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Saturday, March 28, 1970
Chaitra 7, 1892 (Saka)

LOK SABHA DEBATES

(Tenth Session)



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**LOK SABHA SECRETARIAT
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LOK SABHA

Saturday, March 28, 1970 Chaitra 7,
1892 (Saka)

The Lok Sabha met at Eleven of the Clock.

[Mr. Speaker in the Chair]

MR. SPEAKER : Mr. Raghu Ramaiah.

श्री मोलहू प्रसाद (बांसगांव) : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। मैं जानना चाहता हूँ कि यह रिपोर्ट मन्त्री महोदय हिन्दी में भी सभा-पटल पर रखेंगे या नहीं? यह हिन्दी में क्यों नहीं रखी जाती?

SHRI JYOTIRMOY BASU (Diamond Harbour) : Two very important things...

MR. SPEAKER : We are very much short of time even to finish the business on hand.

SHRI JYOTIRMOY BASU : One is with regard to the assurance given by the Government of India on the Private Members Resolution on unemployment and unemployment benefit insurance and what they have done with regard to that.

MR. SPEAKER : As I said, we are very much short of time. You may raise it later at some other time.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : I am told the Hindi versions are available here.

11.02 hrs.

PAPERS LAID ON THE TABLE

Statements showing Action taken on Government Assurances

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH) : I beg to lay on the Table following statements showing the action taken by the Government on various assurances, promises and undertakings given by the Ministers during the various sessions of Fourth Lok Sabha :

- (i) Supplementary Statement No. I—Ninth Session, 1969
- (ii) Supplementary Statement No. V—Eighth Session, 1969
- (iii) Supplementary Statement No. XV—Seventh Session, 1969
- (iv) Supplementary Statement No. X—Sixth Session, 1968
- (v) Supplementary Statement No. XVII—Fifth Session, 1968
- (vi) Supplementary Statement No. XXIII—Fourth Session, 1968
- (vii) Supplementary Statement No. XXV—Second Session, 1967

[Placed in Library. See No. LT—3004/70]

Notification re : Market Loan Floated by Central Government

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI P. C. SETHI) : I beg to lay on the Table a copy of Notification No. F-4(3)-W & M/70 published in Gazette of India dated the 26th March, 1970 regarding Market Loan floated by the Central Government in 1970 71. [Placed in Library. See No. LT-3005/70].

SHRI BAKAR ALI MIRZA (Secundrabad) : I want to ask a clarification about item 1—statements showing action taken on Government assurances.

MR. SPEAKER : He is just laying it. When it comes up, you may raise it.

SHRI SURENDRANATH DWIVEDY (Kendrapara) : I do not think there will be a discussion so far as these statements are concerned. He wants to put some questions. I think it is permitted.

SHRI BAKAR ALI MIRZA : It has been done before, I have a right to put some questions.

MR. SPEAKER : Mr. Dwivedy is an old parliamentarian. He knows that these reports will go to the Committee on Government Assurances.

MESSAGE FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following message received from the Secretary of Rajya Sabha :—

"In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and conduct of Business in the Rajya Sabha, I am directed to return herewith the appropriation (Vote on account) Bill, 1970, which was passed by the Lok Sabha at its sitting held on the 18th March, 1970, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said bill."

BUSINESS OF THE HOUSE

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAGHU RAMAIAH)** :
With your permission, Sir, I rise to announce that Government Business in this house during the week commencing from 30th

March, 1970, will consist of :

- (1) Consideration of any item of business carried over from today's Order Paper.
- (2) Consideration and passing of the Press Council (Amendment) Bill, 1970, as passed by Rajya Sabha.
- (3) Discussion on the Resolution seeking disapproval of the Calcutta Port (Amendment) Ordinance, 1970, by Shri K. L. Gupta and consideration and passing of the Calcutta Port (Amendment) Bill, 1970, as passed by Rajya Sabha.
- (4) Discussion on the Resolution seeking disapproval of the Essential Commodities (Amendment) Continuance Ordinances, 1969 by Shri K. L. Gupta and others and consideration and passing of the essential Commodities (Amendment) Continuance Bill, 1970, as passed by Rajya Sabha.
- (5) Discussion and voting of the Demands for Grants under the control of Ministry of :

Home Affair's

External Affairs.

11.05 hrs.

BUSINESS ADVISORY COMMITTEE

Forty-Seventh Report

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS, AND SHIPPING AND
TRANSPORT (SHRI RAGHU RAMAIAH)** :
I beg to move :

"That this House do agree with the Forty-Seventh Report of the business Advisory Committee presented to the House on the 26th March, 1970 "

MR. SPEAKER : The question is :

"That this House do agree with the Forty-seventh Report of the Business

Advisory Committee presented to the House on the 26th March, 1970."

The motion was adopted.

11.05½ hrs.

DEMANDS FOR GRANTS (RAILWAYS),
1970-71—Contd.

MR. SPEAKER : The House will now take up further discussion on the Railway Demands. Mr. Onkar Lal Berwa was on his legs. He is absent.

श्री शिवनारायण (बस्ती) : अध्यक्ष महोदय, उस दिन हमने रेलवे गजट पर बोलने के लिये अपने दल की तरफ से तीन नाम दिये थे, तीनों मेम्बर दिन भर यहाँ बैठे रहे, लेकिन किसी को नहीं बुलाया गया।

अध्यक्ष महोदय : आज जितना मर्जी आये, बोलिये।

श्री शिवनारायण : लेकिन हमारे साथ डिस्क्रिमिनेशन क्यों होता है, उस दिन हमारे किसी मेम्बर को क्यों नहीं बुलाया गया।

SHRI SURENDRANATH DWIVEDY (Kendrapara) : Sir, I will confine my remarks to the cut motions that I have tabled, which actually speaking are small local matters. But before I do so, I want to know whether the present Railway Minister is in a position at least to give an assurance to the House that decisions taken by the ministers would be obeyed and acted upon by the Railway Board. I am saying this purposely. As will be evident from the cut motion that I have given, the House might remember that in this House, when the supplementary demands for the railways were discussed, we raised the question about the delay in the construction of the Cuttack-Paradip railway line. Although on the day of inauguration the Railway Minister himself announced that it would be completed by April, 1971, by some machinations or other, the railway authorities delayed it, as a result of which the port paradeep would actually be affected. There

was a special conference convened by the Railway Minister to discuss this question, where the railway officials and myself were present. There the minister rebuked the officials and said, "After you have made my predecessor to announce like that at the Inaugural ceremony, you had no business to raise other questions, trying to explain the causes for the delay." After a great deal of discussion, it was decided that they would try to complete this construction by the end of 1971. After this assurance was given in my presence. Mr. Nanda has replied in the other House saying that it will be completed by the end of 1972. We discussed this matter in great detail. They said, two monsoons are necessary for the earth to settle, over which the rails are to be laid. It was also decided that they would divide it into 14 zones; they would employ small local contractors for the earth work. They would persuade the local cultivators so that the work may be completed before the monsoon this year. All this was decided. Now, not only have they delayed it but even in the procedure, they are awarding contracts to contractors from outside. The value of each contract is fixed at Rs. 40 to 50 lakhs, so that the local contractors would not be able to come forward to take up the job, with the result the whole process is being delayed. I do not know what is the purpose of having a Railway Minister at all, if the Railway Board can undo anything. Can we take cognizance of anything that the minister says here?

I really fail to understand how this is happening and who is responsible for it. Even though I have been repeatedly demanding it, it has not been done. Let us know who is the person, who is the interested railway officer who is behind all this. At the same time, if the Railway Board want to do something, they see to it that it is executed almost immediately.

Then I will refer to another case. I find that Dr. Ram Subhag Singh is not present in the House. When he was the Railway Minister he gave the assurance that the demands of the train controllers would be sympathetically considered and conceded to the extent possible. This is an issue which is hanging fire for the last several years. I have personally met them and discussed these matters with them. I have also enumerated them in my cut motions.

[Shri Surendranath Dwivedy]

The demands are reasonable ones. They want weekly holidays. Then, if the Deputy Chief Controller is officiating as Chief Controller he should get the officiating salary. As their work is so important, their rooms should be air-conditioned. Even though orders have been passed about air-conditioning, nothing has been done. These are small matters with very little financial commitments; they are continuing unresolved even now.

Then there is the question of the integration of Grade I and Grade II train controllers which was recommended by the Pay Commission. Yet, it has not been implemented by the administration. They are only 2,500 in number and the financial commitment will not be much. If one analyses their salary one will notice that they are now getting less what they were getting prior to 1931 as their basic salary. Even though these small matters could be attended to by administrative orders, the Railway Board do not want to do them and the Minister feels helpless in the hands of the Railway Board. The third pay commission is also not likely to go into this question. It is all the more reason why it should be attended to by the Railway Board.

Shri Nanda might travel third class or make surprise visits of railway offices to satisfy himself. That will not solve the problem. We have to see how the Railway Board is sitting over the good policies enunciated by Parliament and the Railway Minister.

The Railway Minister must have observed that there is a general demand for the abolition of the Railway Board. If the general temper of the people is against the Railway Board, it is not because people do not want such a board to manage the railways. They are only against the bureaucratic functioning and attitude of the Railway board. It would be a real test for Shri Nanda whether he would be able to solve this problem.

Now I come to two or three small matters pertaining to Orissa. We have seen repeatedly urging the construction of the Talcher-Bimalaghat line, the missing link, between Rourkela and Talcher. If we want to increase our export trade, if we want to

transport any material from Rourkela to Paradip or Vizag, it now takes a long time which could be reduced considerably if we connect this 80-kilometer link. This would save the transport charges considerably and the exporters, specially from Japan, would be more willing to take our goods from Paradip port. I want to know from the Railway Minister when this survey is going to be completed. I also want an assurance from him that this line will be taken up in the Fourth Plan as soon as the survey is completed.

There are several other small matters about which I have written to the railways. I will mention one point which has some relation with food production also.

There are lands near the railway stations. I particularly mention two railway stations, Haridaspur and Garh-Madhupur, on the South Eastern Railway. Agricultural lands there can very well be cultivated by local agriculturists. The railways can lease out those lands to them. But it is found that this is done by the railway authorities at Calcutta and local cultivators are not given any chance to cultivate those lands. Some others who have nothing to do with cultivation, who are not agriculturists themselves, are given these lands as a result of which actually the local people suffer. They have made several representations and some inquiries have been made but I do not know who manages all these things. In spite of all these inquiries, the real beneficiary, the person who gets it, is not the local man but somebody who sits in Calcutta or some other place. I would like the hon. Minister to look into these things. I will be happy if at least a man of the experience of Shri Nanda goes into the details of the administration so that the people feel that the railways are moving in the right direction.

SHRI M. S. MURTI (Anakapalli): Mr. Speaker, Sir, I wish to speak in support of my cut motions Nos. 1024 to 1027. First of all, I wish to bring to the notice of the hon. Minister the deplorable conditions under which Class III employees, specially the ministerial staff, in the railways are working. There are no promotion avenues for this category of staff. People are stagnating at the maximum of the initial grade of recruit-

ment. There are cases in which staff is stagnated for more than 10 years and in certain categories for more than 15 years. Certain anomalies have been pointed out by the Second Pay Commission which have not yet been removed and the Third Pay Commission is in the offing. Unless these anomalies are removed, these will be carried over to the Third Pay Commission and it will be very difficult then to remove them.

The hon. Minister has announced some relief to these Class III employees who are stagnated at the maximum but it has been twisted by the Railway Board by giving a different interpretation to the intention of this announcement. The instructions issued by the Railway Board to the General Managers and Divisional Superintendents say :

"Have decided that Class III and Class IV railway employees of all grades who have been or may hereafter stagnate at the maximum of their pay scales for two years or more be granted a personal pay equivalent to the rate of increment last drawn by them. Railway employees in Scale Rs. 450-75 or Rs. 435-575 (AS) who have been at the maximum of their scales for two years or more, be granted a personal pay of Rs. 30/- p.m."

Then, the interpretation is :—

"Only such of the staff will be granted the personal pay who have been declared fit for promotion but could not get promotion for want of vacancies. The personal pay should not be counted for determining the class of railway passes and PTO's."

These are the instructions given by the Railway Board to the various General Managers and Divisional Superintendents. The intention of the Railway Minister was to give relief to all persons who were stagnated at that level for two years or more but certain conditions have been placed by the Railway Board. They have taken away with the other hand what the Railway Minister had given with one hand. This is how the intentions of the Railway Minister are circumvented.

The Second Pay Commission recommended the classification of the ministerial staff on the basis of the nature of work and kind of responsibilities that are to be distributed

among different levels of the ministerial cadre. The Railway Ministry has accepted these recommendations but the implementation has not been done till today. It has resulted in heavy workload on all levels of this category. The principle of equal pay for equal work has been thrown to the winds. In spite of loyal and hard work put in by these employees their grievances have not been redressed. The need for upgradation of this category of railway employees is very much there and they have been representing this matter for the last so many years. Even in 1965 when Shri Lal Bahadur Shastri was the Railway Minister, in his Budget speech of 23rd February, 1956, he had made a mention of these things and had declared that it would be taken up as early as possible. But till today that has not been done.

The All India Railway Ministerial Staff Associations in their various memoranda presented to the successive Railways Ministers pointedly drew their attention to the need of implementing the recommendations of the Second Pay Commission and upgrading the posts on the basis of job analysis. The Second Pay Commission defined the duties of upper division clerks entitled to Rs. 130-300 who are required to deal with cases involving nothing and drafting and dealing with rules and regulations for the implementation of major policies and executive orders issued from time to time by the Railway Administration. The recommendations was not implemented which resulted in stagnation at the maximum of the initial grade of recruitment and reduced the chances of promotions. The rigidity of fixing 50 per cent in the lowest grade blocked the chances of promotions to higher grade. The plea of this association to keep 4 per cent in the lowest grade, 60 per cent in the next grade of Rs. 130-300, 25 per cent in the grade of Rs. 210-380 and 8 per cent in the next grade of Rs. 304-75 clubbing the two grades and 2 per cent in the highest grade of Rs. 450-575 has not been conceded to till today. Until this is done, the injustice done to this category cannot be removed.

As if this injustice is not sufficient, a ban on recruitment to this category alone was introduced. In 1966, when Mr. Hathi was the Minister of State of Home Affairs, he said that there was no ban on the recruitment as such. This is what he said in

[Shri M. S. Murti]

reply to a question put to him. During the same year, in reply to a question put to the Railways, the Minister said that there was a ban on recruitment. I do not understand the contradictory statements made by both the Ministers.

This is what Mr. Hathi said when the Opposition was asking persistently how much had been saved as a result of the ban on recruitment. Mr. Hathi said that Government servants retired had to be replaced and so there could not be any ban and that a committee scrutinised the man-power position in each Ministry and declared those who could not be justified on grounds of work as surplus. During the same year, in August, 1966, the Railway Board issued orders to all the General Managers of Indian Railways saying that the Government have decided that in order to effect reduction in administrative expenditure, a complete ban should be imposed on the recruitment of staff in administrative office, and that even wastages on account of retirements, discharges, etc. should not be made up by recruitment. The Railway Board says that this total ban applies to all posts in Headquarters, Divisional or District Offices, and also to ministerial posts in Construction Offices and Production Units.

These are the orders issued by the Railway Board. I do not understand the contradictory statements made by both Ministers. The ban is still there in this category of employees. This ban is not applied to any other category except to this category. The number of posts of officers have been doubled and their pay structure rationalised by upgrading their grades. Can this be called economy? I cannot understand why this has been done.

In reply to Unstarred Question No. 8649 put by me on the 6-5-19 9, that is, "whether it is a fact that vacancies caused due to death, resignation, promotion and retirement in the Ministerial cadre of the Railways are not being filled, but the work is distributed among the residual strength", the answer that I got was, "With a view to effect economy in administrative expenditure, a ban has been imposed on filling up of vacancies occurring on account of normal wastage, retirements, discharges, etc." This is the reply given to me. This is the only category

where this ban is imposed and not to other categories of employees.

With the implementation of successive Five Year Plans, there is an increase in the running staff and some other categories as a result of which the workload on this class III category has increased many fold. There are no yardsticks for the work to be done by this category of employees. The work is increasing day by day. Even the vacancies caused by retirement, death and resignation have not so far been filled up. With all this, computerisation has been introduced in this category with the result that there will be a complete ban on the recruitment in future. I do not know how this problem of unemployment is going to be solved. The element of computerisation reduces the chances of employment. The future recruitment is being blocked by the introduction of computerisation and mechanisation.

Class III employees form part and parcel of the administration. They have got certain responsibilities and they have to work under certain service conditions. They cannot be treated as other classes of employees. They cannot take to any agitational methods but this should not be exploited by the railway administration. The Railway Administration should meet their representatives so that their grievances can be discussed across the table and redressed. It has been said here to my question that they might join anyone of the unions and agitate for redressal of their grievances. But this is a special type of category and they have got special responsibility. They cannot join others. If they join anyone of the unions, then when they go on strike, these people also will be obliged to go on strike and the administration will be paralysed. I request they should be treated as a separate category. Officers have got their own associations and they are carrying on their work through associations and administration has recognized them. Why not the administration recognize these Class III Employees Union? There need be no objection to it. They are a special category which forms part and parcel of the administration. When they sit together and work together, naturally their grievances can be discussed across the table. So I request these things may be considered. They cannot be left to the whims and fancies of other unions. It is only in the

interests of the railway administration which will, otherwise, be at a disadvantage.

Then, nearly 2000 casual labourers have been retrenched recently in the Waltair Division. In view of the present unemployment position in the country, this arbitrary retrenchment of people should be stopped. I request the hon. Railway Minister that he may examine these things and take necessary action to redress their grievances.

Another point I would like to mention. There is the railway development. That development is going on in a lopsided manner. Where there exist already railways, they are improving them and wherever there are no railways, they are not opening new railway lines and the regional imbalance which is already there is aggravated. For example, in Andhra Pradesh there are only three lines running and there is a survey for introduction of another railway lines. Now many new projects come up and products from these projects have to be moved to the markets but there are no railway lines. They are left to the mercy of private transport operator. There is a proposal for a railway line from Ongole to Hyderabad via Nagarjunasagar but that is not taken up. When Mr. S. K. Patil was the Railway Minister he promised to take action for this new line. The Railway Minister should consider opening new lines so that the hinterland can be opened up and products of new projects can be transported by these lines.

श्री चन्द्रिका प्रसाद (बलिया) : अध्यक्ष महोदय, बजट (रेलवे) सम्बन्धी अनुदानों की मांगों पर चर्चा के दौरान मुझे जो बोलने का अवसर दिया है उसके लिए मैं आभारी हूँ। मैं सीमित समय के अन्दर संक्षेप में अपनी बातें शीघ्र-शीघ्र रखने का प्रयत्न करूँगा। अगर कुछ अधिक समय ले लूँ तो मुझे क्षमा किया जाय।

हमारे रेल मंत्री जी ने रेलों में विद्यमान वास्तविक स्थिति का पता लगाने के लिए रेलों के तीसरे दर्जे में जो घूमना शुरू किया है वह बिलाशक एक बड़ी प्रसन्नता व स्वागत योग्य चीज है क्योंकि इससे उन्हें पता लग सकेगा कि आज तीसरे दर्जे के यात्रियों को किन-किन कठिनाइयों का सामना करना पड़ता है।

यह भी बड़ी प्रसन्नता की बात है कि तीसरे दर्जे के यात्रियों के किरायों में प्रस्तावित वृद्धि को उन्होंने वापस ले लिया है और यह कि तीसरे दर्जे के किराये में कोई वृद्धि नहीं होगी। इसके लिए हम रेलवे मंत्री जी के आभारी हैं।

यह बतलाया गया है कि रेलवे भाड़े में इस वृद्धि को वापस लेने के परिणामस्वरूप रेलवे को 13 करोड़ रुपये का घाटा होगा। मैं समझता हूँ कि यह 13 करोड़ रुपये की कमी रेलवेज में जो लीकेंज होती है, जो चोरियाँ आदि होती हैं उनको रोक कर पूरी की जा सकती है। जैसे मुगलमराय में जो कोयले की चोरी होती है या इसी तरीके में मड़ुवाडीह और गड़हरा यार्ड में छोटी लाइन से बड़ी लाइन में जो माल भेजा जाता है वहाँ जो चोरियाँ होती हैं और जो क्लेम दिये जा रहे हैं अगर वहाँ होने वाली उन चोरियों आदि को रोका जा सके तो यह 13 करोड़ ही नहीं अपितु कई 13 करोड़ रुपये की कमी हम पूरी कर सकेंगे।

ग्राज देश में जिस समाजवादी समाज की स्थापना के लिए हम कृतसंकल्प हैं और देश से गरीबी मिटाने का जो हम ने नारा दिया है उस को साकार करने के लिए रेल मंत्री जी को विशेष रूप से तीसरे दर्जे के यात्रियों की कठिनाइयों को दूर करने के लिए सक्रिय प्रयास करना चाहिए।

रेलवेज में जो चोरियाँ होती हैं यह धार पी एफ के लोग करवाते हैं। रेलवेज के बड़े अफसर अफ्ट हैं जिसके कारण भी यह चोरियाँ होती हैं। मैं आशा करता हूँ कि हमारे नन्दा जी इस और विशेष ध्यान देंगे और रेलवेज में व्याप्त इन चोरियों और अफ्टाचार को समाप्त करेंगे।

ग्राज देश में जिस समाजवादी समाज की स्थापना के लिए हम कृतसंकल्प हैं और देश से गरीबी मिटाने का जो हम ने नारा दिया है उस को साकार करने के लिए रेल मंत्री जी को विशेष रूप से तीसरे दर्जे के यात्रियों की कठि-

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नाइनों को दूर करने के लिए सक्रिय प्रयास करना चाहिए। आज तीसरे दर्जे के डिब्बों में पानी, बिजली और सफाई की व्यवस्था माकूल नहीं है। आवश्यक सुविधाओं की उनके लिए व्यवस्था कराई जाय और कम से कम हर एक बड़े जंक्शन पर तीसरे दर्जे के डिब्बों, पालानों आदि की सफाई करवा दी जाय करे साथ ही बिजली व पानी को भी देल लिया जाय और अगर उसका भ्रभाव हा तो उमे भी पूरा कर दिया जाय करे।

तीसरे दर्जे में अत्यधिक भीड़भाड़ को कम करने के लिए रेलवे मंत्रालय और अधिक बोगियां उसमें लगाये या फिर गाड़ियां बढ़ा दे। साथ ही तीसरे दर्जे के मुसाफिरों के वास्ते स्लीपर्स की व्यवस्था की जाय ताकि वह रात में सो सकें। यह स्लीपर्स की व्यवस्था क्या ही अच्छा हो कि उनके लिए निःशुल्क हो सके लेकिन अगर वह सम्भव न हो तो थोड़ा लेकर उसकी व्यवस्था की जा सकती है। जिस तरह से रात में फस्ट क्लास के मुसाफिरों के लिए सोने की उचित व्यवस्था होती है उसी तरह की कोई व्यवस्था रात्रि के वास्ते तीसरे दर्जे के मुसाफिरों के लिए भी होनी चाहिए तभी हमारा यह समाजवादी समाज का नारा लगाना सार्थक हो सकता है।

रेलवेज हमारे पब्लिक सैक्टर की एक बड़ी इन्टरप्राइज है और देश में एकता लाने के लिए इसका एक बड़ा हाथ हो सकता है। देश में एकता लाने के लिए और नेशनल इन्ट्रेशन करने के लिए रेलवेज के कर्मचारी बड़े सहायक सिद्ध हो सकते हैं। उदाहरण के लिए एक उत्तर का हमारे यहां का रेलवे कर्मचारी, क्लर्क दक्षिण में रेलवेज में काम कर रहा है जाहिर है कि अगर उसे वहां की भाषा आदि पढ़ने के लिए सुविधा दी जाय, उसे विशेष भत्ता इसके लिए दिया जाय और नार्थ में अपने घर आने जाने के लिए विशेष छुट्टी दी जाय, टी ए आदि दिया जाय और इसी तरह की सुविधा यहां नार्थ में काम कर रहे रेलवेज कर्मचारियों को जोकि

साउथ को बिलांग करते हैं उन्हें पढ़ाई और छुट्टी आदि की विशेष सुविधा और भत्ता आदि प्रदान किया जाय तो जहां इस तरह से उनमें एक संतोष पैदा होगा और वह अपने घर आकर बच्चों से मिल-जुल सकेंगे वहां एक नेशनल इन्ट्रेशन मुमकिन हो सकेगा।

देश में एकता की भावना पैदा करने के लिए स्पेशल टूरस का भी रेलवे मंत्रालय आयोजन करे। इसके लिए आवश्यक है कि ऐसे टूरस आयोजित किये जायं ताकि यहां के यू पी के हमारे पंतनगर के आई टी आई में जो ऐप्रीकलचर और वेटेनरी का कोर्स करते हैं उनको आसाम ले जाया जाय और आसाम वाले पढ़ने वाले लड़कों को इधर ले आया जाय और यह व्यवस्था उनके लिए निःशुल्क होनी चाहिए। इससे देश के हर एक भाग में रहने वाले बच्चों को तमाम देश की जानकारी होगी और सही मायनों में नेशनल इन्ट्रेशन हो सकेगा। यह लड़के बिना शक देश में एक राष्ट्रीय भावना व एकता की भावना पैदा करने वाले होंगे।

मैं चाहूंगा कि अभी जो रिप्रायत रेलवेज द्वारा 12 वर्ष तक की उम्र के बच्चों को दी जा रही है वह बच्चों की उम्र उस रिप्रायत की प्राप्ति के लिए 15 वर्ष कर दी जाय। आज बुनिया भर में 15 वर्ष की आयु है तो हमारे देश में भी इस रिप्रायत के हासिल कर सकने की आयु 15 वर्ष हो।

देश के अन्दर जब यह प्रतिवृष्टि, बाढ़ या सूखे का प्रकोप होता है तो वहां के रेलवे के लोगों को कम-से-कम तीन महीने का वेतन बतौर ऐडवांस के दे देना चाहिए।

हमारे क्षेत्र में यह रेलवे लाइन जोकि बनारस से लेकर छपरा तक जाती है इस लाइन में पढ़ने वाला क्षेत्र जोकि गंगा और घाघरा के बीच में पड़ता है उसको बचाने के लिए रेलवेज को व्यवस्था करनी चाहिए। साथ ही बाढ़ से पीड़ित लोगों को तीन महीने की वे भी ऐडवांस

कर देनी चाहिए। वहाँ रेलवे मंत्रालय के सम्बन्धित अधिकारी सहायता आदि कार्य में सापर्वाही बतते हैं और सुस्ती से काम लेते हैं। मंत्री महोदय को इस और विशेष रूप से ध्यान देना चाहिए और यह देखना चाहिए कि ऐडवांस वेतन आदि देने में देरी न हो और राहत कार्य भी समय पर सम्पन्न हो जाय। देश के किसी भी भाग में जहाँ इस तरह का दैवी प्रकोप हो वहाँ के पीड़ित रेलवे कर्मचारियों को तीन महीने का अग्रिम वेतन तत्काल देने की व्यवस्था की जाय। इसमें किसी तरह की काहिली न बर्ती जाय।

यदि हम वास्तव में देश में समाजवादी समाज की स्थापना करना चाहते हैं और जिसके लिए कि हम प्राये दिन नारे लगाते हैं तो यह आवश्यक है कि देश के ऐसे अविकसित, पिछड़े और उपेक्षित भाग जो कि छोटी लाइन्स पर हैं उनका हम विकास करें, छोटी लाइनों को बड़ी लाइन में तबदील करें। उदाहरण के लिए मैं आपको बतलाऊँ कि छोटी लाइन जो कि मड़वाडीह से मऊ, इन्दारा, भटनी, गोंडा होती हुई बाराबंकी को जाती है उस छोटी लाइन को बड़ी लाइन करने के लिए सर्वे किया गया है लेकिन यह खेद का विषय है कि आज तक उस पर काम नहीं आरम्भ किया गया है और मैं चाहता हूँ कि इसका काम अति शीघ्र आरम्भ कराया जाय। इसी तरह मऊ से लेकर शाहगंज तक जो छोटी लाइन है अगर वह बनारस से छपरा और मऊ से शाहगंज इन्दारा और बलिया को जोड़ दिया जाय तो इससे शाहगंज से हूँडलूम कपड़ा दिल्ली तथा पश्चिम यू. पी. से हूँडलूम के सामान के जाने के लिए सुविधा हो जायगी। बनारस छपरा के बीच का वह 120 मील का अविकसित क्षेत्र गाजीपुर, बलिया की छोटी लाइन को बड़ी लाइन कर दिया जाय। श्रुति यह मिलेटरी और लेबर ऐरिया है और अभी इसके कारण हमारे यहाँ के फौजियों तथा मजदूरों को बहुत समय तक कटिहार रुकना पड़ता है। इसके लिए मेरा सुझाव है कि यह

37 घण और 37 डाऊन को एक्सप्रेस किया जाय तथा सीधे गोहाटी तक किया जाये ताकि कम समय लगे और अभी कटिहार में जो 72 घंटे तक रुकना पड़ता है वह न रुकना पड़े।

अब मैं बहुत संक्षेप में कुछ अपने पिछड़े क्षेत्रों की बाबत निवेदन करना चाहता था। बलिया बनारस के लिए अभी दिन में केवल एक ही ट्रेन चलती है। हमारे बलिया से सुबह सात बजे गाड़ी चलती है और फिर दूसरी गाड़ी जाकर शाम का 5 बजे चलती है। इस बीच में कोई रेल नहीं है। इसके लिए भिने कई बार सम्बद्ध अधिकारियों को लिखा है लेकिन कोई नतीजा नहीं निकला है। इस रूट पर प्राइवेट बसें चल रही हैं और काफी घामवनी रोड ट्रान्सपोर्ट की हो रही है। हालांकि सर्वे हो चुका है लेकिन हमारी समझ में नहीं आ रहा है कि बलिया से बनारस और बनारस से छपरा कोई गाड़ी क्यों नहीं चलाई जा रही है। इसके लिए मैं लिखते-लिखते परेशान हो गया हूँ लेकिन वह गाड़ी अभी तक नहीं चलाई गई है। मैं रेलवे मंत्री जी से चाहूँगा कि इस गाड़ी को शीघ्र चलाने की व्यवस्था करें, बलिया से छपरा तक इस ट्रेन को बढ़ा दिया जाय।

हमारे यहाँ यू. पी. और बिहार को मिलाने के लिए माफी का रेलवे पुल है। आप वहाँ पर गाड़ियों को तो चलाते हैं लेकिन उस पर पैदल यात्रियों को चलने की इजाजत नहीं देते हैं साइट वैहिकल्स और पैदल यात्रियों को उस पुल पर इजाजत नहीं है। इसके विपरीत पीसी-भीत में बेहवा नदी पर जो छोटी लाइन का रेलवे ब्रिज है उस पर ट्रक, रिक्शा और टांगे आदि सभी चलते रहते हैं। ऐसा माफी पुल पर क्यों नहीं हो रहा है ?

