जगह दे दो। उस ने धरानी सद्भावना के धनुरूप कह दिया कि घञ्छी बात है, जाड़े का समय है, सिर धन्दर कर लो। धीरे धीरे उस ऊंट ने तम्बू के धन्दर दोनों पैर किये धीरे धीरे होने होने अन्त में उस तम्बू के मालिक को उस से बाहर निकलना पड़ा। कहीं ऐसी स्थिति न हो कि ध्राज जो रेल श्रंखना भारत से पाकिस्तान को मित्रने जा रही है उस का दुष्परिणाम हमें भुगतना पड़े धीरे ऐसी घञ्क्षित कठिनाइयां आयें, जोकि ध्राज न ध्राप के मस्तिष्क में हूँ धीरे न किती धन्य भारतवासी के मस्तिष्क में हूँ। मैं चाहूंगा कि रेल मंत्री श्री जगजीवन राम जी अपने हाथ से ऐसी गांठ लगा कर न जायें जिस को ध्रागे ध्राने वाली पीढ़ियों को धपने दांताँ से खोजना पड़े। इसलिये बेहतर यही है कि भारत हो कर जो रेल श्रंखना पाकिस्तान को जाने का सुझाव है उस का

त्याग कर दिया जाय ।

दूसरी चीज जो मैं रेल मंत्री महोदय से कहना चाहता हूँ वह यह है कि इस बार उन्होंने ने अपने बजट भाषण में बहुत शिक्कते शिक्कते पहली बार रेलों में हिन्दी की प्रगति के सम्बन्ध में चर्चा की है । इस के लिये मैं उन को साधुवाद देना चाहता हूँ । परन्तु साथ ही साथ उन्होंने ने आप ने अपने बजट भाषण में कहा है कि हमारे कुछ इस प्रकार के विभाग हैं जिन के लिये हम ने अपने आदेश दिये हैं कि वहां यदि हिन्दी में पत्र आयें तो उन का हिन्दी में ही उत्तर दिया जाय, लेकिन मैं आप की जानकारी के लिये कहना चाहता हूँ कि शायद अभी तक अनिवार्यता के रूप में यह बात वहां भी चालू नहीं हुई है ।

दूसरी बात यह है कि आप हिन्दी को संविधान में राष्ट्रभाषा के रूप में स्वीकार कर चुके हैं और उस को स्वीकार करते समय आप की यह पवित्र मनोवृत्ति थी कि १५ वर्ष के अन्दर हम हिन्दी को इतना ऊंचा रूप दे देंगे । मेरा निवेदन है कि कम से कम कुछ इस प्रकार के जो नियत फार्म हैं कि जिन की भाषा कभी नहीं बदलती, उन के आदेश कभी नहीं बदलते, अगर ऐसे फार्म आप हिन्दी में चालू करें या फिर दोनों भाषाओं में आरम्भ कर दें तो नियत समय पर हिन्दी को रेल विभाग के अन्दर ला सकेंगे ।

तीसरे आप ने रेलों का परिचय देने के लिये एक पत्रिका निकाली है, जो— भारतीय रेल—कर के है । लेकिन यह पत्रिका देखने से ऐसा प्रतीत होता है कि आप की अभी तक जो अंग्रेजी की पत्रिका है यह पत्रिका उस का अनुवाद मात्र है । मैं यह चाहता हूँ कि यह पत्रिका स्वतंत्र रूप में रेलों के सम्बन्ध में जानकारी दे और इस प्रकार की जानकारी दे कि जिस से जो हिन्दी के रेलों के सम्बन्ध में जानकारी

लेने वाले पाठक हैं उन को सन्तोष मिल सके । मुझे विश्वास है कि जब भगला बजट रेल मंत्रालय की ओर से प्रस्तुत किया जायगा तो रेल मंत्री और भी विस्तार से और संतोषजनक भाषा में इस चीज की चर्चा कर सकेंगे ।

एक बात भाषण में देल कर मुझे बड़ा आश्चर्य होता है और वह यह है कि आप ने रिपोर्ट में कहा है कि बिना टिकट यात्रा करने वाले यात्रियों की संख्या प्रतिवर्ष बढ़ती ही चली जा रही है । मेरा अपना अनुमान है कि जब आप की ओर से इतनी सावधानी बरती जाने पर भी बिना टिकट यात्रियों की संख्या बढ़ रही है, तो आप इस सम्बन्ध में थोड़ा सा निरीक्षण कर के देखें कि कहीं आप की मैशिनरी के अन्दर तो किसी प्रकार की कोई दुर्बलता नहीं है जिस से कि जब आप चाहते हैं कि यह संख्या घटे, तब यह संख्या प्रति वर्ष धीरे धीरे बढ़ती ही चली जा रही है ।

एक बात और मैं आप को मुझाब के रूप में कहना चाहूंगा । आप ने अभी तक एअर कंडीशन्ड गाड़ियां चलाई हैं मद्रास के लिये, कनकला के लिये और बम्बई के लिये । लेकिन जो गाड़ी नई दिल्ली से दोपहर को धमृतसर के लिये, धमृतसर मेल कर के चलती है उस को एअरकंडीशन्ड नहीं किया है । इस बारे में मैं ने पिछली बार भी मुझाब दिया था । डीलक्स गाड़ियों में सब से बड़ी धमृतिबा यह है कि यात्रियों को जो रात्रि निकालनी पड़ती है उस से लोग चबराते हैं । लेकिन यह गाड़ी इस प्रकार की है कि इचर से जाते समय और उचर से आते समय भी इस की यात्रा दिन ही दिन में पूरी हो जाती है । अगर पंजाब के लिए नई दिल्ली से जो धमृतसर मेल चलती है उस को वातानुकूलित कर दिया जाय तो मेरा अपना अनुमान है कि इस में आप को कोई बाटा भी नहीं रहेगा

## [श्री प्रकाश वीर शास्त्री]

श्रीर अधिक से अधिक लोग इस का लाभ उठा सकेंगे ।

एक श्रीर बात में विशेष रूप से रेल मंत्री जी से कहना चाहता हूँ वह ऐसी है जिस से कि प्रत्येक भारतीय का मस्तिक लज्जा के साथ झुक जाना है । रेलवे स्टेशनों पर जब कोई यात्री टिकट लेने जाता है तो खिड़की पर लिखा रहा है, "जब कतरों से सावधान, खिड़की छोड़ने से पहले अपने दाम गिन लें" । मैं रेल मंत्री से कहना चाहता हूँ कि जब यात्री यह लिखा देखता है कि "जब कतरों से सावधान" तो श्रीर किसी शोर बाहे उस का ध्यान जाय या न जाय परन्तु अपनी जब पर उस का ध्यान अवश्य जाता है श्रीर इस का परिणाम यह होता है कि चौर भी भांप लेते हैं कि इस की जब के अन्दर कुछ माल है । लेकिन इस के प्रतिरिक्त भी एक श्रीर चीज है । वह यह कि जो विदेशी यात्री हमारे देश में आते हैं वे प्रत्येक स्टेशन पर इस प्रकार के वाक्य लिखे देखते हैं कि "जब कतरों से सावधान, श्रीर खिड़की छोड़ने से पहले अपने दाम गिन लीजिये" । तो उन को यह मालूम पड़ता है कि स्वतंत्र होने के १३ वर्ष पश्चात् भी हिन्दुस्तान का नैतिक स्तर इतना ऊंचा नहीं उठा है कि खिड़कियों पर इस प्रकार के वाक्य लिखने की आवश्यकता न रहे । मेरा अपना अनुमान है कि इस वाक्य से कोई विशेष लाभ तो यात्रियों को होता नहीं इसलिये अगर इस वाक्य को हटा दिया जाय तो ज्यादा उपयुक्त होगा । यह एक मेरा सुझाव है ।

एक श्रीर बात जिस की शोर में ने मत वर्ष भी प्राप का ध्यान दिलाया बा ; यह यह है कि भारत सरकार की अपनी नवोपति कुछ इस प्रकार की दिखाई देती है कि वह तृतीय श्रेणी के यात्रियों को अधिक से अधिक सुविधा देना चाहती है । श्रीर रेल मंत्रालय को जो बहुत बड़ी धाय होती

है वह भी तृतीय श्रेणी के यात्रियों ही से होती है । लेकिन देखा गया है कि जो उच्च श्रेणी के यात्री हैं उन को तो रेल विभाग की शोर से कंडक्टर गाई भी मिलता है श्रीर दूसरा गाई भी उन को पर्याप्त सुविधा देने का ध्यान रखता है, लेकिन तृतीय श्रेणी के जो यात्री हैं उन की शोर विशेष ध्यान नहीं दिया जाता । इन में विशेष कठिनाई उन महिला यात्रियों को होती है जिन के साथ कोई पुरुष नहीं होता श्रीर जिन के साथ छोटे छोटे बच्चे होते हैं । वे भीड़ के कारण रह जाती हैं । अगर रेलवे मंत्रालय की शोर से कुछ यात्री सहायक हर स्टेशन पर नियुक्त किये जायें जो गाइयों के साथ चलें श्रीर जिन का विशेष काम तृतीय श्रेणी के यात्रियों को गाड़ी में चढ़ाने का हो, खास कर वृद्ध यात्रियों को श्रीर महिलाओं को चढ़ाने का, तो इस से उन को बहुत सुविधा हो जायगी । कभी कभी ऐसा भी होता है कि जो यात्री पहले से बैठे हैं वे श्रीरों को प्रवेश नहीं करने देते । ऐसे समय में रेलवे विभाग की शोर से यात्रियों के सहायता के लिये प्रादमी होने चाहियें जो उनको गाड़ी में चढ़ने में सहायता दें खास कर वृद्ध यात्रियों को श्रीर महिलाओं को, जो भीड़ के कारण चढ़ने से रह जाते हैं श्रीर उन को दूसरी गाड़ी के लिये बहुत समय तक प्रतीक्षा करनी होती है । इसलिये तृतीय श्रेणी के यात्रियों के लिये गाड़ी के साथ चलने वाले सहायकों की आवश्यकता अनुभव की जा रही है, श्रीर मेरा अपना अनुमान है कि रेल मंत्री जी इस के सम्बन्ध में विचार करेंगे ।

एक बात में कोयले की दुलाई के सम्बन्ध में प्राप को कहना चाहता हूँ । यहां यह चर्चा हुई है कि कोयले की कमी के कारण बहुत सी फैक्ट्रियों को श्रीर उद्योगों को बड़ा नुकसान हो रहा है । मैं रेल मंत्री जी से कहना चाहता हूँ कि इन के प्रतिरिक्त बहुत से छोटे छोटे उद्योग भी हैं जैसे ईटों के मट्टे प्राधि, इन के

सामने भी कोयले की कमी के कारण बड़ी कठिनाई घा गई है। आपने जब सन् १९६०-६१ का बजट पेश किया उस समय आप ने सन् १९५८-५९ के बजट के सम्बन्ध में कहा था कि ४.१७ करोड़ का घाटा रेलवे को सड़कों से माल की दुलाई के कारण उठाना पड़ा। लेकिन इस बार आप लोगों को यह सुझाव दे रहे हैं कि कोयले की कमी को पूरा करने के लिए सड़क परिवहन का लोग इस्तेमाल करें। उस समय आप ने कहा था कि चूंकि रेलवे को सड़क परिवहन के कम्पिटिशन में घाना पड़ा इसलिये ४.१७ करोड़ का घाटा हुआ और अब आप स्वयं लोगों को यह सुझाव दे रहे हैं कि कोयला ढोने के लिए वे सड़क परिवहन का इस्तेमाल करें। यह मेरी समझ में नहीं आता। अच्छा हो अगर आप इस सम्बन्ध में थोड़ा सा निरीक्षण करें और देखें तो सही कि कहीं आप के विभाग में तो कोई इस प्रकार की दुर्बलता नहीं है। आप नहीं चाहते कि खान वालों के डब्बे कम मिलें और न खान वाले चाहते हैं कि उन को डब्बे न मिलें या कम मिलें। तो कहीं बीच में तो इस प्रकार का कोई भ्रष्ट तरीका इस्तेमाल नहीं किया जा रहा है कि जिस से डब्बे पूरे होते हुए भी उन स्थानों पर कोयला नहीं पहुंच पाता जहां पहुंचना चाहिये। इस सम्बन्ध में अगर आप देख तो मेरा अपना अनुमान है कि इस दुर्बलता के निराकरण में एक बहुत बड़ी सहायता मिलेगी।

और एक चीज मैं विशेष रूप से कहना चाहता हूँ। वह यह कि भारतवर्ष का एक भाग है जो स्वतंत्रता के लिए लड़ने वाले क्रांतिकारियों का विशेष स्थान रहा है। वह भाग मध्य प्रदेश के उन जंगलों में है जहां शिवपुरी, गुना, उज्जैन, ग्वालियर आदि स्थान हैं। यह शिवपुरी बही स्थान है जहां

सन्, १८५७ में क्रांतिकारी वीर तांत्या तोपे को फांसी पर चढ़ाया गया था। मुझे यह बात कहते हुए प्रसन्नता होती है कि रेलवे मंत्रालय ने उज्जैन गुना लाइन को बनाने का निश्चय किया। इस आधार पर कि उस क्षेत्र को थोड़ा विकसित किया जाय। लेकिन मैं यह चाहता हूँ कि उज्जैन गुना लाइन को बड़ा कर शिवपुरी तक लाया जाय और शिवपुरी और ग्वालियर के बीच जो छोटी लाइन है और जिस पर कोई विशेष यात्रा नहीं होती उस को बड़ी लाइन कर दिया जाय। मेरा अपना अनुमान है कि रेलवे विभाग के पास वहां के आंकड़े होंगे कि उस लाइन से बराबर हानि ही हो रही है। अगर उज्जैन, गुना, शिवपुरी होते हुए बड़ी लाइन कर दी जाय तो मध्य प्रदेश का बहुत बड़ा पिछड़ा हुआ भाग प्रगति कर सकेगा। दूसरा लाभ यह होगा कि वह क्षेत्र जो स्वातंत्र्य आन्दोलन के समय क्रांतिकारियों का गढ़ रहा है वहां के लोगों को भी यह सन्तोष होगा कि हमारे क्षेत्र की ओर भी रेलवे मंत्रालय ने ध्यान दिया और हमारा कुछ विचार किया।