हमारे क्षेत्र में कोई भी इन्वस्ट्री नहीं है और हमारे वहाँ के लोग छोटे कर्मचारी वह भार पी एक आदि में काम करते हैं। शिक्षा के क्षेत्र में मेरठ नम्बर एक रहा है और दो नम्बर

[श्री चन्द्रिका प्रसाद]

पर हमारा क्षेत्र है। हमारे यहां आई टी आई और पोलिटेकनिक की पढ़ाई होती है लेकिन भ्राम्यवश हमारा इलाका बिल्कुल उपेक्षित रहा है और वहां पर कोई भी इन्डस्ट्री नहीं है। वहां पर डीजल लोकोमोटिव का एक छोटा कारखाना खोल दें और बलिया में एक शीट्स वर्कशॉप बना दी जाय तो हमारे लड़के जोकि आई टी आई में पढ़ते हैं उनको वहां पर प्रैक्टिकल ट्रेनिंग लेने का अवसर प्रासानी से प्राप्त हो सकेगा। इस तरह से हमारे वहां के लड़के अच्छे और दक्ष कारीगर बनकर निकलेंगे और साथ ही उन्हें रोजी के लिए इधर-उधर दौड़ना भी नहीं पड़ेगा और वह वहां पर रोजी कमा सकेंगे। रेलवे मंत्री महोदय को बलिया के विकास की ओर विशेष रूप से ध्यान देना चाहिए क्योंकि यह क्षेत्र सदा से ही प्रयात् सन् 1857 से लेकर 1947 तक के भारतीय स्वतन्त्रता संग्राम में अग्रणी रहा है और उसका योगदान महान रहा है। देश की आजादी के लिए बलिया के जितने लोग शहीद हुए हैं उतने देश के अन्य किसी भाग के नहीं हुए हैं। इसलिए मैं चाहूंगा कि रेलवेज की कोई छोटी-मोटी वर्कशॉप वहां अवश्य खुलवाने की कृपा की जाय।

मुझे वेद के साथ यह कहना पड़ता है कि फस्ट क्लाम के रेलवे कर्मचारियों जोकि अफसरान हैं उनको मोटी-मोटी तनम्बाहें दी जाती हैं और साथ ही उनकी संख्या भी बढ़ाई जाती रहती है लेकिन इसके विपरीत फोर्थ क्लाम के कर्मचारियों की तनम्बाहें भी बहुत थोड़ी है साथ ही उनमें रिट्रैचमेंट भी किया जाता रहता है जोकि उचित नहीं है। एक रेलवे का अफसर जिसकी कि तनम्बाह 40 सै रेलवे के कर्मचारियों से भी कहीं अधिक होती है उन अफसरों की तादाद बढ़ा दी जाती है लेकिन छोटे कर्मचारियों की तादाद बहाना तो दूर रहा उनकी छंटनी की जाती है। यह चीज समाजवादी समाज की रचना के विचार से कतई मेल नहीं खाती है।

मिसाल के लिए मैं बतलाऊँ कि भावनगर

में एक हरिजन लड़का है जोकि रेलवे कर्मचारी है वह भावनगर में ही पड़ा हुआ है। वह पिछले नौ साल से कोशिश कर रहा है कि उसे एन ई रेलवे में भेज दिया जाय, इलाहाबाद से जवाब भी मिला कि उसकी जगह है लेकिन आज तक इलाहाबाद उसका ट्रांसफर नहीं हुआ है। इसी तरह से एन एफ रेलवे का एक स्किल्ड कर्मचारी का मामला है, गोरखपुर में जगह भी है लेकिन कहते हैं कि हम उसको वहां पर नहीं लेंगे। मेरा कहना है कि समाजवादी समाज की दिशा में जब हम अग्रसर होने का प्रयास कर रहे हैं तो इस तरह की दिक्कतें जोकि छोटे और गरीब कर्मचारियों को आज भुगतनी पड़ रही हैं उनका अन्त होना चाहिए।

उत्तरी भारत की जो सबसे बड़ी ट्रेन अफर इण्डिया एक्सप्रेस है यह तीन वर्ष के अन्दर औसतन 3, 3 और 4, 4 घंटे लेट चलती है। 6, 6 घंटे तक लेट हो जाती है। अब या तो उस ट्रेन का उमी लेट के हिसाब से नया टाइमटेबुल बना दें या फिर इस लेट की बीमारी को दूर किया जाय और टाइमटेबुल में दिये गये टाइम को इनफोर्स किया जाय। इसी तरह वह 67 अफ और 68 डाउन भी 6, 6 और 8, 8 घंटे लेट चलती है रेजुती और संहतवार के लड़के जोकि इलाहाबाद युनिवर्सिटी में पढ़ते हैं। वहां हाट न होने के कारण उन्हें इस कारण बड़ी परेशानी होती है। इसको लेट नहीं चलने देना चाहिये। साथ ही इसको संहतवार और रेवती पर रुकना चाहिए जिसमें विद्यार्थियों को प्रासानी हो।

बक्सर में ट्रांसपोर्ट ब्रिज बनने जा रहा है जोकि बड़ी लाइन पर है वहां से बलिया 15 मील पड़ता है। मैं रेलवे मंत्री से निवेदन करना चाहता हूँ कि वह बलिया को भी बड़ी लाइन से लिंक कर दें और जो ट्रांसपोर्ट ब्रिज बन रहा है उसके लिए अभी से ध्यान रक्खा जाना चाहिये कि उस पर से ट्रेन भी पास हो सके, यह

न हो कि वह सिर्फ ट्रांसपोर्ट के लिये ही बनकर रह जाय।

अब मैं कुछ रेलवे कर्मचारियों के बारे में कहना चाहता हूँ। रेलवे कर्मचारियों को मकानों की बड़ी दिक्कत है। अफसरों में से कम से कम 96 परसेंट लोगों को मकान मिले हुए हैं जबकि क्लास 3 के कर्मचारियों के लिए 18 परसेंट मकान भी पूरे नहीं हो पाये हैं। यह जो बड़ा भारी फर्क है क्या समाजवाद का प्रतीक है कि अफसरों को तो 96 परसेंट मकानों का प्रबन्ध किया जाय और कर्मचारियों के लिये जोकि दुनिया भर से आते हैं, जो असली प्रशासन की रीढ़ हैं, जिनके द्वारा सारा काम होता है 18 परसेंट मकानों की भी व्यवस्था न हो?

आज अफसरों की अपग्रेडिंग संट परसेंट है उसके खिलाफ क्लास 3 के बारे में कुछ नहीं होता है। अफसरों की संख्या बढ़ाई गई है जब कि क्लास 3 के कर्मचारियों की संख्या घटा दी गई है। अफसरों का कन्फर्मेशन जल्दी-जल्दी हो जाता है और प्रमोशन भी समय से हो जाता है जबकि क्लास 3 के कर्मचारी 15-15, 20-20 साल तक कन्फर्म भी नहीं हो पाते हैं। अफसर वह सोग रिबट कर दिये जाते हैं। अफसर लोग तो प्रमोशन पाकर चीफ इंजीनियर और रेलवे बोर्ड के मेम्बर तक हो जाते हैं जबकि क्लास 3 के कर्मचारियों के लिए जगह-जगह पर डिपार्ट-मेंटल एग्जामिनेशन लागू है।

जब अफसर लोग टूर पर जाते हैं तब उन को घर से निकलते ही टी ए मिलने लगता है लेकिन क्लास 3 के कर्मचारियों की कोई बात नहीं पूछता है। दूसरी मिनिस्ट्रियों में 220 और 220 २० से ज्यादा बेतन पाने वाले फर्स्ट क्लास के एन्टाइटल्ड होते हैं लेकिन रेलवे कर्मचारी सेकेण्ड क्लास के ही एन्टाइटल्ड होते हैं। इस तरह से रेलवे कर्मचारियों के साथ ज्यादाती हो रही है। आज श्री नन्दा रेलवे मिनिस्टर हैं और साथ ही लेबर सीडर भी हैं। इसलिए मैं आशा करता हूँ कि वह इन बातों पर सहानुभूतिपूर्वक विचार करके सारी बातों को ठीक करेंगे।

MR. SPEAKER : We have about 1398 cut motions.

SHRI PILOO MODY (Godhra) : I have only eight.

MR. SPEAKER : It will be very difficult for me to accommodate all those who want to speak on cut motions. Besides, most of the parties have already exhausted the time allotted to them.

SHRI JYOTIRMOY BASU (Diamond Harbour) : Our party, namely the CPI(M) has not exhausted the time.

MR. SPEAKER : That is still pending.

SHRI A. S. SAIGAL (Bilaspur) : It is a strange thing that even those who have not spoken on the President's Address are not being allowed to speak on the railway Budget.

MR. SPEAKER : If the railway budget could be a good substitute for the President's Address, I have no objection. But I do not think that one can make it up that way. There are a number of Demands that are coming up, and those Members who had no opportunity on the President's Address and on the railway budget will be accommodated at that time.

SHRI A. S. SAIGAL : Those who have not spoken on the President's Address should get a chance to speak on the railway Budget.

SHRI PILOO MODY : Before you take up the cut motions, I would like to submit that we have one more speaker from our party to speak on the Budget.

MR. SPEAKER : Certainly, he will be accommodated. But I would like to remind him again about the time limit. His party has only 6 minutes left. The Jan Sangh has 2 minutes left, and the IMK 14, while the BKD has got 7 minutes, and the Members from the BKD can distribute three minutes each if they like...

SHRI JYOTIRMOY BASU : The CPI (M) has still got time.

MR. SPEAKER : I know that. I am calling Shri Ganesh Ghosh now.

SHRI GANESH GHOSH (Calcutta South) : Leaving out all other points with regard to the administration of our railways which have been amply placed here and will be placed in more detail by many hon. members, I will confine my remarks only to the serious mismanagement and terrible bungling of the Railway Board in the sphere of railway electrification. No wonder there have been so many cut motions demanding early abolition of the Railway Board.

Towards the latter half of the fifties the Government of India took a decision to electrify 75 per cent of our rail route to effect economies in coal consumption. Accordingly, the Railway Electrification Organisation came into being in May 1958 as a separate independent organisation under the Railway Board with a separate General Manager with headquarters at Calcutta. This unit did splendid work. Even the Railway Board has admitted that the REO in Calcutta has electrified 2,534 route kms. and 6,247 track kms. and the pace achieved by this organisation during the Second and Third Plan periods is well worth comparison with that of other advanced countries of the world.

Even with regard to expenditure in work per unit, this unit's achievement is admirable. A comparative study shows that the REO executed electrification of 5,479 track kms. at an average cost of Rs. 1.67 crores per track km. whereas for the Eastern Railway the corresponding cost for 407 track km for the Howrah Burdwan and on the Tarkeswar branch line it was Rs. 4.79 crores per track km. For the Central Railways, the cost for a total of 750 track kms. (the Igatpuri-Bhusawal Project) line was Rs. 2.4 crores per track km. On the Southern Railway, for electrifying 789 track km. the cost per track kilometre was Rs. 2.50 crores.

Then again the work of the REO has almost been completed within target dates whereas for the Central and Southern Railways, they took much more time than originally estimated. The average rate of progress done by the REO was 4.5 per cent whereas for the Zonal railways it was only 2 per cent. Thus the return on capital expenditure being delayed and the element of

interest on capital being reckoned for a longer period the cost for the zonal railways was much more than what I have just now showed.

To illustrate the impressive performance of the REO, the Railway Board itself has said :

"I. REO was able to achieve overall economy in standardising the design in overhead equipment and power supply installation and thus reduce overall cost of electrification.

"(ii) REO was able to ensure availability and utilisation of critical items of supply like copper conductors etc.

"(iii) REO had been able to make an outstanding contribution"

mark the words : -

"in the development of indigenous items for overhead equipment etc. and thus eliminate the use of imported equipment.

"(vi) REO was responsible to a great extent in the design of electric rolling stock and also in their manufacture here.

"(v) REO took up for the first time for the Indian Railways cabling of the long distance tele-communication circuits".

These are no mean achievements. Any developing country like ours may feel proud of these.

Quite correctly the Railway Board had taken a decision earlier that all electrification work during the Fourth Plan period would be done by this REO with its headquarters at Calcutta, but suddenly and without any real justification the Railway Board decided in December, 1967 to abolish this splendid organisation, the REO, and to hand over the work of electrification to the zonal railways. The main reason for this disastrous and pernicious decision of the Railway Board was nothing other than the geographical remoteness of Calcutta from the project sites. This reason or this plea, however lame it might be, is certainly untenable and baseless from the admission of the Railway Board itself.

What did the Railway Board say? The Railway Board said:

"The Railway Electrification Organisation from Calcutta completed 90 per cent of the survey for Virar-Sabarmati by 31.1.1 68."

"82 per cent of the survey for Madras Vijayawada was completed by REO by 31.3.1968."

"99 per cent of the survey for Kanpur Tundla was completed in May, 1966."

"Foot by foot survey for Rourkela-Drug section was completed in May, 1966."

All these works were controlled from the Calcutta headquarters as the Railway Board itself admits by establishing field units in Bombay and Vijayawada. In view of these indisputable facts the criticism and discontent expressed by the Estimates Committee on the Railway Board's decision to abolish the REO was certainly justified. What did the Estimates Committee say? It said:

"The Committee are of the opinion that the reasons advanced for the decentralisation of the centralized Railway Electrification organisation, i. e. economy and efficiency, are not amply borne out by the facts. In the past, preliminary survey, estimating and even technical advice etc. for electrification projects at places like Virar-Sabarmati, Madras-Vijayawada, Igatpuri-Bhusaval and Madras Beach-Villupuram, which were far away from the headquarters at Calcutta, had been directly conducted by the Railway Electrification organisation as it existed at Calcutta before reorganisation. The Ministry of Railways themselves have commended the good work done by the organisation. In these circumstances the Committee are doubtful whether it has been a wise step to decentralise a well-knit compact organisation which had acquired the technical know-how and which is stated to have achieved a pace of work comparable with that of other advanced countries of the world."

Certainly this has been a very unwise and I must say a foolish step. We would like to know from the hon. Minister what action he is going to take on this scathing criticism

of the Estimates Committee on the action taken by the Railway Board.

But the effect of this decentralisation of the REO on the employees who have worked there for ten to twelve years has been disastrous. There have been large scale retrenchments and reversions of all categories of electrification staff excepting only the top-most ranks. The Railway Board has not even denied this, and when asked to indicate the proposals of Government for utilising the services of personnel of the REO with their long experience, the Railway Board said:

"Those of them who are prepared to go to the open lines, would be sent there."

But in the open lines, what is the fact that awaits them? The Railway Board replies:

"Whenever construction comes to an end, there are reversions right from the top."

This is not entirely correct. How many of the Class I officers of the REO have been reverted on being sent to the present lines? Not even one.

But class II and III officers are invariably reverted or compelled to appear before a new test to prove once again their competence and ability to continue in the same grades and posts which they had so long held and which they had acquired in the REO not by grace or charity or favour but by passing through an equally rigorous test held by a regularly constituted selection board. Through the contrivance of a new test, 99 per cent of these persons, if not all, are degraded and reverted to their original posts which they held ten years ago when they first joined the REO. In complete justification, hundreds of them are going to the different High Courts to seek justice from such antics of the Railway Board and in almost every case the Railway Board is receiving rebuffs in the form of injunctions. I think it is still possible for the Railway Board to close this chapter of their disgrace by discussion and coming to terms with their employees.

The condition of the class IV casual staff is still more deplorable and serious. They are retrenched in hundreds and thousands after completion of a sectional project. The Railway Board has blandly and shamelessly admitted this when it says: "It is only casual labour

[Shri Ganesh Ghosh]

which is not employed further." The casual workers do not get any preference when there is recruitment for similar works in near-by new projects. Their valuable experience and special knowledge of electrification work acquired over long years of work; their experience of 10-12 years has no worth or value for the wooden headed Administration. The Railway Board's policy has been stated thus :

"When selections are held for any permanent vacancy, casual labour who had been working in the railway electrification scheme had to take their chance along with the other casual labour of the Railways."

What happens generally is that the railway casual labour of the gang mazdur or the porter type get recruited to take up electrification work in place of those who had 8-10 years of experience in such work behind them. Believe it or not, immediately after the completion of a project all the casual labour in spite of their experience are retrenched and absolutely new and inexperienced persons, unacquainted with the electrification work are recruited for maintenance of the system. What reason, what logic and what meaning can this have— I want the Railway Minister to explain. Railway electrification work in any form requires some skill at least and what these new recruits can do for the maintenance of electrification works we do not know. After full and careful consideration, the Estimates Committee in its seven-tieth report on page 65 says :

"The Committee regret to note that when such projects as railway electrification, for which a separate organisation was specially created about fourteen years ago, are completed, there is a large scale reversion of employees and retrenchment of casual labour. The Committee need hardly point out, as had already been admitted by the representative of the Ministry of Railways, that such reversions create a sense of discontentment among officers and staff. The Committee would, therefore, like to suggest that the Ministry of Railways should give a thorough and careful consideration to this aspect and consider the feasibility of absorbing the employees in equivalent grades or posts in other projects."

12.00 hrs.

Mr. Speaker, Sir, it is more than a year that this reorganisation has been enforced and completed. I want the Railway Minister to give us at least a general idea as to whether this reorganisation has effected economy and efficiency or it has gone the other way.

This is not the only instance of inefficiency and bungling of the Railway Board. About 1- years back, in 1953, the Railway Board whimsically and thoughtlessly rejected Shri Sarangapani's advice and report and they electrified the Howrah-Burdwan main line not with 50 cycle alternating current system of traction but with 3,000 volt DC traction which caused the general exchequer a loss of Rs. 7½ crores. Who paid this money? Did the Railway Board pay it? It is the poor people who have been made to pay this.

So, again, the Railway Board is doing such an unthoughtful action. Our national press have condemned this and have expressed apprehensions that this reorganisation may cause a loss of Rs. 38 crores. It is high time that the Railway Minister should give careful consideration to this and try to reorganise the Railway Board itself, and revise its decision of reorganising and abolishing such a splendred organisation as the Railway Electrification Organisation.

SHRI K. M. Koushik (Chanda) :
Mr. Speaker, Sir, my time is very short and I shall be confining myself to that period. My first contention is that the railways have been indulging in over-capitalisation. It is not my brainwave. A cursory perusal of the reports of the Public Accounts Committee which has gone into this proposition— report Nos. 22 and 49—will make this position very clear. I take, in the first instance, the position of the rolling stock for examination. During the third Five Year Plan, the railways built their capacity to the tune of 265 million tonnes. But ultimately, what was the amount that they lifted? It is only 203 million tonnes. So, at the end of the third Five Year Plan, there was actually a surplus wagon capacity, and over and above that, after the close of the third Five Year Plan, they have added 55,000 more wagons adding to the surplus

capacity which already existed with the railways. That shows the extreme of over-capitalisation and blocking up resources which could not be available for a better purpose.

The PAC has gone into this at great length and have condemned this attitude of the railways, and the railways have also admitted that the input is much more than the output. This was so, for, they depended on the statistics supplied by the various Ministries and that turned out to be incorrect, and therefore their capacity was found to be extremely large. That is how they have explained. They also gave an assurance that in future they would not, while investing, attach much importance to the statistics supplied by other Ministries and that they would personally, themselves, scrutinise the matter very well, collect the statistics which could be reliable and then only any further investment will take place. But, unfortunately, it appears this assurance which they have given has not been fulfilled. It is for this very reason why the PAC in its report have cautioned them. In the Fourth Five Year Plan, the Railways want to invest a huge amount on the purchase of wagons. The PAC specifically makes mention stating that there is already overcapitalisation; there is already a surplus capacity around the end of the Third Five Year Plan and after that, and therefore there being a lot of surplus capacity, the Ministry should be extremely careful in further investment so far as the purchase of wagons is concerned.

That is the specific remark of the PAC about purchasing more wagons. Still, I learn that 15 lakh wagons are going to be purchased in the fourth plan period. There is already a surplus capacity. Several times the matter has been examined. Even upto 31.3.1.69, the maximum of what has been lifted as originating traffic by the Ministry of Railways was only 203 million tonnes, whereas the capacity at the end of the third plan was 260 million tonnes. And, there is the further addition of 55,000 wagons. Therefore, I submit that any investment which they have shown a desire to indulge in the fourth plan period will be absolutely blocking the scarce and scanty resources we have. This should not be allowed and the resources should be used for a better purpose like laying certain useful lines.

If you examine the investment with regard to laying of new lines and doubling of existing lines, the investment is again over-capitalised. In their 22nd report, the PAC have given instances of 16 lines where after doubling a certain line, it has been found that the traffic is far too incommensurate with the investment made on doubling the line or on laying the track. I can give two instances—Guna-Maksi line and Katni-Singrauli line. The colliery has not been developed. They do not know how much and what kind of coal it contains. Without any adequate material, Rs 24 crores are being invested in this Katni-Singrauli line. It is a blind investment. In spite of that, the Railway Ministry is falling into the same ditch. I hope they will exercise extreme care before making any further investment and blocking the capital in the manner in which they have done so far.

To avoid all this, there is one method. The public exchequer has given Rs. 3200 crores for this biggest public sector project. They should be asked to freeze the capital at that level and raise their own resources for further investment, and that is the only way in which the Railway Ministry can be made to feel what public revenue is and how it should be spent. Then they will become business-like and frugal.

There is no plan for conversion of M.G. lines into B. G. lines. Optical cost of M.G. lines is more than the B.G. lines. Therefore, industries on the M.G. lines will never flourish. It is necessary that they should be converted into B.G. lines. But there is no plan with the Railway Ministry for that purpose. For economic development, it is necessary that the M.G. lines should be converted into B.G.

Modernisation and computerisation have been introduced at all levels. Hire-purchase is there for modernisation and computerisation, but the staff also is there. We are burning the candle at both ends. The railways should see that one of them must cease in this contingency,

60 to 70 per cent of the goods traffic is being drawn by diesel and electric traction, but there is no proportionate reduction in the coal bill. As the PAC has pointed out, the coal bill is mounting up. The reason given for this is that it is bad type of coal. But who asked the Railways to purchase bad

[Shri K. M. Kaushak]

type of coal? We cannot understand the coal bill not being reduced when 60 to 70 per cent of the goods traffic is hauled by electric and diesel traction. The two are irreconcilable.

The R.P.F. is a humbug. They are themselves thieves. The investment on the R. P. F. is a drain on the public purse. Pilferage of coal is colossal. What actually does the R.P.F. do? The Railways have been paying crores of rupees as compensation for loss of goods. What is the use of spending crores of rupees over the R.P.F. personnel? This is a matter which the Railway Ministry should consider seriously.

In my constituency, the Railways have completed survey for laying of certain lines. They have given to me in writing that when funds are available, the Rajura (Manikgharh)—Adilabad section would be taken up. It is a short distance. If this over-capitalisation in the purchase of wagons and laying and doubling of useless lines is stopped, certainly such useful lines as I have just mentioned, which the Railways themselves consider to be useful, can easily come up. Instead of blocking the scanty resources, this is the way in which the funds can be properly used.

Mr. Dwivedy said that assurances given by ministries are not properly fulfilled. At the Kuppam level-crossing, a sub-way was promised by Mr. S. K. Patil, but it is still not completed. Dr. Ram Subhag Singh promised to open a few level-crossings and not to abandon a few other existing level-crossings in Srikaku'am, but it is not being fulfilled.

With these words, I express the hope that the Railway Ministry would consider the suggestions I have made and act in the best interests of the country.

श्री साधु राम (फिखौर) : अध्यक्ष महोदय, रेलवे की जो डिमांड है उसे उसका समर्थन करने के लिए खड़ा हुआ हूँ। इस सम्बन्ध में मेरी कुछ अपनी मांगें भी हैं। ब्यास रेलवे स्टेशन के नजदीक दो हार्ड मील के फासले पर डेरा बाबा जयमल सिंह है। वहाँ पर लाखों लोग यात्रा के लिए जाते हैं। वह एक धार्मिक स्थान है। वहाँ पर इंग्लैंड से, अमेरिका से और दुनिया

के और दूसरे देशों से लोग आते हैं क्योंकि उनका फेव, विश्वास है कि वहाँ पर जो सत्संग होता है वह सबसे अच्छा और ईश्वर को प्राप्त करने में सहायक होता है। वहाँ पर एक बहुत छोटा स्टेशन है। छः सात साल से मैं उस स्टेशन के लिए रेलवे मिनिस्टर और रेलवे बोर्ड से गुजारिश करता रहा हूँ। लेकिन वह अभी तक पूरा नहीं हो सका। हमने माँग की थी कि वहाँ पर मेल ट्रेन्स खड़ी कर दी जाएं। उन में से एक दो खड़ी की जाने लगी हैं और बाकी अभी खड़ी नहीं की जाती हैं। स्टेशन की दूसरी साइड में जिघर डेरा है उस तरफ लाखों आदमी बैठे बिलबिलाते रहते हैं, पानी का कोई प्रबन्ध नहीं है, न ही वहाँ थर्ड क्लास का कार्ड मुसाफिरखाना है, न ही वहाँ कोई बेटिंग रूम है। मैंने कई दफा भ्रजं किया और पिछली दफा कन्सल्टेटिव कमेटी की मीटिंग में भी पिछले मिनिस्टर साहब ने कहा था, लेकिन उनकी उस बात को भी पूरा नहीं किया गया। अप्रोच रोड छोटी और खराब है। वहाँ लोगों को जो फैसिलिटी नहीं मिल रही है उससे हमारे देश की बदनामी भी होती है और यात्रियों को तकलीफ होती है। कामशियल बेसिस पर भी रेलवे को इस बात का ध्यान देना चाहिए क्यों कि उसमें घाटे की बात नहीं है। लेकिन फिर भी उस काम में देर होने का कारण कुछ मुझे समझ में नहीं आता कि उस तरफ ध्यान क्यों नहीं दे रहे हैं। जो लोग विदेश से आते हैं। वह बड़े हैरान हैं कि इतने बड़े यात्रियों के लिए रेलवे कोई इन्तजाम नहीं कर रहा है। तो मेरी यह भ्रजं है कि नन्दा जी जो इस वक्त समाजवाद के सबसे बड़े प्रमम्बरदार हैं वह हमारी इस प्रार्थना को पूरा करें क्योंकि वह साधु-मत के आदमी हैं और साधु-मत को मानते भी हैं तो इन तकलीफों को ध्यान में रखते हुए वह हमारी मांगों को पूरा करने की कोशिश करेंगे। मैं तो भ्रजं करूँगा कि 2 अप्रैल को वहाँ पर पांच लाख आदमी इकट्ठा

हो रहे हैं। नन्दा जी वहां चलकर देखें। चतुर्वेदी जी को एक दफा में ले गया था और वह देखकर हैरान तो हुए लेकिन अपने डिपार्टमेंट में कुछ कर नहीं पाए हैं। तो मैं नन्दा जी से भ्रजं करूंगा कि वह इस बात का ध्यान करें। अगर वह नहीं जा सकते तो कोई स्पेशल आफिसर वहां भेज दिया जाय जो जा कर इस बात का भन्दाजा करे कि यह बात सही है या गलत है।

तीसरी बात यह है कि वहां पर हर एक किस्म की तकलीफ है मुसाफिरखाना नहीं है, पानी का कोई इन्तजाम नहीं है, टिकट विंडो कहीं है, और बहुत चीजें नहीं हैं, भ्रमप्रोच रोड नहीं है, तांगा स्टैंड नहीं कोई चीज भी इन्होंने डेवलप नहीं की। 6-7 साल से मैं बराबर रेलवे विभाग से कह रहा हूँ लेकिन कोई सुनवाई नहीं हो रही है। चिट्ठियां वगैरह जो जाती हैं वह कहां गुम हो जाती हैं, कुछ पता नहीं चलता है।

और एक बात मैंने भ्रजं की थी फगवाड़ा स्टेशन के मुताल्लिक। फगवाड़ा स्टेशन जहां से मैं आता हूँ वहां पर ट्रेन का स्टोपेज टाइम बहुत थोड़ा है। उसके मुताल्लिक में बहुत दफा लिख चुका हूँ लेकिन मुझे कोई जवाब नहीं मिलता। वहां पर काश्मीर मेल दिल्ली से जाते समय खड़ी होती है। लेकिन वापसी में खड़ी नहीं होती है। वह बड़ा भद्दा स्टेशन है। वहां तीन चार कालेज हैं। पांच सात मिलें हैं। वहां ट्रेन्स को खड़ी करने से काफी लोगों को सुविधा मिल सकती है। लेकिन कोई सुनवाई नहीं हो रही है। स्टेशन पर मैं देखता हूँ हमेशा भ्रन्धेरा रहता है। जब उनसे पूछा जाता है तो कहते हैं कि जब कोई बल्ब फ्यूज हो जाता है तो ऊपर लिखना पड़ता है, और ऊपर से मंजूरी मिलने में दो चार महीने लग जाते हैं। बल्ब दस बीस या पचास रुपये का वह नहीं लगा सकते। यह हालत है जब भी साढ़े दस बजे रात में फ्रटियर मेल को पकड़ता हूँ तो हमेशा वहां भ्रन्धेरा रहता है। मेल ट्रेन के लिए मैंने

लिखा था कि उसका स्टोपेज दो मिनट के बजाय 4 मिनट कर दिया जाय। मैं देखता हूँ कि बड़ी लम्बी ट्रेन होती है और सैकड़ों भ्रादमी इधर उधर भागते हैं चढ़ने के लिए, वह चढ़ नहीं पाते हैं। कई भ्रादमी गिर पड़ते हैं और पचासों भ्रादमी हर रोज चढ़ने से रह जाते हैं, बूढ़े भ्रादमियों के लिए तो और भी ज्यादा तकलीफ है। तो ऐसी बातें जो जायज हैं उनके ऊपर भी रेलवे मिनिस्ट्री ने आज तक ध्यान नहीं दिया है। स्टेशन की डेवलपमेंट के लिए कई दफा मैंने चिट्ठी लिखी लेकिन उसका कोई जवाब नहीं मिलता और कोई उसका भ्रसर नहीं होता।

एक बात और रेलवे की मैं भ्रजं करूंगा। रेलवे बोर्ड और रेलवे डिपार्टमेंट एक बड़ा भारी धांगनाइजेशन है, उनके हाथ में सारा काम है। रेलवे डिपार्टमेंट में जितने सिव्ज्यूल्ड कास्ट के भ्रफसर हैं या कर्मचारी हैं उनके साथ बड़ी बेइंसाफी होती है। उनकी जो तकलीफें हैं वह हमारे पास आती हैं। तो हम चिट्ठी लिखते हैं रेलवे बोर्ड को या रेलवे मिनिस्टर को लिखते हैं तो वह रेलवे बोर्ड को भेज देते हैं और वहां एक फारमूला बना हुआ है, उसके मुताबिक उस चिट्ठी का जवाब वह दे देते हैं जिसका कोई भ्रसर नहीं होता और न किसी के साथ कोई इंसाफ होता है। मैं इस बात से बहुत हैरान हूँ कि उन्होंने यह सौगन्ध खा रखी है कि उन्हें किसी को इंसाफ नहीं देना है। यह रेलवे बोर्ड के मुताल्लिक मुझे खास शिकायत है। जिन भ्रफसरों या कर्मचारियों के साथ बेइंसाफी होती है वह एम०पी०जी० को नहीं लिखेंगे तो और किसको लिखेंगे, कहां जायेंगे? लेकिन 6-6 साल से वह मामले फाइलों में पड़े हैं और उनका कोई जवाब नहीं दिया जाता। इसलिए मैं नन्दा जी से भ्रजं करूंगा, वह हमारे एक बहुत सराहनीय मिनिस्टर हैं। करप्शन के बारे में पहले भी उन्होंने यह प्रतिज्ञा की थी, उस प्रतिज्ञा में वह कुछ काम कर पाए, ज्यादा नहीं कर पाए।

[श्री साधु राम]

रेलवे डिपार्टमेंट को अब उन्होंने संभाला है, इसमें हमें उम्मीद है वह करप्शन को दूर करेंगे और जो सुस्ती इस रेलवे में आई हुई है उसको दूर करेंगे। इसलिए मैं रेलवे की डिमांड का पूरा समर्थन करता हूँ और नन्दा जी को बधाई देता हूँ, और प्रशंसा करता हूँ कि वह हमारी बातों के ऊपर ध्यान देंगे और अपने काम को पूरा करेंगे।

श्री कामेश्वर सिंह (खगरिया) : अध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान मनसी रेलवे स्टेशन की तरफ दिलाना चाहता हूँ। यहाँ गंगा जी का बहुत ही भयंकर कटाव हो रहा है, जिसकी वजह से उस इलाके के करीब एक लाख श्राद्धियों की जान खतरे में है। ट्रांसपोर्ट विभाग, सिविल विभाग, रेलवे और बिहार सरकार—ये चारों इसके लिए जिम्मेदार हैं, परन्तु सबसे अधिक जिम्मेदारी रेलवे विभाग की है। इसके लिए मैंने पहले भी श्री नन्दा जी से निवेदन किया था और उन्होंने कहा था कि वे अलग-अलग मंत्रालयों को बुलायेंगे और जो भी प्रबन्ध हो सकता है, उसे करने का प्रयत्न करेंगे। मैं इस सम्बन्ध में मंत्री महोदय से साफ-साफ उत्तर चाहता हूँ—क्योंकि बरसात का समय नजदीक आ रहा है। बरसात के आने के बाद सरकार जो भी रूपया वहाँ पर खर्च करेगी, वह बेकार जायेगा, उसका कोई लाभ नहीं होगा। इसलिये अभी समय है जब कि सरकार इसके ऊपर शीघ्र निर्णय लेकर भविलम्ब काम शुरू करे।

अब मैं उस इलाके की तरफ आपका ध्यान खींचना चाहता हूँ जहाँ कि इस समय रेलवे सर्विस की बहुत कमी है। इस समय कोई भी सीधी गाड़ी मनसी से दरभंगा तक नहीं जाती है, लोगों को दरभंगा जाने के लिए दो-दो बार गाड़ी बदलनी पड़ती है, इसलिए मैं चाहता हूँ कि मनसी से दरभंगा के लिए सीधी गाड़ी दी जानी चाहिए।

इस समय जो बड़ी लाइन बरोनी तक है, उसे बढ़ा कर कटिहार तक ले जाना बहुत आवश्यक है। बड़ी लाइन के बरोनी तक ही रहने से गढ़हरा में जहाँ ट्रांशिपमेंट होता है, काफी चोरी होती है। यदि इस लाइन को कटिहार तक बढ़ा दिया जाय, तो उससे चोरी कम हो जायेगी और जो ट्रांशिपमेंट गढ़हरा में करना पड़ता है, उसकी आवश्यकता नहीं रहेगी।

खगरिया और बीहपुर में रेलवे ओवर ब्रिज न होने के कारण जनता को बहुत असुविधा होती है। मैं चाहता हूँ कि इन स्थानों में रेलवे ओवर ब्रिज की व्यवस्था की जाय।

ऐसा सुनने में आ रहा है कि आप सोनपुर से डी० एम० आफिस को हटाना चाहते हैं। डी० एम० आफिस के वहाँ से हटने से लोगों को बहुत असुविधा हो जायेगी। सोनपुर ऐसी जगह पर स्थित है जो कई इलाकों के बीच में पड़ता है—इसलिए मेरा अनुरोध है कि इस आफिस को वहाँ से हटाया जाय।

एक नई रेलवे लाइन पसरहा से सहरसा तक वेल्दोर हो कर होनी चाहिए। अध्यक्ष महोदय, यह वह इलाका है जो 1947 से लेकर आज तक बिलकुल पिछड़ा हुमा इलाका है। लोग कहते हैं कि हिन्दुस्तान को 1947 में स्वतन्त्रता प्राप्त हो गई, लेकिन इस इलाके के लोग अब तक नहीं जानते कि हम स्वतन्त्र हैं, जो हालत उनकी 20 साल पहले थी, वही हालत आज भी है, उनको पता ही नहीं है कि भारत सरकार उनके लिए आज तक क्या करती रही। मेरा अनुरोध है कि इस लाइन की व्यवस्था शीघ्र से शीघ्र की जाय।

रेलवे विभाग का ध्यान मैं एक और बहुत ही महत्वपूर्ण स्थान की ओर दिलाना चाहता हूँ। सुलतान गंज गंगा के इस पार ईस्टर्न रेलवे का स्टेशन है और दूसरी तरफ भगवानी-हुमरिया है, यहाँ पर रेलवे पुल का होना बहुत

आवश्यक है। इस रेलवे पुल को बनाकर बड़ी लाइन को मुलतान गंज से कठिहार तक बिलगया जाना चाहिए। सुरक्षा की दृष्टि से भी इस लाइन का बनाया जाना आवश्यक है तथा इस क्षेत्र की जनता को भी इससे बहुत फायदा होगा।

कुछ समय पूर्व रेलवे मंत्रालय ने बिना टिकट प्लेटफार्म पर जाने अथवा बिना टिकट यात्रा करने पर 10 रु० के फाइन को इन्ड्रोड्यूस किया था। कभी-कभी देहात के लोग जिनको इसकी जानकारी नहीं होती है, वे बिना टिकट प्लेटफार्म पर चले जाते हैं या एक स्टेशन पीछे का टिकट ले लेते हैं, वे इस मामले में फंस जाते हैं और उन्हें जुर्माना देना पड़ता है। यदि उनके पास दो-तीन रुपये हैं तो उससे काम नहीं चलता और उन्हें सजा भुगतनी पड़ती है। मैं चाहता हूँ कि आप इसको अविलम्ब हटा दें। जो वास्तव में जानबूझ कर ऐसा करते हैं, उनको तो आप पकड़ नहीं पाते, वे बराबर बिना टिकट रेल में सफर करते हैं, लेकिन जो देहात के लोग हैं जिनको इसका ज्ञान नहीं होता है, उनको यह बण्ड भुगतना पड़ता है। इसलिए इसको तुरन्त हटा देना चाहिए।

अन्त में, मैं फिर मनसी स्टेशन के कटाव की तरफ आपका ध्यान दिलाता हूँ। मैं जानना चाहता हूँ कि उस कटाव को रोकने के लिए मंत्री महोदय क्या कदम उठा रहे हैं। कृपा कर इस सदन को आदवासन दें—यह एक लाख लोगों के जीवन का सवाल है—इसलिए यहां पर साफ-साफ उत्तर दें।.....