दूसरी चीज जो मैं कहना चाहता हूँ, और पिछली बार भी मैं ने यह कहा था, वह यह है कि हमारी गवर्नमेंट बार बार घोषणा करती है कि हम समाजवादी समाज की रचना करना चाहते हैं। लेकिन समाजवादी समाज व्यवस्था का कुछ व्यावहारिक रूप भी हमारे सामने आना चाहिये। आप इस बात पर तो विशेष ध्यान देते हैं कि मेन लाइन पर कौन कौन से नगर पड़ते हैं और उन को कौन कौन सी सुविधा और दी जाय। लेकिन समाजवादी समाज व्यवस्था की रचना करना है तो आप को बीच लाइनों की ओर भी ध्यान देना होगा। आखिर उन के ऊपर जो स्थान हैं वहां भी भारतीय नागरिक ही रहते हैं और उन की यात्रा और मान दुलाई

## [श्री प्रकाशबीर शास्त्री]

आदि के काम भी होते हैं। तो जहां तक ब्रांच लाइनों का सम्बन्ध है, उस धोर भी आप को ध्यान देना चाहिये।

धरमी कल ही मुझे बिजनौर जाने का मौका मिला था और मैं ने देखा कि जो छोटी लाइन गजरीला से बिजनौर होती हुई नजीबाबाद को गयी है इस पर दो तीन स्टेशनों पर जैसे सिसौना और खारीभालू पर न सिगनल हैं और न फोन हैं। कल मैं ने सिसौना के स्टेशन पर पूछा कि चांदपुर से आने वाली गाड़ी कितनी लेट है, तो उन्होंने कहा कि हमारे पास फोन ही नहीं है, हम आप को क्या बतलायें कि गाड़ी कितनी लेट है या राइट टाइम है। इन स्टेशनों पर न फोन है और न सिगनल है, लेकिन वहां पर स्टेशन मास्टर हैं, टिकट बाकायदा दिये जाते हैं और सारी बातें होती हैं। जब आप समाजवादी समाज व्यवस्था की रचना करने जा रहे हैं तो आप जहां बड़ी लाइनों की ओर ध्यान देते हैं वहां आप को छोटी लाइनों की ओर भी ध्यान देना चाहिये। मैं ने देखा खाली भालू में १५ हजार की आबादी है। लेकिन इस स्टेशन पर और न सिसौना पर बोटिंग रूम है। बरसात में, गरमियों में और विशेष कर जाड़े के दिनों में यात्रियों को भारी कठिनाई का सामना करना पड़ता है। इस का धोर भी आप का ध्यान जाना चाहिये।

एक अन्तिम बात कह कर मैं अपने भाषण को समाप्त कर दूंगा। मैं ने आप की सलाहकार परिषद् में भी यह सुझाव दिया था और आज फिर मैं यह सुझाव देना चाहता हूँ कि भारत सरकार का एक बहुत बड़ा रेलवे ट्रेनिंग स्कूल चंडीसी में जहां कि स्टेशन मास्टरों और ए० एस० एम्स० इत्यादि ट्रेनिंग लेते हैं और इस के अतिरिक्त वहां पर उत्तर प्रदेश की एक बहुत बड़ी मंडी भी है। मुरादाबाद से रात्रि को रामपुर हो कर बरेली के लिये २, ३ एक्सप्रेस गाड़ियां पास होती हैं

तो उन में से किसी एक गाड़ी को चंडीसी हो कर बरेली के लिए कर दिया जाय यह मेरा आप को सुझाव है।

मुझे विश्वास है कि आप मेरे इन सुझावों पर ध्यान देंगे।

श्री हेमराज (कांगड़ा): उपाध्यक्ष महोदय मैं आपका बड़ा आभारी हूँ कि आपने मुझे रेलवे बजट पर बोलने का मौका दिया। रेलवे मंत्रालय को उसके काम और प्रगति के लिये धाम तोर से सदन की हर दिशा से बधाई मिली है और उसकी सराहना की गई है और वास्तव में वह बधाई का पात्र भी है। रेलवे ने एफिशिएंसी के लिहाज से और आत्मनिर्भरता के लिहाज से काफी प्रगति की है। जिस तरीके से माननीय मंत्री ने कहा है कि हम धीरे धीरे रेलवे इंजनों और डिब्बों के मामले में आत्मनिर्भर होते जा रहे हैं बल्कि आगे चल कर हम एक्सपोर्ट के लिये भी अपना माल भेज सकते हैं। लेकिन मैं उनका ध्यान इस चीज की ओर दिलाऊंगा कि यह सारी चीजें जिनमें कि हम आत्मनिर्भर हो रहे हैं वह बोडगेज और मीटर गेज पर ही हैं। मैं पहले भी यह चीज उनके ध्यान में लाया था और आज इस मौके पर फिर कहना चाहता हूँ कि यह तमाम प्रगति और आत्मनिर्भरता नैरोगेज पर नहीं हो रही है। उसके लिये भोवजन होता है वह बहुत ही कम होता है और आज भी नैरोगेज लाइंस की हालत अच्छी नहीं है। नैरोगेज को कोई एक नकारा और निकम्मी चीज को किनारे रख कर छोड़ देता है। इस लिहाज तो उस तरह से उपक्षित छोड़ दिया है जैसे मैं चाहता हूँ कि जिस तरीके से आप बोडगेज और मीटर गेज की तरफ ध्यान देते हैं उसी तरह से नैरोगेज की तरफ भी दें। अब जैसा कि आप कहते हैं कि हम आत्मनिर्भर बन रहे हैं और आप उम्हड़ते हैं कि

हम एक्सपोर्ट कर सकेंगे तो आपको घपनी नैरोगेज पर जो इंजन और कोचेज हैं उनको भी यहां बना लेना चाहिये। प्लानिंग कमीशन से जो हमें नोट मिला है उसमें दिया हुआ है कि इस समय जो आपकी गवर्नमेंट रेलवेज हैं इनकी ब्रीडगेज का माइलेज अभी १६३६२ है मीटरगेज का १५५०० है और नैरोगेज का २७३६ है। अब इस २७३६ मील की और बहुत कम ध्यान दिया जाता है, नैरोगेज लाइंस के इंजन बहुत पुराने हैं और मैं कांगड़ा बैली रेलवे के अनुभव के आधार पर कह सकता हूँ कि सटकमंड की लाइन पर चलने वाले इंजन इतने पुराने हो चुके हैं कि वे ५ मील से ज्यादा बगैर पानी लिये हुये नहीं चल सकते। बहुत दफे तो ऐसा होता है कि इंजनों की पानी लेने के लिये पम्प नहीं सुलभ होते हैं जहां से कि वे पानी ले सकें। इंजनों को पानी लेने के लिये जोहड़ों से पानी लेना होता है। मैं अपना जाती तजुबा बताना हूँ कि एक दफे मुझ से रिक्वेस्ट किया गया कि जोहड़ से इंजन में पानी भरना है लेकिन डर है कि कहीं गांव वाले मार न बैठें और मुझे उसके वास्ते जाना पड़ा, काफी वहां भाषे फंटे मुझे बहस करनी पड़ी तब कहीं जाकर जोहड़ से इंजन के वास्ते पानी लिया गया और तब कहीं जाकर इंजन गाड़ी भेकर भाग बढा सका। इस लिये मैं चाहता हूँ कि वह जो आपका रौलिंग स्टाक है उसकी तरह ध्यान दिया जाय।

नैरोगेज तकरीबन ३००० मील के हैं। आपको इसका सर्वे कराना चाहिये कि इस में से कितना नैरोगेज ऐसा है जो मीटरगेज या ब्रीडगेज में तबदील हो सकता है। आप यह कह रहे हैं कि आपका जो मीटरगेज या ब्रीडगेज का रौलिंग स्टाक है उसके मामले में आप आत्मनिर्भरता हो रहे हैं तो बजाय इसके कि नरोगेज के लिये आप तमाम चीजें बाहर से मंगवायें, नैरोगेज लाइन्स का सर्वे कराया जाय और यह देखा जाय कि उनकी कौन कौन सी लाइन्स ऐसी हैं जिनको कि आप मीटर वेज या ब्रीड वेज में तबदील

कर सकते हैं और उनको आप तबदील कर दें। पिछले दिनों मैंने इस बारे में एक सवाल किया था और आपने जो भांके दिये थे उनसे यह पता चलता था कि फस्ट प्लान इतने लोको-मोटिव्स और कोचेज बाहर से इम्पोर्ट करने पड़े और सेकंड प्लान में इतने इम्पोर्ट करने पड़े। उसके लिये फारन कंट्रीज को हम फर्स्ट प्लान में २.६८ करोड़ रुपये देने पड़े, सेकंड प्लान में १.१५ करोड़ देने पड़े और थर्ड प्लान में १.७७ करोड़ रुपया देना है। अब मेरा इस बारे में यह सुझाव है कि अगर आप के पास कपिसिटी ज्यादा हो तो इन चीजों का प्रोडक्शन यहां करा जाय और इस तरह से हमारा काफी रुपया फौरन एक्सचेंज का बच जायगा और साथ ही हमें रौलिंग स्टाक जल्दी जल्दी तैयार होकर मिल सकेगा। अब बाहर फौरन कंट्रीज से जो इम्पोर्ट करते हैं तो उसमें फौरन एक्सचेंज हमारा खर्च होने के भलाबा उनके मिलने में काफी घसां लग जाता है। अगर वहां भाज एक धार्डर प्लेस करते हैं तो उसके यहां हमें मिलने में २, २ साल लग जाते हैं और माल वहां से नहीं आता है। और यहां पर नैरोगेज लाइन्स की एफिशिएंसी बहुत पीछे पड़ जाती है।

अब मैं एक और बात मंत्री महोदय के नोटिस में लाना चाहता हूँ। यह ठीक है कि पहले से अब रेलवे एक्सीडेंट्स न होने देने के लिये अधिक सावधानी बर्ती जाने लगी है लेकिन रेलवे एक्सीडेंट्स के सम्बन्ध में जो भांके दिये हैं उनमें से जो आपने कुछ एक्सीडेंट्स की तादाद दी है वह १६५७ है। उनमें से ६५६ ही फेनयोर धार्ड रेलवे स्टाक उनकी तादाद ११२५ है। इस तादाद को देखते हुये मैं समझता हूँ कि रेलवे एक्सीडेंट्स कम करने की दिशा में जो प्रशासन की प्रगति है वह उतनी अच्छी और संतोचजनक नहीं मामूम होती है। आपका स्टाक अभी भी इस मामले में इतनी कौताही बर्तता है कि जिसकी वजह से हजारां यात्रियों

### [श्री हेम राज]

की जानें चली जाती हैं और इतना भारी नुकसान पहुंचता है। इसलिये मैं चाहता हूँ कि इस तरफ भी आपको कुछ अधिक ध्यान देना चाहिये।

इसके अलावा मुझे कुछ लास ग्राम रेलवे और पब्लिक प्रापर्टी के सम्बन्ध में भी निवेदन करना है। हमने प्रायः दिन की क्राइम्स और चोरियों वगैरह को जो कि रेलवे में होती रहती हैं रोकने के लिये तीन किस्म की पुलिस रखी हुई है। एक तो गार्डनरी सिविल पुलिस है। इसके अलावा हमने रेलवेज में एक रेलवे प्रोटेक्शन फोर्स कायम की हुई है और एक ग्रामकी रेलवे पुलिस है लेकिन इसके बावजूद जो ग्राफिकें आपने सन् १९५६-६० के दिये हैं वे संतोषप्रद नहीं हैं और उनसे तो ऐसा मालूम होता है कि ग्रामों से कुछ प्रगति नहीं हो रही है और हालत यह है कि जिस जगह पर भी हम जायें हमें रेलवेज पर पिस्फेज और बंपट्स के केस होते दिखते हैं और ऐसे केसों की तादाद थोड़ी नहीं होती। कहीं पर बल्ब नहीं हैं तो कहीं पर सुईच नवादारय मिलता है। किसी जगह पंखा गायब मिलता है तो कहीं पर हम पाते हैं कि शीशा नहीं है। हर एक तरह की चोरियां होती हैं और जितना धन हम इसके लिये खर्च कर रहे हैं उसको देखते हुये इन वारदातों और चोरियों वगैरह में जो कमी घाती चाहिये वह कमी हमें देखने को नहीं मिल रही है। अभी तक चोरियों में कोई नुमाया कमी नजर नहीं आई है। मंत्री महोदय को इस तरफ भी विशेष रूप से ध्यान देना चाहिये। मुझे तो यह भी नजर आता है कि ग्रामकी सिविल पुलिस, रेलवे प्रोटेक्शन फोर्स और रेलवे पुलिस इन तीनों में कोऑर्डिनेशन नजर नहीं आता क्यों कि अगर उनमें वह कोऑर्डिनेशन होता तो यह हालत कायम नहीं रह सकती थी।