रेलवे मंत्री (श्री नन्दा) : ता० 4 को आप मेरे साथ मनसी चलें।

श्री कामेश्वर सिंह : यह तो ठीक है, आप का वहां जाना बहुत आवश्यक है। लेकिन आप यह भी बतायें कि इस सम्बन्ध में आप क्या करने वाले हैं।

श्री रजुशर सिंह झास्त्री (बागपत) : अध्यक्ष महोदय, मेरठ, मुजफ्फर नगर और

सहारनपुर का इलाका हमारे देश में अपनी उच्चगऊ भूमि और विकसित क्षेत्र के रूप में बहुत ही सघन आबादी का इलाका भी है। लेकिन इस क्षेत्र में जो रेलवे चलती है जिसका नाम शाहबरा-सहारनपुर लाइट रेलवे है, उस रेलवे की शोचनीय स्थिति के सम्बन्ध में कुछ कहने के लिए मैं खड़ा हुआ हूँ। मैं नन्दा जी से निवेदन करूंगा कि वे मेरी प्रार्थना को थोड़ा ध्यान पूर्वक सुनें।

श्रीमान्, यह इलाका जितना बढ़िया है, उतनी ही टूटी-फूटी और खस्ता रेलवे इसकी तकदीर में बंधी है। इसमें एक भी डिब्बा ऐसा नहीं है जो इस्तेमाल के काबिल हो और एक भी इन्जिन ऐसा नहीं है जो चलने के काबिल हो। फिर भी 63 वर्षों से हमारे प्रदेश में यह चलाई जा रही है। उस क्षेत्र से हम जितने भी मेम्बरज आते हैं, सब पिछले चार सालों से बराबर यह कोशिश कर रहे हैं कि इसमें परिवर्तन हो, परन्तु हमारी मुश्किल यह है कि हर साल रेलवे मिनिस्टर बदल जाते हैं। एक मिनिस्टर से मिलकर मेमोरेण्डम देकर, आपन देकर, सारी स्थिति समझा कर आते हैं, इतने में दूसरे मिनिस्टर आ जाते हैं, फिर तीसरे मिनिस्टर आ जाते हैं, इस तरह से हर बार उपासना करने का नया सिरे से श्रमशेष करना पड़ता है। हम चारों मेम्बर श्री नन्दा जी की सेवा में भी हाजिर हुए थे और उनसे प्रार्थना की थी। अब मेरा उन से यह कहना है कि आप बम्बई जा सकते हैं, वहां जाने में हजारों रुपया आपका खर्च हुआ होगा, लेकिन मेरी रेलवे तो दिल्ली से केवल 4-5 मील की दूरी पर ही चलती है। मेरी प्रार्थना है कि आप उसके तीसरे दर्जे में न बैठें, तो जो सब से ऊंचा दर्जा है, उसी में बैठ कर देखें, आपको पता चल जाएगा कि उसकी क्या हालत है। वे कृपा कर एक दिन वहां चलें और देखें और उसको देखने के बाद अगर उनका अन्तःकरण, उनकी वास्ती यह स्वीकार करे कि यह रेलवे वास्तव में नती चलनी चाहिए, तब वे इसका इच्छाम करें,

[श्री रघुवीर सिंह शास्त्री]

और यदि उनका यह फैसला हो कि यह चलनी चाहिए, तो फिर मुझे कुछ नहीं कहना, हमारे इलाके की तकदीर ।

इस रेलवे की लम्बाई 149 किलोमीटर है, परन्तु इतना बढ़िया इलाका होते हुए भी इसके रास्ते में कहीं भी कोई अच्छी फँकटरी नहीं है। ब्राड गेज की लाइन जो दिल्ली से मेरठ होते हुए सहारनपुर जाती है, आप देखेंगे कि उसके हर स्टेशन पर फँकट्रीच हैं, लेकिन इस रेलवे लाइन पर, जबकि दर्जनों मंडियाँ हैं बड़े-बड़े शिक्षा केन्द्र हैं, सैकड़ों इन्टर और डिग्री कालिज हैं, सिर्फ एक स्टेशन शामली पर एक चीनी की फँकटरी है दूसरी एक छोटी सी वागपत पर है जो तीन-चार साल पहले लगी है। इसका कारण यही है कि इतनी रद्दी, सड़ी-गली रेलवे हमारे हिस्से में पड़ी है, जिसके कारण वहाँ कोई प्रगति नहीं हो सकती है।

हमारे प्रयत्नों का एक परिणाम यह हुआ था कि रेलवे मंत्रालय ने एक आर्डर दिया था कि यहाँ पर ब्राड गेज लाइन बनाई जाय। पिछली दफा डा० राम सुभग सिंह जी ने बजट अधिवेशन में भाषण देते हुए यह स्वीकार किया था—

"It is also not good for the developed area to give a rail track of this type."

इसके साथ ही उन्होंने कहा था—

"It is a narrow-gauge line and it is considered that a narrow-gauge line will, apart from being financially unremunerative, create operational problems."

इन शब्दों के साथ उन्होंने यह माना था कि यह रेलवे बदली जानी चाहिए और इसकी जगह ब्राडगेज लाइन होनी चाहिए। 8 नवम्बर, 1968 को इसकी सब्से के आर्डर दिये गये थे और उसके बाद रेलवे मंत्री जी ने यह आश्वासन दिया था कि जुलाई में इस सब्से रिपोर्ट को छालरी रूप दे दिया जायेगा, लेकिन जब 10 मार्च को मैंने एक सवाल पूछा तो उसके उत्तर

में रेलवे मंत्री महोदय ने बताया कि अभी उस रिपोर्ट को अन्तिम रूप दिया जा रहा है। 16-17 महीने उस सब्से रिपोर्ट पर गौर होते हुए भी बीत चुके हैं, लेकिन अभी भी उस सब्से को अन्तिम रूप दिया जा रहा है। रेलवे बोर्ड के बड़े-बड़े साहबान यहाँ पर बैठे हुए हैं, अभी पता नहीं कितना समय इसमें और लग जायेगा और इसके बाद भी पता नहीं उनका निर्णय क्या होगा, देश की जनता को उनके निर्णय का काफी अनुभव है। अभी वह मामला अघर में लटका हुआ है और जब इनके पास पहुँचेगा तो मालूम नहीं उसका क्या भाग्य बनेगा।

मैं मंत्री महोदय से एक बात और कहना चाहता हूँ। हमारा एक ऐसा इलाका है जिसके लिए मैं गर्व के साथ कह सकता हूँ कि पिछले 22 वर्षों में उस सारे इलाके में एक भी तोड़-फोड़ की कार्यवाही नहीं हुई। एक पैसे की सावजनिक सम्पत्ति को भी नुकसान नहीं पहुँचाया गया। लेकिन उस इलाके के लोग महसूस करते हैं कि क्या हमारी आवाज उसी समय सुनी जायेगी जबकि तोड़-फोड़ की कार्यवाही होने लगेगी, स्टेशन जलने लगेगे और रेलवे लाइनें उखाड़ी जाने लगेगी? मैं मंत्री महोदय से निवेदन करूँगा कि कम से कम ऐसी स्थिति मत पैदा होने दीजिये कि किसी इलाके के लोगों के विभाग में यह बात बैठ जाये कि इस सरकार के कानों पर जू तभी रेंगती है जबकि तोड़-फोड़ की कार्यवाही की जाती है और सावजनिक सम्पत्ति को नुकसान पहुँचाया जाता है। इसलिए मैं नन्दाजी से अनुरोध करना चाहता हूँ कि हमारा इलाका बहुत ही शान्तिप्रिय इलाका है, वहाँ पर कभी हिंसात्मक घटनायें नहीं होती हैं, किसी प्रकार की तोड़-फोड़ की कार्यवाही नहीं होती है इसलिए उस इलाके का विशेष रूप से यह क्लेम है कि उनकी आवाज को सुना जाये और उनके हितों का ध्यान रखा जाये।

अन्त में मैं पुनः नन्दाजी से कहना चाहता हूँ कि हमारे इलाके की भावना को ध्यान में रखते हुए उस रेलवे की तरफ विशेष ध्यान दें। वह 63 वर्ष की बूढ़ी रेलवे है और मन्त्री जी भी बुजुर्ग हैं, वे देखें कि उस रेलवे की क्या चाल है, उसका क्या हाल है और उसका क्या रंग-ढंग है और उसके बारे में कोई फैसला करें। मैं समझता हूँ कि अगर मन्त्री महोदय उदार दृष्टिकोण से सोचेंगे तो निश्चित रूप से हमारे हक में ही निर्णय करेंगे।

*SHRI KIRUTTINAN (Sivaganja) : Mr. Speaker, Sir, I am very happy to participate in the discussion on the Demands for Grants of the Railway Ministry amounting approximately to Rs. 1,700 crores, for which the hon. Minister of Railways is seeking the approval of the House. About 1300 Cut Motions have been tabled by several hon. Members of this House and out of these, 49 Cut Motions stand in my name. I would request the hon. Minister not to just treat them as a customary routine.

In this year's Railway Budget, Tamil Nadu has not received its legitimate share. The longstanding demands of the Railway employees have not been attended to. I have moved these 49 Cut Motions with the intention of bringing these issues to the notice of the new Minister of Railways and with the hope that he, with his vast administrative experience, would look into them. I am sure that he would go into these issues carefully and formulate good schemes.

Out of these 1700 crores of rupees, an amount of Rs. 1,50,45,000 is to be spent towards the administrative expenses of the Railway Board. Irrespective of their party affiliations, many hon. Members of this House have pointed out that this Railway Board is a high-level bureaucratic set-up, which pays scant respect and regard to the officers at the lower level and contributes greatly to the delay in the execution of policies and programmes. I would urge upon the Minister of Railways that he should at least this year take steps to abolish the Railway Board and in its place create a different viable institution. The Railway Board is devoting greater attention to the propagation of Hindi language than for the implementation

of important projects. It is not only in Tamil Nadu but also in other non-Hindi regions there is this feeling that the hon. Minister, Shri Nanda, has a soft corner for Hindi. I request the Minister that he should endeavour to dispel this impression.

SHRI G. VISWANATHAN (Wandiwash) : He should disown it.

SHRI KIRUTTINAN : The Government proposes to spend Rs. 4,12,000 for the propagation of Hindi by appointing an Assistant Hindi Officer in the Railway Board. Here, I would like to draw the attention of the hon. Minister that the employees of the Railways are being compelled to learn Hindi and a circular to this effect has been issued through the Union Home Ministry. For those who qualify in the Hindi tests, nearly Rs. 1,000 are given as award. Besides, they are also extended the benefit of free Railway Passes and such other concessions. The Government, which are interested so much in the propagation of Hindi, should also consider in what manner the public money is being wasted. Those who qualify in the PRAVEEN examination are given an award of Rs. 250; those passing PRABODH Examination get an award of Rs. 250; those who pass PRAGYA get Rs. 500 as award. Instructors are appointed to impart training to these people. The Ministry should not merely be concerned with the number of people who qualify in these tests. I would state here that these instructors do not rest content with their salaries alone, but they do get a share in the money awards given to the successful candidates. If you make the so-called successful candidates appear again in another test under the supervision of an officer appointed exclusively for this purpose, I am sure that none of them will qualify. The officers in charge of training adopt wrongful means to obtain half of the money sanctioned to the successful candidates by the Central Government. In the centres of examination, after writing their names and roll numbers, the candidates hand over blank answer papers to the officers and go away. Afterwards, in a different place, the officers in charge of these examinations make the candidates write the correct answers to the questions, just like giving dictation to them. Then these papers are valued and marks are given. On the basis of such performance

**The original speech was delivered in Tamil.

[Shri Kiruttinan]

awards are given. This is how the public money is being squandered. I would suggest that a separate body should be set up, under the aegis of the Home Ministry, to investigate this matter.

SHRI G. VISWANATHAN : All criminal waste !

SHRI KIRUTTINAN : Next, I would like to emphasise that Tamil Nadu is not getting its legitimate share. Tuticorin Harbour projects is being executed at a fast pace. If the Tuticorin Harbour project is to prove a success, then proper railway lines should be laid. On many occasions, I have pointed out in this House that Tuticorin Harbour should be linked with Trivandrum ; it should also be connected with Ramenathapuram as also Tanjore District. I regret to say that no steps have been taken so far in this direction. The Dhanushkodi railway line was washed away by tidal waves. The people of Tamil Nadu have been demanding that this line should be restored. The Chief Minister of Tamil Nadu, Kalaignar Karunanidhi met the hon. Railway Minister and pleaded with him that this line should be re-laid. I expect that the Railway Minister will give a solemn assurance on the floor of this House that the Dhanushkodi line would be reconstructed this year. Rameswaram island is surrounded by sea. If you don't establish rail links with Rameswaram island I would like to strike a note of warning that Rameswaram island also would become another Kachchathivu. From strategic point of view too, it is necessary that this project should be taken up immediately.

Tamil Nadu has not been given its share even in the matter of new railway lines. Tamil Nadu Government has given first priority to Chinnasalem-Chingleput rail link. Even though it may not be possible to take up this project this year, I request that this should at least be included in the Fourth Five Year Plan of the Railways. There is a persisting demand in Tamil Nadu that Madras-Arkonam-Bangalore line should be electrified. Though some money has been spent on this, yet the project has not been taken up for implementation. A proposal to connect Tirunelveli, Nagercoil, Kanya Kumari and Trivandrum by broad-gauge line has been under the consideration of the Govern-

ment for a very long time. The engineering survey has also been completed. The anticipated amount for traffic survey was Rs. 42,000. In 1969-70 an amount of Rs. 32,000 was spent for this purpose. A provision of Rs. 10,000 has been made in the Budget for 1970-71. This amount of Rs. 10,000 could as well have been spent in 1969-70 itself. If you had done that, that scheme could have been taken up this year itself. I deliberately make this charge that by allocating Rs. 10,000 in this year's budget, it seems you have been guided by the ulterior motive of delaying the implementation of this project by another 2 or 3 years.

The anticipated expenditure for conducting the engineering survey to connect Karur, Dindigul, Madurai, Tirunelveli, Tuticorin and Maniachi by a broad-gauge line was Rs. 7,25,000 in 1969-70 an amount of Rs. 27,000 only has been spent by the Railway Administration on this work. You compare this with the anticipated expenditure of Rs. 7,25,000 ! Tamil Nadu expected that you would spend the balance amount in 1970-71. But in 1970-71 not a single pie has been allocated for this work. Not only that. The anticipated expenditure for traffic survey was Rs. 88,000 in 1969-70, you have spent a paltry sum of Rs. 3,000 only. Here also you have belied the expectation of Tamil Nadu that you would spend the remaining allocation in 1970-71, by not providing even a single pie in the current year's budget.

It is said frequently that Southern Railway suffers from recurring losses. How do these losses occur ? A major portion in the South is covered by metre-gauge railway lines. The broad-gauge line stops with Madras Central. Tamil Nadu Government submitted a proposal that the Madras Central Station and the Egmore Station should be connected. But that was not accepted by the Railway Administration. On the contrary, it was claimed here that a proposal to have circular railways in Calcutta, Bombay and Madras was under consideration for inclusion in the Fourth Plan. While the circular railway proposals for Bombay and Calcutta find a place in the Fourth Plan, I would like the hon. Minister to explain the reason for not giving the same importance to Madras, the capital of Tamil Nadu and the premier city of the South.

I would state here that the capacity of Railway lines in the South is not being utilised full. Though there is enough scope for running more and more new Express Trains, it is not being exploited : Particularly, in the Janta Express which goes from Delhi to Madras, there are nine bogies. Janta Express means peoples' train. Of these 9 bogies, two are parcel vans ; one is a mail van ; another is a dining car ; yet another is a military van for the army personnel ; two break-vans are there ; one is a three-tier couch. Eight bogies have thus been accounted for.

SHRI G. VISWANATHAN : What is left then for the people ?

SHRI KIRUTTINAN : Only one is left for the people in the peoples' train. If you attach a diesel engine and utilise the capacity to the full extent, then you will not only be able to increase the revenue from this but also serve the people better.

Finally, for staff welfare, not much additional amount has been allocated this year. Last year there was a provision of Rs. 28 lakhs and this year you have made a provision of Rs. 26 lakhs. That is all. I would like to mention here that out of 25 lakhs of Central Government Employees, 13 lakhs are employed in the Railways. These 13 lakhs of employees are working in more than 800 categories. I would like to express my view that a separate Pay Commission should be constituted for the employees of the Railways, besides the proposed Pay Commission for Central Government Employees. If that is not possible, the proposed Central Pay Commission should be asked to submit a separate report covering the Railway Employees. The hon. Minister should make a specific announcement in this regard. Tamil Nadu Government has notified that the State Pay Commission should submit a separate report for the teachers of the State. Likewise, similar arrangement should be made here for the Railway Employees also by asking the Central Pay Commission to submit a separate report for the Railway Employees.

To conclude, I would say that proper amenities have not been provided for the running staff of the Railways. Among the firemen who participated in the agitation in 1968, 16 firemen have lost their jobs. We, 11 Members of Parliament, had appealed to the two former Railway Ministers that they should be reinstated. Dr. Parimal Ghosh is here now.

He gave an assurance that they would be taken back in service.

SHRI G. VISWANATHAN : He is no more a Minister !

SHRI KIRUTTINAN : After that, Mr. Govinda Menon gave an assurance that they would be reinstated. Till now they have not been re appointed. I request that the hon. Minister should give an assurance that they would be definitely re-instated. The condition of Commercial Clerks is really deplorable. Since 1951 they are working with a pay of Rs. 110 and many of them have also reached the maximum in their pay-scales. They have no avenues of promotion at all. Their grievances should be redressed. They are also compelled to deposit a sum of Rs. 300 as security. The hon. Minister should order the withdrawal of this condition. Besides this, the Minister should also announce various incentives for the employees of the Railways so that they can give their best.

With these words I conclude my speech.

श्री न० कु० साँधी (जोधपुर) : अध्यक्ष जी माननीय मंत्री जी ने जो 1970-71 का बजट इस सदन में पेश किया तो कुछ नई परम्पराओं का समाधान हुआ। हम ने देखा कि जो बजट यहाँ पर रखा गया और उसके अन्दर जो गलतियाँ कीं वे सदन में विचार और बाद विवाद करने के पहले ही उनमें कुछ तर्फीय कर दी गयी। यह एक नई परम्परा रही है। फिर मैंने माननीय नन्दाजी को जनरल बजट की बहस के बाद सुना तो यह आभास हुआ कि जो यहाँ बात हुई है उसके बारे में वह गम्भीर तौर पर विचार करेंगे। उन्होंने एक खास बात एक यह कही कि जाँने यहाँ डायलॉग शुरू किया है वह इस बजट के पास होने से ही खत्म नहीं हो जायगा बल्कि आगे भी चलता रहेगा।

आज जो हम बातचीत करते हैं, सदन में और सदन के बाहर, उसमें लोगों का जो भर आया है और वह मानकर चलते हैं कि बातचीत से आगे काम बढ़ नहीं सकता है। आज देश के अन्दर चाहे राजस्वाम का पश्चिमी इस्काफ हो,

[श्री न० कु० साँची]

चाहे दक्षिण में केम कोमारिन हो और चाहे पूर्व में भ्रासाम का इलाका हो, हर इन्सान यह चाहता है कि कम से कम उसके पास रेलवे लाइन न हो पर आने वाले समय में उसके बच्चों के पास ऐसा मौका आवे कि जब वह अपने इलाके में रेलवे लाइन देख सकें, उस पर चढ़ सकें और अभिमान कर सकें कि उसके बच्चे अपनी जगह से रेलवेज में जा सकेंगे। यह एक बड़ी आकांक्षा है जो हम चाहते हैं कि रेलवे मंत्रालय को ध्यान में रखनी चाहिए और इस बारे में जो कुछ करना है उसके लिये उसे उचित कदम उठाने चाहिये।

जो बजट हमारे सामने रखा गया है उसमें हमने देखा कि रिजर्व फण्ड की एक बड़ी गंभीर स्थिति है। आज तक जो हम डिविडेंड देते आ रहे हैं उससे हमारा रिजर्व फण्ड खत्म हो गया और अगर यही समस्या रही तो आगे आने वाले सालों में क्या होने वाला है इसको हम नहीं समझ सकते हैं। आज एक और डिविडेंड केन्द्रीय सरकार के देने का सवाल है, दूसरी ओर हम पब्लिक सैक्टर की वकिन्ग को देखते हैं जिन में बड़ा घाटा हो रहा है। इसलिए रेलवेज में जिस तरह से हम नया डेवलपमेंट करना चाहते हैं उसके लिए हमें कोई ऐसी योजना तैयार करनी पड़ेगी जिससे जो डेवलपमेंट हम करना चाहें वह कर सकें।

इसका डेवलपमेंट करने के लिए क्यों नहीं हमारा रेलवे मंत्रालय, रेलवेज कन्वेंशन कमेटी और यह सदन और केन्द्रीय सरकार को कहती कि जो आप हमसे डिविडेंड लेते हैं उस पर "भोरीटोरियम" कर दें और यह पैसा कम से कम भ्रगले दस सालों के लिए रेलवेज के डेवलपमेंट के लिए लगा सकें ताकि हम ने देश में एक नया सैटअप लाने को सोचा है और देश की जो आकांक्षाएँ हैं उनको हम साकार कर सकें। स्थिति बिना शक गंभीर है। अगर हमें केन्द्रीय सरकार से रकम न मिल सके और रेलवेज का रैबैन्डु डोलड्रम्स में है, रैबैन्डु रिजर्वस डैप्लोटीड

हैं और ऐसी हालत में न तो हमें केन्द्रीय सरकार से पैसा मिल सके और हमारा बजट भी ऐसा है जिससे हम अपने बजट में रकम पैदा न कर सकें तो क्यों नहीं आज के परिवर्तित राजनीतिक वातावरण में रेलवेज स्वयं अपने लॉस लोगों व अन्य फाइनेशियल इन्स्टीट्यूशंस जैसे एल आई सी और बैंक के द्वारा बतौर सब्सक्रिप्शंस के रेज करती है। ताकि रेलवेज अपने विकास कार्यों को सम्पन्न कर सके। क्यों नहीं हम ऐसी फाइनेशियल कारपोरेशंस में डिबैचर्स को फ्लोट करके कुछ रकम को लाकर डेवलपमेंट वर्क के लिए रखें और एक योजनावद्ध तरीके से हर साल एक रकम को लाकर रखें जिससे कि रेलवेज का डेवलपमेंट वर्क शुरू हो सके।

चौथी पंचवर्षीय योजना में 1525 करोड़ रुपया आपने नई रेलवे लाइंस के बनाने और पुरानी रेल लाइंस को ठीक करने के लिए रक्खा है। लेकिन डेवलपमेंट के काम पर आप कितना रुपया खर्च कर रहे हैं यह एक खास बात है। आज इस सदन के अन्दर अपने सभी मित्रों को सुना और हर एक ने रेलों का बढ़ाने का और नई रेल लाइनें डालने की मांग की है। लेकिन पिछले कई सालों से हम देख रहे हैं कि जहाँ तक डेवलपमेंट के कार्य का ताल्लुक है आधा डेवलपमेंट भी नहीं हुआ है। रेलवे बजट में कहा गया है :—

"The money available for construction of new lines will be taken up mostly by the completion of constructions already started and there will be an outlay only of Rs. 28 crores for the construction of approximately 800 kms. of new lines, of which about 150 kms. are expected to be completed during the plan period".

इस देश में 60,000 किलोमीटर रेल लाइन है और भ्रगली चौथी पंचवर्षीय योजना के अन्दर जो आपने संकेत दिया है कि थोड़ी सी लाइन देश के अन्दर दोगे तो आप सोचें कि सदन में, जो बातचीत होती है और जो डिमांड होती है

जो मांग होती है उसको आप किस तरीके से पूरा कर सकेंगे ? यह एक गम्भीर सवाल है ।

मैंने नंदा जी को सुना जिसमें उन्होंने बतलाया कि वह कोई साढ़े सात करोड़ रुपया रेलवे प्रोटेक्शन फोर्स पर खर्च कर रहे हैं । उस के बाद उन्होंने यह भी जिक्र किया कि इस पर भी हमारा करीब 12 करोड़ रुपया बाई वे आफ्र मटेनेंस जोकि लौस आफ्र एपरेटस और दूसरी चोरियों के फलस्वरूप रेलवे में जो सामान चोरी जाता है, उसके मटेनेंस पर खर्च कर रहे हैं । अब आप ही समझ सकते हैं कि जिस संस्थान में साढ़े 7 करोड़ रेलवे प्रोटेक्शन फोर्स पर खर्च हो रहा हो वहां 12 करोड़ रुपया बाई वे आफ्र मटेनेंस खर्च किया जाय क्योंकि रेलवेज का माल चोरी चला जाता है यह एक वास्तव में गम्भीर व चिन्ता का विषय है । यदि आप इस समस्या का समाधान नहीं कर सकते तो फिर किस तरीके से यह काम आगे चल सकेगा इस पर हमें गम्भीरता से सोचना पड़ेगा ।

अपनी बजट स्पीच के अन्दर रेलवे मंत्री जी ने यह बतलाया है कि फ्रंट कैरिज में इनक्रीज हुई है पिछले साल के मुकाबले हमने 10 लाख टन अतिरिक्त मूव किया है । जहां गुड्स और पैसेजर्स के ट्रान्मपोटेशन की कैपेसिटी बढ़ी है वहां साथ ही घाटे में वृद्धि हुई है । रेलवेज के चलाने में खर्चा हमारा बढ़ा है लेकिन आम-दानी हमारी घटती चली जा रही है । रेलवेज का फ्रंट स्ट्रक्चर एक कम्प्लीकेटेड एफेयर है । जब तक हम इस सम्बन्ध में सोचेंगे नहीं और जब तक हम स्ट्रक्चर को सिम्पलीफाई और रेशनलाइज नहीं करेंगे तब तक हम यह नहीं जान पायेंगे कि दरअसल दिक्कत और कठिनाई कहां पर है । जब तक हम इसके लिए नया तरीका नहीं लायेंगे तब तक इस बारे में दिक्कत को हटा नहीं सकेंगे । जब तक हम यह मान कर चलेंगे कि फ्रंट ट्रान्मपोटेशन के भाव को बढ़ाने से ही रेलवेज को फायदा होगा और पैसा मिलेगा तब तक मेरे खयाल से यह कठिनाई

दूर नहीं होने वाली है । बिना एक नया तरीका अपनाये मेरे खयाल से यह एक मुश्किल और नामुमकिन सी बात है ।

आपने हाई रेटैड ट्रैफिक और लो रेटैड ट्रैफिक की बात कही । आज के हालात में हाई रेटैड ट्रैफिक रेलवेज को मिलता कहां है ? रेलवेज लगातार हाई रेटैड ट्रैफिक लूज करती रही है । कुछ भ्रसों पहले इस सदन में बार बार इस बात को कहा गया था कि यह रोड ट्रांसपोर्ट एक बड़े हाथी की तरह रेल विभाग के सामने खड़ा है । पिछले दो वर्षों के दौरान हमने देखा है कि यह हमारा रेल ट्रान्सपोर्ट रोड ट्रान्सपोर्ट से चलने वाले कम्पटीशन में ठहर नहीं सका । आज के हालात में हाई रेटैड ट्रैफिक से रेलवेज को फायदा होना एक नामुमकिन सी बात होगी जब तक कि हम कोई ऐसा तरीका नहीं अपनाते कि हम रेलवेज के अन्दर ज्यादा माल ले जा सकें । इससे फास्ट गुड्स ट्रेन ही चलाना एकोनामिकल होगा हालांकि वह भन्ने ही प्रीप्टिमम लोड न ले जा रही हो.....