इसके अलावा मैं एक बात यह भी मंत्री

महोदय की नोटिस में लाना चाहता हूँ कि हमारे जो देहाती इलाके हैं उनकी तरफ रेलवेज का ध्यान और गवर्नमेंट का ध्यान कुछ कम जाता था और अभी तक बहुत कम जाता है। मैं एक बात आपके नोटिस में लाना चाहता हूँ कि हमारा यह रेलवेज एक्ट ६० साल पुराना हो गया है और आज के हालात में इसमें अमेंडमेंट होना जरूरी हो गया है। उसमें आपने एकामोडेशन वर्क्स के लिये एक ला रखा था कि जिस वक्त रोड बनती हैं और बनवाई जायें या उसके बाद अगर कोई उनको बनवाना चाहता है तो ई उस वक्त वहां की जो लोकल एथोरिटी है वह उसको बनवाये और उस पर खर्च करे। अब पहल तो रूल ऐरियाज का डेबेलपमेंट नेगलेक्ट ड रहता था और इतनी ज्यादा देहातों में तरकीबी नहीं होती थी। अब हमारे दो फाइव इयर प्लान बने और उनके दरमियान देहातों में काफी डेबेलपमेंट वर्क हुआ और काफी सड़कें वगैरह वहां पर निकाली गयीं। जहां जहां रेलवे लाइन आती है वहां पर लेवल क्रॉसिंग की व्यवस्था नहीं है जो कि की जानी चाहिये अब हमने ऐडमिनिस्ट्रेशन का डिस्ट्रिक्टाइजेशन किया है और जिसके नतीजे के तौर पर गांवों में पंचायत समितियां बन गई हैं और जिला परिवर्षे बन गयी हैं और वह एक तरह से विलेज गवर्नमेंट हैं और उनके जरिये तमाम यह रुपया खर्च होना है और डेबेलपमेंट का काम होना है। आपन् इसका जो गालिबन् ११ संकशन है उसमें यह निष्ठा है कि सारा पैसा वह खर्च करें। गवर्नमेंट ने ओवर-डिजिज के बारे में सर्वे कराया है और इसके मुताल्लिक लोकल बाडीज को लिखा है, लेकिन वह इस बात को मानने के लिये तैयार नहीं है कि देहाती इलाकों में पंचायत समिति, जिला परिवर्ष या डिस्ट्रिक्ट बोर्ड ने जो सड़कें बनवाई हैं, उन पर अगर लेवल क्रॉसिंग की जरूरत है, तो उसका सर्वे कराया जाये। मैंने इस विषय में एक बिल का नोटिस दिया था, लेकिन

उस में मैं भाग्यवान नहीं निकला, क्यों कि प्रैजिडेंट साहब ने उसको अपनी मंजूरी नहीं दी और मैं उसको पेश न कर सका। मैं निवेदन करना चाहता हूँ कि देहात में अब तक जो तरक्की हुई है, वह सारी की सारी वहीं की वहीं रह जायेगी, अगर वहां आने जाने के लिये लेवल क्रॉसिंग की व्यवस्था नहीं की जाती है। कहीं पर कोई नहर निकली है, जिसकी आबपानी के पलये जरूरत होती है, लेकिन चूकि गवर्नमेंट के खर्च बड़े शरूत हैं, इस लिये लोकल बाडीज उनको नहीं बनवा सकती हैं। मैंने एक जगह के एस्टीमेट्स बनवाने की कोशिश की। गवर्नमेंट के जो एस्टीमेट बनते हैं, उनमें वह सर्वे के लिये पहले खर्च ले लेती है और सर्वे का खर्च स्पूनिमिजिलिटीज और लोकल बाडीज नहीं दे सकती हैं। फिर खर्च बहुत ज्यादा बढ़ जाता है, जिस की वजह से ये काम नहीं हो सकते हैं। आवश्यकता इस बात की है कि इस विषय में प्रोसीडर में तब्दीली की जाये या रेलवे एक्ट की धाराओं में तर्मीम की जाये, या इन शर्तों को नर्म कर दिया जाये। तभी देहात के लोग वहां हो रही तरक्की से लाभ उठा सकेंगे और इस मिलमिले में रेलवे विभाग बहुत मददगार साबित हो सकता है।

पंजाब गवर्नमेंट ने कुछ लाइनें बनाने की सिफारिश की है। मेरा ख्याल है कि रेलवे विभाग चंडीगढ़ को सबसे ज्यादा एहमियत देगा और यह होना भी चाहिए और वह मेन लाइन पर आ जाना चाहिए। उसके साथ ही ब्यास डेम बनाना भी मंजूर कर लिया गया है। उसके लिये मुकेरिया-तलवाड़ा लाइन बनाने का विचार किया गया है। तलवाड़ा से डेढ़ मील के फामले पर ब्यास डेम बनेगा, जिसके लिये बहुत सी मशीनरी और दूसरी चीजें ले जानी पड़ेंगी। मेरा मुझाब यह है कि इस लाइन को ऐसे इलाके से ले जाया जाये कि वहां का

पापुलस इलाका भी सब हो जाय उसका एलाइनमेंट ऐसा न हो कि पापुलस इलाके से वह बाहर बाहर ही रह जाये। मैं चाहता हूँ कि यह लाइन बनाई जाये और ऐसे इलाके से ले जाई जाये, जहां आबादी ज्यादा से ज्यादा हो।

अब मैं कांगड़ा वैली रेलवे के बारे में कुछ कहना चाहता हूँ, जहां मैं बहुत ज्यादा ट्रैकल करता हूँ। जितनी भी नैरो-गेज लाइन्ज हैं, वे भ्राम तौर पर पहाड़ों में हैं। वहां पर जितने भी प्लैटफार्म हैं, वे सब अन-कवर्ड हैं। आप जानते हैं कि पहाड़ों में बारिश ज्यादा होती है। मैं प्रार्थना करना चाहता हूँ कि पहाड़ों के सब प्लैटफार्म कवर्ड होने चाहिए। वहां पर पानी का भी इन्तजाम नहीं है। कांगड़ा वैली में एक वाटर टैंक चलता है। वह कितनी जगहों को पानी दे सकता है, यह आप महसूस कर सकते हैं।

पहाड़ों की रेलों का किराया बहुत ज्यादा है। पहले भी हमने इस के बारे में आवाज उठाई थी और सरकार की ओर से कृपा होने पर थोड़ा सा फर्क पड़ा है। लेकिन आवश्यकता इस बात की है कि वहां के किराये को प्लेन्ज की लाइन्ज के बराबर लाया जाये, ताकि दुःखी और गरीब लोगों को कुछ राहत और शान्ति मिल सके।

यहां से नांगल के लिये एक गाड़ी तो लगा दी गई है। लेकिन आप जानते होंगे कि नांगल, हिमाचल प्रदेश, धानन्दपुर साहब कांगड़ा डिस्ट्रिक्ट में और दूसरी जगहों को जाने वालों की तादाद बहुत ज्यादा है। मैं अर्ज करना चाहता हूँ कि इसके लिये एक और गाड़ी चलाई जाये और अगर वह न चलाई जा सके, तो और ज्यादा डिब्बे उसमें जोड़ दिये जायें, ताकि बिलासपुर, हिमाचल प्रदेश और धानन्दपुर साहब जाने वाले यात्रियों के लिये सहूलियत हो सके।



[श्री हेम राज]

चण्डीगढ़ से कालका मेल के साथ पठानकोट जाने के लिये एक डिब्बा बार्ड-बीकली लगाया गया था। मैं यह निवेदन करना चाहता हूँ कि चण्डीगढ़ हमारे सूबे की की राजधानी है। हर डिस्ट्रिक्ट से वहाँ लोग पहुंचते हैं। इसलिये वहाँ से पठानकोट के लिये डेली एक डिब्बा लगना चाहिए, ताकि आने जाने वालों को सहूलियत हो सके।

जहाँ तक डिपार्टमेंटल केटारिंग का सम्बन्ध है, बहुत से माननीय सदस्यों ने उसकी नुक्ता-चीनी की है, लेकिन मैं समझता हूँ कि वह नुक्ता-चीनी कुछ जायज नहीं है। मैंने देखा है कि रेलवे डिपार्टमेंट यात्रियों को जो धाम खाना देता है, वह घाटे के जरूरे देता है और वह खाना बनिस्वत बाहर के खाने के सस्ता है। मैं समझता हूँ कि डिपार्टमेंटल केटारिंग बहुत अच्छी तरह चल रहा है और उसमें किमी किस्म की तबदीली नहीं होनी चाहिए।

इण्डो-पाकिस्तान रेल लिंक के बारे में हमारे देश और पाकिस्तान में जो एग्रीमेंट होने वाला है, उसके बरखिलाफ़ बहुत धावाजें उठाई गई हैं। अभी हमारे मित्र, शास्त्री जी, ने कहा है कि अभी भी हमारे देश में बहुत ज्यादा पाकिस्तानी बगैर पासपोर्ट के रह रहे हैं, जो कि स्पाईज का काम करते हैं। इसलिये इस बारे में सावधानी से काम लेने की आवश्यकता है, क्योंकि इससे इस तरह की कार्यवाहियाँ और बढ़ जायेंगी।

मुझे धाशा है कि मन्त्री महोदय इन सब बातों की तरफ ध्यान देंगे और कांगड़ा बैली रेलवे और नैरो-गेज के मुतासिलक मैंने जो ज़रूरी बातें कही हैं, उन पर विचार करके वहाँ की हालत को बेहतर बनाया जायगा।

Mr. Deputy-Speaker: Shrimati Ila Palchoudhuri. Shri Somani.

An Hon. Member: Shrimati Ila Palchoudhuri is here.

Mr. Deputy-Speaker: She does not stand up.

Shri Somani rose—

Mr. Deputy-Speaker: If he is reluctant to begin, I shall call another hon. Member.

Shri Somani (Dausa): No, no

Mr. Deputy-Speaker: Why does he not begin?

Shri Somani: Mr. Deputy-Speaker, the Railways are our greatest national undertaking. Their record of achievement during the one decade of our planned programme of economic development has been quite impressive and remarkable. I would also like to associate myself with the tributes that have been paid to the achievements of the Railway Ministry. In this connection, I would only like to draw the attention of the Railway Minister to the reference made by the hon. Finance Minister to the dynamism in our national economy. I hope the Railways will take note of the magnitude of the task with which they are faced in view of the dynamic growth in the various sectors of our economy.

Without in any way under-rating the achievements to the credit of the Railway Administration, I should like to draw the attention of the Railway Minister to certain disquieting features, especially to the bottle-neck in regard to the transport of coal to the various sectors of our industries. Shortage of coal is being felt for quite a considerable period now. It is regrettable that there seems to be a lot of lack of coordination between the Ministry of Steel, Mines and Fuel which controls the production and distribution of coal and the Ministry of Railways which controls the movement.

The hon. Railway Minister and the Chairman of the Railway Board have given certain statements that so far as

the Railways are concerned, they have fulfilled the targets of movement of coal which were allotted to them under the Second Five Year Plan.

13 hrs.

In this connection, attention may be drawn to the over-all shortage of about 8 million tons, which the Railway Minister himself has admitted, in the fulfilment of the physical targets assigned to the railways under the Second Plan. The Railway Minister has given certain reasons for this over-all shortage. Of course, one can understand the reasons of the strike and the floods, which could not have possibly been foreseen by the railways, but the Minister has also referred to the shift in the pattern of the movement of traffic. As late as last year, the Railway Minister had promised the fulfilment of the over-all targets of the Second Plan, and I do not think there has been any sudden shift in the pattern of movement. The shift has been there during the period of the Second Plan, and naturally when the Minister gave a definite assurance last year that the over-all targets would be fulfilled, I hope he had that change and shift in the movement of traffic fully in mind.

Moreover, there are also certain other figures which clearly show that the railways have not been able to fulfil even the targets which were accepted by them. For instance, the railways had agreed to move 5,030 wagons every day from the coal fields of West Bengal and Bihar, which produce about 80 per cent of the country's coal, but their actual performance even in January last was only of the order of about 4,700 wagons every day, which shows a short-fall of 300 wagons every day, even compared to their own promise. Of course, the requirements, so far as the coal fields are concerned, are much larger.

The Railway Minister has stated in his speech in the Rajya Sabha that so long as coal is a controlled commodity, shortage is bound to be felt in one

State or the other, or in one industry or the other. I do not think it will be correct on the part of the Railway Minister to take that plea inasmuch as there is a threat of curtailment in coal production simply because of the fact that the railways are not in a position to move the accumulation at the various collieries. Therefore, the question of shortage of coal, or the regulation of the movement or distribution of coal by the Ministry of Commerce and Industry, does not at all come in the way of the railways in catering fully to the needs of the various industries. The Commerce and Industry Ministry have clearly told all the industries that they are prepared to give full and adequate allotment of the requirements of each and every industry, and that it is the bottle-neck in railway transport that is coming in the way. I do not, therefore, think that simply because coal is a controlled commodity, there is any justification to come to the conclusion that so long as it is controlled, . . .

**Shri Jagjivan Ram:** Will the hon. Member read the entire sentence and not only a portion of the sentence in my speech?

**Shri Somani:** The Railway Minister says, so long as it is controlled.

Anyway, I would specially like to draw the attention of the hon. Minister to the need for co-ordination among the various Ministries. He has himself stated the other day in his reply, the various proposals which are under consideration. There is scope to increase the transport of coal by coastal shipping. There is also scope to divert some of the power houses or industrial units to the use of furnace oil instead of coal. There is also scope to do a little more transport of coal by road. All these measures are not of a character that they could not have been taken all these months when we have been faced with shortage of coal. Urgent steps could have been taken several months ago when the coal shortage due to transport difficulty was first realised, when our steel projects were faced with acute shortage of

[Shri Somani]

coal. I do not see the slightest justification for delay in implementing these intentions. These measures can be taken and implemented quite expeditiously if only there is proper co-ordination between the Railway Ministry and the Ministries of Steel, Fuel and Oil and Commerce and Industry. After all, so far as the replacement of coal by fuel oil or the transport of coal by other means of transport is concerned, the question of increase in the fuel charges arises, and to that extent the Ministry of Commerce and Industry has to look to the question of commodities whose prices are controlled by certain formulas. But I do not think this is a problem which cannot be solved. With proper appreciation of all the factors involved, it should be possible for a co-ordinating committee to take all these measures so far the elimination of this bottle-neck is concerned. I feel that this is a national problem. Many industries in various sectors are suffering. Production has been adversely affected. If a proper assessment is made of the loss that the national economy has already suffered, I have no doubt that it will be quite terrific. Therefore, the solution of this problem does not brook any delay, and it is high time that the various Ministries concerned in the distribution of coal and its movement took urgent measures to ensure that our programme of industrial development is not in any way adversely affected by these bottle-necks.

The measures referred to are only short-term ones. After all, the need to expand our railway transport facilities to an extent which will keep pace with the dynamic growth of other sectors of the economy cannot be too strongly emphasized. I am glad the Railway Ministry is already taking up the question with the Planning Commission so that the allotment to the railways during the Third Plan are suitably increased and readjusted, so as to ensure that these bottle-necks are not allowed to recur. After all, the

developments in the other sectors are of no use if the railways are not able to cope with the rise in the traffic which such developments are bound to generate.

Then, I would like to refer to the operational efficiency of our railways. It appears that the railways have not been able to take the necessary measures to improve efficiency and productivity at least to neutralise the increase of incidence in the cost arising out of the implementation of the recommendations of the Pay Commission or other factors. The proportion of working expenses to gross revenue traffic receipts is as high as 81.09 per cent. The ordinary working expenses have registered an increase of 36.2 per cent during 1959-60 over 1956-57. As against this, the increase in gross traffic receipts during the same period is only 33.5 per cent. My submission is that according to commercial standards, it should always be the endeavour of any big commercial undertakings to continue to explore the need for increased efficiency and improved productivity techniques in order to ensure that at least a part of the increase in the incidence arising out of the various factors is neutralised. I think the Railway administration has not been able to keep the increase in working expenses under control by the adoption of these better efficiency and improved productivity methods. This matter assumes urgent importance in the light of the hon. Minister's reference to the freight structure.

It is all right to give figures to show that the increase in railway freight here has not been as much as in some other countries, but, after all, we should not forget that our railways are not a commercial undertaking in the sense that priority has to be given only to the earnings of the railways. After all, they are making a vital contribution to our national economy, and they are meant to serve the broad national interests, to promote economic development both in the agricul-

tural and industrial fields. Therefore, I see no justification for any approach which will take only the cost of transport into consideration. The greatest consideration before the railways should be to see that the railways assist the growth of development in our industrial and agricultural sectors.

So far as coal and many other commodities are concerned, during the Second Five Year Plan, there have been increases in the railway freight structure as many as four times, and I think that, if anything there is every justification to review the freight structure in a downward direction so far as the export commodities are concerned. There are instances where even though certain reductions have been recommended by the Ministry of Commerce and Industry, the Railway Board has turned down these recommendations and have not come forward to implement the recommendations which would have meant the promotion of the exports of many of our commodities.

So, my submission is that the overall consideration of the freight structure policy of the railways should be to serve the interests of our national economy, and especially, so far as the promotion of our exports is concerned, the railways should always be prompt and expeditious in disposing of any representations that are made to them from time to time in regard to the movement of certain commodities which are of vital interest to our export trade. I do hope and trust that the railways will follow a very progressive policy, a policy of development of the national interest, so far as their freight structure is concerned.

श्री बिहबलाच राय (सलेमपुर) : उपाध्यक्ष महोदय, भारतीय रेलों की सफलता हमारे देश के पब्लिक सेक्टर की सफलता का प्रतीक है। उसकी सफलता और बढ़ती यदि यात्रियों से होने वाले लाभ की तरह लाभ के यातायात में भी विशेष मुविधा होती और

मुविधा के साथ ही उससे देश की प्राय भी बढ़ती। गत वर्ष और इस वर्ष भी जो अनुमानित प्राय रेलों के यातायात से सोची गई थी उससे कम प्राप्त हुई है। गत वर्ष कारण यह बतलाया गया था कि ट्रान्सपोर्ट के जो अन्य साधन हैं उनसे प्रति इन्दिता के कारण रेलवे पर असर पड़ा है। इस वर्ष मजदूरों और रेलवे कर्मचारियों की हड़ताल के कारण ऐसा हुआ है। सही है। लेकिन साथ ही यह भी है कि रेल एक जगह से दूसरी जगह सामान पहुंचाने में जो समय ले लेती है उससे बड़ी कठिनाई होती है। एक मिसाल पिछले महीने की है। देवरिया सदर ऐसे जिले के हेडक्वार्टर से एक बैगन चला जिसमें लाइव स्टॉक था। वह पचास मील प्रतिदिन की रफ्तार से भी कम चला और घाठ दिनों में लगभग ४०० मील का सड़कर तय कर सका। रेलवे विभाग ने फलों और लाइव स्टॉक के लिये ये विशेष नियम बना रखे हैं कि इसके लिये यातायात की मुविधा दी जाय। लेकिन तब भी वैसी केवल वही बात नहीं है। दिल्ली की बात ही ले लीजिये। यहां के फल के व्यापारी लगभग १ करोड़ रुपया रेलवे विभाग को देते हैं। लेकिन उन के माल के घाने में यहां विशेष कठिनाई है। मुझे तो आश्चर्य होता है। रेलवे विभाग का दोष हो या न हो या यहां के कारपोरेशन की ही कुछ कमजोरी हो,—लेकिन एक जगह पर जह से रेलवे विभाग को छोटे स्टेशन पर या साइडिंग पर लगभग १ करोड़ रु० प्राप्त होता है वही पर रेलवे विभाग ने शहर की गन्दी बीजों की लीडिंग का इन्तजाम कर रखा है और उसके कारण फलों वगैरह से जो बीमारी फलती है, उसके लिये जिम्मेदार होती है। यह छोटी सी बात है, लेकिन यातायात की अच्छी मुविधा न होने के कारण जो देश की क्षति हो रही है उस का मैंने उल्लेख किया है।

अन्य बातों को छोड़ कर मैं अपनी पूर्वोक्त रेलवे की चर्चा करना चाहता हूँ। वह बाइगेज की गुद्द ट्रेन के मुकाबले भी

## [श्री विश्वनाथ राय]

धीमी चलती है। वहां आज केवल यही नहीं है कि यात्रियों की सुविधा पूरी हो जाने से सब कठिनाइयां दूर हो गई हैं, वहां की यह कठिनाइयां हमारे देश के लिये किसी भी समय विशेष चिन्ताजनक हो सकती हैं। इस धोर में सरकार और रेलवे विभाग का ध्यान आकर्षित करना चाहता हूँ। पूर्वोत्तर रेलवे और सीमान्त पूर्वोत्तर रेलवे ऐसी रेलवे हैं जो देश की रक्षा के लिये विशेष उपयोगी या जिम्मेदार हो सकती हैं। आज से लगभग दो साल पहले जब चीन ने हमारी भारत भूमि पर आक्रमण भी नहीं किया था, चीन की बढ़ती हुई शक्ति की आशंका से मैंने इस बात का उल्लेख किया था इस सदन में कि पूर्वोत्तर और सीमान्त पूर्वोत्तर रेलवे को बढ़ाने और ठीक तरह से चलाने के साथ साथ उसकी कार्यक्षमता में भी तेजी से सुधार होना चाहिये। वह उस कार्यक्रम के अनुसार नहीं होना चाहिये जैसे ही ब्राडगेज की लाइनों पर होता है। इसके लिये विशेष सुविधा होनी चाहिये और बजट में विशेष रूप से उसका प्रबन्ध होना चाहिये। आप को मालूम है कि सीमा पर इस समय जो समस्या उत्पन्न हुई है उसके सम्बन्ध में अगर आप आसाम से लेकर मुरादाबाद तक चले आइये तो जितनी भी तराई आसाम, बंगाल, बिहार और उत्तर प्रदेश में है, उसमें केवल ये दो रेलवे लाइनें ही काम करती हैं। खास कर भोकामा घाट से प्रागे चलें तो ट्रेनों की इतनी ज्यादा दिक्कत होती है जिसका ठिकाना नहीं है। यहां साइडिंग भी अनुपयुक्त होती है, विशेषतया सोनपुर से गोरखपुर और गोंडा तक आवश्यक जान पड़ता है कि वहां पर डबल लाइन हो या ब्राडगेज वहां तक बढ़ाया जाय। इसी तरह से सिलीगुड़ी से जो ट्रेन लखनऊ तक जाती है। वह मयूरा या प्रागरा कंट तक जा सकती है। बैसी एक दूसरी ट्रेन की सुविधा के लिये भी योजना बनाई जानी चाहिये और उसे शीघ्र से शीघ्र कार्यान्वित करना चाहिये,

जिससे आसाम से इस लाइन पर ट्रेन को काठ गोदाम तक जल्दी ही पहुंचाया जाय। वहीं तक नहीं बल्कि लखनऊ से काठगोदाम वाली लाइन पर होते हुए उसे मुरादाबाद तक पहुंचाया जाय ताकि कोई संकट राष्ट्र के ऊपर उत्पन्न होने पर हम इस लाइन को और भी ज्यादा सक्रिय बना सकें। हम सब चाहते हैं कि लड़ाई न हो, लेकिन फिर भी हम को इस लाइन को ऐसी बना कर रखना चाहिये जिससे भविष्य में उस आशंका के लिये, जिसकी चर्चा मैंने दो साल पहले की थी, यह ठीक से काम कर सके।

इस सब बातों के साथ नई ट्रेनें तो होनी ही चाहियें, इनके अलावा कुछ और छोटी मोटी बातों की धोर में ध्यान दिलाना चाहता हूँ। शाहजहांपुर है बरेली है, उससे प्रागे टनकपुर एक रेलवे स्टेशन है जो भारत की बिल्कुल उत्तरी सीमा पर है। वहां तक ब्राडगेज प्रासानी से बढ़ाया जा सकता है और किसी भी समय हम वहां पर उसका उपयोग बढ़ा सकते हैं। यह तो हुई हमारे देश के हित के दृष्टिकोण की बातें। कुछ ऐसी भी बातें हैं जो कि हमारी पूर्वोत्तर रेलवे की विशेषतायें हैं जिनकी धोर में आपका ध्यान आकर्षित करना चाहता हूँ। हमारे मन्त्री महोदय को भी यह जान कर आश्चर्य होगा कि कई ऐसे रेलवे स्टेशन हैं जो अपने क्षेत्र में प्रमुख हैं परन्तु वहां पर जो पेट्रोमैक्स की रोसनी की सुविधा थी, जिसमें कोई विशेष खर्च भी नहीं होता था, वह भी बन्द कर दी गई है। ऐसे भाटपार रानी, सलेमपुर, स्टेशन हैं। उनकी तहसील की आबादी साढ़े छः लाख है। बरद्वज बाजार है। वहां से कई करोड़ का शीरा बाहर जाता था, भले ही वह नदी द्वारा जाना था लेकिन वहां पहुंचने के लिये रेलवे का भी प्रयोग होता था। वहां पर भी पेट्रोमैक्स की रोसनी जैसी छोटी

मोटी चीजें भी बन्द कर दी गई हैं। इसी तरह लार रोड एक स्टेशन है उन स्टेशनों के सम्बन्ध में जब मैंने प्रश्न किया तो जवाब मिला कि एकानमी की दृष्टि से पेट्रोमैक्स बन्द करके कैरोसिन के लैम्प का इन्तजाम किया गया है। यह एकानमी ऐसे स्टेशन पर की गई है जहाँ पर कई रेलों रात में घ्राती हैं और जो कि तहसील हेडक्वाटर है। वहाँ पेट्रोमैक्स का खर्चा बन्द करके कैरोसिन के तेल से लैम्प जलाया जाय तो कितनी एकानमी होगी और लोगों को कितनी असुविधा होगी, दोनों की तुलना करके आप समझ सकते हैं कि कितना लाभ होगा।

इस सम्बन्ध में मैं रेलवे विभाग का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि हमारे उत्तर प्रदेश और बिहार में ट्यूबवैल की बिजली की लाइनें लगाई जा चुकी हैं जो स्टेशनों के पास से होकर जाती हैं। लेकिन आप के विभाग का ध्यान इस तरफ नहीं गया है कि दो चार खम्भे लगा कर स्टेशनों को कनेक्ट करके बिजली की रोशनी दे दें। बिजली की रोशनी कैरोसिन की रोशनी से सस्ती ही रहेगी, और इसके लिये योजना होनी चाहिये। जहाँ पर ट्यूबवैल हो या कोई और बिजली की लाइन हो, उससे हम को लाभ उठाना ही चाहिये। जो हमारे छोटे मोटे स्टेशन हों, जहाँ पर यह सुविधा बन्द की गई हो, मैं चाहता हूँ कि वहाँ पर बिजली की रोशनी की सुविधा दी जाय।

टाइम टेबल की भी कुछ छोटी मोटी बातें हैं। मैं आप को बतलाऊँ कि सलेमपुर यह एक बड़ा स्टेशन है जहाँ पर साढ़े छः लाख की तहसील वाले धादमी घाते हैं। इसमें एक्सप्रेस जब गोरखपुर से इलाहाबाद को जाती है तो एक तरफ तो वह रुकती है लेकिन जब वह दूसरी तरफ से घ्राती है तो नहीं रुकती है। इस बात में कोई तर्क नहीं है। जब वहाँ पर एक तरफ से कोई सुविधा है तो दूसरी तरफ से भी वह सुविधा हानी

चाहिये। हो सकता है कि इस से पांच मिनट की देर हो जाय, लेकिन तब भी मैं समझता हूँ कि दोनों तरफ से ही यह सुविधा होनी चाहिये ऐसे ही कानपुर पैसेन्जर की बात है। है। कटिहार से कानपुर तक की पैसेन्जर उत्तर प्रदेश की राजधानी लखनऊ से हो कर जाती है। वहाँ से दूसरी ट्रेन प्रदेश की पश्चिमोत्तर सीमा की ओर जाती है सीतापुर होते हुए बरेली को भी उन दोनों ट्रेनों के कनेक्शन के लिये मुश्किल से आधा घंटा का समय होता है और कभी कभी तो लखनऊ स्टेशन पर यात्रियों को दौड़ना भी पड़ता है। पहले तो दिल्ली लखनऊ एक्सप्रेस के सम्बन्ध में भी ऐसा ही होता था। धर्मवादहे है कि रेलवे ने इसके सम्बन्ध में अब एक घंटे का समय कर दिया है। परन्तु मैं कहना चाहता हूँ कि कानपुर कटिहार ट्रेन से लखनऊ बरेली ट्रेन में कनेक्शन लेने लिये यात्रियों को विशेष सुविधा मिलनी चाहिये। क्यों नहीं रेलवे अधिकारी इस तरफ ध्यान देते। जब हर साल दो बार इस पर विचार होता है, मंशोधन होता है, फिर भी लखनऊ जैसे स्टेशन पर यह सुविधा न दी जाए यह आश्चर्य की बात है।