अध्यक्ष महोदय : माननीय सदस्य दो मिनट में समाप्त करें ।

श्री न० कु० साँधी : मैं जल्दी-जल्दी में अपनी मुख्य-मुख्य बातें कहकर समाप्त करूंगा । वैसे कहने को तो मेरे पास बहुत कुछ था लेकिन समयभाव के कारण उसे नहीं कहूंगा ।

हमने देखा है कि कुछ जगहों में गुड्स ट्रैफिक का वन वे मूवमेंट है और वापसी पर बेयर इज हैबी प्लो आफ एम्पटीज । माल कोयला आदि किसी स्थान पर ले जाया जा रहा है लेकिन वापसी पर उधर से माल लाने को नहीं मिलता है और खाली घाना पड़ता है तो इस समस्या के बारे में रेलवेज ने क्या सोचा है ? इसके हल के बारे में हमें अवश्य सोचना चाहिए । मुझे मालूम है कि राजस्थान में कोयला जाता है लेकिन उधर से बंगस खाली घाते हैं । इसके समाधान के लिए आपको कोई कमेटी बनानी पड़ेगी और आपके डिबीजनल आफिसर्स

[श्री न० कु० सांघी]

का कोई एक ऐसा तरीका इसके लिए अपनाया पड़ेगा जैसे कि फेयर्स में कमी कर दी जाय ताकि यह खाली बैंग्स का भूबैट मिट सके।

मैं आपका ध्यान दिलाना चाहता हूँ कि गुड्स ट्रेफिक किस तरीके से कम हो रहा है। बरेली से कलकत्ते तक यह आप की भेड़, बकरियां जाया करती थीं। जहां पहले 400-500 बैंग्स जाया करते थे वहां पिछले दो साल में यह भेड़, बकरियों को ले जाने वाले बैंग्स की तादाद केवल 20-25 ही रह गयी है। इस तरह से आपके ट्रेफिक पोर्टेशियल में कमी होती चली जा रही है और यदि यही क्रम चलता रहा तो फिर इस दिशा में हम कैसे उन्नति कर सकेंगे? इसलिए इस बारे में हमें गम्भीरतापूर्वक सोचना पड़ेगा।

मैं आपका ध्यान "टिकटलैस ट्रेवल" और "अनएथोराइज्ड पुलिंग आफ चेंस" की तरफ बिलाना चाहता हूँ। यह टिकटलैस ट्रेवल और अनएथोराइज्ड पुलिंग आफ चेंस के लिए कानून तो बना दिया है लेकिन अभी भी यह चीज चलती है तो क्या आपने सीखा है कि ऐसा आखिर होता क्यों है? अगर आप इस बारे में ध्यान देंगे तो पायेंगे कि यह विशेष तौर से मेट्रोपोलिटन सिटीज में होता है। मिसाल के लिए मैं आपको बतलाऊं कि यह चीज शाहबरा और शाहवादा में अधिक चलती है। कारण उस का यह है कि वहां पर एक आई टी आई कालेज है और दिल्ली और गाजियाबाद से विद्यार्थी वहां पर जाते हैं। ऐसी हालत के रहते आप वहां पर धोम्नीबस स्टेशन क्यों नहीं बना देते हैं ताकि यह अनएथोराइज्ड चैनपुलिंग की समस्या एवाण्ड हो सके। जाहिर है कि अगर आप वहां पर धोम्नीबस स्टेशन बना दें तो फिर वहां पर विद्यार्थियों को उतरने चढ़ने का मौका मिल सकेगा और यह जो आप का कोआर्डिनेशन बिगड़ जाता है और आपकी सारी गाड़ियां लेट हो जाती हैं उसका भी समाधान हो सकेगा। इसके अलावा रेलवेज को इस टिकटलैस ट्रेवल

को रोकने के लिए मंथली सीजन टिकट भी कालिज एथारिटीज को विद्यार्थियों में बेचने के लिए इश्यु कर दिये जायें। लेकिन खाली बात करने से हम इन दिक्कतों का समाधान नहीं कर पायेंगे।

श्री रोहनलाल चतुर्वेदी बैठे हैं। वह सुबरबन ट्रेंस बम्बई, कलकत्ता, मद्रास और दिल्ली में चलाने के लिए बहुत जागरूक हैं। लेकिन इन सुबरबन ट्रेन सर्विसज के डेवलपमेंट के लिए उन्होंने जो कहा उससे हमें बहुत निराशा हुई है। उन्होंने कहा कि ट्रेफिक सर्वेज हो रहे हैं और एम आर टी ओज की फाइनल रिपोर्ट्स का इंतजार कर रहे हैं। इसके बाद टैकनोएकोनामिक फीजैबिलिटी स्टडीज की जायेंगी और इसमें सात आठ साल लगने वाले हैं। अगर यही हालत रही तो इन सुबरबन ट्रेंस को कब चालू करेंगे और कब यह कार्यान्वित होगा? यह एक बहुत गम्भीर मसला हमारे सामने है। 50 करोड़ रुपया प्लान प्राउटलेज में रक्खा गया है। अब प्रति वर्ष की देर इस पैसे के खर्च करने में कैपिटल कोस्ट को 20 प्रतिशत बढ़ायेगी। जाहिर है कि अगर हम इस काम को पांच साल के बाद करेंगे तो आज जो काम हम दस करोड़ में करना चाहते हैं पांच साल के बाद उसे करने के लिए 100 करोड़ रुपये की जरूरत होगी। इसके अलावा वर्क के पोस्टपोन करने से ऐक्वीजिशन का भी खर्चा बढ़ जायेगा और कम से कम दस गुना अधिक खर्चा करना पड़ेगा। मेरा कहना है कि इस काम को आप जल्द चालू कीजिये और वगैर कमेटीज में देर किये खुद तय कर लीजिए कि कितना करना है, कितनी लाइन बनानी है जिससे कि यह काम जल्द से जल्द पूरा हो सके। यह 50 करोड़ रुपया हम जल्द से जल्द इस काम पर खर्च करने की कोशिश करें ताकि हमारी सुबरबन ट्रेंस को चलाने की जो आकांक्षाएं हैं वह जल्दी पूरी हो सकें। इनएफिशिएन्सी का एक मुख्य कारण जोस का बैड कोआर्डिनेशन है। सन् 1952 में

श्री गोपालस्वामी धायंगर ने कहा था कि मीटर गेज जोन अलग होगा। उसके बाद श्री पाटिल ने 1965 में जब रेल मंत्रालय संभाला तो उन्होंने साउथ सेंट्रल जोन बनाने जा रहे थे कहा था। मैं जानना चाहता हूँ कि क्या रेलवे मंत्रियों की तबदीली के साथ पालिसियां भी बदलती जाती है? जब तक प्राप मीटरगेज के लिए जोन नहीं बनायेंगे तब तक आपकी एफेशिंसी इम्प्रूव नहीं हो सकती है। जॉस का कोअर-डिनेशन ठीक ढंग पर किया जाना चाहिए। नार्दन रेलवे व वेस्टर्न रेलवे देखिए राजस्थान का मीटरगेज का आधा इलाका उधर है और आधा इधर है। इसलिए जरूरत इस बात की है कि इसका कोअरडिनेशन ठीक ढंग पर हो। एफेशिंसी बढ़ाने का यह मामला है और यह कदम आपको उठाना पड़ेगा। जब तक आप नहीं उठायेंगे आपको नुकसान होता रहेगा।

मैं एक आखिरी बात कहूंगा। आपने अपने बजट में राजस्थान की चेतक एक्सप्रेस का जिक्र किया है। लेकिन जब चेतक एक्सप्रेस के बारे में यह सुना कि वह किस तरह से चलाई जा रही है तो राजस्थान के स्वाभिमान को एक बड़ी ठेस लगी है। राजस्थान वालों के दिल में चेतक के नाम की एक बहुत आदर व सम्मान की जगह है, लेकिन जिस ढंग से आप उसको आज चला रहे हैं उससे राजस्थान के स्वाभिमान को ठेस लगी है। यह चेतक एक्सप्रेस अभी सराय रोहिल्ला स्टेशन से चलती है जिस स्टेशन का पता नहीं चलता है। उसके बाद यह एक्सप्रेस अजमेर तक जाती है और वहां से वह बेलगाड़ी बन जाती है। अब अगर हम कहते हैं कि वह चेतक एक्सप्रेस है और वह इस तरह से वहां से बेलगाड़ी बनकर चले तो इससे हम लोगों को खुशी नहीं हा सकती है। मेरा कहना है कि इस तरह से आप गलत काम न कीजिए। अगर आप को फास्ट ट्रेन देना है तो आप एक्सप्रेस ट्रेन दे दीजिये और इस चेतक एक्सप्रेस को आप बजाय सरायरोहिल्ला के दिल्ली से चलाइये। मैं जानता हूँ कि अगर इसके टार्जिंग में आप

घंटे की हम तरमीम कर दें तो यह सराय रोहिल्ला से न चलकर दिल्ली स्टेशन से चल सकती है।

श्री रोहनलाल चतुर्वेदी ने यहां बतलाया कि रेलवे में 7551 आफिसर्स, इंजीनियर्स, 100 अस्पताल हैं। 750 स्कूल हैं। 660 प्राइमरी स्कूल हैं इससे क्या तुम यह समझे कि रेलवे आज भी प्राइमरी स्टेज पर ही काम कर रही है? लेकिन हमें इसके आगे बेखना पड़ेगा क्योंकि हम कार्यक्षमता बढ़ाना चाहते हैं, गुड्स ट्रैफिक बढ़ाना चाहते हैं, क्लेम्स को रीड्यूस करना चाहते हैं और फास्ट ट्रान्सपोर्टेशन करना चाहते हैं। इस सबके बारे में आप क्या कर रहे हैं? आपने जो पेमेंट के बारे में कहा वह तो वह मिनिमम 14। रुपये दे रहे हैं। अगर आपको रेलों को चलाना है तो लोगों को मालूम है कि किस तरह से वह आप से अपनी मांगें पूरी करायें। इसलिए आप उनकी आकांक्षाओं को समझें, जमाने की रफ्तार को समझें और जो भी काम रेलवेज कर रही हैं वह अच्छी तरह से चलायें।

13 hrs.

श्री श्रीराम ने कहा था कि अगस्त 1969 से वह फास्ट क्लास (ए) पास सिस्टम में तरमीम करने वाले हैं। आप तरमीम करें या न करें लेकिन मैं समझता हूँ कि रेलवे सर्विसेज के अन्दर भेद-भाव पैदा करना ठीक नहीं है कुछ अफसरों को एक बेनिफिट देना और दूसरों को जो नये भर्ती किये जा रहे हैं उन्हें वह बेनिफिट न देना, यह उनके साथ पक्षपात होना और आप अबसे जिस तरह का काम लेना चाहेंगे वह नहीं ले सकेंगे। आप एक पालिसी बनायें कि आप फास्ट क्लास (ए) पास देना चाहते हैं या नहीं। या तो अगर सबको बीजियं या फिर किसी को न दीजिए। अगर आप किसी को भी न दें तब कोई गिला नहीं है, लेकिन अफसर अफसर में अन्तर नहीं करना चाहिए।

[श्री न० कु० सांची]

आपको अफसरों का मोरेल ऊपर करना है। आज वह बहुत गिरा हुआ है। अगर आप उसको ऊपर नहीं करेंगे तब आप के जो रेलवे के कारखाने हैं वह ठीक तरह से नहीं काम कर सकेंगे। मैं समझता हूँ कि मंत्री महोदय इन बातों पर ध्यान देंगे और बतलायेंगे कि उनके सम्बन्ध में क्या कर रहे हैं।

SHRI P. G. SEN (Purnea) : I am thankful to you for calling me, though late, to express our views on the railway Budget. No doubt the Indian Railways are the cheapest mode of communication in this country covering the length and breadth of this country. It is said that its passenger traffic does not earn money to cope with the expenditure and the goods income is better. There is no doubt that the Railways have to perform many odd jobs, for instance, transport industrial goods for which sometimes they have to manufacture special types of wagons. These are technical matters. From their report I find that the Research, Designs and Standards Organisation had done immense work in that respect and had come to the help of the STC for supplying wagons and other accessories to foreign countries. I could not understand what the Railway Minister means when he refers to the ICF performance in his budget speech and says : the outturn from the ICF is expected to be 658 fully furnished coaches this year and 654 next year. In the next line he says that the increase in the capacity of the unit to 750 coaches per year has been approved recently. In that case why the reduction in the number of coaches by four ? Is it a printing mistake or there are other reasons behind it ? Much can be said on the credit side but we on this side try to bring in a debating argument to inflict sharpnips at one another to win bouts in the Parliamentary ring. I find from the reports that the import contents had come down from 25.8 to 10.1 in 1968-69.

Instead of dilating upon this side, I come to that where it stands discredited in the common man's market, that is, the Railways have failed to fulfil the longcherished classless Travel. We were told that in the railways there will be only one

class and for that purpose the amenities and facilities in the third class coaches for the third class passengers will gradually improve, and that all the other classes will gradually be abolished. Of course, in regard to that, to a certain extent, something has been done so far as the provision for sleeper coaches is concerned. Even then, though there are coaches, the sleeper coaches are not attached to the passenger trains. I think for the night travel, even in the passenger trains there should be sleeper coaches attached.

So far as the import is concerned, I find there are three agencies which are doing this job. One is the Department of Supply which is meeting 32 per cent of it ; the other is the Railway Board with 18 per cent, and the rest, that is, 50 per cent is met by the others. That, I presume, is by the zonal railways. I think there should be some sort of a single medium, just one organisation, which should handle all this work if it is possible instead of going through so many departments for this purpose.

Some of my friends were speaking about the need for demolition of the Railway Board. I do not subscribe to that view, because, after all, it is a very big organisation and it has its own budget also. The Railway Budget is being separately put. So, it will not be advisable to just set aside or just abolish this Railway Board. Nowadays the work has become so unwieldy and so scattered that some sort of control is a necessity.

Then there is of course the question of congestion in the trains which of course is the cheapest form of transport for long distances especially. I come from an area which is a very sensitive area, and the Deputy-Speaker also knows it very well. The other day, while at Katihar, there were some accidents also. The passengers were travelling by sitting on the top of the carriages ! There was an accident because of that somewhere between Barsoi and Katihar. There were several deaths also. This congestion is a very great problem which I think requires the urgent attention of the railways and the Railway Minister.

Some of my colleagues here have also mentioned one important thing : I do not remember their names. The point is this.

When you take the price of a ticket and issue the ticket to the passenger, you must ensure a seat for him, as in the case of the bus. There is congestion even in the buses. Here in Delhi it is worse now. People are not allowed sometimes. I find that passengers are just jammed in the buses. Earlier, I found that standing accommodation in buses was fixed as 12. Whatever it is, I think the railways should try to give some accommodation to the passengers when they issue the ticket. There is the question of conversion from M. G. to B. G. the lines going towards Assam. The other day Mr. Kotoki also referred to it. To me it appears that Delhi must be connected with all parts of India. There are three or four places in the country like Calcutta, Madras, Bombay and Delhi, which both rural people and town people want to visit and see for themselves how things are going on in this scientific age. The only handicap in having a through train from Delhi to Dibrugarh is the passage occupied by the M. G. line between Barauni and Katihar, a distance of 130 K. M. This should be converted into B. G.

Then, between Maniharighat and Calcutta there should be a through third class sleeper for North Bengal and North Bihar passengers to go to Calcutta *via* Sahibganj. This should be attached to the Danapur Fast Passenger at Sahibganj. In the enquiry office at Katihar, there was one man for the night shift. He has retired but no one else has been provided in his place. Katihar is a very important junction and there should be a night shift man in the enquiry office there.

Maintenance of the railways is very bad. Carriages are put on the track on the platform and after the passengers have got into them, all of a sudden, it is said that this coach has gone out of order and it has to be detached. I want to know why all these compartments are not checked earlier in the yard. Maintenance should be improved.

The workshop men have got their grievances. The chargeman and mistry do the same type of work, but two designations are there. This should be abolished and only one designation should be there.

As Mr. Kameswar Singh said about Mansi station, the Ganges has come very near and a buffer line is being prepared by railways. The Minister should know that

this is the only passage through which we can go to our constituencies. This should be expedited.

Catering arrangement was taken up by the department on a no-profit-no-loss-basis. But you have a surplus of Rs. 23 lakhs this time out of the catering department. I would suggest that some nutritious diet should be provided to the passengers. How it is to be done, I cannot say. The railway authorities should work it out.

You are going to attach, I am told, a dining car in the O. T. Mail from Lucknow to Gauhati. If it is to be run by private parties, tenders should be called. If it is to be run by the department, I have nothing to say.

SHRI NAMBIAR (Tiruchirappalli) : It must be done by the department.

SHRI P. G. SEN : I agree. Then, the deluxe train from Delhi to Patna is run once a week. This should be increased and it must stop at Mokameh. At present, it does not stop there. For us who want to go to Barauni and Katihar, this deluxe train should stop at Mokameh and onward connections given.

श्री प्र० सि० सहगल (जिलासपुर) : अध्यक्ष महोदय, रेल मंत्री ने जो बजट पेश किया है, उसके लिए मैं उनको बधाई देता हूँ इसलिए भी मैं उनको बधाई देना चाहता हूँ कि तीसरे दर्जे में चलने का तजुर्बा उन्होंने हासिल किया है। बम्बई में सफर करने के बाद उनको जो तजुर्बा प्राप्त हुआ है, उससे वह जान गये होंगे कि तीसरे दर्जे में चलने वाले यात्रियों को किन-किन कठिनाइयों का सामना करना पड़ता है, किस-किस प्रसुविधा का सामना करना पड़ता है।

उन्होंने एक नई परम्परा भी जारी की है। तीसरे दर्जे के किराये और सलीपर कोच के किराये में जो वृद्धि उन्होंने बजट पेश करते समय प्रस्तावित की थी, बजट पर बहस शुरू होने से पहले ही उन्होंने उसको वापिस ले लिया।

उसके लिए वह इस सदन की बधाई के पात्र हैं।

[श्री प्र० सि० सहगल]

अब मैं तीसरे और चौथे दर्जे के जो मुलाजिम हैं और खासकर कर्मशियल सर्वशन या जो गार्ड्ज की आर्गेनाइजेशन है, या जो असिस्टेंट स्टेशन मास्टर्ज की है, या टी० टी० ई० हैं, उनके बारे में कुछ कहना चाहता हूँ। जो लेबर यूनियन्ज बनी हुई हैं कुछ कारणों से वे उनमें सम्मिलित नहीं हो सके हैं। इस वास्ते मेरी प्रार्थना है कि आप उनके मामलों पर भी विचार करने की कृपा करें और देखें कि उनकी जो मांगें हैं, वे जायज तथा ठीक हैं या नहीं और अगर ठीक हैं, तो उनकी पूति करने की व्यवस्था करें। इन संस्थाओं की ओर से, इन लोगों की ओर से आपके सामने बहुत सी वरखास्तें उपस्थित हैं उसे रखने के लिए मैं तैयार हूँ और उनकी मांगों को आपके सामने रखना चाहता हूँ। जिस तरह से आपने यर्ड क्लास में सफर करने वाले पैसेंजर्ज के प्रति हमदर्दी दिखाई है उसी तरह से क्लास 3 और क्लास 4 के जो कर्मचारीगण हैं, उनकी जो मांगें हैं, उन पर भी आप हमदर्दी से विचार करें और उनको पूरा करने की कोशिश करें बल्क निकल जाने पर मुसीबत का सामना करना पड़ता है।

रेलवे बोर्ड पर खर्चा बहुत ज्यादा होता है। उसको कम करने की आवश्यकता है। उसके लिए आप कृपया एक कमेटी बिठाइये और उस कमेटी में वे जो मेम्बर हैं इनमें से कुछ मेम्बरज को लिया जा सकता है और वे लोग आपको सुझाव दे सकते हैं कि कहां खर्चा ज्यादा है और उसमें किस तरह से कमी की जा सकती है और किन-किन मदों में बचत की गुंजाइश है। जो भ्रफसर या मजदूर काम रेलवे में कर रहे हैं, उनके बारे में मैं यह तो नहीं कहता कि वे लोग काम नहीं करते हैं लेकिन उनसे मैं निवेदन करना चाहता हूँ कि खर्चा कम करने के बारे में भी वे विचार करें और देखें कि कहां कहां पर खर्च में कमी की जा सकती

है। उनकी मदद वे इमानदारी से करें तो खर्च में काफी कमी हो सकती है।

आपके प्रैंडीसेंसर श्री पुनाचा ने हमारे लिए उत्कल एक्सप्रेस की व्यवस्था की थी। उत्कल एक्सप्रेस सप्ताह में केवल दो दफा आती है। इसको आप रोजाना चलाने की व्यवस्था अगर करें तो बहुत बड़ा काम आप करेंगे तथा तकलीफ दूर करें। इसको जितना आगे आप बढ़ायेंगे उतना ही अच्छा होगा। एक और बात है जिस पर आप विचार करें। कोई भी इंसान जिसको सफर करना है इससे वह साढ़े पांच बजे जरूर उठेगा और गाड़ी को पकड़ेगा। लेकिन मैं निवेदन करना चाहता हूँ कि इसको आप घंटा डेढ़ घंटा देर से चला सकते हैं, घंटा डेढ़ घंटा देर से छोड़ सकते हैं। इससे लोगों को बड़ी सहूलियत होगी। यह नई दिल्ली से आती है। उत्कल एक्सप्रेस जो दिल्ली आती है मधुरा पहुंचने के बाद ज्यादा से ज्यादा तीन घंटे और चाहिए यहां आने के लिए वह 7 बजे शाम दिल्ली पहुंच सकती है। आज हम रात के साढ़े नौ बजे यहां पहुंचते हैं। इस बारे में सेंट्रल रेलवे और दूसरी रेलवेज के अफसरों की एक बैठक भांसी में हुई थी। मैं नहीं कह सकता हूँ कि उसमें क्या निर्णय किया गया। जो लोग राउरकेला और भिलाई से आते हैं, उनकी मांग है कि उसमें एक डिब्बा सीधे अमृतसर जाने के लिए लगा दिया जाये, ताकि उनको यहां पर कनेक्शन मिल जाये उसी तरह से भोपाल तथा काशी के लिए इटार्सी में। मुझे आशा है कि मंत्री महोदय इस बारे में विचार करेंगे।

जब मंत्री महोदय ने यह काम सम्भाला है, तो इसमें जरूर उन्नति होगी, इस बारे में काई दो रायें नहीं हैं।

नई और पुरानी रेलवे लाइनों के लिए रेलवेज को केवल 15 करोड़ रुपये से कुछ ऊपर मिला है। मुझे शक है कि इस रकम से

क्या काम हो पागगा। पंचवर्षीय योजना में मध्य प्रदेश के लिए किसी भी नई रेलवे लाइन की व्यवस्था नहीं की गई है। मैं चाहता हूँ कि बैलाडीला से दुर्ग तक एक रेलवे लाइन बनाई जाये। उसी तरह चिरमिरी को बिहार के बांडर पर स्थित डाल्टनगंज से मिला दिया जाये, ताकि इन दोनों स्थानों के बीच के क्षेत्र का विकास हो। मैं यह भी निवेदन करना चाहता हूँ कि बिलासपुर से मंडला (वाया पंडरिया) तक एक रेलवे लाइन विछाई जाये। भ्रकाल के समय में इस लाइन का सर्वेक्षण किया गया था और मिट्टी डालने का काम कर दिया गया था। समझ में नहीं आता है कि अब उसको क्यों नेगलेक्ट कर दिया गया है। उसी तरह से सतना से छतरपुर तक इस लाइन से उस क्षेत्र के विकास में बहुत सहायता मिलेगी।

श्री टायर और फर्स्ट क्लास में जो कन्डक्टर और अन्य लोग काम करते हैं, उन लोगों को पूरी सुविधायें उपलब्ध की जानी चाहिए, ताकि वे अपना काम सुचारु रूप से कर सकें। प्रायः काम एक ही किस्म का है मगर तनख्वाह में फर्क है।

माननीय सदस्य, श्री नम्बियार, और कई अन्य सदस्य कहते हैं कि रेलवे बोर्ड के मेम्बरों और जेनरल-मैनेजर्स को सैलून में यात्रा करने की सुविधा न दी जाये और श्री नम्बियार ता यह चाहते हैं कि सैलून को बिल्कुल एवालिषा ही कर दिया जाये। मैं इसकी फेवर में नहीं हूँ। इन बातों को दूरदर्शिता की दृष्टि से देखना चाहिए। यदि ये अधिकारी सैलून में ज्यादा अच्छी तरह और दक्षतापूर्वक काम करते हैं, तो उनको यह सुविधा देने पर आपत्ति नहीं की जानी चाहिए।

मैं यह भी चाहता हूँ कि मंत्री महोदय रेलवेज की रिजिनल और डिवीजनल कमेटीज और नेशनल काँसिल को स्टैंडिंग कमेटीज का दर्जा दें और उनके मुद्दों को पूरी मान्यता दें।

यह आवश्यक है कि रेलवे प्रोटेक्शन फ़ोर्स को ज्यादा अधिकार दिये जायें, ताकि वह बिना टिकट यात्रा करने वालों, तोड़-फोड़ करने वालों और अनियमित रूप से जंजीर खींचने वालों के विरुद्ध कठोर कार्यवाही कर सके। मैंने हमेशा यह देखा है कि जो गाड़ी बिलासपुर से भोपाल जाती है, उसको बीना के पास जंजीर खींच कर रोक दिया जाता है और वहाँ पर कम से कम सौ दो सौ पैसंजर्ज उतर जाते हैं। ऐसी व्यवस्था की जानी चाहिए कि गाड़ी भले ही स्लो हो जाये, लेकिन उसको खड़ा न किया जाये। रेलवेज को बिना टिकट यात्रा से जो नुकसान होता है, ऐसा करने से उसको रोका जा सकता है।

रेलवेज के सब एम्पलाईज के लिए, चाहे वे क्लास टू, ग्री या फ़ोर के हों और चाहे लाइसेंसड कुली हों, एक बैलफेयर फंड बनाया जाये, ताकि उनके रिटायर होने या उनकी मृत्यु होने पर उनकी सहायता की जा सके।

भ्रत में मैं यह कहना चाहता हूँ कि कुलियों के सुपरबाइजर या भेट को यह आदेश दिया जाये कि कुली चालीस, पचास या साठ पैसे के निर्धारित रेट से ज्यादा मजदूरी न माँगे प्राज यात्रियों को उन्हें एक रुपया देना पड़ता है।

मैं इन माँगों का समर्थन करता हूँ।

श्री बेबेन सेम (भासनसोल) : अध्यक्ष महोदय, मैं सिर्फ तीन मुद्दों पर कुछ प्रकाश डालना चाहता हूँ।

पहली बात तो यह है कि भेरे दिल में यह डाउट उदय होता है कि क्या सरकार कलकत्ता की सर्कुलर रेलवे के बारे में सीरियस है या नहीं। 1953 में भारत सरकार ने इस विषय पर विचार करने के लिए एक राय कमेटी मुकरंर की थी, जिसने कहा था :

"Train services over the Port Commissioner's Railway in Calcutta."

[श्री देवेन सेन]

1956 में सारंगपाणि कमेटी ने अपनी रिपोर्ट में कहा :

"Apart from the necessity of relieving congestion in the city, the circular railway is expected to open out a vast field for development in suburban traffic to and from the outer suburbs, as has already been achieved in Bombay."

कलकत्ता की आबादी 76 लाख है और हर रोज 2.50 लाख पैसंजर्ज कलकत्ता में आते हैं। कलकत्ता को कालेरा कॅम्पिटल ध्राफ वि वर्ल्ड कहा जाता है। इसका कारण यह है कि वहां पर बहुत ज्यादा कनजेस्चन है। इस कनजेस्चन को दूर करने के लिए ही सरकार ने सर्कुलर रेलवे बनाने का वचन दिया है। कलकत्ता में हर साल 1,400 नई टैक्सी बहाल होती हैं। मैं ध्राफको कलकत्ता के कनजेस्चन का यह उदाहरण देना चाहता हूँ कि अगर मुझे हावड़ा स्टेशन पर 7 बजे कोई ट्रेन पकड़नी होती है, तो मुझे 3 बजे ही घर से रवाना होना पड़ता है, लेकिन फिर भी समय पर पहुंचना कठिन होता है। हावड़ा ब्रिज पर टैक्सी छोड़ देनी पड़ती है और कुली द्वारा अपना असबाब उठवा कर हावड़ा स्टेशन पहुंचना पड़ता है।

13.29 hrs.

[Shri K. N. Tiwary in the Chair]

मैं सरकार से पूछना चाहता हूँ कि क्या वह कलकत्ता सर्कुलर रेलवे के बारे में सीरियस है। कलकत्ता में सिर्फ दो ब्रिज हैं, जबकि लन्दन में टेम्ज नदी पर 10 ब्रिज हैं, न्यूयार्क में 16 ब्रिज हैं और रोम में 6 ब्रिज हैं। कलकत्ता में अतिरिक्त ब्रिज बनाने और सर्कुलर रेलवे बनाने की जिम्मेदारी केन्द्रीय सरकार की है। मैं सरकार से पूछना चाहता हूँ कि क्या वह कलकत्ता में सर्कुलर रेलवे बनाना चाहती है या नहीं; अगर वह नहीं बनाना चाहती है, तो इसको साफ बता देना चाहिए।

एस्टीमेट्स कमेटी की रिपोर्ट में कहा गया है।

"The representative of the Ministry stated that it was not known when the Calcutta circular railway would be sanctioned."

तो रेलवे ने अभी तक निश्चय नहीं किया है कि इसको बनायेगा या नहीं बनायेगा। और यह भी कहा गया :

Even a survey for the work has not yet been made.

तो इन सबके बारे में मैं मंत्री महोदय से स्पष्टीकरण मांगता हूँ कि ध्राफ सर्कुलर रेलवे बनाओगे तो जल्दी बनाओ और न बनाना हो तो बोल दो कि हम लोग नहीं बनायेंगे। फिर हम लोग देखेंगे कि बंगाल सरकार इस काम को करनी है या नहीं करती है या लड़ाई करने पर करेगी।

बस इतना ही मुझे निवेदन करना है।

SHRI J. N. HAZARIKA (Dibrugarh) : Sir, I have given some cut motions which may kindly be taken as moved.

I would like to recall that in 1950 in the Provisional Parliament I gave cut motions on the railway demands and I have the pleasure now to press the cut motions after 20 years.

The most important of the cut motions I submitted relates to the conversion of the metre gauge lines into broad gauge lines. Some of my friends have already mentioned that certain metre gauge lines have to be converted and double lines have to be provided in the broad gauge system. There is a great public demand that a broad gauge line should be laid as early as possible between Barauni and Katihar. Let the broad gauge system from Bongaigaon be extended to Dibrugarh. This has been necessitated because of the economy of the state of Assam. A great deal has been said in respect of backward areas including Assam. I want to stress that Assam's economy very much depends upon railway communications. I am glad that as the Farakka barrage is coming up, to some extent the railway.

traffic towards Assam will be improved no doubt. But that will not meet even half the requirements. Why do some people pay more for goods coming from northern India to Assam? These goods from northern India come to Assam in the metre gauge system, then they are taken by broad gauge system up to Bongaigaon and then from Amlingaon it is transported by the inland water transport system. This has rendered the cost of living in Assam the highest in India. Therefore, a broad gauge line should be constructed upto Dibrugarh from Gauhati *Via* Chaparmukh, Jaglabanda, Devgaon, Jorhat and Sibsagar and also Katihar should be joined by broad gauge to Barauni. Therefore, I would like to stress that not only survey of engineering and traffic requirements should be done as quickly as possible but rail construction should begin. Here you have mentioned that preliminary traffic and engineering surveys have been done last year in 1969-70 for which certain sum has been provided. From Dharmanagar to Agartala a railway connection should be given. We have been hearing for the last two decades that it would go upto Agartala but same thing is being repeated. It has not yet gone. I think it will never go as long as this Government rules the country.

Therefore, I would like to stress that early steps should be taken to implement the results of this survey to take the broad gauge railway from Barauni to Katihar. I also urge upon the Government that some provision should be made to make a survey for providing a broad gauge railway system in the Upper Assam Districts. I would like to press before you that the divisional head quarters of the NF Railway at Tinsukia should be made a fullfledged one. You have proposed only transportation at the divisional headquarters. But the divisional headquarters should be located at Tinsukia. It is not yet a fullfledged headquarters. Therefore, I urge upon you that at least Tinsukia should be fullfledged. In anticipation that there will be no fullfledged divisional H. Q. at Tinsukia, officials from Dibrugarh have been shifted to Laming. I do not see any reason why this office should be shifted. Dibrugarh is only 30 miles from Tinsukia. When Tinsukia is made fullfledged Divisional H. Q. officials from Dibrugarh may be merged there. This is my request.

About the Services and Recruitment policies of the NF Railway I wish to say this. There are Railway Service Commission in other Railways. But there is no Railway Service Commission at all in the NF Railway. There is a feeling in the minds of the people of Assam that proper representation is not being given to certain sections of the population. Therefore, Sir, in order to avoid that grievance it is very necessary that a Service Commission is set up in the NF Railway as early as possible. I do not think it will cost much. I think it will cost about Rs. 50,000 only. So, I request that a Railway Service Commission should be set up in the N. F. Railway as in other railways.

One of the important works done at Gauhati is the bridge at Brahmaputra. There should be at least 2 or 3 more bridges above the Brahmaputra. This is very necessary for the State of Assam. Also, I find, Sir, there is no provision made even in the Fourth Five year Plan for a second bridge in the State of Assam on the Brahmaputra river, to link Dibrugarh town with the north bank of Brahmaputra. The bridge should be constructed above the river at Laikabadi. That also has been suggested by the public for quite some time that there should be a bridge at Laikabadi. Sir, a bridge is necessary also to connect Tezpur on the north with Silghat on the south of Brahmaputra. Over and above that another bridge is required at Goalpara to connect it with Bongaigaon. Certain overbridges are necessary in the towns of Tinsukia, Nabarkatia and Mariani. I have given Cut Motions with regard to this matter of construction of over bridges. The provision of over bridges should be taken up as a social problem and it should be dealt with by the Centre. It is not necessary that always the State Government should come forward with their own funds; but it is the responsibility of the Centre which should take over this matter. They have taken up such works between Mathura and Agra and it is our grievance that they have not taken up such work in this area. This is a very important need of the people and it should be taken up as a social responsibility of the Railway and done by the Centre.

Many other hon. Members have already this point, namely, about catering work in the Railway. There is a great demand that one dining car should be attached to Assam

[Shri J. N. Hazārīka]

Mail going on the broad gauge system from New Delhi to Barauni Government say there is no capacity in that train. But there is a great deal to be said in favour of attaching one dining car on this train and I think the Railways will provide one such dining car on this train. In certain railway stations and restaurants the food served is very cold, as if they are stale food. Therefore I suggest that hot plates should be provided in the restaurant cars and in the railway station restaurants so that food could be kept hot and served hot. If that is done, then food could be kept hot and served hot to the passengers.

With these words, I commend my cut motions for the acceptance of the House.

श्री सुब्रिका सिंह (श्रीरंगाबाद) : सभापति महोदय, सारे भारत में माननीय रेल मंत्री जी ने तीसरे दर्जे के पैसंजरो के किराये में जो वृद्धि हो रही थी, उसे रोकने का जो सराहनीय कार्य किया है, उसके लिए मैं उनका धन्यवाद देता हूँ। लेकिन आज भले ही जनमत को मद्देनजर रखते हुए.....