मेरे अपने क्षेत्र में भी भटनी एक बड़ा स्टेशन है। जंक्शन स्टेशन है। इलाहाबाद से गोरखपुर लाइन पर चलने वाली गाड़ी वहाँ आकर मिलनी है। वहाँ से बग्गज के लिए भी ट्रेन जाती है। वहाँ भी मेन लाइन की ट्रेन जाती है। लेकिन बग्गज की तरफ जाने वाली ट्रेनों के लिए बहुत कम सुविधा है। और ऐसी भी एक ट्रेन है जो १५-२० मिनट पहले बग्गज को जाती है और उस के बाद हमारी मेन लाइन की ट्रेन पहुँचती है। यां तो बहुत छोटी मोटी मामूली बातें हैं लेकिन यात्रियों के लिए विशेष कष्ट की बात हो जानी है। उन असुविधाओं को दूर करना आपके

### [श्री विश्वनाथ राय]

लिए बहुत मामूली बात है। इस में कुछ खर्च नहीं है। केवल इस तरफ ध्यान देने की आवश्यकता है।

साथ ही मैं रेलवे विभाग से सम्बंधित एक दो ऐसी बातें कहना चाहता हूँ जिन्हें देख कर हमारे समाज की तरफ रेलवे विभाग की उपेक्षा, उस के स्वास्थ्य की तरफ उपेक्षा, मालूम होती है। देवरिया सदर स्टेशन पर घूमने हुए मैं ने बड़े बड़े पोस्टर देखे जिन पर यह कुछ है कि शेर छाप बीड़ी पियो, पहलवान छाप बीड़ी पियो। वहाँ पर महात्मा गांधी की शिक्षा सम्बन्धी बातें, या हमारे दूसरे नेताओं की शिक्षा सम्बन्धी बातें नहीं लिखी हैं जो समाज के लिए लाभकारी हों। लेकिन वहाँ तो जगह जगह लिखा है कि बीड़ी पियो। सिनेमा की फिल्मों के दृश्य दिखायी देने हैं। सही है, कल्चर के दृष्टिकोण या कला के दृष्टिकोण से सिनेमा का प्रचार करें लेकिन बीड़ी या दूसरी नसीली वस्तुओं का प्रचार शोभाजनक और समाज के लिये हितकर नहीं है।

अब मैं अपने क्षेत्र के संबंध में कुछ अन्य बातें भी कहना चाहता हूँ। सलेमपुर की चर्चा मैं ने की। वहाँ पर शोड भी नहीं है। उम की आवश्यकता है।

**श्री जगजीवन राम :** बीड़ी सिगरेट तो हर स्टेशन पर बिकती है।

**श्री विश्वनाथ राय :** इस को भी बन्द करने के लिए मंत्री महोदय को कुछ काम करना चाहिए।

**श्री जगजीवन राम :** अभी घाप ने कोई प्रस्ताव नहीं दिया है कि उस को रोक दिया जाए।

**श्री विश्वनाथ राय :** मैं रेलवे

मंत्रालय को बन्धबाद देना चाहता हूँ कि तुरहीपार स्टेशन पर एक मुसाफिर खाना तो हो गया है, लेकिन जहाँ अभी भी बुकिंग नहीं खुली है। इस पर विचार होना चाहिए। वह ऐसा क्षेत्र है वहाँ पर आवागमन की सुविधा अभी इतनी नहीं है कि जितनी और जगहों पर है। बुकिंग हो जाने से वहाँ लोगों को सुविधा होगी और उचित मूल्य पर वहाँ माल मिल सकेगा।

भटनी और मऊ बड़े स्टेशन हैं, जंक्शन स्टेशन वहाँ पर रेलवे लाइनों के बीच में स्टेशन है, दो तरफ लाइन है। इसलिये यात्रियों को आने जाने के लिये सदा लाइन पार कर के आना जाना पड़ता है। यहाँ पर ओवर ब्रिज होना ही चाहिए। मैं बन्धबाद देता हूँ कि देवरिया स्टेशन पर ओवर-ब्रिज बन रहा है। उस में भी अधिग्रहण भटनी और मऊ में आवश्यकता है।

एक बात मैं सारे भारत के लिए कहना चाहता हूँ। वह यह है कि जिस स्टेशन पर कोई बड़ी फैंक्टरी होती है, चाहे चीनी की फैंक्टरी हो या कोई दूसरी फैंक्टरी हो, वहाँ बहुत यात्री आते हैं। उन यात्रियों के लिए पैसिजर हाल प्रायः नहीं है। ऐसे स्थानों पर जहाँ साल में एक दो लाख आदमी आते हैं हों केवल उन फैंक्टरियों के सम्बन्ध में उन स्टेशनों पर पैसिजर हाल और वैटिंग रूम न होने से यात्रियों को विशेष असुविधा होती है। इस बात को भी कार्यक्रम में सम्मिलित किया जाय कि जिन स्टेशनों के पास कोई बड़ी फैंक्टरी हो, जहाँ हजारों मजदूर काम करते हैं वहाँ स्टेशन पर पैसिजर हाल और वैटिंग रूम भी हो।

कोल बंगल की चर्चा हो चुकी है। हमारे जिले में भी बहुत सी महत्कारी समितियाँ काम कर रही हैं वे कोयले की भी कमी की वजह से बन्द हो रही हैं।

उनकी तरफ विषये ध्यान देने की भी आवश्यकता है ।

अन्त में मैं रेलवे मंत्रालय को उसकी सफलताओं के लिए धन्यवाद देता हूँ । रेलवे विभाग हमारे प्राइवेट सेक्टर को भी बड़ी प्रेरणा दे रहा है इस के लिए धन्यवाद देता हूँ ।

**Shri Joachim Alva (Kanara):** I am very grateful to you, Sir, for giving me a chance this year also. I want to speak about a rail link for Karwar. It has rather become a hardy annual. As long as there are districts in India which are not covered up by railway, we shall certainly voice our demands on behalf of our people.

The west coast railway link plan has been completely neglected. It has entered the mind of neither the Railway Board, nor the Railway Minister nor the Planning Commission. Nothing is being done about the west coast railway. The east coast of India is fairly sufficiently covered by railway in the sense that from Calcutta to Madras and from Madras to Tirunelveli one can go across through railway as near the coast as possible. But here is a richer part of the coast of India right from Cochin to Bombay which has not been covered up by railway. In this respect, we are in the 18th century mind and 18th century planning. The planning of the railways has not yet gone forward at all, always on the ostensible plea that there is no money. But I am sure the railway officials have not taken care to travel along this route to find out the worries of the people there.

As regards Karwar, as I told you on the last occasion, we have got the wealth of the Jog Falls, the second biggest waterfalls of the globe. Then we have timber in profusion, of the highest quality, which we supply to the Western India Match Factory. We have got manganese. We have got ferro-manganese factory in Dandell,

a Town which is going to turn out into a vast industrial town of the land. Lalbhai Patels, manganese factory is one of the largest in India. Then we have the West Coast Paper Mill, with which my esteemed friend, Shri Somani, is connected. That is also one of the largest and most up-to-date factories of Asia. Then there is Vissanjis India Plywood Manufacturing Factory, the largest unit of South India. All these are concentrated in my constituency. Dandeli was just a small forest; it was not even a village. Nobody even dared to enter it 30 years ago. But it has already three of largest industries of South India congregated there.

But what is the position of the railway from Dandeli to Alnaver, where in they have to move goods less than 17 miles? They cannot spend half a crore of rupees and make the track strong, not only the track strong but also the rail strong, with the result that the goods cannot be moved and the people are put to great inconvenience, in going from Dandeli to Haliya—Haliyal is another important Centre—and to Alnaver. The Railway Board asked them to guarantee that the goods would not be moved by motor but only by rail. How can one rationally give a guarantee like that? Certainly the industries will move their goods as quickly as they can by rail, failing which they will move them by motor. But the Railway Board says, 'No, do not move the goods by motor'. This is making an impossible demand. Everything must be judged by natural limits and by rules of proper and fair justice.

As regards Karwar, it is also a great fishing centre. Almost all the fish that goes to Bombay goes from Karwar. Karwar is one of the wealthiest spots of nature in India. As I told you on the last occasion, it has one of the best harbours of the world. Poet Tagore writes admiringly about it in his autobiography. If we spend less than Rs. 3 crores, we can make the port of Karwar perhaps one of the best ports in the world.



We just need two or three crores of rupees. On the other hand, on the Mangalore port they want to spend Rs. 11 crores, to build it into an all-weather port.

**Shri Achar (Mangalore):** He may ask for the development of Karwar, but not at the expense of Mangalore.

**Shri Joachim Alva:** We are going going to spend Rs. 11 crores there where the problem of sand and silt will be there. Then again there is the question of the Mangalore-Hassan railway. Here is a booklet issued by the Mysore Government supporting the case of Mangalore as a major port written by Shri Radhakrishna, under the auspices of Government of Mysore. It contains a very revealing fact. I want to know why the Planning Commission and the Railway Board do not take note of these things. It says:

"Next to Bihar, Orissa and Madhya Pradesh, Mysore contains the largest reserves of iron ore of the richest quality".

This has about 66 per cent Iron content. Of this, Bellary alone has got an estimated reserve of over 1,000 million tons. Seven other districts in Mysore State have got less than 254 million tons. Bellary has to convey that iron ore either through Mangalore or through Karwar. It is stated:

"About 1.5 million tons being presently mined and moved to various ports. Of this, the share of Karwar is about 1 lakh tons. If rail link between Kottur-Harihar and Hassan-Mangalore is provided, deposits will be within 320 miles of Mangalore port. Provision of Hubli-Karwar rail link will make these deposits come within a distance of 200 miles of Karwar port".

Here are people who are planning for a railway of 320 miles, but will not think of planning for a railway of 200 miles. I want to know by what stretch of mathematics they want to tilt the balance in favour of Mangalore. The Hubli-Karwar line will involve only 200 miles of railway whereas the Hassan-Mangalore line will have to go 320 miles. Even stretching the Rail link from Talguppa to Sirsi will be thirty five miles. I do not know how they are going to find the money for the extra 120 miles.

We are grateful to the present Railway Minister for giving us telephones when he was Minister of Transport and Communications. I hope he will find time in his busy rounds to visit Karwar and the places from Hubli to Karwar. The railway officials, of course, have no time; they are very very busy with planning—they have no time. But I would like them to go along the route and be stranded at 2 O'clock in the morning as we, popular representatives are, with tigers in the forest, with the cars out of battery, trying to cross a river where they may be drowned, and going to another place where they may be eaten up by pythons. These are the difficulties of the people there. They do not complain; they have no mouths to protest.

**Mr. Deputy-Speaker:** But the hon. Member has encountered all that.

**Shri Joachim Alva:** Yes, Sir. I have encountered more than that. I have escaped death thrice. On one occasion, when we were about to cross a river in the rainy season in early morning in July, we said: 'Does not matter if we are drowned; at least there will be a bridge over the river'.

These are our difficulties. I would like to ask the Railway Board officials if any of them have ever gone across that area.

They go as far as is possible wherever the saloons are provided. They do not know the difficulties. They do not have even a file on Karwar in the Railway Board. (*Interruption*). They are all 18th century and 19th century files and not even 20th century files. These are the difficulties.

We want a railway line. They say there is no port. And, if we want a port they say there is no railway line. It is a very vicious circle and this vicious circle has got to be broken up somewhere at one point.

It is high time that the Railway Minister, who has been very sympathetic to our claims—he has got a large heart and will surely over-step all these considerations—should see that justice is done and that we get a railway line.

**Shri Jagjivan Ram:** I am thankful to the hon. Members who have taken part in the debate on the Railway Budget. Nearly 50 hon. Members of the House have participated in the debate; and from all sides there has been general appreciation of the working of the Railways. I may assure the House and the hon. Members who have been so kind to say encouraging words about the Railway Ministry that those praises and bouquets will not make us complacent; but they will encourage us to devote ourselves with redoubled energy to the task assigned to the Railways. There has been criticism here and there and it should be in a big organisation like the Railways and when the task assigned is colossal. There are bound to be lapses here and there; and objective criticism will only help us to rectify the defects and try to perform all the tasks to the satisfaction of all the patrons of the Railways.

The debate can be broadly divided into financial, operational, staff matters, amenities and demands for new lines. These are the.....

**Shri Braj Raj Singh (Ferozabad):** And the transport bottlenecks.

**Mr. Deputy-Speaker:** That is operational sphere.

**Shri Jagjivan Ram:** Perhaps operation will include bottlenecks and the other necks as the case may be. (*Interruption*).

I will first deal with financial matters. Shri Bimal Ghose suggested that there should not have been an increase in the rate of dividend payable to the General Revenues from 4 per cent. to 4½ per cent. I am grateful to him.....

**Shri Bimal Ghose (Barackpore):** The House has voted it and accepted it.

**Shri Jagjivan Ram:** But the Railways have in the national interests, to assist the General Revenues as well, apart from anything else. But, all the merits and demerits of this were discussed in the Railway Convention Committee, and I do not propose to go into these details. I mention this only to express my thanks to him for the kindly interest that he has been taking in Railway finance.

Sometimes casual statements are made that for all the increase in capital there will be only a small increase in the dividend from 4 per cent. to 4½ per cent. This is not a correct appreciation. When the capital increases from Rs. 1559 crores at the end of the Second Plan to Rs. 2309 crores at the end of the Third Plan there will be an increase in the dividend on two counts, firstly, *pro rata* to the increase in capital and secondly a further increase because of the increase in the rate of dividend. Thus, the dividend will increase from Rs. 56.66 crores in the last year of the current Plan to about Rs. 90 crores in the last year of the Third Plan.

**Shri A. C. Guha** referred to the steady fall in the net surplus from Rs. 20 crores in 1959-60 to an estimated Rs. 14 crores in 1960-61 and an estimated Rs. 8.6 crores in 1961-62. He has, probably, not studied

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paragraph 2 of my Budget speech in which I have explained that the surplus in 1959-60 should strictly be taken as being about Rs. 12 crores as the Pay Commission arrears of about Rs. 8.5 crores pertaining to 1959-60, are being paid in 1960-61. In other words, the actual surplus pertaining to 1960-61 should correctly be taken as Rs. 12 crores; and for the current year as Rs. 22 crores. The surplus for 1960-61, would have been better still but for the loss of goods earnings for a variety of reasons. In 1961-62, as I have explained in paragraph 36 of the Budget speech, the reduced surplus should be appreciated in the context of the increase in appropriation to the Depreciation Reserve Fund by as much as Rs. 20 crores. In spite of this increase in the provision for depreciation, the surplus would still have been Rs. 12.5 crores if dividend continued to be reckoned at 4 per cent as in 1960-61.

Shri Guha appreciated that the Railways have paid their way and met all their maintenance, operating and depreciation expenditure and made a small element of contribution to the General Revenues over and above the interest charges. In fact, the Railways have contributed about one-third of the resources towards the Second Plan provision of Rs. 1,125 crores. Actually, the contribution would be slightly more than the amount of Rs. 375 crores which originally was fixed for the Railways' contribution towards the resources of the Second Plan.

I have to refer also to Shri Guha's criticism about the mounting operational expenditure. A few other members have also referred to this. He agreed that the *per capita* pay of the staff cannot be reduced at present. But he suggested economy in the use of stores and in the number of staff. I would only draw his attention once again to page 51 of the Review in where it has been indicated how the increase from year to year in the

overall staff strength has more or less kept pace with and even has remained somewhat less than, the increase in the total train miles. It is also obvious that increase in our operating expenses cannot be prevented when there is an increase in traffic requiring incurrence of additional expenditure. What has been explained in detail in the Review is that the increase in staff and in other expenses has reasonably kept pace with the increase in the quantum of work which the Railways have been called upon to perform.

While a good deal has been done by way of economy both in respect of staff and on stores, I do not say that there is no further scope for economy either under fuel or under administrative expenditure or stores, as suggested by Shri Guha and by others.

I shall devote some time to deal with certain points raised by Shri Naushir Bharucha who is generally well informed but who surprisingly seems to who have either misunderstood or mis-interpreted certain figures. He has referred to the depreciation provided during the Second Five Year Plan, which he considers inadequate. I would like to make one or two points on this subject. On the Indian Railways we provide something more than just the depreciation appropriate to the original purchase value of the assets. We make actually a provision which is adequate in practice to replace the depreciated assets at current prices which are often 3 to 4 times the original book value. More than this, on the recommendation of the 1949 Convention Committee we have thereafter been covering from the depreciation fund itself even the improvement element included in the assets. In other words, the depreciation fund finances the improved assets which are acquired in replacement and that at current prices. For 20 years and more, all replacements which have been made including, as explained, inflation element and the improvement

element, have been financed wholly from the depreciation fund which has proved adequate over such a long period. It has not had to borrow or find funds from any other source. This proves the adequacy of the fund. Further, looking at the matter from another angle, we shall be appropriating towards depreciation fund during the Third Five Year Plan period, a figure which is on the average about 3.5 per cent. of the capital at charge during the five year period. There is nothing incorrect or illusory about provision for depreciation. Consequently, the surpluses taken over a number of years are not as illusory as Shri Bharucha makes them out to be. He appears somehow to have got some impression or at any rate he has sought to convey the impression that the surplus during the last five years was a total of Rs. 20 crores. From para 7 of my Budget speech it would have been clear on the other hand that the total surplus during the last five years amounted to Rs. 76 crores. I need not deal with the argument which appears to have been based on this error.

**Shri Naushir Bharucha** (East Khandesh): I stand corrected.

**Shri Jagjivan Ram**: He has referred to the income from the first class passenger fares and has pointed out that the receipts have not increased more than about Rs. 2 crores. The actual increase in receipts from first class non-suburban passenger has been 34 per cent. between 1955-56, and 1957-60—that is, in four years. It should not be forgotten that there has been no change in the rates of passenger fares since 1955-56.

I do not know why he says he is puzzled by the figures in the 1961-62 Budget for expected receipts from third class passengers. He has himself referred to the fact that the budgetary receipts include results of the merger of the passenger tax from which collections Rs. 12.5 crores are to be made available to the State Governments. This fact then of the merger of the passenger tax is the

explanation for the expected large increase of the 13 crores in the coming year in the passenger receipts.

13.43 hrs.

[**SHRI MULCHAND DUBE** in the Chair]

He has also commented that the expenditure on salaries and wages has gone up in the last 4-5 years by only 22 per cent but the expenditure on fuel has gone up very much more. He has himself referred to the fact that coal prices have been put up a number of times. Perhaps he has not had time to study the very detailed analysis that has been made of the increase in the expenditure on fuel in the last 5 years which is to be found at pages 38-43 of the Review that has been circulated to the hon. Members on the performance of the Indian Government Railways.

I am briefly mentioning these points because the question of economy has been raised by several hon. Members. There has been a large increase in the quantum of Traffic and as the Review brings out, the quantum of coal consumed increased by about 53 per cent in 1959-60 over 1950-51 whereas the gross ton miles have increased by 63 per cent. The improvement could have been more but for one factor which the Review brings out precisely—that is the decrease that there has been in the last few years in the supply of selected grades of coal to the Railways and the increase that there has been in the supply of lower grades of coal. This is a factor which naturally increases the quantity consumed and further,—such is, the present price structure of coal also the total cost of the coal consumed.

I want to clear another misunderstanding which has arisen out of the recommendations of the Railway Convention Committee regarding the dividend payable on new lines which have been deferred for five years. Perhaps it is felt in some quarters that so long as the line will not pay its way, dividend will not become payable. That is not the position. The

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clarification made by the recent Convention Committee does not at all mean this. The position is that from the 6th year onwards the railway must pay the full dividend on all new lines, even on unremunerative new lines. If, however, a line turns out to be remunerative and further it makes something more in profit than is adequate to cover the current dividend, the railways must go further and pay not only current dividend on the capital assets of this line but pay also the dividend that would have been due in the first five years of the working of the new line but for the dividend deferred.

**Shri Naushir Bharucha:** The explanatory note does not say that. Even on the first page you say:

"It has also been clarified by the 1960 Committee that the Dividend on new lines, deferred for a period of five years, which is to be calculated at the rate of interest charged to Commercial Departments under the recommendations of the 1954 Committee, would become payable only if the net income of these lines leaves a surplus....." It may not leave a surplus at all.

**Shri Jagjivan Ram:** I wanted to clarify the position. I think I have made the intention clear.

The question has also been raised whether the increase in the traffic has been commensurate with the increase in the capital investment of the Railways and I would like to give some figures, which may be of interest to the House. I have recently had a study made of the physical assets utilised today for carrying each million net tons miles of goods per day as compared with the position just before the war and on the eve of the First Plan and of the Second Plan. In 1938-39, 66 broad-gauge locomotives were used for hauling one million net ton miles of goods per day. Today only 43 steam locomotives are required by about 87 per cent but the in-

improvement is mainly due to the better utilisation of locomotives and ment that there has been in the tractive effort. As for wagons, 2849 wagons in terms of broad-gauge four wheelers used to be for moving one million net ton miles of goods per day in 1938-39. In 1950-51 the figure was 2304 and it came down further to 1848 at the end of 1955-56. It diminished further to 1686 broad-gauge four wheelers in 1959-60. Similar improvement in the utilisation of the metre-gauge wagons has also taken place, notwithstanding the great increase in the haulage of coal and ores with its significant effect on the increase of empty haulage in the reverse direction.

As for running track, the traffic now put through, say 1000 running track miles of broad-gauge, is almost 70 per cent more than it was on the eve of the First Plan and almost three times that of 1938-39. In other words, there is increasingly better use of our physical assets of the locomotives, wagons, tracks etc.

Thus it is that the increase in capital in the 10 years of the two Plans proportionately less than the increase in traffic notwithstanding the great and inherent disadvantage that capital today fetches only one third or one-fourth of the physical assets that it would procure before the war. A great proportion of the capital at charge of Rs. 834.1 crores in 1950-51 reflected the capital assets acquired at prewar prices whereas the subsequent addition of capital in the two Plans has been Rs. 727.7 crores. Nevertheless, as I said, the increase in traffic carried is more than the increase in capital. The railways are striving to improve further even on the current efficient utilisation of physical assets. This is the correct explanation of para 31 of my budget speech which Shri Naushir Bharucha has either misunderstood or misinterpreted.

In the period of two Plans, the capital at charge as per books has increased for carrying the same traffic. The

increase in capital as adjusted for 1938-39 costs come up to 33 per cent. The actual increase in goods traffic carried by the railways is 100 per cent which exceeds even the increase in booked capital. The gross traffic receipts which depend on the rates in force from time to time and are also affected by an increase in the quantum of low-rated traffic, and more so if they are carried over long distances at a steeply telescopic rates, cannot be the correct criterion to judge the utilisation of additional capital. It should rather be the increase in physical performance which, as I have stated already, exceeds the increase in capital.

The write-back of the cost of certain new lines from the development fund to the capital, to which also attention was drawn, has to be understood in the background that this is in keeping with the principles adopted on the 1954 Convention Committee's recommendations, that is, that the cost of all new lines should be charged to capital from the very beginning. It is also in line with the Auditor-General's suggestion for wiping off this loan by charging it to capital account to the extent justifiable. From the point of view of the railways, the write-back means that the development fund will save the loss of interest on the fund balances correspondingly at the average rate of Government borrowings, but, on the other hand, the railway will pay dividend at a higher rate of 4½ per cent on the amount transferred to capital. Certainly, the general finances stand to gain by this arrangement.

**Shri Naushir Bharucha:** Not very satisfactory.

**Shri Jagjivan Ram:** There are one or two special aspects of the financial results to which attention has been drawn. Shri Asoka Mehta suggested that the results of the working of individual zonal railways might be incorporated in the budget speech. An attempt has been made in the concluding paragraph of the Review which has been circulated with the budget docu-

ments to indicate the special features of certain railways like the North-Eastern and the Northeast Frontier Railways. The financial results of all the railways are given in the explanatory memorandum on their railway budget. In particular, the hon. Member asked why the net loss which was about Rs. 9½ crores in 1957-58 on the combined North-eastern railway should have practically doubled in 1959-60 after the bifurcation of this railway. This net loss is computed with reference to the earnings and expenses. The earnings of the two bifurcated railways together amounted to about Rs. 29.5 crores in 1959-60 against about Rs. 32.5 crores of former North eastern Railway in 1957-58. This difference is not due to any fall in traffic, but due to the fact that the work of apportionment of the earnings attributable to other railways on through traffic, which was in arrears in 1957-58 has been over taken and the inflation in the figure of the North eastern Railway's earnings in 1957-58, by a corresponding reduction in other railway earnings was adjusted. This in itself accounts for Rs. 3 crores out of the Rs. 10 crores.

As regards working expenses, the expenses of the two bifurcated railways, as compared to the combined railway, increased in this period by about 18 per cent; i.e. Rs. 5.8 crores by as against a ten per cent increase on the Indian railways as a whole. There was no appreciable increase in administrative expenditure on account of the bifurcation, but the special features of repairs and maintenance account for a large portion of the increase in expenses. The reasons for the working expenses increasing in the case of these railways at a faster rate than on other Indian railways are given in some detail in the concluding paragraph of the Review to which I have already referred to. In particular, the measures for strengthening certain sections on the Assam rail-link which have been undertaken since 1957-58 are resulting in substantial addition to the assets involving in turn an appreciable

additional expenditure on repairs and maintenance. I want to add however, that I am not contenting myself with this broad analysis of the matter and I shall arrange for a special study being made on these two railways to see if there is scope for bringing down their working expenses.

These are the main financial aspects that were raised here. Apart from them, the hon. Members, when they spoke raised the question about the various local requirements like sheds on platforms, expansion of goods sheds, amenities at the stations, whether in the south or in the north, etc. In the climate of our country—somewhere it is heavy monsoon or somewhere else there is scorching heat during summer—one can understand the necessity of providing sheds on platforms, or even providing covered accommodation for the goods sheds. It may not be possible to provide these sheds in all the stations during a short period. But what I propose to do is to provide on a programmed basis, the shed accommodation at the stations, and also to provide the minimum amenities for the passengers.

Some hon. Members mentioned about the difficulty of drinking water on certain sections. Orders were issued last year to the railways—and these have been renewed—that before the summer sets in adequate arrangements should be made at all stations for the supply of wholesome drinking water and that where necessary, tube-wells should be sunk or small hand-pumps should be provided.

Then there is the question of provision of overbridges at level crossings. This question is often raised, and I want to inform the House that so far as the railways are concerned, we are prepared to provide overbridges at level crossings if the State Governments or the local authorities concerned are prepared to contribute their share or incur the expenditure necessary for raising the level of the

road or depressing it as the case may be. As a matter of fact, we have addressed all the State Governments to prepare a list of all the overbridges or underbridges that they will require on the level crossings in their States, to determine the priorities of those overbridges and to provide the requisite sum of money in their plans.

**Shri Rajendra Singh (Chapra):** What would be the share of the States in this matter?

**Shri Jagjivan Ram:** If the hon. Member will try to understand what I am saying, he will find that it is very difficult to fix any percentage. What the railways are to do is, to provide the bridge, while what the State Governments or the local authorities are to do is that they should provide the approach roads. Therefore, there is no fixed contribution. In rural areas, the cost may be a nominal one, in urban areas or in big cities, their cost may be perhaps several times more than what it would cost the railways.

But the proposition is very simple. Some friends raised a specific question about overbridges whether in Punjab, Madras or elsewhere. But this is the one principle. As soon as the State Government or the local authority approach the railway, they have to fix the location of the overbridge to be constructed.