सभापति श्रीहोदय : एक बात मैं कह दूँ—माननीय सदस्य मेहरबानी करके टाइम का ख्याल रखें, जिससे कि मैं ज्यादा मे ज्यादा लोगों को बोलने का अवसर दे सकूँ।

श्री भीष्णू प्रसाद (बांसगांव) : हम तो टाइम का ख्याल रखें, लेकिन आप कोरम का ख्याल नहीं रख रहे हैं।

सभापति श्रीहोदय : आप कोरम का प्रश्न उठायेगे तो उसको खूँगा।

श्री भीष्णू प्रसाद : जी हाँ, मैं इस प्रश्न को उठा रहा हूँ। संदन में कोरम नहीं है।

सभापति महोदय : संदन में कोरम नहीं है, माननीय सदस्य अपने स्थान पर बैठें, घंटी बजाई जा रही है.....अब कोरम ही भया है, मान तीय सदस्य अपना भाषण जारी रखें।

श्री सुब्रिका सिंह : सभापति महोदय, मैं कह रहा था कि इस वर्ष तो जनमत की प्रतिष्ठा रखने के ख्याल से माननीय मंत्री जी ने कई महीनों में, जिनके द्वारा रेलवे की धाय बढ़ाने का प्रयत्न किया जा रहा था, उसे रोक दिया, लेकिन इससे समस्या का समाधान नहीं हो सकता। मैं इस बात को मानता हूँ कि जहाँ तक सम्भव हो गरीबों पर आर्थिक बोझ नहीं पड़ना चाहिए, लेकिन इतने बड़े देश में रेलों में जितना विकास करने की जरूरत है, जितनी रेलवे लाइनों की मांग है, रेलवे की एफिशियेंसी को बढ़ाने के लिये जितनी लागत-पूँजी की जरूरत है, इन सारी चीजों को मद्देनजर रखते हुए हमें धाय बढ़ाने का कोई न कोई उपाय तो ढूँढना ही होगा। लेकिन इसके लिए हम किराया बढ़ा दें—इससे तो समाधान नहीं होगा। विगत वर्षों में हमने कई बार रेल से यात्रा करने वालों के किराये में वृद्धि की है, रेल के द्वारा जो माल डोया जाता है, उसके भाड़े में भी वृद्धि की है, लेकिन जब भी बजट हमारे सामने आता है तो फिर वही आर्थिक दिक्कत हमारे सामने आ जाती है, फिर वही घाटे का सवाल सामने आ जाता है। घाटा क्यों होता है—यह एक ऐसा सवाल है जिस पर सारे संदन को गौर करना है। मैं इस बात को मानता हूँ कि सिर्फ रेलवे मंत्री के प्रयत्न से ही इस समस्या का समाधान नहीं होगा। आज रेलवे में नीचे से ऊपर तक भ्रष्टाचार व्याप्त हो रहा है। करोड़ों रुपया जो रेलवे के खजाने में आना चाहिए था, गलत ढंग से निकलता जा रहा है। इतना ही नहीं करोड़ों रुपया हमको मुद्रावज के रूप में देना पड़ता है। कहीं रेलवे की बैंगन को तोड़ा जाता है, कीमती सामान निकाल लिया जाता है तो कहीं दूसरी तरह से रेलवे का सामान गायब हो जाता है। जिसका नतीजा यह हो रहा है कि रेलवे में इतनी इनसिफ्योरिटी बढ़ गई है कि आज लोग दिल्ली में कलकत्ता भी अपना माल टुक में ले जाना

पसन्द करते हैं रेल से नहीं। टिकटलेस ट्रेवल बहुत तेजी से बढ़ रहा है, लोलेसनेस इतनी ज्यादा बढ़ गई है कि मरीब टी०टी०ई० उसके रोक नहीं सकता। अगर कहीं रोकने का प्रयत्न करता है, तो मार खाता है। रेखे के साथ गाई चलता है, बीच में रेलगाड़ियों को रोक लिया जाता है, बैगन तोड़ लिये जाते हैं, सामान लूट लिया जाता है और गरीब गाई और ड्राइवर उसको टुकर-टुकर देखते रहते हैं। अगर बोलें तो मार खायें या जान से मारे जायें। यह भयंकर समस्या प्राज रेलवे के सामने है। इसका कारण यह है कि प्राज सारे देश में लोलेसनेस की स्थिति पैदा हो गई है। इस समस्या पर इस सारे सदन को विचार करना होगा चाहे विरोधी दल के हों या इस दल के हों। हमें प्राज यह गौर करना है कि राष्ट्र की इतनी बड़ी इण्डस्ट्री के साथ इस तरह का खिलवाड़ न हो। जो भराजकता प्राज रेलवे विभाग में व्याप्त है, यदि हम उस को कन्ट्रोल न कर सके, उस पर नियन्त्रण न कर सके, इस में हो रही चोरी को न रोक सके, टिकटलेस ट्रेवल को न रोक सके, तो भ्रन्ततोगत्वा या तो हमें इस विभाग को बन्द करना पड़ेगा या फिर किसी कमीशन एजेन्ट को ठेके पर चलाने के लिये देना पड़ेगा, जिससे कि रेलवे को कुछ भ्रामदनी होती रहे या इस का उपाय यह हो सकता है कि रेलवे मंत्री हर वर्ष किराये में वृद्धि के साथ बजट हमारे सामने पेश करें, इस वर्ष तो जनमत के सामने वे झुक गये, लेकिन यदि प्रापको रेलवे को चलाना है तो बहुत दिनों तक तो झुका नहीं जा सकता। एक तरह से यह विश्वास सफल बन गया है—यदि प्राप इस को ठीक प्रकार से चलाना चाहते हैं तो सब से पहले जरूरी है कि प्राप लोलेसनेस को रोकें चोरी को रोकें, भ्रष्टाचार को रोकें, टिकटलेस ट्रेवलिंग को रोकें और सब से बड़ी बात जो प्रापके यहां टाप-हैबी एक्सपेन्डिचर है, सब लोगों के सहयोग से उस को रोकें, तब प्राप इस समस्या को हल कर सकेंगे।

धन, मैं धनने क्षेत्र की कुछ समस्याओं की तरफ धाता हूँ। यह बड़े दुःख की बात है—हर सास में बोर्ड का ध्यान इस ओर धाकवित करता है कि पटना-गया लाइन 57 मील लम्बी है, लेकिन पटना से गया पहुंचने में 4 घन्टे लग जाते हैं कारण यह है कि वहां पर सिगल लाइन है, यदि इस लाइन को डबल लाइन बना दिया जाय और वही गाड़ियां इधर से उधर चलें तो दो-ढाई घन्टे में यह सारा रास्ता तय किया जा सकता है। मैं मन्त्री जी का ध्यान इस ओर धाकवित करना चाहता हूँ।

दूसरी बात यह है कि पटना बिहार की गवर्नमेंट का हेडक्वार्टर है लेकिन 11 बजे दिन के बाद 5 बजे शाम तक कोई भी ट्रेन नहीं है जिससे कि हम पटना से गया भ्रम सकें य 12 बजे के बाद फिर हम 6 बजे शाम तक गया से पटना आ सकें, यानी प्रापटरकूट में कोई भी ट्रेन नहीं है। लेकिन 6 बजे शाम के बाद पटना से क्या चार ट्रेन हैं परन्तु बीच में गैर है। क्या रेलवे बोर्ड के लिए यह संभव नहीं है कि टाइम में ऐसा एडजस्टमेंट करें कि हर दो तीव घंटे के बाद एक ट्रेन पटना से गया के लिए छूटे और गया से पटना के लिए छूटे। मैं समझता हूँ यह संभव है लेकिन इनके प्राथमिकता को इतनी फुर्सत नहीं कि इस पर विचार लग सकें। अगर उनको फुर्सत नहीं है, वे प्रापके विचार नहीं लगा सकते हैं तो हम सबको को बुलाकर बात करें। हम उन्हें सुझाव देते हैं, उन सुझावों से या तो वे कायम हो जायें या फिर हमको कायम करें और अगर हमारे सुझावों के सामने उनके मूंह बन्द हो जायें तो फिर हमारे जो जायब सुझाव हैं उनको मानें।

दूसरी बात यह है कि जो पेंड कांड लाइन है उसमें जो भी ट्रेन है गया जाने के लिए ट्रेहरी से, पश्चिम से, वह सुबह है और शाम के समय फिर कोई भी गाड़ी नहीं है। 11 बजे

[श्री मुद्रिका सिंह]

जब गया पहुंचे हैं तो 11 बजे दिन के बाद फिर 11 बजे रात को ही डेहरी से, सोनिस्ट बैंक से या दूसरे स्टेशन से गया आ सकते हैं। उसी तरह से गया से भी पश्चिम जाने के लिए घाठ बजे से दो बजे दिन तक कोई ट्रेन नहीं है। इसके लिए मेरा सुझाव है कि अगर ज्यादा नहीं कर सकते हैं तो एक डी जी ट्रेन जो डेहरी से गया नौ साढ़े नौ पर पहुंचती है उसी का फिर 24 बजे डेहरी वापस कर दें—वह लोकल ट्रेन है—और डेहरी से फिर ढाई तीन बजे गया वापस कर दें इस प्रकार से उसका काफी सदुपयोग किया जा सकता है और जो पब्लिक की डिमांड है कि आफ्टरनून में न गया से डेहरी की तरफ पश्चिम जाने के लिए कोई गाड़ी है और न पश्चिम से ही 11 बजे दिन के बाद 11 बजे रात तक कोई दूसरी गाड़ी है, इस सवाल का समाधान भी हो सकता है। मैं मंत्री महोदय का ध्यान इस और विशेष रूप से आकर्षित करना चाहता हूँ।

इसके अतिरिक्त सोन ईस्ट बैंक और अनुग्रह नारायण रोड के बीच 12 मील में कोई स्टेशन नहीं है, अगर वहां पर सोन ईस्ट बैंक और अनुग्रह नारायण रोड के बीच आप कोई हाट्ट ही कर दें तो बीच की जनता को बहुत बड़ी सहूलियत मिल सकती है। इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ और उम्मीद करता हूँ कि मेरे इन सुझावों पर उचित ध्यान दिया जायेगा।

SHRI PILOO MODY (Godhra) : I have only seven cut motions in my name, 1351-57. Most of them are very matter-of-fact asking for things that are eminently necessary and if implemented, would be eminently successful. Therefore, I will not touch upon them.

But there is one point, about commercial clerks No. 1355, that needs some public attention. There are 38,000 commercial clerks on the railways who have for the last

God knows—15-20 years, not received any consideration from the railways at all. They have in many cases not received increments in 20 years and their service conditions have not improved, and what is more, their Unions are not even recognised.

I strongly urge the Minister to take into consideration this particular cut motion of mine in addition to paying the greatest possible attention to others, particularly No. 1354, which is a very personal request of mine. It inconveniences me greatly in visiting my own constituency if Government do not implement the recommendation in cut motion No. 1354.

श्री एस० एम० जोशी (पूना) : सभापति जी, मैं सदन का ज्यादा समय नहीं लेना चाहता हूँ। चूँकि हमारे मंत्री महोदय एक मजदूर नेता हैं इसलिये मैं उनके सामने कुछ सवाल रखना चाहता हूँ, जोकि वे इस समय यहाँ पर नहीं हैं। मैं पुराने मजदूर मंत्री और अब के रेल मंत्री से पूछना चाहता हूँ कि हमारी रेलवे में दो लाख कँजुअल लेबरर हैं, उनको क्या आप हमेशा कँजुअल ही रखेंगे या उनके डी-कँजु-अलाइजेशन की कोई स्कीम बनाने जा रहे हैं ?

दूसरी बात यह है कि गोकि हम लोग समाजवाद की भाषा बोलते हैं फिर भी बहुत सारा कन्ट्रैक्ट लेबर रेलवे में इस्तेमाल होता है। तो आप कन्ट्रैक्ट लेबर को खत्म करेंगे या नहीं। मैं चाहता हूँ कि कन्ट्रैक्ट लेबर को जो यह सिस्टम है उसको समाप्त होना चाहिये।

एक बात यह है कि जो कानून हम लोगों ने पहले बनाया था कि जिस व्यक्ति के पास प्रापर टिकट नहीं होगा उसपर दस रुपये जुर्माना होगा तो उससे कितना नुकसान और कितनी असुविधा लोगों को होती है, उसको भी धब देखने की जरूरत है। उसका रद्द होना चाहिये कि प्राया वह कानून ठीक तरह से चल रहा है या नहीं ? किसी के पास प्रापर टिकट नहीं

है, आपने कहा कि प्लेटफार्म टिकट लेना चाहिये या कुछ लेना चाहिये लेकिन वहां पर भीड़ लगी हुई है, उसकी बारी आने की नहीं, ट्रेन जा रही है तो वहां पर उससे कहा जायेगा कि दस रुपया लाओ तब टिकट मिलेगा, तो ऐसी दशा में या तो प्रापर टिकट देने के लिये आपको उसकी पूरी व्यवस्था करनी पड़ेगी या फिर इस कानून को मुलतवी रखना होगा यह जो दस रुपये जुमाने की बात है इसपर दोबारा सोचना निहायत जरूरी है।

एक बात धीर है कि जो आपके लाइसेंसड कुली हैं उनसे आप कुछ पैसा लाइसेंस का लेते हैं लेकिन आप इस बात को नहीं सोचते कि जब बूढ़े हो जायेंगे तो उनके लिये क्या रहेगा। मैं चाहता हूँ कि रिटायरमेंट बेनीफिट या जो आपने नई पेन्शन स्कीम इंडस्ट्रियल वर्क्स के लिये लागू की है वह कम से कम इन लोगों पर भी लागू की जाये। जितना पैसा आप लाइसेंस का लेते हैं उसमें आप अपना भी कुछ मिलाइये धीर उनके लिये रिटायरमेंट स्कीम लागू करें।

इसके अलावा हम चाहते हैं कि रेलवे में सिर्फ एक क्लास होना चाहिये। इस समय एयर कन्डीशन्ड, क्लास वन, क्लास टू, धीर क्लास थ्री है। थर्ड क्लास की तरफ तो आप कुछ ध्यान ही नहीं देते हैं। अगर आप एकदम से इन क्लासेज को खत्म नहीं कर सकते हैं तो कम से कम ऊपर का जो क्लास है उसको हटा दीजिये। अगर उसको भी नहीं हटा सकते हैं तो कम से कम इतना तो कीजिये कि जो आपने सरकारी अधिकारियों को एयर कन्डीशन्ड क्लास में ट्रेवल करने का अधिकार दे रखा है उसका समाप्त कर दीजिये। अगर आप पैसा कमाने के लिये एयर कन्डीशन्ड रखते हैं तो ठीक बात है लेकिन गवर्नमेंट के अधिकारियों को जो आपने एयर कन्डीशन्ड की सुविधा दे रखी है उसकी क्या जरूरत है। इसलिये पहले आप कम से कम एयर कन्डीशन्ड

को खत्म करें ताकि आपके चलकर एक ही क्लास यानी क्लासलेस ट्रेवलिंग हो सके।

अन्त में मुझे यह कहना है कि आप मजदूरों को न केवल सुविधाएँ ही दें बल्कि उनके ऊपर जिम्मेदारी भी डालें। उनको एडमिनिस्ट्रेशन में पार्टिसिपेट करने का चान्स भी मिलना चाहिये। ज्यादा समय न लेकर मैं इन्हीं चन्द सवालियों के उत्तर मंत्री महोदय से चाहूँगा।

श्री राजबेब सिंह (जौनपुर) : सभापति जी, आपने मुझे जो मौका दिया है उसके लिये मैं आपका बहुत धन्यवाद देता हूँ। मैंने कुछ कटमोशन्स रखे थे, आपने मुझे बोलने का मौका दिया मैं चार पांच चीजें ही मंत्री महोदय के सामने रखना चाहता हूँ धीर धाशा करता हूँ कि रेल मंत्री महोदय ठंडे दिल से उनपर विचार करेंगे।

पहली बात यह है कि रेलवे के जो बड़े बड़े आफिसर्स हैं, चाहे वे डिवीजन के हों या जोनल रेलवेज के हों हां, बोर्ड के आफिसर्स के लिये ज्यादा ऐसी बात नहीं है वे लोग व्हिम्स के ऊपर छोटे छोटे मिलाजिमों के ट्रान्सफर किया करते हैं जिसके कारण रेलवे को बहुत पैसा खर्च करना पड़ जाता है। रेलवे का वह बहुत सारा पैसा बचाने के लिये बहुत जरूरी है कि बड़े बड़े आफिसर्स के व्हिम्स पर जो वे ट्रान्सफर्स रोज होते रहते हैं उनको रोका जाये।

14.00 hrs.

दूसरी एक इंसानियत के खिलाफ चीज यह है कि छोटी तनख्वाह पाने वालों को उनके घरों से बड़ी दूर रखा जाता है। वे लोग हम लोगों के पास अपनी समस्याओं को ले कर आते हैं जिन के बारे में हम लोग विचार करते हैं, कुछ का काम होता है धीर कुछ काम नहीं होता। इसलिये पीसिसी यह होनी चाहिये

[श्री राजदेव सिंह]

कि जो छोटे मुलाजिम हैं उनकी अपने घरों से बहुत दूर पर पोस्टिंग होनी चाहिये जिस से उनके सामने आर्थिक कठिनाइयां न आवें।

तीसरी बात मुझे यह कहनी है कि रेलवे कन्सल्टेटिव कमेटी में तीन, चार जिलों के पार्लियामेंट के मेम्बरों ने यह बात उठाई थी लेकिन आज तक वह पूरी नहीं की गई। मालूम नहीं रेलवे मंत्रालय के सामने क्या दिक्कतें हैं। हमने मांग की थी कि दिल्ली से एक ट्रेन बनारस के लिये कानपुर और लखनऊ होते हुए सीधे दे दी जाय। दिल्ली में दो ट्रेन लखनऊ जाती हैं, एक लखनऊ मेल और दूसरी एक्सप्रेस यह दोनों गाड़ियां दिन भर लखनऊ में खड़ी रहती हैं। उन्हीं में से किसी को बनारस या जौनपुर तक कर दिया जाय तो चार छः जिलों के लोगों को आने जाने में बड़ी आसानी होगी।

कई दफा यह भी सवाल उठाया गया कि एक गाड़ी देहरादून से हावड़ा जाती है, जिस का नाम टून एक्सप्रेस है, जिसमें कलकत्ता जाने वालों की इतनी भीड़ होती है कि लोगों को खड़े होने के लिए जगह नहीं मिलती। दूसरी गाड़ी डीजल सप्ताह में दो दिन ही चलती है। हम लोगों ने यह मांग की कि टून एक्सप्रेस में स्टीम इंजन के बजाय डीजल इंजन लगा दें ताकि दो डब्बे उसमें और जुड़ सकें जिससे लोगों को कठिनाइयां न हों। सिर्फ लखनऊ से मुगलसराय तक डीजल इंजन लगा दें, उसके बाद तो ट्रेक इलेक्ट्रिफाइड है। लेकिन इतने छोटे से काम को भी रेलवे मंत्रालय ने नहीं माना।

मैंने थोड़ा बहुत पहले पत्र व्यवहार किया था कि सुल्तानपुर से एक नई लाइन शाहगंज को मिलाती हुई बना दी जाय। रेलवे मंत्रालय ने उस की उपयोगिता तो मानी लेकिन यह कहा कि इस समय सरकार इस लाइन को पूरा नहीं कर सकती। जब उस लाइन का

सर्वे करा चुके हैं तो उसे पूरा करने की कोशिश करें।

अन्त में मुझे एक जनरल बात कहनी है और वह यह कि हर स्टेशन पर आप थर्ड क्लास पैसेन्जर्स के लिए बेटिंग हाल नहीं दे सकते। बड़े व साइड स्टेशन पर बेटिंग हाल देना चाहिये और बाकि और जगह जहां बेटिंग हाल न दे सकें वहां कम से कम सायादार दरख्त लगवाने की आप कोशिश करें।

धन्यवाद।

SHRI P. M. METHA (Bhavnagar) : I shall confine myself to two or three points because of the shortness of time. Firstly, much has been said about the hardship, harassment and injustice done to the railway employees by the officials. The shortcoming lies in the procedure for redressal of grievances. There is a permanent negotiations machinery and the grievances are placed by the workers before that body. Nothing comes out of it because the higher authorities only endorse and approve the stand of the lower officials. So, it is not in a position to do justice to the workers. The best course is to give them an independent machinery for the redressal of grievances. If that is done I think much of the trouble would end, because when a worker gets an independent machinery he can submit his view points and the merits of the case properly. And then he is able to get justice. This is one point, namely, the railway should give an independent machinery for the redressal of grievances to the employees.

The second point that I would like to refer to is one important project, the construction of the Bhavnagar-Tarapur railway line. Last year also, during the course of the debate on the railway budget, I made this point. I said at that time also that this line is a remunerative line. The State Government has given top priority to this proposed project of the construction of Bhavnagar-Tarapur broad gauge railway line. At that time, the then Railway Minister, Dr. Ram Subhag Singh, stated that the survey report had come from the Western Railway and it was under consideration of the Railway Board. After wards, throughout this year, I have followed up

this matter. Recently, I had a meeting with Shri Nanda in this regard, and he had very kindly listened to me. I put before him the points which clarified that the line is remunerative. As he is attending to this problem, I have not much to say at this stage, and I hope that as he has said, maximum consideration will be given to this line and on its own merits.

Now, I would like to point out only one case, and it is regarding the rigid approach of the Railway Board. One station master—the station master of Deredi—in the Bhavnagar Division of the Western Railway lost his life in an accident while he was on duty by the flame of the lamp. His poor widow prayed for a family pension, and repeatedly she prayed and prayed. But the Railway Board ultimately replied that it was not according to the rules. Why? Because the station master had not accepted the option of pension. Sir, had he known he was to lose his life very shortly in an accident he would have certainly accepted the option of pension, but he did not know at that time that he was going to lose his life in a short time. Therefore, naturally he accepted the option of the provident fund. I had taken up this matter also. I met the Member (Staff) a few months back and he very sympathetically considered the case, but he said at the end that he is helpless because it is not within the rules. I said that it should be referred to higher authorities, and now I have been informed that it has been referred to the Finance Ministry. I would earnestly request Shri Nanda to kindly go through this case and do the needful and give the family pension to the widow of the deceased station master who lost his life in an accident by the flame of the lamp while on duty.

Thank you very much.

श्री सीता राम केसरी (कटिहार) :
सभापति जी, माननीय नन्दा जी का प्रांगमन रेलवे मंत्री के रूप में हमारे लिये स्वागत योग्य चीज है और हम उन का स्वागत करते हैं, क्योंकि वह एक ईमानदार आदमी हैं। इसलिए चन्द बातें में रेलवे बजट का समर्थन करते हुए उनके सामने कहना चाहता हूँ।
रेलवे लाइनों में जो लाइन बिना है उसको

बढ़ाने की आवश्यकता है। यह याना दो भागों में विभक्त है, नेशनल हाई वे 31 उंचर से जाता है, और दोनों तरफ आबादी है, ओवर ब्रिज चूँकि पूरा नहीं बना है, प्राधा ही बना है इसलिए एक तरफ की आबादी को रेलवे क्रासिंग से हो कर जाना पड़ता है, जो क्रासिंग घंटों बन्द रहता है जिससे यात्रियों को बहुत कठिनाई होती है। इसलिये मैं चाहूँगा कि बीहपुर रेलवे स्टेशन पर ओवर ब्रिज को बढ़ाकर दोनों ओर प्लेटफार्म पर कर दिया जाय। जिस में दोनों तरफ के यात्री उसपर आ जा सकें।

मैं वरीनी से कटिहार तक की जो मीटर गेज लाइन है उसके सम्बन्ध में पहले भी लिख चुका हूँ कि सुरक्षा और प्रतिरक्षा के दृष्टिकोण से कितनी महत्वपूर्ण है, आप भी जानते हैं कि गौहाटी और नागालैंड जाने के लिये वरीनी से कटिहार तक की लाइन की कितनी आवश्यकता है। इसलिये मैं प्राग्रह करूँगा कि जब आप इस लाइन का सर्वे कर चुके हैं तब इस को शीघ्रातिशीघ्र मीटर गेज से ब्राड गेज में परिवर्तित करने में देरी क्यों कर रहे हैं?

बीहपुर, भागलपुर जिला में पड़ता है और बीहपुर-भागलपुर के बीच में गंगा पड़ती है। वहाँ रेलवे का जिस तरह का प्रबन्ध है उससे यह होता है कि मान नीजिये कोई जहाज भागलपुर से महादेवपुर घाट प्राये 10 बजे और उधर ट्रेन पहुँचती है 12 बजे, तो पैसेजर्स को कम से कम दो घंटे तक वहाँ पड़ा रहना पड़ता है। वहाँ पर बेटिंग रूम वगैरह भी नहीं है। इसलिये आप को रेल की टाइमिंग ऐसे रखना चाहिये जिस से कि जहाज जो प्राये उसके पैसेन्जर उतरते ही ट्रेन में पहुँच जायें। प्राज उसमें व्यवधान होता है। इसलिये मैं इस की ओर आप का ध्यान प्राकर्षित करना चाहता हूँ।

[श्री सीताराम केसरी]

है। बिहपुर से कटिहार जाने के लिये सबेरे कोई पैसेन्जर नहीं है जिस से यात्री लोग सुविधा से कटिहार पहुँच सकें। अगर कोई ऐसी पैसेन्जर हो जो सबेरे कटिहार जाय जिस में यात्री लोग 10 बजे तक वहाँ पहुँच जायें और शाम को कोई गाड़ी चले जिस से 9 बजे रात तक यात्री बिहपुर लौट आयें तो इससे लोगों को बड़ी सुविधा हो सकती है।

आपने गौहाटी कालेज को रेलवे के अंतर्गत कर लिया है। डी० एस० ऑफिस कटिहार के जो एम्प्लायीज हैं उनके लगभग 70 परसेंट लड़के डी० एस० कालेज में पढ़ते हैं। मैं आप से आग्रह करता हूँ कि जिस तरह से आपने गौहाटी कालेज को रेलवे के अंतर्गत ले लिया है उसी तरह से डी० एस० कालेज को भी ले लें।

नौगछिया बहुत इम्पॉर्टेंट टाउन है। वहाँ तकरीबन 4 करोड़ रु० का मेज मकई, होता है हर साल जो कि सारे देश में जाता है। इसनी इम्पॉर्टेंट जगह होते हुए भी वहाँ पर कोई मेल नहीं रुकता है। आपके पास दो दो मेल हैं। पहले एक वहाँ पर रुकता था, लेकिन अब नहीं रुकता है। इस सम्बन्ध में मैंने जनरल मीनेजर को लिखा था। लेकिन उन्होंने मुझ को लिखा कि चूँकि शार्ट डिस्टेंस पर मेल नहीं रुकता है इसलिये वहाँ रुकना मुश्किल है। मैं कहना चाहता हूँ कि बेगूसराय से बरौनी भी शार्ट डिस्टेंस है लेकिन वहाँ पर मेल रुकता है। एक और घाट है, वहाँ रुकता है, उसके बाद खगरिया और मनसिया पर रुकता है। वह भी तो शार्ट डिस्टेंस पड़ता है। कटिहार से नौगछिया का डिस्टेंस 64 किलो मीटर है और बिहपुर तकरीबन 22 या 23 किलो मीटर है। इसलिये मैं आग्रह करूँगा कि इस संबन्ध में भी आप ध्यान दें।

महादेवपुर घाट का एक बड़ा इम्पॉर्टेंट

घाट है भागलपुर से नार्थ बिहार जाने के लिये। वहाँ पर कोई वेटिंग रूम नहीं है और औरतों को बड़ी तकलीफ होती है।

श्री शिवचन्द्र भा (मधुबनी) : वहाँ पुल बनाया जाय।

श्री सीताराम केसरी : पुल की बात अलग है। मेरा आग्रह है कि महादेव घाट पर एक वेटिंग रूम बनाया जाय।

भागलपुर और पूर्णिया डिस्ट्रिक्ट्स बहुत जगहें हैं। सहरसा है, दरभंगा जिला है इन सारी जगहों पर जाने के लिये यदि गंगा पर एक ब्रिज बनाया जाय महादेवपुर घाट और भागलपुर घाट के बीच में तो उससे सारे इलाके को बड़ा लाभ होगा। उत्तरीय बिहार जाने के लिये महादेवपुर घाट—भागलपुर पुल बनना आवश्यक है।

इन शब्दों के साथ मैं रेलवे अनुदानों का समर्थन करता हूँ और श्री नन्दा के यहाँ होने पर अपनी खुशी की भावना व्यक्त करता हूँ।

SHRI S. KUNDU (Balasore) : Mr. Chairman, I have moved some cut motions but before I draw the attention of the hon. Minister to the relevant cut motions, I would like to thank him for travelling in some third class compartment. For the last two years I had been demanding that some ministers should travel in third class. Not only should he travel in third class but he should see that the Chairman and members of the Railway Board and other important officers also travel in third class to know the agony of passengers of the third class.

SHRI N. K. SANGHI : They travel by special trains.

SHRI S. KUNDU : I would demand that every passenger in the third class should be provided with a seat. Unless a

seat is provided to them, the excess fare that you realise from passengers who do not get a seat and who go in a crowded compartment should be accounted for separately so that we can know the real financial position of the railways. I have roughly accounted it to be Rs. 150 crores. Without giving accommodation you realise this money ; so, you should add another Rs. 150 crores to the deficit of the Railway Budget.

There should be a comprehensive inquiry into the financial and administrative structure of the railways. So far as I understand there has been no such comprehensive inquiry into all these matters. Railways mean a lot of things to lot of persons just as an elephant means a leg, trunk, ear and tail to the four blind men. It would be in the interest of the country that there should be a comprehensive inquiry into it. It should be by a very high power committee.

Now I come to my cut motion about casual labour. I would not repeat the points that have already been referred to. It is really inhuman and amounts to cheating when you rob about Rs. 10 crores from the casual labourers who do the same type of work but do not get the same pay as certain categories of Class IV casual labour employees get. These labourers get double the wage though they do the same work. In that connection I have moved my cut motions Nos. 412, 412A and some others. This casual labour are given wages for 26 days and are told that they have a holiday for four Sundays. Though they are given a holiday for the four Sundays, they are not paid the wages for those four Sundays. I have already written a letter to the Prime Minister requesting that the condition of their wages should also be referred to the Pay Commission. Through my cut motion I have demanded that the hon. Minister should accept this and make an announcement to refer the question of their condition of wages to the Pay Commission otherwise these 4 lakh railway employees would not derive any benefit from the report of this Pay Commission.

The railways make a profit of Rs. 10 crores by not paying full wages to these 2 lakh railway labourers as given to other casual labourers doing the same job. To the Rs. 150 crores mentioned by me earlier Rs. 10 crores should be added and Rs. 160 crores should be shown as the extra money

earned by the railways from other sources and deducted from the total revenue to show the real deficit of the railways.

Then, the Railway Minister should not have deducted Rs. 13 crores on account of increased fares and freight from the Development Fund. I expected that he would come up and say that he would observe economy and make good this amount. Unfortunately, he has not done that. I would like that he should do that.

About the Utkal Express, it takes 57 hours to reach Delhi. I am told that the officers also say that this time could easily be reduced by about 9 hours ; the only grumbling is done by the Central Railway. I think, the Minister should talk to them and find out whether it could be reduced at least by 7 hours.

About the Rupsa-Talaband narrow gauge line the Uneconomic Lines Committee has already reported to make it a broad line. Shri K. P. Singh Deo has also referred to it. If this railway line is made a broad gauge line, and extend it by only 30 kilometres, it joins with Howrah Bombay line and you get another feeder line both opening to Haldia and to Paradip Port, having an opening to all the industrial area of Rourkela, Tata, Ranchi and even Bhilai. I would like the hon. Minister to seriously look into it.

14.20 hrs

[Mr. Deputy-Speaker in the Chair]

Then, there is an over-bridge demand at Cuttack for many years. This is a very important demand. There is a cut motion on that in my name. I would request the hon. Minister to look into that.

About the accidents, I have given three cut motions. I do not want to dilate on this. I would like an explanation or a reply from the hon. Minister. I am told, if the points raised in these cut motions are adhered to by the Railways, lot of accidents could be avoided.

There is a place Kotai in the South Eastern railway on Howrah-Puri line, where the people are demanding for a long time to have a station. There is a cut motion given by Mr. Surendranath Dwivedy. I would request the hon. Minister to do something in that regard.

[Shri S. Kundu]

Sometimes, I am really astonished to find that whenever we write to the Railway Board to seek a certain clarification in matters of some employees, the reply given is that it has been done for "administrative reasons." Once the Railway Board gives a handle to the officers not to answer us and say that the things have been done under the guise of "administrative reasons", a lot of injustice and coercion will be done to the employees on the grounds of "administration reasons".

There is another cut motion No. :09. About 200 to 300 staff quarters were completed but were lying vacant at Khurda Road. I tabled a Question and I have also written a letter to the Railway Board. I demand that arrears should be collected and responsibility fixed on the officers for the loss of revenue. They say that there is no necessity to fix up the responsibility for loss of revenue because when they were completed, they were left open and so the people went and occupied them. The question is why they were left open. Is it not somebody's responsibility to look after them? The employees do not get the quarters, but quarters are left open and vacant and others occupied them. There was a loss of revenue to the extent of Rs. 10,000 to the Railways. They say that they are not going to fix up the responsibility. I demand that they should fix up the responsibility.

I am told that about many of the employees who joined the 19th September strike, their cases have been lying in the courts and they have been dragged from court to court. There is a lot of harassment and I request that their cases should be withdrawn.

Again, there is cut motion No. 413 where I have said that unresolved disputes with the All-India Railwaymen's Federation should be referred to a tribunal as has been done in the case of the All India Railwaymen's Congress. Since they are recognised unions, there should be no discrimination. I hope the hon. Minister will not practise discrimination between these two unions and will refer the unresolved disputes to a tribunal.

Lastly, about A. S. Ms and S. Ms, their service conditions, promotions, etc. have not been touched for years. For the last

20 years they have been working and they have not any promotions. In South-Eastern railway, in Khurda and Kharagpur Divisions, in answer to a question, the Ministry has agreed that for some of them for about 20 years there has been no promotion. These people have reached a saturation point and that they are greening being choked up.

Similar conditions exist in Southern railway in respect of office clerks, etc. It is a problem which is related to almost all the railway employees. The hon. Minister had given an assurance last time. But nothing substantial has been done. I would request him to do something in this regard.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar): Sir, it is very difficult to find any relation between the hon. Minister's assurance given here and the follow-up action taken by his executive officers. We are not to go very far off to prove the allegation against the Ministry. Only at the time of presentation of the Railway Budget, the hon. Minister said. I quote:

"The House will recall that my predecessor had indicated this time last year that some relief would be provided to staff who have been at the maximum of their pay-scales for two years or more and should be allowed a personal pay equivalent to the amount of the increment drawn by them in the scale. Staff who have been at the maximum of the scale of Rs. 450-575 for two years and over will be granted a personal pay of Rs. 30 a month."

Sir, this is an assurance given by the hon. Minister and in the course of a few days a circular has been issued by the Railway Board stating that the personal pay should be granted only to those employees who have been declared fit for promotion but could not get promotion for want of vacancy. There may not be many avenues of promotion and many officers are stagnating at their maximum. The hon. Minister says that their cases will be considered with all sympathy and consideration and they will be given a personal pay every month. But the Railway Board has put in certain restrictions and stated clearly that only those employees who have been declared fit for promotion but could not get promotion for want of vacancies will get the increment. I

submit to the hon Minister through you : let the hon Minister come out with a proper reply whether his assurance given to this august body is quite in line with the circular issued by the Railway Board.

Further the circular goes on to say :

"After a careful consideration of all aspects of the matter, the president is pleased to decide that Class III and Class IV Railway Employees (other than those employees in the Railway Board and its attached offices) of all grades who have been or may hereafter stagnate at the maximum of their pay scales for two years or more should be granted a personal pay equivalent to the rate of the increment last drawn by them in their existing scale."

What wrong has been committed by these poor Class III and Class IV employees who are working in the Railway Board and attached offices ? If this assurance is to be implemented in general for more than 12 lakhs of regular railway employees, why should all employees not get equal chance ? Why should there be any discrimination ? Why should these lower grade employees working in the Railway Board and attached offices be debarred from getting this benefit ?

Secondly, on 5.8.1969 in reply to an unstarred question No. 2271, the Railway Minister assured for the restoration of one Railway Line but not implemented so far. I read out the question and the answer :

"Will the Minister of Railway be pleased to state :

(a) Whether his Ministry has received representations from the people of Haldibari in West Bengal for restoring the Railway Communication between Haldibari and Jalpaiguri towns on the North-east Frontier Railway ; and

(b) If so, the steps taken in the matter."

The reply is :

"(a) Yes.

(b) As the monsoons have already set in, the restoration work of the line between Jalpaiguri and Haldibari stations can be taken in hand only after the rainy season, by which we expect to receive the report of the Technical Committee appointed by the Ministry of Irrigation and Power which would give

us a better appreciation of the whole situation."

This was stated by the hon Minister, Dr. Ram Subhag Singh who was the Railway Minister at the relevant time. But, after that monsoon passed, autumn passed, winter passed by and now spring has come. Even now the Railway Board has not taken any steps to lay the railway line between Haldibari and Jalpaiguri towns in that area which was so much affected by the great October floods of 1968. There were several representations made by the people of that area where this particular line has affected the transport system of nearly two lakhs of people of that locality. I have also submitted a cut motion on this particular issue and I request the hon Minister to come out with a straight reply as to what is in his mind and the Railway Board.

SHRI C. K. BHATTACHARYYA (Raiganj) : It is a strategic line ..

SHRI B. K. DASCHOWDHURY : The hon Member is correct ; it has got certain strategic importance and it goes upto the border of East Pakistan.

Thirdly, Sir, there was another question. That was on 22nd April, 1969 in which the hon Railway Minister stated : "None of the three posts of Assistant Station Masters of the Cooch Behar station was withdrawn." But actually one Assistant Station Master was withdrawn. When I referred to the Railway Minister about this matter, of gross irregularity between the reply given by the hon Minister and the actual state of affairs, he sent a letter to me on the 10th of October, from which letter I quote. He said :

"It is regretted that inadvertently the fact of having surrendered one of the posts of Asst. Station Masters had not been noted in the books and incorrect information was furnished in reply to the Lok Sabha Question on 22nd April, 19 9.

It is however proposed that at the earliest opportunity Shri Lala should be re-posted to Cooch Behar Station. Instructions to that effect will be issued to the NF Railway."

The Minister was good enough to send me that reply. But what do we find ? Even today that post has not been given to that

[Shri B. K. Daschowdhury]

particular Lala whose services were withdrawn from the Cooch Behar Station. What we see is this. The hon Minister says one thing; we find the officers in the Railway Board and in the respective zones do just the other.

I have a fourth instance at my disposal. According to the Railway Board and Government of India instructions, the State Road Transport organisations in the respective States should be given certain financial assistance. In West Bengal there are three Road Transport Organisations. In my constituency in North Bengal there is one known as North Bengal State Transport Corporation. According to the Government of India's decision—contained in their letter No. 24 T(4)/69 of 8th September, 1969, the Government of India should contribute 33 1/3% of the total capital of each State Road Transport Corporation. And, according to that calculation, North Bengal State Transport Corporation,—whose head office is at Cooch Behar in my constituency—should get Rs. 60.50 lakhs from the former Railways. Of course, the Railways were good enough and the Railway Minister in his wisdom sanctioned Rs. 35 lakhs and left over a balance of Rs. 25 lakhs and 50 thousands. To get the balance amount from the Railway Board, the North Bengal State Road Transport Corporation has been trying for the last few months. Together there is a balance of Rs. 25 lakhs 50 thousands. They said in a letter: "Kindly release the balance of Rs. 25 lakhs 50 thousand, without which our transport corporation is finding difficulty." They gave no reply properly. They also wanted this, namely, if it is not possible for them to give all the due amounts, the Railways may at least give a portion of it. No reply came from the N.F. Railway H.Q. at Malegaon. This is the type of thing we are constrained to come across in the Railway administration. Even in respect of specific decision of the Railway Board and the Railway Ministry, these are not being carried out by the executive officers.

In the case of low-paid employees they make rationalisation and job analysis. In this connection I wish to refer to one thing. In 1967 in Bangalore,—probably in May or June, our present President Mr. Giri—when he was Vice-President at that time,—made an observation at the time of inaugurating a

conference when he said "Job analysis should be done properly on all the executive offices of the Government. Because there are reports that 50% of the officers do not work according to their ability."

That obviously included the railways too. If due to the job analysis, certain posts ought to be withdrawn, then why should the executive officers' posts also be not withdrawn to the required extent when they are in default and do not act properly? We have seen in the case of the railways that as a result of job analysis, certain posts of station masters and ticket-checking staff have been withdrawn on the ground that they are over-staffed. But what about a job analysis for the executive officers? There should be proper rationalisation in their case also, and if necessary, Parliament should be able to review what their actual performance is. I have just now pointed out a case where due to inadvertence, and due to the entry not being made properly, a wrong reply was given to this House by the hon. Minister. Who was responsible for this? Is it not the case that the reply came to the hon. Minister's table, after having been passed and checked and censored properly by the officer responsible for doing so?

MR. DEPUTY-SPEAKER: The hon. Member should try to conclude now.

SHRI B. K. DASCHOWDHARY: I have submitted about 30 to 35 cut motions, and I do not have time to deal with all of them. So, I would speak mainly on one of them for the present.

In 1968, I received a stereotyped reply from the Railway Ministry that they were not in a position to take up many of the schemes which we had suggested, owing to paucity of funds. But in 1969, I had referred to one proposal and suggested that the Railway Board should consider the question of a modified miniature radar system being installed to avoid accidents and train collisions. It was a small compact machine which could be introduced to avoid accidents, collisions, etc. Mr. Apurba Kumar Chaudhuri, who happens to be an employee of the NF Railway had invented some machine for this purpose, and I request the hon. Minister to go through the details which had been published in the newspapers and also in certain foreign journals. Of

course, it is true that the Railway Minister took some half-hearted action on that matter, because I had pressed that point here in 1968, during the discussion on the Railway Budget. In spite of the fact that Mr. Apurba Kumar Chaudhuri, an employee of the NF Railway had invented a machine which could effect a saving of about Rs. 200 crores to the Railway Board, the officers of the Railway Board at that time were not very much interested in giving proper encouragement to improve that machine. This invention was based on the electronic system but they were not inclined to give him any encouragement. Later on, on 26th March, 1968, there was an examination by the screening committee of this particular proposal, but it was done in a most half-hearted manner. I would request the hon. Minister to get all the details again and personally satisfy himself and see if he could come forward and say that he has personally examined this proposal and found that it would be of no worth pursuing it further. I hope the hon. Minister would take in to consideration all aspects in regard to the scope and prospects of this electronic machine which can prevent all sorts of accidents and train collisions, and which could ultimately effect a saving of Rs. 200 crores to the Railway Board out of their total budget. I hope the hon. Minister will consider this, and I am certain that if this machine is installed, it will give a new relief to the railway passengers and railway tax-payers.

श्री क० ना० तिवारी (वेतिया) : उपाध्यक्ष महोदय, चूंकि समय नहीं है, इसलिए मैं कुछ पायंट्स ही मन्त्री महोदय के सामने रखना चाहता हूँ। मुझे उम्मीद है कि वह उन पर गौर करेंगे।

रेलवे डायरेक्टरों के सम्बन्ध में रिप्रेजेंटेशन और अन्य कागजात मन्त्री महोदय के पास पड़े हुए हैं। उन लोगों की डिमांड है कि उन को सी० जी० एच० एस० के डायरेक्टरों का रेटेस दिया जाये। अब तक जितने भी रेल मन्त्री रहे हैं—श्री पाटिल, श्री पुनाचा, डा० राम सुभग सिंह श्री मेनन—, उन सबके सामने यह मामला आया है और उन्होंने हाउस में यह एघोरेंस दिया है कि इस पर गौर किया

जायेगा और उन लोगों की शिकायतों को बुर किया जायेगा। मैं मन्त्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ।

गंडक प्राजेक्ट के धन्तर्गत गोरखपुर में भेंसालोटन तक जो सड़क गई है, उस पर गंडक नदी पर एक पुल बना दिया गया है। रेलवे उस पुल को इस्तेमाल कर सकती है। उस पुल को बनाने के लिए रेलवे के जो करोड़ों रुपये लगते, वे अब नहीं लगेंगे। अगर गोरखपुर से लेकर जो प्रायकी स्टेटेजिक लाइन होगी उसको भेंसालोटन से होकर के अगर बगहा और नरकटिया गंज तक मिला दिया जाय और उसको आसाम तक ले जाया जाय तो उससे बहुत बड़ी प्राबलम हल हो सकती है और जो भीड़ होती है दूसरी लाइनों में उस की कमी हो सकती है।

ब्राडगेज जो बनाने जा रहे हैं इसमें तहकीकात हो रही है। दरभंगा होकर के। और मुजफ्फरपुर होकर के हम लोगों का अपना ख्याल है कि समस्तीपुर से मुजफ्फरपुर हो करके नरकटिया गंज जायेगी तो इसमें खर्च कम पड़ेगा, इसलिए इसी साधन को ब्राडगेज करना चाहिए।

बहुत दिनों से एक बात का मैं रेलवे मिनिस्ट्री के सामने रख रहा हूँ कि एक छोटी सी 12 मील की लाइन पबरोना से मधुबनी तक कर दी जाय तो उस इलाके में 40 लाख मन धुगर केन होता है, उसको दूसरी जगह से जाना पड़ता है, वह नहीं ले जाना पड़ेगा, वहां कोई धुगर मिल प्राइवेट सेक्टर में या पब्लिक सेक्टर में बन सकती है और वहां के किसानों की प्राबलम इससे हल हो सकती है।

मैंने धावापुर, रमगढ़वा, खोड़ावानों और बगहा स्टेशनों पर प्लेटफार्मों के ऊपर शेड्स डालने के बारे में कई मसौदा सबास में उठाया और लिखा भी। मैं जानता हूँ कि उसके बारे में क्या कार्यवाही की जा रही है।

एक हार्ड पावर कनेटी रेलवे में मुकर्रर

[श्री क० ना० तिवारी]

की थी जिसकी एन्क्वायरी खत्म हो गयी है और उसने अपनी रिपोर्ट दे दी है। सभी और बक्ता इस सम्बन्ध में बोल चुके हैं। मेरा निवेदन है कि उसको कोल्ड स्टोरेज में न रख कर उसके ऊपर विचार किया जाय और उसमें जो काम की बातें हों उन पर कार्यवाही की जाय।

रक्सौल हमारी कांस्टीट्यूएंसी में एक जगह है जहां पर रेलवे की जमीन लोग अन-एथोराइज्ड तरीके से ब्राक्च्यूपाई करते चले जा रहे हैं। वहां की जमीन की कीमत दुनिया के किसी पार्ट से ज्यादा है। कई लाख रुपये में भ्रगर माना जाय कि एक कट्टा वहां विकती है तो यह अत्युक्ति नहीं होगी। मैं जब वहां जाता हूँ, वहां के अधिकारियों को बुलाता हूँ और उनसे कहता हूँ लेकिन वह रेलवे की जमीन जो है उसको रेलवे के कब्जे में रखने का कोई इंतजाम नहीं कर रहे हैं, इस तरह मैं रेलवे मन्त्री का ध्यान दिलाना चाहता हूँ और छम्मीद करता हूँ कि इसके ऊपर वह उचित कार्यवाही करेंगे।

बडं क्लास पैसैंजर्स की एमेनिटीज के बारे में सभी लोगों ने कहा है और मन्त्री महोदय का ध्यान उस तरफ गया है, इससे हमें बड़ी खुशी है। मैं चाहता हूँ कि एमेनिटीज जो लोगों को मिल रही हैं उनको बढ़ाया जाय और क्या बढ़ाया गया, यह हाउस के सामने बतला दिया जाय कि रेलवे में यह यह इम्प्रूव-मेंट्स हुए हैं।

कैटरिंग के बारे में शिकायत बराबर हम लोग करते हैं और उसका इम्प्रूमेंट कुछ नहीं होता। हमने कई मस'बा चिट्ठी भी लिखी, कंसल्टेटिव कमेटी में भी इस बात को उठाया कि ओपेन फ़ूड जो है यह लखनऊ, कानपुर, गोरखपुर हर एक स्टेशन पर बिकता है, उसके ठकने की कोई व्यवस्था नहीं है। उस पर धूल पड़ती रखी है, बक्सियां बँटती हैं और

लोग इस तरह से जहर खाते हैं। वह खाना नहीं खाते हैं। जो स्थानीय रेलवे अधिकारी होते हैं, वह उसपर ध्यान नहीं देते हैं। मेरा अपना सुझाव है कि इस पर सक्ती की जानी चाहिए और रेलवे के जो डाक्टर हैं उनको तथा स्टेशन मास्टर्स को इसके लिए हिदायत देनी चाहिए।

बहुत पहले एक सुझाव दिया गया था डाग-स्क्वाइड का। लागू करते हैं कि भ्रदमी गलती कर सकता है लेकिन जानवर जो होते हैं वह गलती नहीं करते हैं और वह घूस नहीं लेते हैं। तो डाग-स्क्वाइड की बात रेलवे में हुई थी और रेलवे में डाग-स्क्वाइड शायद है भी जैसे गवर्नमेंट में और जगह पर है, आज कल मालूम नहीं वह किस स्थिति में है लेकिन यार्ड्स में जितने लोग आप के आर पी एफ के चौकीदारी का काम करते हैं उनके साथ में यह डाग-स्क्वाइड हो तो काफी दूर तक आप की चोरी और नुकसान जो रेलवे में होता है वह बच सकता है।

एक मैने निवेदन किया था कि लखनऊ से प्रो० टी० मेल जाता है मुजफ्फरपुर होकर बरौनी तक, इसमें एक कम्पोजिट बोगी भ्रगर लगा दी जाय जो मुजफ्फरपुर में कट करके नरकटियागंज होकर वगहा चली जाय तो इससे नार्थ बिहार वालों को काफी सुभीता हो जाय क्यों कि उनका सारा रोज-गार, सारी दूकानदारी, सारा सम्बन्ध जो है वह यू पी के साथ लखनऊ से और कानपुर से मिला हुआ है। इसमें उनको सुविधा होगी।

बस, मुझे इतना ही निवेदन करना है।

MR. DEPUTY-SPEAKER : I am told the Minister wanted to speak at 3 P. M. We have a few more minutes. I may tell Shri S. C. Jha that his party's time is exhausted. He can speak at the stage of the Appropriation Bill.

श्री सूरज ज्ञान (अम्बाला) : अध्यक्ष

महोदय, मैं सिर्फ़ प्वाइंट्स मन्त्री महोदय के सामने रखना चाहता हूँ। लोगों की मांग थी कि रेलवे बोर्ड को तोड़ा जाय। वह तो पूरी हो नहीं सकती न कोई करेगा। रेलवे मन्त्री ने आश्वासन दिया है कि वह उसमें कुछ चेंज लाना चाहते हैं। मैं एक सुभाव देना चाहता हूँ कि आप रेलवे बोर्ड को तोड़िये नहीं। उसमें आप एक एम्प्लॉईज का नुमाइंदा बतौर मेम्बर ले लीजिए और यूजर्स जो हैं रेलवे के, कुछ बिजनेस कन्सर्न्स के नुमाइन्दे रेलवे बोर्ड में ले लीजिए ताकि रेलवे बोर्ड को वाइडर कांसेप्ट मिल जाय।

दूसरी बात आपने कहा था कि रेलवे कामशियल ग्रंडरटेकिंग है, तो कामशियल ग्रंडरटेकिंग में तो एम्प्लॉईज को बोनस दिया जाता है। आप कृपा करके रेलवे के ग्रन्डर उनको बोनस दीजिए।

तीसरा प्वाइंट मैं रखना चाहता हूँ, एक बार पूनाचा साहब ने रेलवे एम्प्लॉईज को, विशेषकर के आफिसर्स को न्यू ईयर गिफ्ट दिया था। तो मेहरबानी करके क्लास टू तक के जो वाकी हैं उनको भी दे दीजिए ताकि वह भी कुछ राहत पा सकें। एक बात और है कि जिन गजटेड आफिसर्स को आपने न्यू ईयर गिफ्ट्स दिये थे उनमें यह भी देख लीजिए कि शिड्यूल्ड कास्ट आफिसर्स को भी कुछ दिया है या नहीं क्योंकि मैं समझता हूँ उनके साथ हमेशा ज्यादाती होती आई है। कम से कम उनमें से एकाध को तो दे दीजिए।

आपने अभी कुछ इन्स्ट्रक्शंस ईशू किए हैं कि जो स्ट्राइक के सिलसिले में कंसेज हैं वह वापस ले लिये जायेंगे। वह आर्डर्स अभी अधूरे हैं। मेरा दिवेदन है कि उन एम्प्लॉईज का कइयों को टाइम पर प्रोमोशन नहीं दिए गए, कइयों के ट्रांसफर कर दिये गए, कइयों को इन्तहान में बैठने नहीं दिया गया, मेहरबानी करके यह नामूर जो कि रेलवे सरविसिज शरीर पर बैठे हैं इनके, दूर कर दीजिए।

इसके अलावा एक इससे जुड़ी हुई बात और भी है कि 1960 में भी एक स्ट्राइक हुई थी, उसके भी कंसेज हैं, मेहरबानी करके आपने जो रियायतें इन 1968 की हड़ताल वाले एम्प्लॉईज को दी हैं वह उनको भी दे दीजिए।

दूसरी बात मैं यह कहना चाहता हूँ, इन्फाक की बात है, आप हरयाना को रेप्रेजेन्ट करते हैं, हरयाना से बोट लेकर यहां आये हैं तो हरयाना के लोगों का भी हक है आपके ऊपर। मेहरबानी करके दिल्ली से अम्बाला तक वाया करनाल और दिल्ली से सहापनपुर तक डबल लाइन कर दीजिए। मैं आप को बताऊँ, कटनी से बीना तक और बीना से भांसी तक डबल लाइन है जहां उसकी उतनी जस्टिफिकेशन नहीं है जितनी यहां है। तो इतना तो कम से कम कर दीजिए।

एक बात और कहकर मैं समाप्त करता हूँ। रेलवे बोर्ड के चेयरमैन के बगैर गाड़ी चल सकती है लेकिन प्वाइंट्समैन के बगैर गाड़ी नहीं चल सकती है। अगर आप एम्प्लॉईज को सेटिस्फाइड नहीं करेंगे तो रेलवे के ग्रन्डर एफिष्येंसी नहीं आ सकती और हमारे हरिजन एम्प्लॉईज की बहुत बुरी हालत रेलवे में है। आपको मालूम होगा प्री-पार्टीशन डेज में मुसलमानों की रिजर्वेशन नहीं थी लेकिन फिर भी मुसलमानों को रेप्रेजेन्टेशन देने के लिए अहमद कमेटी बंठी थी, डी-सीजा कमेटी बंठी थी जिसने अपनी सिफारिशात दी थी कि हर एक डिपार्टमेंटल कमेटी में और सेलेक्शन कमेटी में मोहमडन्स का रेप्रेजेन्टेशन हो तो क्या उस लाइन पर आप हरिजनों के लिए भी कुछ विचार करेंगे कि शिड्यूल्ड कास्ट के लोग उनमें हों? जगाधरी रेलवे बर्कशाप में आठ साल से ऐसे लोग हैं शिड्यूल्ड कास्ट के जिन्होंने इन्तहान पास किया है लेकिन आज तक प्रोमोशन नहीं दी गई, तो मेहरबानी करके इन प्वाइंट्स को आप देखिये और मैं आप से उम्मीद करता हूँ कि आप चूँकि मन्-

[श्री सूरज भान]

दूर प्रेमी हैं, इसलिए इन प्वाइंट्स पर जरूर ध्यान देंगे।

श्री बीरभद्र सिंह (महामू): अध्यक्ष महोदय, मैं एक ऐसे खुनाव क्षेत्र से आता हूँ जिम में कि एक इंच भी रेलवे लाइन नहीं है और एक ऐसे राज्य से आता हूँ जिसमें कि पिछले 20-22 सालों में स्वतन्त्रता के बाद एक इंच भी नई रेलवे लाइन नहीं बनी है। हिमाचल प्रदेश में आज भी वही रेलवे लाइन्स हैं जो कि स्वतन्त्रता के पहले थीं और उसमें हमारी माँगों के बावजूद किसी प्रकार की वृद्धि नहीं हुई है। आज इस सदन में भी और बाहर भी क्षेत्रीय असमानता की बात की जाती है और यह माँग की जा रही है कि डेवलपमेंट के मामले में सारे इलाके को एक साथ ले कर आगे चलना चाहिये। मगर मैं आप से यह कहूँगा कि अगर आज हमारे देश में असमानता पैदा हो गई है, क्षेत्रीय असमानता उभर कर आगे आ रही है, उस का सब से बड़ा जिम्मेदार रेलवे विभाग है। जहाँ जहाँ पर रेलवे लाइनें बनी हैं, वहाँ पर आप पायगें कि औद्योगिकरण हुआ है, कारखाने खुले हैं, इण्डस्ट्री-यलाइजेशन हुआ है, लेकिन जहाँ पर रेलवे लाइनें नहीं बनी हैं, वहाँ पर औद्योगिकरण नहीं हो सका। आज हिमाचल प्रदेश में, बावजूद इसके कि केन्द्रीय सरकार वहाँ के विकास के लिए बहुत कुछ कर रही है, जहाँ तक बड़े कारखाने खोलने का सवाल है, मीडियम दर्जे के कारखाने खोलने का सवाल है, एक भी कारखाना नहीं खुला है। जब भी हम किसी उद्योगपति को कहते हैं कि आप वहाँ आ कर कारखाना खोलिये, वह कहते हैं कि आप के यहाँ यातायात के साधन नहीं हैं, यहाँ पर रेलवे नहीं है, हम कैसे खोलें। जब हम रेलवे को कहते हैं कि आप रेलवे बनायें ताकि औद्योगिकरण हो सके, वह कहते हैं कि आप के यहाँ फंड्रोज नहीं हैं, रेलवे कैसे बनायें। न उद्योगपति कारखाने खोलना

चाहते हैं और न रेलवे विभाग रेलवे बनाना चाहता है। मैं समझता हूँ कि सही तरीका यही है कि पहले रेलवे विभाग वहाँ पर रेलवे बनाये, वहाँ पर यातायात के साधन उपलब्ध कराये, उस के बाद ही वहाँ पर औद्योगिकरण हो सकता है।

इसी सिलसिले में मैं मन्त्री महोदय को याद दिलाना चाहता हूँ कि हिमाचल प्रदेश की सरकार, वहाँ के संसद सदस्य और वहाँ की जनता ने बारबार यह माँग की है कि कालका तक जो ब्रोडगेज लाइन है, उसको परमानु तक बढ़ाया जाय। परमानु कालका से तीन चार मील के फासले पर है और कालका हरियाणा में है, जब कि परमानु हिमाचल प्रदेश में है। इस लिए हमारी यह माँग है कि इस रेलवे लाइन को परमानु तक बढ़ाया जाय।

हमारी दूसरी माँग यह है कि इस वक्त पठानकोट से जोगिन्द्र नगर तक जो नैरोगेज लाइन जा रही है, उसको आगे बढ़ा कर मन्डी तक ले जाया जाय, जिमसे काफी बड़े इलाके को फायदा पहुँच सकेगा। इसके अलावा हमारी एक यह माँग है कि जगाधरी से एक नई लाइन पांबटा साहब तक, जो जिला सिरमार में है, बनाई जाय। आप जानते हैं पांबटा साहब में कई कारखाने लगाने की स्कीम हैं—स्मेल्टिंग का कारखाना लगाने की स्कीम है, कागज का कारखाना लगाने की स्कीम है। अगर वहाँ पर रेलवे लाइन बना दी जाय, तो वहाँ बड़ी सुविधा मिलेगी। मुझे उम्मीद है कि मन्त्री महोदय इस तरह ध्यान देंगे।

मन्त्री महोदय से मेरी एक प्रार्थना यह है कि वन-अप और टू-डाउन यानी कालका मेल में, जो दिल्ली से कालका और कालका से दिल्ली के लिए चलती है, एक बड़े क्लास की बोयी

घोर बढ़ाने का प्रबन्ध किया जाय। इस समय जितनी बोगियां लगती हैं, उन में बिलकुल जगह नहीं होती है, इससे जनता को बहुत कुछ दिक्कत होती है। जब डा० राम सुभग सिंह रेलवे मंत्री थे, उस वक्त हम ने इसके बारे में उनको पत्र भेजा था और उन्होंने कृपा करके एक थर्ड क्लास बोगी दिल्ली से चण्डीगढ़ के लिए डलवा दी थी, उस से स्थिति में काफ़ी सुधार हुआ, परन्तु अभी भी यह काफ़ी नहीं है। इस लिए मैं मंत्री महोदय से दरखास्त करूंगा कि वह एक नई बोगी कालका और दिल्ली में इस ट्रेन में डालें ताकि यात्रियों को सुविधा प्राप्त हो सके।

श्रीमन्, अभी कुछ माननीय सदस्यों ने रेलवे में काम करने वाले कँजुअल लेबर का जिक्र किया। श्री जोशी जी तथा श्री कुण्ड ने खास तौर से इस बारे में कहा। पिछले साल संसद की कांटेक्ट लेबर बिल के बारे में नियुक्त ज्वाइन्ट सिलैक्ट कमेटी के मेम्बर के रूप में मुझे भी देश के कई शहरों में घूमने का मौका मिला और वहाँ हमें कँजुअल लेबरर्स के साथ जो दिक्कतें हैं, उन्हें देखने का मौका मिला। मुझे दुख के साथ कहना पड़ता है कि रेलवे विभाग कँजुअल लेबर का शोषण कर रहा है, उन से पूरा काम ले रहा है और उनके जो जायज हुक्क हैं उन से उनको बंचित कर रहा है। मेरी दरखास्त है कि आप कृपा कर इस केटेगरी को हटाकर इन को परमानेन्ट करें और इनको भी वही सुविधाएँ दें जो दूसरे परमानेन्ट मुलाजिमों को मिल रही हैं।

माननीय मंत्री महोदय ने जो बजट पेश किया है, इस से एक बात साफ जाहिर होती है कि रेलवे की जो आर्थिक स्थिति है वह इतनी अच्छी नहीं है जितनी कि होनी चाहिए। रेलवे मंत्री जी को मजबूर हो कर पहले कुछ भाड़ों में वृद्धि करनी पड़ी, जिस को कि किसी प्रेशर और दबाव के कारण उन को बाद में वापस

लेना पड़ा। मैं समझता हूँ कि रेलों की आर्थिक स्थिति की घोर हमारा ध्यान अधिक जाना चाहिए। रेलें हमारे देश की सबसे बड़ी पब्लिक प्रण्डरटेकिंग है, यदि इसकी आर्थिक स्थिति बिगड़ती है तो इसका सारे देश पर बड़ा असर पड़ता है। मैं यह समझता हूँ कि इसका सब से मुख्य कारण यह है कि हमारा जो रेलवे एडमिनिस्ट्रेशन है, वह बहुत ज्यादा टोप-हैवी है, उस पर बहुत ज्यादा व्यय हो रहा है। रेलवे मंत्री जी को चाहिए कि वे इस पर विशेष ध्यान दें।

रेलवे की ग्रामबनी का बहुत बड़ा लीकेज टिकट लेस टूर्वेलिग है, जिसको रोकने का विशेष प्रबन्ध होना चाहिए। हम यह भी देखते हैं कि रेलवे में सरकार के दूसरे महकमों की तरह से बहुत बड़े पैमाने पर फिज़ूलखर्ची है। यदि आप इस टाप-हैवी एडमिनिस्ट्रेशन को खत्म करेंगे, रेलवे की ग्रामबनी की लीकेज को रोकेंगे और इस में जो फिज़ूलखर्ची है उसको दूर करेंगे तो मैं समझता हूँ कि इस से आर्थिक स्थिति बहुत कुछ सुधरेगी।

श्री शिव चन्द्र भ्सा (मधुबनी) : उपाध्यक्ष महोदय, सकरी और पण्डौल के बीच में उगना हाल्ट खोलने की बात बहुत दिनों से चल रही है। रेलवे बोर्ड ने उसकी स्वीकृति भी दे दी थी, लेकिन जहाँ पर गांव वाले चाहते हैं, वहाँ पर नहीं बनाया जा रहा है। इस से वहाँ की जनता को कोई फायदा नहीं होगा। गांव वाले 4.7 पर इस हाल्ट को चाहते हैं, आपको हाल्ट खोलना है, इसलिए जहाँ गांव वाले चाहते हैं, वहाँ पर खोलिये। इसके सम्बन्ध में मैंने आपको चिट्ठी भी लिखी है, मेरा अनुरोध है कि जहाँ जनता इस को चाहती है, वहाँ पर बनावें। इस से आपका सर्व भी कम होगा।

बोचरडीह और निर्मली के बीच में परसा गांव के लिए हाल्ट का होना बहुत जरूरी है। इन दोनों स्टेशनों के बीच की दूरी 8 मील है, इसलिए परसा गांव के लोगों को बहुत दिक्कत

[श्री शिवचन्द्र भ्मा]

हो रही है। इस का सर्वे हो गया है, लेकिन काम आगे नहीं बढ़ रहा है, इस को शीघ्र बनाना चाहिये।

फांभरपुर और तमुरिया स्टेशनों के बीच में दीप गांव के पास हाल्ट की बहुत जरूरत है। बहुत बड़ी तादाद में वहाँ की जनता मेरे पास आ कर पूछती है कि यह हाल्ट कब तक हो जायगा। मेरा अनुरोध है कि इस हाल्ट को शीघ्र से शीघ्र बनायें।

चिकना फ्लैग स्टेशन बनाने की बात चल रही थी, सर्वे भी हो चुका है, लेकिन काम आगे नहीं बढ़ रहा है। चिकना फ्लैग स्टेशन बनने के बाद और घोषरडीहा स्टेशन के बीच एक हाल्ट बनाने की जरूरत पड़ेगी। मैं चाहता हूँ कि इस काम को जल्द से जल्द किया जाय।

अब मैं एक बहुत महत्वपूर्ण ट्रेन स्टार्ट करने की ओर आपका ध्यान खींचना चाहता हूँ, जो स्ट्रेटेजिक प्वाइन्ट आफ व्यू से और हिन्दुस्तान के डिफेन्स की दृष्टि से भी बहुत जरूरी है। मैं चाहता हूँ कि निर्मली और जयनगर के बीच एक नई सीधी गाड़ी शुरू की जाय।

निर्मली और सुपौल के बीच की रेलवे लाइन अंग्रेजों के जमाने में उखाड़ दी गई थी। जब हम लोग छोटे थे, 1937-38 में यह लाइन टूटी थी, लेकिन आजादी के 23 साल गुजर जाने के बाद भी यह लाइन अभी तक शुरू नहीं हुई है। इस ओर शीघ्र ध्यान दिया जाना चाहिए।

भूज और खावड़ा के बीच हम लोग सत्याग्रह के लिए गये थे, हम लोगों ने वहाँ पर देखा कि वहाँ की जनता को इस लाइन के न होने से बहुत कठिनाई हुई रही है, इस लाइन की व्यवस्था भी शीघ्र होनी चाहिए। इस को बढ़ा कर जनकपुर तक ले जाया जाय जिससे इसका

सम्बन्ध काठमांडू तक हो जायगा और इस प्रकार कन्याकुमारी से काठमांडू तक का रेल लिंक हो जायगा।

श्री शिव नारायण (बस्ती) : उपाध्यक्ष महोदय, मैं नन्दा जी से दरखास्त करता हूँ कि एअर-कण्डिशन कोच में आप बाढ़ लगवा दीजिए। अभी पिछले 13 मार्च को हमारे डा० राम सुभग सिंह इस गाड़ी में जा रहे थे, उन पर एटेक हुआ। शीशा तोड़ कर पाखाने के रास्ते आदमी अन्दर आया।

दूसरे—लखनऊ से दिल्ली और दिल्ली से लखनऊ सुबह एक मेल ट्रेन शुरू करवा दीजिए।

हमारे क्षेत्र में बस्ती शहर में जो रेलवे का क्रासिंग है, उस पर पुल का होना बहुत जरूरी है। घंटों तक पैसेन्जर रुका रहता है, जिससे वहाँ के लोगों को बहुत कठिनाई होती है।

THE MINISTER OF RAILWAYS (SHRI NANDA) : I am thankful to the hon. Members for the large number and variety of suggestions and views to which they have given expression in their speeches on several aspects of railway administration. I have followed all this with keen interest. I find that the main concern of the hon. Members was the creation of new facilities, especially for the areas with whose needs and conditions they are very intimately connected. I shall not be able to deal with all these things on account of the limitation of time. I have other opportunities, and I shall avail myself of those opportunities soon in order that I may acquaint myself and become conversant more fully with their viewpoints and I may have also occasions to discuss with them in detail various things regarding which it would not be possible for me in the very limited time to say very much now.