**Shrimati Parvathi Krishnan (Coimbatore):** Where the overbridge is at a point where it has to cross a national highway, would it be the responsibility of the State Government or the Central Ministry?

**Shri Jagjivan Ram:** Where a national highway crosses, it will be the Transport Ministry. The hon. Member is fortunate in that.

**Shri Chintamani Panigrahi (Puri):** What about others?

**Shri Jagjivan Ram:** Others also may approach the Transport Ministry as well.

Then, there were requests for stoppage of trains at certain stations. There the railways are in a very unenviable position. People want faster trains and at the same time they want trains to stop at short distances. Both cannot happen. The other day some hon. Member was saying that he was not able to tour his constituency because a certain mail or express train does not stop at a particular station. It becomes difficult at times to accede to all the requests for stopping a mail or express train, because if all the requests are acceded to, the train ceases to be an express train. (*Interruption*). Where it is possible, the time of stoppages should be reduced and if within that period, we can provide some halts at some stations, we can do that. Again, the question is, if a request is made for stopping an express or mail train at a particular station and if we find that the traffic at another station is much larger, than at that station, then justifiably we cannot stop the train at that station and not at the station where the traffic is larger. If we stop it at both places, the train ceases to be an express or mail train. However, I would ask the Railway Board to examine whatever suggestions have been made and do whatever is possible.

Suggestions have been made for the introduction of additional trains as well. As hon. Members are aware, every year we are introducing new trains or strengthening the existing ones by adding more coaches to them or by extending their runs. All these suggestions will be considered and wherever it is possible commensurate with the availability of rolling stock and track capacity, additional trains will be introduced.

The most important aspect from the Members point of view was the demand for the construction of new railway lines. I asked the Railway Board to prepare a list of all the railway

lines, demands for which have been made in this session. It does not include the various demands that have come to us from the State Governments and the demands made by hon. Members in the past. This list relates only to those new lines which have been proposed during the current discussion and it comes to 1198 miles of metre gauge which will cost Rs. 108.6 crores and 777 miles of broad gauge, which will roughly cost Rs. 89.8 crores. The total comes to 1975 miles costing Rs. 198.4 crores. Roughly the demands for the construction of new railway lines during the present discussion only come to nearly 2000 miles costing nearly Rs. 200 crores.

**An Hon. Member:** That is not much.

**Shri Jagjivan Ram:** I wish I could get this amount from the Planning Commission. I wish that the resources available with the Planning Commission will permit them to make this allocation. I have already said in my budget speech that we are considering undertaking a few additional lines during the third Plan period, and we have already approached the Planning Commission. As I have stated, I am more or less confident that some additional allocation will be made to the Railway Ministry for undertaking new railway lines not yet included in the third Plan. More than that, it will be difficult to say at this stage.

**Shri T. B. Vittal Rao (Khammam):** You will get the sanction in the fifth year of the third Plan?

**Shri Jagjivan Ram:** I am expecting it to be made in the first year itself.

Then, the question has been raised, where roads are fully developed, why railways should be constructed. My hon. friend, Shri Alva, who has conveniently disappeared, was saying that the railways say that they will undertake the new metre gauge line from Dandell, if there is an assurance from the State Government that permits for road transport will not be liberally



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issued. I do not think there is anything in that to which objection could be taken. There is a line which at present belongs to the Mysore State Government and which, if taken over by us, will require immediate rehabilitation. Unless we are sure of the profit that will be available to the railways, the railways could not be expected to go and invest money in that. The traffic available will be mainly from one or two industries in that area. If the railways are only to transport the raw material for the industries and if the finished products are to be transported by motor transport, surely the railways will have to consider whether to take over that line or not. I do not think there is anything in it to which objection can be taken.

When undertaking construction of new railway lines, naturally the economics of that line will have to be studied. What we mean by traffic survey of a proposed new line is a survey to find out the traffic potential in that area, whether it will give adequate return on the cost of the railway line or not, whether the railway line will be remunerative or not. These are preliminary factors which any prudent businessman will consider and I am surprised that at times objection is taken to it by some Members. They want to have one set of ethics for themselves and another set of ethics for the railways. They plead for freedom to transport their traffic by any mode of transport they like. Certainly, you have your freedom. But, will you give the railways the same freedom to some extent? No. So, there are two standards.

**Shri Frank Anthony** (Nominated—Anglo-Indians) Double standards.

**Shri Jagjivan Ram:** Yes; double standards. I was making a mention of this in connection with the construction of new railway lines. I have felt at times that the railways not being a purely commercial organisation but also a utility concern, at times railway lines which may not be

justified purely on economic considerations may have to be undertaken by the railway. But that is another matter.

In this connection, while talking of railway development and road development one comes to the question of coordination between different modes of transport. Shri Asoka Mehta and Dr Krishnaswami made a brief reference to the interim report of the Neogy Committee. The Neogy Committee has made no recommendation. In the report what they have done is to pose various questions before the nation.

**Shri Bimal Ghose:** That will come in the final report.

**Shri Jagjivan Ram:** The final report will come. But this is only an interim report in which they have made no recommendations. They have only analysed the problem and put a number of questions so that the country may engage itself in thinking of those questions. I am not going into the details of the interim report. What I am saying is that in our country at present there is full scope for the development of all modes of transport and if at times the question of coordination is brought up, I feel perhaps it is for the co-existence of the most primitive and the most modern modes of transport. Because, there is scope for them. Starting from the bullock-cart and even the headload of men and women and ending with aircraft transport, there is scope for all modes of transport in our country at present. I do not see any reason why one should be apprehensive of any competition between different modes of transport if they are developed sensibly and rationally. So, there is scope for development of all modes of transport. As I have said, in the present state of development of our country, there is scope for the bullock-cart, for motor transport inland transport, coastal shipping, railways, everything. But one has to very objectively study

the question and see that every area is provided with one or more than one mode of transport in order that transport difficulty does not lead to bottleneck in the economic development of the country.

Connected with the construction of new railwaylines is the question of conversion of some of the narrow gauge or metre-gauge railway lines into broad-gauge or metre-gauge lines, as the case may be. That question is also constantly studied and wherever for creating more line capacity conversion is necessary, that is undertaken.

On track renewal, there is some time lag in fulfilling the target of track renewals. But I am assured that by the end of this year we will be able to do about 8,000 miles of track renewal.

Then the question of the strength of the railway lines was raised, especially that from Poona to Bangalore. I have got all the details with me. The programme to strengthen or re-lay the line is being done on a programme basis. Certain sections have been re-laid and certain sections have been strengthened; other sections are to be taken up during the Third Plan for re-laying and strengthening. That applies to all other section also. As I said, broadly where it is felt necessary that the work has to be done, it is undertaken.

Some friends have raised the question of nationalisation of narrow gauge railway lines and in that connection one or two specific railway lines were mentioned. Shri Elias made mention of one line.

**Shrimati Parvathi Krishnan:** Yes, he is nodding his head also.

**Shri Jagjivan Ram:** I may inform him that there are two or three types of railway lines. In one case, the type which he referred to, the agreement

is not with the Government; it is with the district board. At the expiry of a certain period the district board will have the option to purchase that railway line. The ten-year period will lapse after two or three years. I am sure that Shri Elias will be particular to see that at the expiry of that period the district board gives notice to take over the railway.

**Shri Muhammed Elias (Howrah):** The district board cannot buy the railways.

**Shri Jagjivan Ram:** They have to extend the time. Either the district board gives notice one year earlier before the date of expiry of the agreement or they extend the period.

**Shri T. B. Vittal Rao:** Where there is no district board?

**Shri Jagjivan Ram:** Then there are certain railways who have agreements with us. I was looking into that matter and I found there are 10 or 11, in all, of such lines throughout the country. The period of expiry of agreements start from 1962, and go on to 1963, 1964 like that for different railways. So, there is time to consider whether to give notice to take them over or not. At present the policy has been not to waste our good money in taking over railways which are badly in need of rehabilitation. Because, I know that according to our railway standards most of the railways we will not be able to run. Therefore, it is not worth spending our money in taking over those railways, because that money can better be utilized in construction of new railway lines. But, as and when the time comes, if on examination it is found that it may be necessary to maintain the railways in the interests of the area concerned—perhaps there may not be other means of transport in that area—in that case, the Government will consider the advisability of taking over the narrow gauge railway-lines.

The proposed agreement for through traffic from Pakistan to Pakistan

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through India and from India to India through Pakistan has agitated the House very much. At this stage I will not say much about that except that in considering the question of ratifying that agreement Government will naturally take the feelings of the members of this House into consideration and will see that the interests of the nation are not jeopardised in any way.

**Dr. M. S. Aney** (Nagpur): May I ask of the hon. Minister whether the agreement has taken place and only ratification remains?

**Shri Jagjivan Ram**: I am afraid, the hon. Member has not followed me. I have said "before the Government ratifies the agreement. So, it means that the agreement has not been ratified by the Government. It has been stated several times in this House, more than once that delegations from the two governments met, discussed, either in India or in Pakistan and they drew up certain proposals and unless those proposals are accepted by the Government, there is no agreement (*Interruptions*).

That is what I say. It is a proposal by the officials which has not been accepted by the Government as such. So there is no agreement. That is what I have stated in reply to a question in the House. Every aspect of the question will be taken into consideration when either today or tomorrow or after some time we consider the question of ratification of that agreement. More than that I will not say at this stage, except, that the country, interests will always be kept supreme.

One aspect of the railways' responsibility in a planned economy will have to be appreciated. Ordinary people think that the railways should move all the traffic that offers. Shri Bharucha also thinks so. When the country is proceeding on the basis of a planned economy and development, when we are having successive Five-Year Plans it means that by and large

our production is planned—I am not speaking of any particular commodity; but generally our production is planned—our distribution is planned and the means of distribution, that is, transport, are also planned. Our resources are limited and therefore priorities have to be fixed. We have to see what the size of the Plan should be and what the resources available for the Plan are. With the conflicting demands of the various interests, like, industry, mines, agriculture, or transport viz. coastal shipping, railways, motor transport etc. resources being limited priorities have to be fixed. That one important aspect should not be forgotten while suggesting that the railways should prepare themselves to lift all the traffic that offers in the country.

**Shri Naushir Bharucha**: Do you suggest that planning is faulty?

**Shri Jagjivan Ram**: No, I am not suggesting that planning is faulty.

**Shri Naushir Bharucha**: More production and less capacity to carry means that planning is faulty.

**Shri Jagjivan Ram**: I do not know whether planning is faulty or understanding is faulty.

**An Hon. Member**: Whose understanding—this side's or that side's?

**Shri Jagjivan Ram**: Of course, that side's.

When resources are limited, you have to fix priorities. The railways are not in a position to lift all the traffic that offers in the country.

**Shri Braj Raj Singh**: I do not think anybody demands that. Nobody demands that. But under the system of priorities fixed by them they must fulfil their target. That is the point. I think this is a matter which is agitating the mind of the country.

**Shri Jagjivan Ram:** No, that is not the point. Shri Bharucha said that the railways should lift all the traffic. I say that we are not in a position to lift all that traffic because we do not have the resources to create the capacity.

14.25 hrs.

[MR DEPUTY-SPEAKER in the Chair]

**Shri Naushir Bharucha:** All the traffic offered as a result of the Plan must be carried by you. You cannot deny that. If you say that it is more than what your capacity permits, it means that planning is faulty.

**Shri Jagjivan Ram:** What I am bringing home to Shri Bharucha is that the first principle will be.....

**Mr. Deputy-Speaker:** All that is said should be addressed to the Chair.

**Shri Jagjivan Ram:** Yes, Sir. That is why I have not said 'You'; I have said 'Shri Bharucha'.

I was trying to explain so that the House may appreciate that when we are proceeding on the basis of successive Plans, when a task is assigned to the railways saying that the railways will have to move so much of traffic and when even the different commodities and their quantities are decided roughly, it is very difficult for the railways to move all the traffic that is offered.

Now, a shortage of coal has been felt in different areas of the country. I would like to explain what the position is without apportioning blame. The position is that according to the Second Five-Year Plan the target fixed for the production of coal in the last year of the Plan was 60 million tons. Based on a production of 60 million tons, the railways were to move 55 million tons of coal. The House is aware that in 1958 there was an economic recession. At that time a reappraisal of the Plan was done by the Planning Commission. During the reappraisal of the Plan the Planning Commission felt that the production of coal will be three to four million

tons less than the target fixed for the industry. It was decided then that the production will be 56 million tons. Based on an anticipated production of 56 million tons of coal in the last year of the Second Five-Year Plan, the target for the railways to move coal was fixed at 51 million tons. This 51 million tons comprised of 9 million tons for the steel factories and 42 million tons for the consumers other than the steel factories but including the railways. The railways were assigned the task of moving 51 million tons in the last year of the Second Five-Year Plan and what I was going to inform the House is that we have moved this.

**An Hon. Member:** Have you?

**Shri Jagjivan Ram:** Yes. 9 million tons was for the steel factories, but the steel factories did not require 9 million tons. They required only 7.5 million tons.

**Shri Naushir Bharucha:** You have now come to saying that the implementation of the Plan is faulty.

**Shri Jagjivan Ram:** We have moved 42 million tons for consumers other than the steel factories. So far as the steel factories are concerned, at present their demand is 7.5 million tons, but even if it comes to 9 million tons we are prepared to move that much. That is the position. But it does not give me satisfaction to say that we have fulfilled our task when I find that shortages are being felt in different areas of the country.

Then the question was raised about moving coal to Kanpur. I would like to say that for moving coal to Kanpur it has to be moved above Mughal Sarai. The capacity of Mughal Sarai was fixed at 1900 wagons a day and we have reached that target by and large. But the requirement of 1900 wagons is not only for UP, Punjab and Rajasthan but it is also for Central and Western India. What I suggested in the other House was that if the requirements of Western India are switched over from Raniganj and

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Jharia coal-fields in Bihar and Bengal to Chanda and Pench Valley coal-fields in Central India, perhaps the railways will be in a better position to move more coal to Western India.