15.00 hrs.

I may assure the hon. Members that the letters which I receive from them and the views which they express on the floor of

this House are to me of very great importance. I learn a great deal from those communications and I endeavour to give very careful thought and attention to them and I study them. And as I arrive at conclusions I shall convey them to the hon. Members and make personal contact for further discussion so that we may arrive at, especially, some kind of consensus in Parliament regarding the way in which we want to handle and tackle the various intractable problems, the number of cases which I am facing and this country is facing and which are of very great interest to all of you.

I must confess that with regard to the many demands on the railways which have emerged in the course of these discussions, I would not be in a position in the present circumstances to give such answers as may carry any assurance, any satisfaction, to the hon. Members. I am very sorry I am called upon to give assurances. Several hon. Members have come and told me, "On this occasion, just say this much, that something will be done." I have seen the fate of various assurances in the past and I for one am not going to expose myself to this risk. The assurances given by my predecessors on the floor of this House are sacred for me also and if there is to be any change because of circumstances, I would like to share the facts and the consideration with the hon. Members.

While I am not able to paint a rosy picture regarding the various things which have been put forward here as to how and how soon they will be carried out, various demands made, I can also say that I have faith that in the course of time, with the co-operation of all, it may be possible to give a better response' a more favourable response. To present a better picture to the House than is possible at this stage.

I shall try to give to the House in a brief compass, the perspective of development of the railway system as I see it and the course it may take in the next few years. This has relevance because various things with which we will have to deal later on, regarding which I am called upon to give answers, depend upon a realisation and understanding of what is ahead of us and how well we are equipped now to deal with those things and, if there are deficiencies, how we are going to remove them.

It is better I do so than make any

vague assurances because it is a proper realisation, understanding, of the hard facts and their implications that alone can form the sound basis for any expectations which may be entertained regarding the possibilities of the system for the future.

In the course of my reply to the debate on the railway budget I stated briefly what I visualize as the role and the obligations of the railway system. I indicated then the limitations and handicaps under which we are labouring as well as the measures which I think should be adopted for the effective discharge of these responsibilities. Let me now define in some precise terms what these responsibilities are in the present context, in the context of the questions which have been raised here.

It is elementary that the railway system will have to develop a co-ordinated approach, a coordinated pattern of railway transport for both passenger and goods so that all the national needs are served adequately. The railway system shall have failed in its essential purpose if it is found that it is unable to provide adequately and efficiently for the traffic which arises in the course of the development of the economy of this country, particularly in industries like coal, steel, fertilizers and cement which are the base for the development of the economy of this country. It goes without saying that it has to develop a built-in preparedness to meet any emergency, may be in relation to defence or anything else, at short notice.

I want to bring out one thing which has a bearing on the capacity of the railway to do these effectively. These responsibilities are not for the railways alone to carry out in isolation. In any nation, particularly in a nation with a planned economy, there should be a coordinated approach to the development of the transport system of the country in which different forms of transport are assigned their appropriate place; in keeping with the needs of growing traffic in the country, the investment policies should be directed towards building up the right combinations of different transport services—transport by road, shipping, inland water, air etc.—and the administration of the various transport services has to be integrated with the help of the power of the State. This is inevitable in a planned economy and this is the context in which we have to view something which has exercised

[Shri Nanda]

he minds of hon. Members, which has figured in several speeches earlier, namely, rail-road competition, which has a close bearing on the kind of things which it is possible for us to do now but which we are unable to do now.

There should be no place for destructive competition between these two methods of transport, leading to the creation of idle capacity and wasteful use of scarce and valuable resources which is happening now. The relevance of these observations in this discussion lies in the loss of revenue that is being caused to the railways on account of the fact that the roads are taking over traffic, valuable high rated traffic for which the railways have already built up adequate capacity. It has also a bearing on our being constrained—this is another aspect—to maintain uneconomic lines where, at the same time, adequate alternative methods of transport have already grown up.

To conserve the resources of the nation and, at the same time, to avoid losses to which the railways are being subjected, on both these accounts, the railways on their side must first do all that is possible, make the maximum effort, to raise the level of efficiency and make available the services that are directed to the user to the utmost extent.

On the other hand, we are entitled to expect that some method of organisation will be devised to ensure that road transport does not encroach upon the sphere of the railways in the absence of any national justification.

There is another aspect. It must also be realised that if we lose Rs. 7 crores or so on uneconomic lines, there is so much less available for new lines. I do not want to create any apprehension in the minds of hon. Members that I am taking advantage of this occasion to introduce a departure from the existing policy. We shall try to improve and make viable as many of these lines as possible but where it is established that recurring losses are being incurred which are irretrievable; I hope, I shall have the support of the House in following a suitable course in respect of that.

Let me have a very quick glance at our past experience regarding the performance of the railways in relation to the demands on the system because it will throw some

light on the way in which we have to go ahead in future. Because of the inadequate allotment of funds in the Second Plan, the railways were not able to carry out the tasks set for them.

I remember the acute anxiety that was being experienced by those who were dealing with the planned development of the country because of the fact that we were not able to move coal which was being produced, the simple bottleneck being the railways. The net result was overcrowding of passenger trains and continued use of overage stock for passenger traffic. Regarding good traffic we were not in a position to lift all the traffic that was offered.

During the Third Plan enough resources were provided for the railways as a result of which adequate transport capacity was developed to meet the estimated requirements of various sectors of the economy. However, development in other sectors, particularly in agriculture and industry, did not come up to expectations with the result that the Third Plan ended with some surplus transport capacity. This creation of facilities and capacity not being used fully and, therefore economic loss to the nation was questioned several times.

Let us now have a look at what lies ahead. The main objectives of the railways' fourth plan naturally, is that for all the freight and coaching traffic that develops and is anticipated during the Plan period full provision has to be made.

Some hon. Member mentioned a little while ago the question of computers, the utilisation of electronics and various other innovations. In a vastly developing system it is not possible to carry on in the old way and we have to make use of all that research is able to place at our disposal. This modernisation of the system, therefore, is another very high priority and we will have to carry it out to the maximum extent subject of course to the availability of resources.

Another objective is accelerating the pace of gauge conversion to the maximum extent so as to extend the more efficient broad gauge system to areas of rapid economic development and high traffic potential.

A working group of the Planning Commission had gone into the railway's

fourth plan and they estimated the originating freight demand at the end of the Fourth Plan at 290 million tonnes. However, keeping in view the criticism of the Public Accounts Committee in regarding the estimation of railway traffic targets in the Third Plan as also the trends of growth in railway freight traffic over the previous five or six years, the Railway Minister considered it prudent to pitch the target of originating traffic at 265 million tonnes in 1973-74 as against 290 million tonnes. This was accepted by the working group and ultimately by the Planning Commission.

In order to cater for the level of traffic of this order, the Railways had initially estimated a requirement of Rs. 1700 crores. However, owing to overall paucity of resources, the allotment was reduced to Rs. 15.25 crores by the Planning Commission for the same target, that is, of 265 million originating tonnes. The major elements in this allotment of Rs. 15.25 crores are : Rs. 620 crores for rolling stock, Rs. 315 crores for line capacity works which include Rs. 60 crores for conversions, Rs. 200 crores for track renewals, Rs. 83 crores for new lines, Rs. 82 crores for electrification and some smaller amounts for other purposes. Of the allocation made for new lines, Rs. 55 crores will be required for completion of works in progress and Rs. 28 crores could be earmarked for taking in hand 800 kms. of new construction provided these are financially viable. Even Rs. 28 crores allotment, as I found later, has to be reduced by another Rs. 4 crores to Rs. 5 crores because some other things have been taken in hand, the Farakka barrage and some other works.

In view of the increasing demand from State Governments, from the public and from the Members of Parliament and, keeping in view the transport requirements of specific large industrial or mining projects or major port schemes and railways' own operational needs or those required for strategic considerations, the surveys have been or are proposed to be taken up in respect of schemes covering about 2000 kms. These are the surveys with regard to new lines.

The construction of new lines, generally involves heavy capital investment. As the railways have to pay a dividend of 6 per cent to the General Revenues on the capital

invested on such lines, only projects that give a return of 6.75 per cent on the additional investment should be considered financially viable. Generally, it is found that, unless the new line generates a heavy density of high rated goods traffic, the project will hardly be financially viable. In the circumstances, we have to be highly selective in the matter of determining new lines to be taken up for construction and priority will have to be given for such lines which are required for development of heavy industries, transport of mineral traffic and major port schemes etc. and, besides, lines required for strategic considerations. With Rs. 28 crores that is likely to be available for taking up new lines in the Fourth Plan, it is expected that we may be able to initiate construction of approximately 800 km. of new lines at a total estimated cost of about Rs. 75 crores. The surveys for the new lines extending over 2000 km. have either been completed or are in progress. The proposals for the Fourth Plan are expected to be select out of this depending on the results of the surveys, the economic viability of the projects and the relative priority which these lines will merit.

With Rs. 60 crores provision in the Plan, the conversion of specific sections to broad-gauge is being considered on merits of each case. A perspective Plan has been prepared for taking up the conversion to broad-gauge of about 3000 Kms of important arterial M. G. trunk routes in some parts of the country where the existing M. G. lines are even now running to near saturation limits. The total cost of these conversions is expected to be over Rs. 170 crores and subject to the availability of funds and laying down of priorities, the works are planned for completion within the next 10 to 15 years.

The financial basis of the Railway Programme in the next five years is the allocation of Rs. 585 crores out of the Plan funds and the contribution of Rs. 940 crores from sources within the Railways. This is coming to the crucial feature of the railway situation and the prospect for doing anything more for which there are numerous proposals and suggestions. A quick review now undertaken by us indicates that we are not likely to generate the resources expected of the Railways. Firstly, the financial performance in the year 1969-70 has not given the financi-

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ated results, in that against an expected surplus of Rs. 1.91 crores, we are now having a shortfall of Rs. 12.55 crores.

The operating results in 1970-71 will be only slightly better. I am afraid the Railways apart from Rs. 525 crores arising out of contributions to the Depreciation Reserve Fund, may not be able to generate internal resources of more than about Rs. 215 crores, leaving a gap of Rs. 200 crores in the funds required for the implementation of the Plan. Unless we can find ways of bridging this gap of Rs. 200 crores, there will be no funds available for completing the lines under construction, for taking up any new lines for gauge conversion, or for any upgrading of uneconomic lines. It is inconceivable that the nation will permit such a disruption of the railway programme. I may assure the House that the railways will do their best to curtail expenditure and to increase earnings and thereby try to augment their internal resources. But the very best we can do may not suffice. It will be more so if the surveys that are now in progress or will be undertaken enlarge the list of new lines of which economic feasibility is established. The proposals for new lines which have already been received make a total of 13,152 kilometres at a cost of Rs. 1266 crores. Even a small fraction of it will call for the creation of new resources of a very considerable size.

What are the ways open to us to meet this deficit, apart from the steep stepping up of the efforts by the Railways to improve their own performance? In the first place, I feel we are entitled to ask that whatever gap remains with regard to new investments needed for fulfilling the tasks entrusted to the Railways will be bridged by timely provision of additional funds out of the Plan allocations. I shall appeal to the Conventions Committee to place the liability of the Railways for dividends to the General Revenues on a more equitable basis. It will not be unreasonable on our part to expect that we will be allowed a fair set off for services which we perform below cost on social grounds or in national interest.

I have given these hard facts in order that no doubt may remain in our minds as to the very difficult situation in which we are placed and as to the urgency of taking effective and necessary steps at an early

stage so that we may not be found wanting when calls are made on the facilities of the railway and on our account the economy of the country may not suffer or its development may not be retarded. Of course, it will not be possible for us here and now to settle these matters, but it is my intention to have proper discussions on it with all concerned so that we may find suitable solutions for all these problems and difficulties.

I will now take up some of those things which arose during the course of the discussion. I am not sure whether Shri Onkar Lal Berwa is here now but I cannot help referring to certain things which he said. Hon. members would not like me to pay too much attention to his observations, specially with regard to my recent visit to Bombay. Whatever matters he has brought to the notice of the House during his speech will receive very careful consideration and attention and they will be dealt with promptly in spite of his rather unhelpful and poor advocacy. Probably those on whose behalf he takes up cudgels would have discovered that by the manner of his presentation, he does not add any strength to their case. He referred to my visit to Bombay for personal observation of the conditions there, especially with regard to suburban traffic and he passed the verdict that whatever I might have witnessed there personally is all meaningless and fruitless because I cannot bring about any change for the better, that I will not be allowed to do it for various reasons—those are his conclusions. Of course, if it were so, that will lighten my burden, but I don't take it in that sense. But he should have at least felt that he should be relieved of the urge to go on putting to me questions or proposals for future action. But he did not find any consistency in that and he went on reeling off at breathless pace dozens of grievances of all kinds, for which he expects immediate redress at my hands. I shall of course take all the action that is possible.

I will say something about my visit to Bombay, because it was raised here and several other Members mentioned, and I had two full days in Bombay and I feel satisfied that I have now a vivid idea and a clearer understanding of the problems in that area than all the notes and files on the subject could have given me. I have met and talked

to scores of people who could not have come to meet me in Delhi. I have seen many things which would not have come to my knowledge otherwise. I can now never become oblivious of the handicaps of the suburban passengers as human beings having shared that experience myself. I may not be able to bring to them much succour very soon but I am sure that they will understand that the best that is possible will be done for them. I mention a small thing which would never have occurred to me otherwise.

श्री क० ना० तिवारी : खाली बम्बई सुबरबन में यह हालत नहीं है, जहाँ भी थर्ड क्लास के पेमेन्जर चलते हैं, सब जगह यही हालत है।

SHRI NANDA : That is true ; I will go to the places which you will recommend and also, I wish to say, this is not the last visit, this is a part of a regular thing.

I found in several compartments right in front of the entrance big milk cans and huge baskets containing vegetables and other things brought in by vendors. They obstructed the way and made entry and exist much more difficult. It was almost impossible to get in or get out ; but I was able to effect my entry in the face of these difficulties. I suggested to the General Manager who was present with me that such use of the space in the train could be restricted to some compartment at one end of the train. This was accepted. On the spot some of the cans were removed and I was told that my suggestion would be carried out in future. This is a very small matter, but this illustrates how such personal inspection and experience can bring to light many things which otherwise may remain hidden. I went into the whole problem of overcrowding in the suburban trains. Both Central and Western Railways have already conducted a survey which had revealed that during the peak hours these trains are overcrowded to the extent of 70% on Central Railway and 80% on Western Railway in spite of the fact that in 1968-69 the number of suburban services is 56% more than in 1950-51 there being 1151 trains now as against 736 in 1950-51 on both these railways together. I talked to some people about the suburban peak. They say, well, it may be in other

countries also. Peak means 4 hours in the morning and 4 hours in the evening, 8 hours is the peak. The interval between two successive trains during the peak hours is now as short as 3 minutes. And it is not possible with the existing capacity and resources to increase the frequency any further.

I am however fully seized of the difficulties and the whole problem is being tackled in different phases. On the Central Railway seven pairs of additional suburban trains are being added from 1-4-1970 by more intensive utilisation and tighter turnaround of rakes. Our immediate problem is replacement of overaged Electric Multiple Unit coaches of which we have as many as 242 on our hands. These coaches being over 40 years old are giving a lot of trouble and indeed should have been replaced a long time ago.

Accordingly, whatever coaches are being turned out by the producing units are first being utilised for replacement only. This work will be completed within two years. These new coaches however have 35 per cent more seating capacity than the old ones, and their introduction would itself afford relief and reduce overcrowding to a considerable extent.

About another 240 coaches are likely to be produced in the last two years of the Fourth Plan, and these are being utilised for introduction of additional trains. But introduction of additional train services, however, requires additional terminal and sectional capacity for which provision is being made. I was talking about three phases, immediate measures, and then in the course of the next two years or so, more coaches to be produced and then additional facilities being provided. Provision has been made in the Fourth Plan for the replacement of 240 coaches and to provide an additional 451 coaches up to March, 1971. The difficulty which has arisen is this, and I could realise it after discussions : although it may have obstructed our progress, I feel that it is not insoluble. We have a programme and we have placed orders for certain equipment in order to produce these coaches. But the delivery is not taking place according to the programme, and months pass. It is not as if it has to come from foreign countries. That is being produced in every manufacturing establishment within the country. It will be my business now, having seen all

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that, to go to those establishments and ask them to do it quickly, find out what their difficulties are so that we could try to remove those difficulties, so that the passengers could be relieved of this hardship owing to congestion and overcrowding.

SHRI SPADHAKAR SUPAKAR (Sambalpur) : Let him go in disguise in future.

SHRI NANDA : When I go in disguise, then I am told...

SHRI SURENDRANATH DWIVEDY : He is so well known. How can he go in disguise ?

SHRI KANWAR LAJ GUPTA (Delhi Sadar) : Let him go in *burkha*.

SHRI NANDA : At Ghaziabad I went by car and then I took off my cap and then went and saw the conditions. My visit to Bombay was a planned visit. I am going to have such visits at other places also, and if the visit is going to be *in cognito*, then nobody will know it, and the hon. Members also will not know it.

As my hon. friend Shri K. N. Tiwary has pointed out, this question of overcrowding is not restricted to suburban traffic only, though it is much more there, because of the commuters who have to move up and down every day, and it is not just an occasional experience, day and night : therefore, its importance increases. As was pointed out, people had to move on the roofs of trains. I know that same deaths have occurred on that account and some accidents have occurred due to that, and these must be stopped. All that I can do is to explore every possible avenue of bringing to an end these disgraceful conditions. As to how far I shall succeed and what the results will be, I shall, as I have been asked so to do, report to the House and seek its help and point out where my limitations arise in doing other things.

As regards the accident that occurred in Bombay, some hon. Members had seen it themselves. I think my hon. friend Shri Surendranath Dwivedy had also seen it. I would like to say something about it, not all that needs to be said, because there is an

inquiry into it. The Additional Commissioner of Railway Safety, Bombay, has commenced his statutory inquiry into the accident, on 23rd March. Therefore, whatever may be our views and impressions, we cannot now go into the causes ; they will be disclosed after the inquiry, and whatever action has then to be taken in the light of whatever is revealed there will be taken.

SHRI SURENDRANATH DWIVEDY : The railway doctors have done a wonderful job there.

SHRI NANDA : I was in hourly touch and I was being informed of the position from time to time. Immediate attention was given, and all the help that could be provided was made available. I am very glad that the hon. Member Shri Surendranath Dwivedy saw it for himself. *Ex-gratia* payment was made promptly. But the feature which must draw our attention is that due to overcrowding, a number of people were hanging by the door handles. They were hanging outside ; if only they had been inside, nothing would have happened. That is one part of it. But this is happening every day. But why was it that this accident occurred on that occasion ? It is said that there was some obstruction outside and so on, regarding which I would not like to say anything in great detail now, but regarding which action has been taken on our side.

I have taken action to see that such obstruction as has brought about this accident should not occur in future. Letters have issued that a foot by foot survey should be made of the whole of the area not only in these lines but on all suburban lines so that any possible obstruction can be located and removed so that such difficulties may not arise in future.

SHRI N. K. SANGHI : Why not provide automatic door closers in suburban trains ?

SHRI NANDA : If there is agreement about it, I think we should do it. But I was told that past experience is that this will not be tolerated.

AN HON. MEMBER : It will be very warm.

SHRI NANDA : We will go into it in greater detail later. Remedial action has been taken and I hope we will never be faced with such a thing which has caused so much injury, pain and hardship to so many people in that area.

I will hurriedly deal with a few other points. Shri Samar Guha had written to me about his experience in Rajdhani Express regarding drinking by passengers which causes trouble, nuisance and embarrassment for other passengers. I have looked not it. There is no legal power to bar it, but we will try to do whatever can be done by persuasion and such methods so that we can improve matters.

श्री कंवर लाल गुप्त : कानून क्यों नहीं बनाते हैं ? कानून बनाइये इसके बारे में ।

SHRI NANDA : We shall go into that.

SHRI KANWAR LAL GUPTA : Why does he not ban public drinking on the railways ? What is the difficulty ?

SHRI NANDA : I cannot off hand say there will be a law. I have to go into the pros and cons of this question.

Then Mansi was a matter of very great interest to the hon. Member, Shri Kameshwar Singh. He wanted an answer and here it is, I am inviting him to accompany me to Mansi ; I am reaching there on the 4th. Secondly, I have tried and, I believe, successfully removed the apprehension, worry and anxiety of the hon. member. He reminded me of having a meeting with various Ministries so that dilatoriness is cut short and a decision arrived at. I have held that meeting ; we have come to a decision and the work will be taken up immediately. Necessary adjustments between the Ministries as to who has to pay what and who has to carry it out will be made. Therefore, that problem is solved and work will start immediately and whatever is possible to be done to protect that area from erosion will be done.

SHRI B. K. DASCHOWDHURY : What about branch lines for the flood-affected areas on the N. F. Rly. in the Jalpaiguri, Siliguri area ?

SHRI NANDA : If I take up individual cases, now, it will not be possible for me to

deal with all. But I give the assurance that I will communicate with all. But I give the assurance that I will communicate with him and share with him all my information. Where a decision has not been taken, I certainly cannot give an answer immediately.

SHRI S. KUNDU : Why not visit that area ? He wanted the Minister to pay a visit to that area.

SHRI NANDA : That is certainly not very difficult.

SHRI B. K. DASCHOWDHURY : Why not fix up a time by the end of April ?

SHRI NANDA : By the end of next year.

I am always very cautious in dealing with the question of the employees because of my past association with them for more than 25 to 30 years as a working trade unionist, so that I may not import any bias in dealing with their problems. On the question of casual labour, the very words 'casual labour' sets up some kind of adverse reaction in my own mind because I have been against casual labour and contract labour all these years but even then I realise that there are certain conditions in which work cannot be done except by making some contract arrangements. Some duties are such that a person may be here today and may not be here tomorrow. There is maintenance on a particular section and that work stops, you cannot carry the load of all those who are brought in to work. Therefore, a certain amount of casual labour is inescapable. Though a person may be here today and somewhere else tomorrow, he is a human being whose interests have to be safeguarded. Therefore, there is a provision that after six months persons who have been casual workers, except when it is construction work or some such thing for which thousands have to be engaged and they have to go on to other projects, should become temporary workers getting practically the same pay and other benefits. Then, among the temporary workers, the arrangement is that as soon as any vacancies arise, they are given priority, they are put on the top of the list, there is relaxation regarding their age limit and various other considerations are shown to them. Not that I am fully satisfied. I have told my colleagues

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In the Ministry that I want to have a very close look at this problem.

श्री एस० एम० जोशी : चार लाख कैंजुअल लेबरर्स तो नहीं होने चाहिये ।

श्री बा० ना० तिवारी (गोपालगंज) : होता यह है कि उन कैंजुअल लेबरर्स को एम्पलाय किया जाता है और छः महीने से पहले ही उनको आठ दस दिन के लिये हटा दिया जाता है। इस तरह उन के छः महीने कमी पूरे नहीं होते हैं। इसकी क्या रेमेडी है ?

SHRI NAMBIAR : Workers have been treated as casual for more than ten years.

SHRI NANDA : There is a very large number of casual workers, I know that. It may be because of the dimensions of our activities, a long track the maintenance needs, etc. but I do not know immediately the solution. We will try to work towards it, to see that a larger proportion have some prospect for the future. As to how it should be created, I would like to look into that.

SHRI S. KUNDU : Would you like to set up a commission or a committee ..

SHRI RANGA (Srikakulam) : There was a committee recently.

SHRI S. KUNDU : ...of Members of Parliament to go into this matter ? The wage difference of casual labours between Bengal and Orissa is from Rs. 40 to Rs. 60. because they say the civil authorities have to give a report for a minimum wage: Why this is insisted upon only for casual labour and not for Class I, Class II or Class III posts ? Why do you not see that minimum wages are given irrespective of whether the civil authorities give a report or not ? Even this small step will give lot of relief.

SHRI NANDA : Where legislation is applicable, certainly it should be done, there should be no difficulty about it.

SHRI NAMBIAR : They should be absorbed at least after three or five years. You put any limit. Now there is no limit. For 15 years people have remained as casual

labour. The administration has vacancies, but it is not filling them up. It is deliberately done. I can show you any number of cases. Please put some limit.

SHRI NANDA : The information is given by the hon. Member and I have already taken that into account and I have asked the officers why there is such a large number and whether a larger proportion could not be put on more permanent basis. At any rate association for such a long period with the railways entitles them to better consideration.

श्री एस० एम० जोशी : बम्बई स्टेट में जो वर्क-चाजर्ड लेबर था, उसके बारे में जो व्यवस्था की गई, वही व्यवस्था तीन-चार लाख कैंजुअल लेबर के बारे में की जा सकती है। लेकिन दिमाग लगाना पड़ेगा।

SHRI NANDA : I do not claim any kind of superiority to say that I shall be able to do what others could not do. I shall try my best and shall let hon. Members know the outcome of my efforts. There were other aspects such as Commercial Clerks and other classes of workers. I shall deal separately with these matters ; it is included in my general statement. With the help of such hon. Members here and in Rajya Sabha who are conversant with their conditions and problems without setting up a formal committee which will take months and months, we shall quickly sit down and see if we can arrive at certain conclusions. The same answer applies to licensed porters also.

I am in a difficulty about the unions. I met the representatives of both the federations when I went to Bombay and told them : why have you to come separately, why not together ? They came together. With such good offices as I am able to render, they would like to have that. On the one side we are moving in that direction and on the other we have to recognise and deal with a large number of category-wise unions which is not proper. I realise also the other aspect that these workers must have some problems and some difficulties for which they are not able to get remedies. We should also look into that so that arrangements are made to their satisfaction. I was told by the

unions that because some worker can have the good offices of the Members of Parliament and use that medium and can get things brought to our notice, they received earlier attention and their contention was that some help was given to them and that encouraged this kind of fragmentation in the organisation. (Interruptions).

SHRI S. KUNDU : It is not that. You should not sabotage the effort of individual Members to redress certain grievances. You should not pay any attention to it. What is the need for the representatives in this sovereign Parliament if the Board should decide all these things. (Interruptions.)

SHRI NANDA : It was the Board which told me about the category-wise unions; they may have many shortcomings but this was not one of them; it was the federations.

I am not accepting that position. You may say that the federations have vested interests; may be so. All I say is that I shall try to bring all these employees in various sections together, apart from the question of recognition, and find out how there can be a proper adjustment of their right and their claims. I shall try to do that.

SHRI NAMBIAR : You can evolve a formula how it can be done.

SHRI NANDA : We shall discuss that. I am glad that the hon. Members of Parliament are writing. If things are so streamlined, if nothing is delayed and all grievances are promptly looked into and settled to the satisfaction of the employees concerned, it will not be necessary to come to Members of Parliament. As things are it has become inevitable and so they come to Members of Parliament to ventilate grievances.

Then, about the cases: some want only one class and no air-conditioned coaches. We shall examine this.

SHRI P. M. MEHTA : What about the constitution of an independent, judicial machinery for the redressal of the grievances of the railway employees?

SHRI NANDA : This is going to be my early concern. I am looking into this. I am meeting the representatives of the various

bodies. There is a machinery at various levels and there is also a Joint Consultative Machinery which has been set up. But I am going to examine this, and whatever further can be done, and can be thought of, we shall go into it.

SHRI SURAJ BHAN : Upgrading of Class II and Class III posts. (Interruption.)

SHRI NANDA : The question of catering has been referred to by several hon. Members. I have personally gone and seen things and brought samples myself, and I would not say anything immediately, but I believe a great deal has to be done to improve things in that respect.

About the administration, and the plea for the abolition of the Railway Board, well, it is not the Board but it is the whole railway system which has to be condemned or given some appreciation or given some credit for whatever good is being done or whatever bad is being done: the whole system—and including the Minister. The Minister cannot escape responsibility and say it is the Board. What is the Minister for? If the Board needs to be changed, if the system needs to be changed, let the Minister do that.

SHRI NAMBIAR : We are requesting you to do that. We plead with you to do that.

SHRI S. KUNDU : It seems we are the Ministers and you are in the Opposition!

SHRI NANDA : In the other House I gave 11 points, very simple, not spectacular. I would not take the time of the House in going through them—but one of them is that I will have a close look into the whole organisation and the system to find out where re-organisation and changes are required. Even if there are changes which may possibly lead to a great deal of overhaul, that will have to be done. If it means that a number of persons ought not to be there in their present position, that will also have to be faced. I am not afraid of that. But I may also add that when we talk of the Board, it is not as if some fixture is there; that they have been there for all the time and they are responsible for all that is bad. They do not descend from above; they come through the various layers of the organisation from very small posts; they first

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come as engineers, as supervisors, as people in charge of transportation, commerce, this and that. And they come to the level of General Managers; and so we would be condemning all! When there are very many mistakes, many wrong things, we have to condemn that; but not in this sweeping way; it does not help.

SHRI NAMBIAR : We are not condemning any individual. What we are against is the system, the power, the authority; that is what we are condemning.

SHRI NANDA : Well, into that system we shall go thoroughly, and personally I believe also. and I have seen enough to know that changes, improvements, reform, are due. I have gone into the report of the Administrative Reforms Commission and the Study Team. They have made certain recommendations. There are more things which a person sitting and working inside will know, and I hope we will be able to do those things including such improvements as are to be effected in the organisation at the top level of the railway system.

Then they question of delays was one of the things which occurred and arose in the several comments here: that things are not done quickly enough. Something was brought to my notice of what my predecessor in the third degree had assured and which has still not been done.

SHRI RANGA : They gave assurances in the House one after the other. Now all of them have gone. The Railway Board is still there but it is not doing anything at all.

SHRI NANDA : I will take all the blame on myself. Because, if the Railway Board is brought in, I am responsible. I will be answerable for everything; not the Railway Board. Therefore, please ask me questions, why I have done this and that. If I am not able to answer them satisfactorily, please do whatever you like with me.

श्री रामधन (लालगंज) : माननीय रेलवे मंत्री से एक प्रश्न है कि माननीय श्री जगजीवन राम जब रेलवे मंत्री थे तो शिड्यूल्ड कास्ट

एण्ड शिड्यूल्ड ट्राइव्स एम्पलाइज के हितों के सेफगार्ड के लिए क्लास बन ग्राफिसर्स हर जगह अप्वाइंट किये थे और उसको बाद में बन्द कर दिया गया, तो क्या उनको फिर से रिवाइव करेंगे।

SHRI NANDA : I shall see that.