**Shri Bimal Ghose:** Has the difficulty arisen because what was originally suggested in the Plan for meeting the requirements from Bengal and Orissa coal fields has not materialised? Is that so?

**Shri Jagjivan Ram:** Shri Bimal Ghose got the report of the National Coal Development Corporation. He will look up as to what the planned production in the different coal-fields was and what the production in the different coal-fields has been. But the capacity of the railways was fixed at 1900 wagons per day and we have by and large reached that target. But all the same demand has increased in different areas. Let us appreciate that important factor, namely, that demand for coal has increased in every area for industries. It is to the good of the country that a number of small-scale and cottage industries have come up. They require more coal. Prosperity has increased in the rural areas. People want to construct pucca houses instead of kutchra houses. Therefore they require more coal. But, as I have stated, with the allocation made to the railways and the targets fixed for them today, I am not in a position to move more than that. I am very frank with the House. We have to create additional capacity for moving additional quantity of traffic and certain actions are being taken. As I stated in the other House, above Mughalsarai I will be in a position to do 150 to 200 wagons more if a new line, which is getting ready, becomes available, and by July I will be able to do more.

The condition in U.P., Rajasthan and Punjab will very much improve if the supplies for Western India are met from the Central India coalfields. Again, there is the difficulty in the south. If the south could be catered

from Singareni coalfields instead of from the Bengal-Bihar coalfields, perhaps the Railways will be in a better position . . .

**Shri Sinhasan Singh (Gorakhpur):** Who is responsible for the allotment of these coals. Instead of from Madhya Pradesh to Rajasthan they allot from Madhya Pradesh to Uttar Pradesh, and from Singareni to Bengal. Who is responsible for this?

**Shri Jagjivan Ram:** The allotment is made by the Coal Commissioner and not by the Railways. I am just giving the factual position. Perhaps we will be able to do better . . .

**Shri Braj Raj Singh:** Sir, on a point of order. Do we take it that the Coal Commissioner is coming in the way? The hon. Minister has said like this in the Rajya Sabha, and he has been saying this in answer to questions and now also. This means that there is some sort of stumbling block put by the Coal Commissioner and he is not allowing the Minister to do the right thing. Within one Government these things cannot be allowed. The country is not interested as to who is at fault, whether it is the Coal Commissioner, the Railway Minister or the S & E Minister. We are entitled to know why it is not being done.

**Mr. Deputy-Speaker:** I would have allowed this interruption even if the hon. Member had not raised it by way of a point of order.

**Shri Braj Raj Singh:** Sir, I wanted to know . . .

**Mr. Deputy-Speaker:** I do feel as much as the hon. Member does. Surely, I sympathise with him. Yes, the hon. Minister.

**Shri Jagjivan Ram:** I am not blaming anybody. That is the farthest from my intention. The hon. Member wanted to know who makes the allotment. I am only giving the factual information that the allotment of wagons from the collieries to the consumers is made by the Coal Com-

missioner and that the Railways have nothing to do in the matter. That is the factual position.

**Shri T. B. Vittal Rao:** Only one clarification. The Railways have been asked to move during the Second Plan period 162 million tons. But they are going to move, at the end of the Second Plan period, only 154 million tons. There is a shortfall. Where was it? After the reappraisal of the Plan, the target allotted to the Railways was never brought down.

**Mr. Deputy-Speaker:** He has said that from 60 million tons it was brought down to 56 million tons, and the share allotted to Railways was ...

**Shri T. B. Vittal Rao:** When the reappraisal took place the target for coal was lowered, but the target for Railways was never touched. 162 million tons of originating traffic they have to move.

**Shri Jagjivan Ram:** I was talking of coal. So far as the other traffic is concerned, with regard to the shortfall in regard to other goods traffic, some explanation has been given in my speech and in the review as well. So I am not going into that. There has been some shortfall and the reasons for that have been given.

**Shri Bimal Ghose:** Where is it?

**Shri Jagjivan Ram:** I may inform the House that this question is being examined at present at the highest level—how we can increase to transport capacity and how coal could be transported by all possible methods, whether by rail or to short distances by road or by coastal shipping. This question is being examined at the highest level.

**Shri Asoka Mehta** raised a question about the short-fall in the expenditure on the Railway workshops. There has not been much shortfall, because up till now we will be spending nearly Rs. 50 crores. What he referred to was perhaps only the works side. But the expenditure includes plants and machinery as well. There will be a

shortfall of Rs. 15 crores. That is deliberate. I took certain actions in order to increase efficiency and greater utilisation in the workshop of plants and machinery. As a result of that it may not be necessary to spend the entire amount allocated for that purpose.

A question was raised about the maintenance of rolling stock. I will refer the hon. Members to the Review that has been given and if they will look to the figures they will find that the maintenance has been quite satisfactory, because the cases of failures have been much less.

About research, Standard and Designs Organisation, I may assure the House that I will see that the work of research does not suffer for want of funds.

Again, some Member raised the point that a provision was made for the Railways participating in the Road Transport Corporations ...

**Shrimati Parvathi Krishnan:** Before the hon. Minister goes on to that, with regard to this question of the Research and Designs Organisation we would like to know more about what actual action is taken on the work that is carried out by that Department; because we are told only generally that work is being done something is being taken up. We want to know specifically what is the work being taken up so that we are able to make use of that, because otherwise we will be left in the dark.

**Shri Jagjivan Ram:** I will satisfy the hon. Member's curiosity. What I am proposing to do is that from next year, along with the budget papers I will circulate a brief note about the activities and achievements of these.

**Shrimati Parvathi Krishnan:** Not too big.

**Mr. Deputy-Speaker:** "Brief" does not mean big.....

**Shri D. C. Sharma** (Gurdaspur): She may not be there.

**Mr. Deputy-Speaker:** I hope to those who are not here it would be posted.

**Shri Jagjivan Ram:** About our participating in the Road Transport Corporation, the amount was only Rs. 6 crores and we have up till now spent nearly Rs. 5.73 crores in the Road Transport Corporations of the various State Governments.

Shrimati Parvathi Krishnan raised the question of speed of goods trains. Without quoting figures I will refer her again to the Review. Perhaps she looked only into the figures of speed of goods train, and she did not look into the figures of train miles per running track miles. If she reads both the figures together, perhaps she will find a reply to her own question, and there will be no cause for any bewilderment for her. Because, it is well known that speed suffers when density increases, and if she relates both the figures she will find that the speed has not suffered to that extent to which density has increased. There has been much more increase in density and the fall in speed has been much less. Therefore, I do not want to quote the figures. But again I may assure her that it will be our constant endeavour to see that the speed further increases.

Shri Frank Anthony complained that there was shortage of running staff. I think he is misinformed. We have put a ban on recruitment, no doubt. But, no ban has been put on the recruitment of operating staff. Ban is put only on the office or clerical staff, peons, orderlies, and things like that. There has been no ban on operating staff. Nobody can think of putting a ban on the recruitment of operating staff because the Railways cannot function. He is misinformed.

He and some other Members perhaps mentioned that in my Budget speech, no reference was made to the strike. I did not feel any necessity for that. After the strike, the matter was discussed in this House in great detail. After that, I thought, let normalcy come in the Railway why should we go into history. Shri Asoka Mehta mentioned, quoting figures of man-day lost in the Railways in 1958-59 that if

the conditions were so good how is it that the railwaymen did go on strike. It is well known that the strike call did not come from the railwaymen themselves alone. It was a concerted action of all government employees.

**An Hon. Member:** Sympathetic strike.

**Shri Jagjivan Ram:** The railwaymen also joined it. As a matter of fact, I have several times put this frank question to some of the railwaymen themselves. But for this Pay Commission question, perhaps, there was nothing outstanding in the Railways which might have affected the relations on the Railways to such an extent that the railwaymen may have been compelled to go on strike. I have been always analysing it. Because, I have got, on the whole, to maintain good relations with railwaymen, I know they have to carry the entire burden and unless they are satisfied nothing could be done. I will only implore Members of the House not to talk too much of dissatisfaction and discontent. In a huge organisation like the Railways, were we have more than a million workers, some people may have some grievance here and there. That cannot be ruled out. I cannot envisage any stage where any man in charge of Railways can say that there is nobody in the Railways who has any grievance. That will be impossible. That would be thin king of something utopian. By and large, the relation in the Railways have been quite satisfactory.

Then, again, some of my friends raised the question of victimisation of the strikers. I wish this word victimisation . . .

**Shri S. M. Banerjee (Kanpur):** I said harassment. Please read my speech.

**Mr. Deputy-Speaker:** If that is objected to?

**Shri S. M. Banerjee:** That is a very mild word.

**Shri Jagjivan Ram:** This one word 'victimisation' is one on which some of the trade union leaders and workers have to thrive. I will not say that it should be banned. But, I think it is the farthest from our intention to victimise a railwayman merely on account of the fact that he went on strike or joined the general strike. There were cases and the House is aware because a statement was laid on the Table of the House giving details of the objectionable activities of some of the railway workers who went on strike. Action will have to be taken in those cases. Exaggerated figures are being given that so many people have been dismissed or discharged or suspended. Out of 746 persons who were initially removed or dismissed as a result of conviction and other causes 628 have already been reinstated. That leaves a balance of 118 employees only.

So far as staff under suspension is concerned, some friends gave very large figures. At present, the number of staff under suspension is only 195. Out of these, 37 are those against whom police cases are pending in the courts. We have already asked the Railway administrations concerned to contact the State Governments and to see that these cases are expedited. Even in these 195 cases, we have asked the Railway administrations to expedite final action in all matters. It is a matter of great satisfaction, no doubt to me and to the country, that during the strike a very large number of railway staff worked and were not influenced or persuaded or coerced to absent themselves from duty.

**Shri Rajendra Singh:** No, Sir, they were intimidated, coerced not to go to duty.

**Shri Jagjivan Ram:** The hon. Member was perhaps trying to persuade them not to go to their work. Let him admit failure. I am not going into that. I was going to say that a very large percentage of railwaymen attended to their duty. Their work has been appreciated in various ways.

Shri Frank Anthony was making a complaint. I say, it has been appreciated in various ways. Perhaps, he is aware of that.

Shri Frank Anthony, perhaps, suggested that there should be some independent impartial appellate authority. Perhaps, he is not aware that one such authority exists in the Railways. It already exists. Where a Class III employee does not feel satisfied with the decision taken his appeal, he can write to the General Manager that his case should be referred to the Railway Rates Tribunal, which is an independent impartial authority with a High Court Judge on it. We have that facility already.

I am afraid, I am exceeding my time.

**Shri Muhammed Elias:** What about recognition of unions and the Federation.

**Shri Jagjivan Ram:** They will have to wait for some time more, before the question could be considered by the Government whether to give them recognition or not.

**Shri S. M. Banerjee:** Speaking about recognition, it is admitted by the Railway Minister that there is no forum at present by which the employees can possibly represent their grievances. I only wanted to know whether the negotiating machinery or monthly meetings should not be allowed till recognition is restored.

**Shri Jagjivan Ram:** The employees are always free to represent their grievances to the proper authorities and they are free to write to me as well.

**Mr. Deputy-Speaker:** Now, the general discussion is over.

**Shri Muhammed Elias:** No, Sir, he has not yet finished.

**Mr. Deputy-Speaker:** I thought he said that he had transgressed the time.

**Shri Jagjivan Ram:** I am concluding, Sir.



**Shrimati Masda Ahmed (Jorhat):** We are disappointed that the hon. Minister has not said anything about the Diversion line which I suggested.

**Mr. Deputy-Speaker:** That may perhaps come later. Sometimes, we have to face disappointments.

**Shri Jagjivan Ram:** I have covered line trains.

**Shrimati Masda Ahmed:** Apart from the Naga troubles, that line is necessary from the point of view of linking more towns in Assam. As my hon. colleague Shri Liladhar Kotoki pointed out that except Gauhati, not a single town is touched by the main line trains.

**Shri Jagjivan Ram:** That will not be possible in the Third Five Year Plan. I have broadly touched all the important points.

**Shrimati Masda Ahmed:** There are many more points to be replied to.

**Mr. Deputy-Speaker:** If the hon. Member had not raised it, perhaps the disappointment would not have been so great.

**Shri Jagjivan Ram:** I may assure the House that in the matter of the staff, there is no question of victimisation. The hon. Members have themselves felt that the Government has been quite lenient in this matter. Then, to talk of victimisation is not justified in the context of what the hon. Members have themselves said about the Government taking a very lenient attitude in this matter. I will see that the few cases that still remain are finalised very soon.

**Shri T. B. Vittal Rao:** Favourably.

**Shri Jagjivan Ram:** Justly.

**Mr. Deputy-Speaker:** The record should be correct. Whatever is said by this side and that side, both would be taken down!

**Shri Jagjivan Ram:** I must express my gratitude to the Members of the House for all the good words that they have said about the achievement and work of the railways. This is again due to the hard work, efficient work, sense of duty, discipline and patriotism of more than a million railwaymen on the Indian railways. I have no doubt that this appreciation by this august House will encourage them to undertake the task ahead of them with renewed courage, discipline and efficiency.

**Shri Braj Raj Singh:** Could I seek a clarification?

**Mr. Deputy-Speaker:** He wanted five minutes. He has already taken three, he can take the remaining two.

**Shri Braj Raj Singh:** The picture about the movement of coal is not clear after his long speech.

**Mr. Deputy-Speaker:** Could the speech have accelerated the movement?

**Shri Braj Raj Singh:** He said that only in July perhaps in the "Above Moghalsarai" direction the railways may be able to move 150 to 200 wagons per day. Till then, what arrangements do the railways propose to make about the running of industries in North India and about the movement of soft coke for consumption in homes?

**Shri Jagjivan Ram:** So far as the running of the industries is concerned, no industry has been adversely affected. The Coal Controller has seen to it that their requirements are met.

**Mr. Deputy-Speaker:** The hon. Member might be referring to the Firozabad glass industry.

The general discussion is over. The House will take up legislative business.