I have realised that it is not any cleverness on my part or my experience which is going to help me to set things right. Without the co-operation of a large number of persons working in the railways, it will not be possible for me to do anything. I must declare here that some of the best people are in the railways. It is true that there are some bad people also. It is only with the help and the co-operation of good elements that I will be able to do anything. Therefore, I do not want to discourage the entire organisation. I will be useless if I do not stimulate and motivate those who are going to do these things.

SHRI S. KUNDU : Incidentally, one question arises. The ARC has recommended that the recruitment for the members of Railway Board should be from the General Managers of all the Railways and it should be purely on the basis of efficiency and merit and not on seniority. Are you going to implement that? Will you give an assurance? Then, you should abolish all the Additional Members as recommended by A.R.C.

SHRI NANDA : Along with the other suggestions, what the hon. Member has said also will be taken into full consideration.

I now come to my last point. As I have said, we are incurring losses. We have wiped out our reserves. We have incurred very heavy indebtedness and we have to pay a huge sum as interest every year. You can realise the consequences of that. Many things have to be done to remedy the situation. Among other things I have indicated, there is one thing to which I will draw your attention and seek your help. Some of the losses occur for causes which have nothing to do with the railways and for which the railways cannot be blamed. Sometimes people come and attack the staff, harass

them and even kill them, even though they have done no harm. Sometimes, some people stop the train unnecessarily at one point with the result that it reaches another place very late. At that point also people get agitated and destroy railway property and harass and injure our staff. In such circumstances, how is the railway to perform its functions efficiently and make up for the losses which arise on that account ?

Then, again, take ticketless travel. We want to see that it diminishes so that we are able to plug this loophole in our income. But when we catch these people and try to collect excess fare from them, they again attack the staff. This has happened very recently. One ticket checker collected Rs. 80 as excess fare from some students. At the next halt a number of people collected and compelled the guard to give back the Rs. 80 which had been collected. He was forced to borrow that amount so that he could return Rs. 80.

The railways suffer quite a lot on account of the law and order situation. Many of the agitations have not the remotest connection with railways. Yet, railway trains are stopped and railway property destroyed. This is happening in various parts of the country.

Then, some of the States want me to continue the uneconomic lines because they feel interested in them. On my turn, I tell them "I am suffering because of these agitations ; please help me ; I should have more assistance from police in these matters".

Then, because of thefts and pilferage crores of rupees are lost every year. Recently in Bombay I was told by a passenger who was sitting there that two fans were removed from trains in his presence.

I said, "Why did you not do something ?" He said, "I would have been killed if I raised a hue and cry and if I set up a howl". These are the conditions in which we have to function. Therefore outside the realm of the railways there are conditions which are militating against any progress, economy, improvement and efficiency. We will have to deal with these conditions and I hope that we will have the co-operation and help of all the Members.

16.00 hrs.

MR. DEPUTY-SPEAKER : Now, I am putting the cut motions to the vote of the House.

SHRI K. P. SINGH DEO (Dhenkanal) : We had raised some very important issues.....

MR. DEPUTY-SPEAKER : Order, order.

SHRI K. P. SINGH DEO : If you do not give protection to us, it is no use our raising questions. Here is the leader of an all India party who raised the same issue.

MR. DEPUTY-SPEAKER : Now we are at the stage of considering the cut motions.

SHRI RANGA : My hon. friend, Shri Sing Deo, had made a number of points. None of them has been answered by him at all. The same points with greater vigour had again been stressed by no less a person than the Leader of the PSP and no answer was given by the hon. Minister.

MR. DEPUTY-SPEAKER : I understand that all the points are important.

AN HON. MEMBER : Therefore they need to be answered

SHRI RANGA : Therefore you can allow him to get away with it...*(Interruption)*

MR. DEPUTY-SPEAKER : If I have understood the Minister aright, I have understood him to say that about other points that have been made by Member in their speeches or in writing, they are invited to meet him and discuss them with him.

SHRI RANGA : Then, what is the use of making points here ? Let me bring to your notice the earlier precedent and practice in this House. In regard to points to which the hon. Minister is not able to give any answer on the spot in the House, earlier the practice had been that the Minister took the trouble of inquiring into them with the help of his own experts and sent a reply to Members concerned stating

[Shri Ranga]

whether he was going to accept them ; if not, to what extent he was going to oblige and if he was not able to accept the suggestion why he was not able to accept the suggestions...*(Inter-upt on)*.

MR. DEPUTY-SPEAKER : I think, the Minister has heard the suggestion

SHRI NANDA : I have and I accept it.

MR. DEPUTY-SPEAKER : Now I am putting the cut motions to the vote of the House.

I will put all these cut motions, one after another to the vote of the House. First I will put cut motions one after another to the vote of the House. First I will put cut motion No. 98 moved by Shri Kanwar Lal Gupta to the vote of the House.

SHRI KANWAR LAL GUPTA : You may kindly read it. Otherwise, the Members will not know what it is about.

MR. DEPUTY SPEAKER : All these have been circulated to the Members. They are supposed to know them.

The question is :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Increase in rates for parcel Traffic for Vegetables books, Khaddar, Milk and Newspaper. (98).]

The Lok Sabha divided :

Division No. 16] AYES [16.11 hrs.

Behera, Shri Baidhar
Bhagaban Das, Shri
Brij Bhushan Lal, Shri
Chakrapani, Shri C. K.
Daschowdhury, Shri B. K.
Dasa, Shri C.
Deo, Shri K. P. Singh
Dwivedy, Shri Surendranath
Eathose, Shri P. P.
Ghosh, Shri Ganesh

Gowda, Shri M. H.
Goyal, Shri Shri Chand
Guha, Shri Samar
Gupta, Shri Kanwar Lal
Jha, Shri Shiva Chandra
Kameshwar Singh, Shri
Khan, Shri Ghayoor Ali
Kripalani, Shrimati Sucheta
Mehta, Sri Asoka
Menon, Shri Viswanatha
Mrityunjay Prasad, Shri
Murti, Shri M. S.
Nambir, Shri
Ranga, Shri
Sapre, Shrimati Tara
Sarma, Shri A. T.
Satya Narain Singh, Shri
Sen, Shri P. G.
Shah, Shri T. P.
Sharma, Shri Beni Shanker
Sheo Narain, Shri
Supakar, Shri Sradhakar
Suraj Bhan, Shri
Viswanathan, Shri G.

NOES

Babunath Singh, Shri
Bajpai, Shri Vidya Dhar
Barupal, Shri P. L.
Bhandare, Shri R. D.
Bhattacharyya, Shri C. K.
Bohra, Shri Onkar Lal
Chanda, Shrimati Jyotsna
Chandrika Prasad, Shri
Chatterji, Shri Krishna Kumar
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh
Chavan, Shri D. R.
Dasappa, Shri Tulsidas
Deshmukh, Shri B. D.
Dinesh Singh, Shri
Gandhi, Shrimati Indira
Ganesh, Shri K. R.
Ganga Devi, Shrimati
Gautam, Shri C. D.
Gavit, Shri Tukaram
Ghosh, Shri Parimal
Girja Kumari, Shrimati
Hem Raj, Shri
Iqbal Singh, Shri

Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kusbok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Marandi, Shri
 Master, Shri Bhoia Nath
 Misra, Shri Bibhuti
 Mulla, Shri A. N.
 Nanda, Shri
 Pahadia, Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Paokai Haokip, Shri
 Parthasarathy, Shri
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Sawrup, Shri
 Randhir Singh, Shri
 Roy, Shri Bishwanath
 Roy, Shrimati, Uma
 Saboo, Shri Shri Gopal
 Sadhu Ram, Shri
 Saha, Dr. S. K.
 Saigal, Shri A. S.
 Saith, Shri Ebrahim Sulaiman
 Sanghi, Shri N. K.
 Savitri Shayam, Shrimati
 Sen, Shri Dwaipayana
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddeshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Sunder Lal, Shri
 Surendra Pal Singh, Shri

Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Uikey, Shri M. G.
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The *result of the division is : Ayes—34 ; Noes—84.

The motion was negatived.

MR. DEPUTY-SPEAKER : I will now put cut motion No. 113 in the name of Shri Kanwar Lal Gupta to the vote of the House.

Cut motion No. 113 was put and negatived.

MR. DEPUTY-SPEAKER : I will now put cut motions 31, 412A and 815 standing in the name of Shri S. Kundu to the vote of the House. Those in favour may say 'Aye' and those against may say 'No'.

SOME HON. MEMBERS : Aye.

SEVERAL HON. MEMBERS : No.

MR. DEPUTY-SPEAKER : The Noes have it, the Noes have it.

SHRI S. KUNDU : The Ayes have it, Sir.

MR. DEPUTY SPEAKER : You cannot ask division on many cut motions together.

SHRI S. KUNDU : On a point of order I earlier said I want Division, but you put it.

MR. DEPUTY-SPEAKER : Mr. Kundu, you cannot ask a division in advance. It is only when a particular cut motion is put you can ask for division.

Cut motions No. 31, 412A and 815 were put and negatived.

*The following Members also recorded their votes :

AYES : Sarvabri S. Kundu and Balraj Madhok

NOES : Shri M. Sudarsanam.

MR. DEPUTY-SPEAKER : Now I will put out motion 492 standing in the name of Shri Nambiar to the vote of the House.

Cut motion No. 492 was put and negatived.

MR. DEPUTY-SPEAKER : Now I will put out motion No. 496 to the vote of the House. The question is :

"That the Demand under the head Railway Board be reduced by Rs. 100."

[*Need to bring casual labour on railways on the Central Pay scales and to grant all normal facilities to them 496*].

The Lok Sabha divided :

Division No. 17] AYES [16.14 hrs.

Behera, Shri Baidhar
 Bhagaban Das, Shri
 Chakrapani, Shri C. K.
 Daschowdhury, Shri B. K.
 Dass, Shri C.
 Deo, Shri K. P. Singh
 Dwivedy, Shri Surendranath
 Easthose, Shri P. P.
 Goyal, Shri Shri Chand
 Kameshwar Singh, Shri
 Khan, Shri Ghayoor Ali
 Kripalani, Shrimati Sucheta
 Madhok, Shri Bal Raj
 Mehta, Sri Asoka
 Menon, Shri Viswanatha
 Mrityunjay Prasad, Shri
 Murti, Shri M. S.
 Nambiar, Shri
 Ranga, Shri
 Sapre, Shrimati Tara
 Sarma, Shri A. T.
 Sen, Shri P. G.
 Shah, Shri T. P.
 Sharma, Shri Beni Shanker
 Shoo Narain, Shri
 Supakar, Shri Sradhakar
 Suraj Bhan, Shri
 Viswanatham, Shri G.

NOES

Babunath Singh, Shri
 Bajpai, Shri Vidya Dhar
 Barupal, Shri P. L.
 Bhandare, Shri R. D.

Bhattacharyya, Shri C. K.
 Bohra, Shri Onkarlal
 Chanda, Shrimati Jyotsna
 Chandrika, Prasad, Shri
 Chaturvedi, Shri R. L.
 Chaudhary, Shri Nitiraj Singh
 Chavan, Shri D. R.
 Dasappa, Shri Tulsidas
 Deshmukh, Shri B. D.
 Dinesh Singh, Shri
 Gandhi, Shrimati Indira
 Ganesh, Shri K. R.
 Ganga Devi, Shrimati
 Gautam, Shri C. D.
 Gavit, Shri Tukaram
 Ghosh, Shri Parimal
 Girja Kumari, Shrimati
 Hem Raj, Shri
 Iqbal Singh, Shri
 Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Mahida, Shri Narendra Singh
 Marandi, Shri
 Master, Shri Bhola Nath
 Mishra, Shri Bibhuti
 Nanda, Shri
 Pahadia, Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Paokai Haokip, Shri
 Parthasarathy, Shri
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swarup, Shri
 Randhir Singh, Shri
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Saboo, Shri Shri Gopal
 Sadhu Ram, Shri
 Saba, Dr. S. K.
 Saigal, Shri A. S.

Sait, Shri Ebrahim Sulaiman
Sanghi, Shri N. K.
Savitri Shyam, Shrimati
Sen, Shri Dwaipayan
Sethi, Shri P. C.
Shambhu Nath, Shri
Shastri, Shri Biswanarayan
Shastri, Shri Sheopujan
Sher Singh, Shri
Shinde, Shri Annasahib
Shiv Chandika Prasad, Shri
Shukla, Shri Vidya Charan
Siddeshwar Prasad, Shri
Sinha, Shri Mudrika
Snatak, Shri Nar Deo
Sudarsanam, Shri M.
Sunder Lal, Shri
Surendra Pal Singh, Shri
Swaran Singh, Shri
Thakur, Shri P. R.
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tula Ram, Shri
Uikey, Shri M. G.
Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The *result of the Division is : Ayes— 28 ; Noes—83.

The motion was negatived.

SHRI MRITYUNJAY PRASAD (Maharajanj) : On a point of order, Sir.

MR. DEPUTY-SPEAKER : When the lobbies are cleared, no speeches are recorded.

SHRI SURENDRANATH DWIVEDY : If there is a demand for division on a cut motion you have to clear the lobby again because the members may be waiting there and they should be allowed to come in. This is not proper.

MR. DEPUTY-SPEAKER : Even for a fraction of a second Members have not got up from here.

SHRI SURENDRANATH DWIVEDY : I think you are making a mistake. Members who after listening to the bell may not be able to come in, they may come when the next division is taken up.

MR. DEPUTY-SPEAKER : If you want the lobbies to be cleared on every division, I am prepared to do it. But I only wanted to save the time of the House. The question is :

"That the demand under the head Railway Board be reduced to Re. 1." [Failure to open lines between Nirmoll and Sapaul Stations (NER) (530)].

The Lok Sabha divided :

Division No. 18] AYES [16.21 hrs.

Basu, Shri Jyotirmoy
Behra, Shri Baidhar
Bhagaban Das, Shri
Chakrapani, Shri C. K.
Daschowdhury, Shri B. K.
Esthose, Shri P. P.
Gowda, Shri M. H.
Guha, Shri Samar
Jha, Shri Shiva Chandra
Kameshwar Singh, Shri
Khan, Shri Ghayoor Ali
Kundu, Shri S.
Menon, Shri Viswanatha
Nambiar, Shri
Saboo, Shri Shri Gopal
Sarma, Shri A. T.
Satya Narain Singh, Shri
Sen, Shri Deven
Sen, Shri P. G.

NOES

Babunath Singh, Shri
Bajpat, Shri Vidya Dhar
Barupal, Shri P. L.
Bhandare, Shri B. D.
Bhattacharyya, Shri C. K.
Chanda, Shrimati Jyotana
Chatterji, Shri Krishna Kumar
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh
Chavan, Shri D. R.
Dasappa, Shri Tulsidas
Deshmukh, Shri B. D.
Dineah Singh, Shri
Gajraj Singh Rao, Shri
Gandhi, Shrimati Indira
Ganeah, Shri K. R.
Ganga Devi, Shrimati

*The following Members also recorded their votes :

AYES : Sarvashri Samar Guha, S. Kundu, Kanwar Lal Gupta and N. Shivappa.

NOES : Shri Virbhadra Singh and Shri Krishna Kumar Chatterji.

Gautam, Shri C. D.
 Gavit, Shri Tukaram
 Ghosh, Shri Parimal
 Girja Kumari, Sbrimati
 Hem Raj, Shri
 Iqbal Singh, Shri
 Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Khan, Shri M. A.
 Kotoki, Shri Lifadhar
 Kuroel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Marandi, Shri
 Master, Shri Bhola Nath
 Mishra, Shri Bibhuti
 Mulla, Shri A. N.
 Nanda, Shri
 Pahadia Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Parthasarathy, Shri
 Patil, Shri S. B.
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swarup, Shri
 Reddi, Shri G. S.
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saha, Dr. S. K.
 Saigal, Shri A. S.
 Sait, Shri Ebrahim Sulaiman
 Sanghi, Shri N. K.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayana
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shashi Bhushan, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shiv Vidya Charan
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika

Snatak, Shri Nar Deo
 Sudarsanam, Shri M.
 Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Uikay, Shri M. G.
 Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The result* of the Division is :

AYES 19 ; NOES—82.

The motion was negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to appoint a separate Pay Commission to give a special and separate Report for Railway Employees (48)].

The Lok Sabha divided :

Division No. 19] AYES [16.23 hrs.

Basu, Shri Jyotirmoy
 Behera, Shri Baidhar
 Bhagaban Das, Shri
 Brij Bhushan Lal, Shri
 Chakrapani, Shri C. K.
 Daschowdhury, Shri B. K.
 Dass, Shri C.
 Deo, Shri K. P. Singh
 Dwivedy, Shri Surendranath
 Esthose, Shri P. P.
 Ghosh, Shri Ganesh
 Gowda, Shri M. H.
 Goyal, Shri Shri Chand
 Guha, Shri Samar
 Jha, Shri Shiva Chandra
 Kiruttinan, Shri
 Kripalani, Shrimati Sucheta
 Kundu, Shri S.
 Madhok, Shri Bal Raj
 Mehta, Shri P. M.
 Menon, Shri Viswanatha
 Mrityunjay Prasad, Shri
 Muhammad Ismail, Shri M. -
 Murti, Shri M. S.

*The following Members also recorded their votes for NOES : Sarvashri Virbhadra Singh, Chandrika Prasad, Randhir Singh and Paokai Haokip.

Nambiar, Shri
 Ramabadrán, Shri T. D.
 Ranga, Shri
 Sambhali, Shri Ishaq
 Sapre, Shrimati Tara
 Sarma, Shri A. T.
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Shri P. G.
 Shah, Shri T. P.
 Sheo Narain, Shri
 Supakar, Shri Sradhakar
 Suraj Bhan, Shri
 Viswanathan, Shri G.
 Yadav, Shri Jageshwar

NOES

Babunath Singh, Shri
 Bajpai, Shri Vidya Dhar
 Barupal, Shri P. L.
 Bhandare, Shri R. D.
 Bhattacharyya, Shri C. K.
 Bohra, Shri Onkarlal
 Chanda, Shrimati Jyotsna
 Chandrika Prasad, Shri
 Chatterji, Shri Krishan Kumar
 Chaturvedi, Shri R. L.
 Chaudhary, Shri Nitiraj Singh
 Chavan, Shri D. R.
 Dasappa, Shri Tulsidas
 Deshmukh, Shri B. D.
 Dinesh Singh, Shri
 Gajraj Singh Rao, Shri
 Gandhi, Shrimati Indira
 Ganesh, Shri K. R.
 Ganga Devi, Shrimati
 Gavit, Shri Tukaram
 Ghosh, Shri Parimal
 Girja Kumari, Shrimati
 Hem Raj, Shri
 Iqbal Singh, Shri
 Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Mahida, Shri Narendra Singh

Marandi, Shri
 Master, Shri Bhola Nath
 Mukne, Shri Yeshwantrao
 Nanda, Shri
 Pahadia, Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Paokai Haokip, Shri
 Parthasarathy, Shri
 Patil Shri S. B.
 Pradbani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swarup, Shri
 Randhir Singh, Shri
 Reddi, Shri G. S.
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saha, Dr. S. K.
 Saigal, Shri A. S.
 Sanghi, Shri N. K.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayana
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shriv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Sudarsanam, Shri M.
 Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Ulkey, Shri M. G.
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra.

MR. DEPUTY-SPEAKER : The result*
 of the division is :

AYES—39 ; NOES—85.

The motion was negatived.

*The following Members also recorded their votes :

AYES : Sarvashri K nwar Lal Gupta and Beni Shanker Sharma.

NOES : Shri C. D. Gautam.

MR. DEPUTY-SPEAKER : I will put now Mr. Goyal's cut motion No. 19.

Cut motion No. 19 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 159 of Shri Beni Shanker Sharma.

Cut motion No. 159 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 1152 of Mr. Daschowdhury.

Cut motion No. 1152 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 1162 of Mr. Daschowdhury.

Cut motion No. 1162 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put all the other Cut Motions to the vote of the House.

All the other cut motions were also put and negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of the following demands entered in the second column thereof subject to the modification that for Demand No. 18 only Rs. 5,74,59,000 be granted—

Demand Nos. 1 to 11, 11A, 12 to 20."

The motion was adopted.

[*The motions for Demands for Grants (Railways), 1970-71, which were adopted by the Lok Sabha, are reproduced below—Ed.]*

Demand No. 1—Railway Board

"That a sum not exceeding Rs. 1,50,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Railway Board'."

Demand No. 2—Miscellaneous Expenditure

"That a sum not exceeding Rs.

6,36,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Miscellaneous Expenditure'."

Demand No. 3—Payments to Worked Lines and Others

"That a sum not exceeding Rs. 17,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Payments to Worked Lines and Others'."

Demand No. 4—Working Expenses—Administration

"That a sum not exceeding Rs. 78,22,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Administration'."

Demand No. 5—Working Expenses—Repairs and Maintenance

"That a sum not exceeding Rs. 2,59,38,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Repairs and Maintenance'."

Demand No. 6—Working Expenses—Operating Staff

"That a sum not exceeding Rs. 1,58,89,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operating Staff'."

Demand No. 7—Working Expenses—Operating (Fuel)

"That a sum not exceeding Rs. 1,65,68,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in

respect of 'Working Expenses—Operating (Fuel)'."

Demand No. 8—Working Expenses—Operation other than Staff and Fuel

"That a sum not exceeding Rs. 50,19,62,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

Demand No. 9—Working Expenses—Miscellaneous Expenses

"That a sum not exceeding Rs. 36,04,49,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Miscellaneous Expenses'."

Demand No. 10—Working Expenses—Staff Welfare

"That a sum not exceeding Rs. 25,55,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Staff Welfare'."

Demand No. 11—Working Expenses—Appropriation to Depreciation Reserve Fund

"That a sum not exceeding Rs. 1,00,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

Demand No. 11A—Working Expenses—Appropriation to Pension Fund

"That a sum not exceeding Rs. 15,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Appropriation to Pension Fund'."

Demand No. 12—Dividend to General Revenue

"That a sum not exceeding Rs. 1,67,09,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Dividend to General Revenue'."

Demand No. 13—Open Line Works (Revenue)

"That a sum not exceeding Rs. 9,01,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Open Line Works (Revenue)'."

Demand No. 14—Construction of New Lines

"That a sum not exceeding Rs. 36,08,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Construction of New Lines'."

Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund

"That a sum not exceeding Rs. 5,69,19,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

Demand No. 16—Pensionary Charges—Pension Fund

"That a sum not exceeding Rs. 7,95,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Pensionary Charges—Pension Fund'."

Demand No. 17—Repayment of Loans from General Revenues and Interest thereon—Development Fund

"That a sum not exceeding

[Mr. Deputy-Speaker]

Rs. 2,15,72,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund'.

Demand No. 18—Appropriation to Development Fund

"That a sum not exceeding Rs. 5,74,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Appropriation to Development Fund'."

Demand No. 19—Appropriation to Revenue Reserve Fund

"That a sum not exceeding Rs. 3,63,130,00 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Appropriation to Revenue Reserve Fund'."

Demand No. 20—Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and Interest thereon—Revenue Reserve Fund

"That a sum not exceeding Rs. 3,65,23,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and Interest thereon—Revenue Reserve Fund'."

16.25 hrs.

APPROPRIATION (RAILWAYS) BILL*,
1970

THE MINISTER OF RAILWAYS
(SHRI NANDA): I beg to move for leave

to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways."

The motion was adopted.

SHRI NANDA: I introduce** the Bill.

I beg to move**:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways, be taken into consideration."

श्री कंचर लाल गुप्त (दिल्ली सदर):
उपाध्यक्ष जी, हमने अभी बड़े ध्यान से नये मंत्री महोदय का प्रवचन सुना और जितनी भी बातें सदस्यों ने उन के सामने रखीं सभी के बारे में उन्होंने यह कहा कि वह कंसीडर करेंगे, विचार करेंगे, ऐग्जामिन करेंगे। उन्होंने कहा कि मैं कोई भी एश्योरेंस इस समय नहीं दे सकता। मैं उनकी तकलीफ को जान सकता हूँ। भ्राज नन्दा जी ने जो अपनी पिक्चर रखी है वह एक मिनिस्टर भ्राज ऐग्जामिनेशन ऐंड कंसीडरेशन बन गये।

*Published in Gazette of India Extraordinary, Part II, section 2, dated 28.3.70.

**Introduced/moved with the recommendation of the President.

जो हेवी सासेज रेलवे में पिछले तीन, चार साल से चल रहे हैं उसके क्या कारण है नन्दा जी को अब थोड़ा ध्यान से देखना पड़ेगा। एक तो बात यह है कि जब इंडस्ट्रियल प्रोडक्शन का रेट आफ प्रोब 7 परसेंट हो गया और बेसिक इंडस्ट्रीज की प्रोडक्शन, जैसे सीमेंट आदि, बढ़ गयी है, ऐग्रीकल्चरल प्रोडक्शन भी ठीक हो गया है तो फिर नुकसान क्यों होता है। और यह जो वॉगन ट्रैफिक, गुड्स ट्रैफिक है यह प्रोपोर्शनैटली कम क्यों हो रहा है, इस पर मंत्री जी को विचार करना चाहिए। खास तौर से सीमेंट में, शुगर, कोल, फूड ग्रेंस में प्रोपोर्शनैटली जितना प्रोडक्शन ज्यादा हुआ है उस हिसाब से आपके पास ट्रैफिक नहीं आया, उसका कारण क्या है? कारण यह है कि ट्रैफिक सड़कों के द्वारा ज्यादा चला गया क्योंकि आपकी ऐफिशियेंसी दिन पर दिन कम होती चली जाती है और लोगों की आशाओं को वह पूरा नहीं करती। इसलिये जब तक आप इसकी ओर ध्यान से नहीं देखेंगे काम नहीं चलेगा और आप नये टैक्स लगातार लगाते जाइये और अपनी इनऐफिशियेंसी की वजह से, अपनी नेग्लिजेंस की वजह से लोगों पर टैक्स लगाना मैं समझता हूँ माननीय नन्दा जी भी मानेंगे कि वह ज्यादाती होगी। और इसी तरह से पिछले तीन, चार साल से हो रहा है। रेलवे डिपार्टमेंट में इनऐफिशियेंसी और गड़बड़ है और नुकसान के नाम से कहानियां बना कर लोगों पर हर साल टैक्स लगाया जाता है यह चीज ठीक नहीं है। इसके दो, तीन कारण हैं। एक तो रेलवे में करप्शन बहुत है। जो यूज्ड टिकट हैं वह भी बाजारों में बिकते हैं। इनको आपको रोकना चाहिये। मुझे याद है कि जब वह गृह मंत्री थे तो उन्होंने कहा था कि अगर तीन साल में मैं करप्शन नहीं रोक सका तो मंत्री पद छोड़ दूंगा मैं उनसे प्रार्थना करूंगा, वह बुजुर्ग हैं, कि रेलवे

डिपार्टमेंट में वह इसके लिए पूरी कोशिश करें। एक इंटेलीजेंस सैल बनायी जानी चाहिये जो इस तरह का करप्शन है, चाहे स्टेशन मास्टर के लेवल पर हो, चाहे ऊंचे लेवल पर हो, उन सब के बारे में वह सैल जांच करे और अपनी रिपोर्ट दे।

दूसरी चीज यह है कि जो उसका स्कूप होता है हर एक रेलवे में उसका फिजिकल चेकिंग कभी नहीं होता। मुझे मालूम है कि कई जगहों पर लाखों रुपयों का स्कूप दस-दस वर्षों से पड़ा सड़ रहा है, लेकिन न तो उसका डिस्पोजल होता है और न वह काम में लाया जाता है। अगर इसकी फिजिकल चेकिंग की जाय तो उससे करोड़ों रुपयों का लाभ हो सकता है। इसी तरह से करोड़ों रुपयों की चोरी होती है और आउटस्टैंडिंग एक्सपेंडिचर दिन पर दिन बढ़ता चला जा रहा है। मैं आपको उसकी एग्जाम्पल देना चाहता हूँ। 1964-65 में आउटस्टैंडिंग 10 करोड़ 68 लाख रुपये के थे और 1968-69 में वह बढ़कर 35 करोड़ ६० हो गया। आपको देखना होगा कि इसको कैसे ठीक किया जाये। तीन चार साल में 22 करोड़ रुपये बढ़ गया। हर साल रेलवे डिपार्टमेंट का ओवर-टाइम 4 या 5 करोड़ रुपया हो जाता है। यह किस तरह से होता है इसके बारे में भी आप को निगरानी करनी चाहिये।

यहां पर अनैकनॉमिक लाइन्स की बात कहीं गई। इसमें लीकेज बहुत होता है। अगर अनैकनॉमिक लाइन्स को प्राइवेट प्रोनर्स को दे दिया जाय तो वह आपको भी नफा देंगे और अपना नफा भी कमायेंगे। इससे मालूम होता है कि कितना लीकेज हां रहा है, नहीं तो ट्रैफिक कम नहीं है।

मैं मांग करूंगा कि रेलवे को माडर्नाइज किया जाय। अपने बिल में माननीय मंत्री महोदय ने जिस समस्या के बारे में कहा है वह यह कि जो भी गुस्सा होता है वह रेलवे के

[श्री कंबर लाल गुप्त]

ऊपर उसको उतारता है। मैं उनसे पूर्णतया सहमत हूँ कि जो इस तरह का ऐन्टी सोशल और ऐन्टी नेशनल एलिमेंट है उसको कर्ब किया जाना चाहिए। मंत्री महोदय जो बिल लाये हैं उसका मैं स्वागत करता हूँ और कहना चाहता हूँ कि किसी को इसकी इजाजत नहीं दी जा सकती कि वह रेलों को किसी तरह का नुकसान पहुंचाये। जब तक आप रेलवेज को माडर्नाइज नहीं करेंगे तब तक आपको होने वाला घाटा पूरा नहीं होगा।

अब मैं आपको दो तीन सुझाव देकर अपनी बात समाप्त करूंगा। मैं आपसे कहना चाहता हूँ कि दिन प्रति दिन रेलवे की ट्रेवेलिंग अनसेफ होती जा रही है। चोरी आदि तो होती ही है, अक्सर मर्डर्स भी हो जाते हैं। अभी आपको मालूम होगा कि जब डा० राम सुभग सिंह ट्रेवेल कर रहे थे तब बासं को काटकर किसी ने उनके डब्बे में घुसने की कोशिश की। दीन दयाल जी का भी कत्ल हुआ था। एक महान आत्मा का रेलवे में कत्ल हो गया। इस प्रकार की घटना दुबारा न घटे किसी के साथ इसका ध्यान रखा जाय क्योंकि एक पागल आदमी इस तरह का काम कर सकता है।

दिल्ली के अन्दर एक रिंग रेलवे बनाई जानी चाहिये और वह ग्रंडरप्राउन्ड रेलवे होनी चाहिये। आपने सर्वे की बात कही है। लेकिन यह सर्वे जितनी ग्राहिस्ता से चल रही है उसको देखते हुए दो तीन सालों में यह ग्रंडरप्राउन्ड रेलवे नहीं बन सकती। दिल्ली में और भी बहुत सी समस्याएँ हैं लेकिन कम से कम और ज्यादा हार्लिंग स्टेशन्स और ज्यादा प्लेटफार्म की बहुत ज्यादा जरूरत है। श्री नन्दा दिल्ली के साथ बहुत पुरानी वाकफियत रखते हैं। मैं मांग करता हूँ कि दिल्ली की पब्लिक की और जो लोग दिल्ली से बाहर से यहां आते हैं उनकी क्या-क्या समस्याएँ हैं एक छोटी सी कमेटी

बनाकर इसकी एन्क्वायरी की जाय और उनकी दिक्कतों को दूर किया जाय।

मैं मंत्री महोदय का ध्यान इस बात की ओर दिलाना चाहता हूँ कि जो भी रेलवे कालोनीज हैं दिल्ली में या बाहर, वह बहुत बड़ी स्लम्स हैं। अगर श्री नन्दा स्वयम् जाकर देखेंगे तो उन्हें मालूम होगा कि उनमें बेसिक अमेनिटीज भी नहीं हैं, यहां तक कि शौचालयों का भी इन्तजाम नहीं है और यह सरकार समाजवाद की बात करती रहती है। इतना ही नहीं, जो पहले रेलवे मंत्री थे श्री पुनाचा उनको ले जाकर दिखलाया गया बड़े-बड़े अधिकारियों ने भी उनको देखा है, लेकिन तीन सालों में कुछ भी उनके लिये नहीं हुआ है। जो कुछ आज श्री द्विवेदी ने कहा, मैं उसको रिपीट करना चाहता हूँ कि आज मंत्री श्री नन्दा हैं उनके पहले तीन चार मंत्री रह चुके हैं, लेकिन यहां मंत्रियों को यहां कौन पूछता है? मंत्रियों की दशा तो वैसी ही है जैसे बूढ़ी सास की हालत होती है जो लाचार और मजबूर होती है और राज बहू करती है। मैं चाहता हूँ मंत्री महोदय बूढ़ी सास बनकर न रह जायें।

एक माननीय सदस्य : बूढ़ी सास तो डंडे चलाती है।

श्री कंबरलाल गुप्त : कई मजबूत सास भी होती हैं। मैं चाहता हूँ कि श्री नन्दा ऐसी ही सास बनें। उनको चाहिए कि ऐसी जगहों पर कम से कम बेसिक अमेनिटीज तो दें। मैं मंत्री महोदय से प्रार्थना करूंगा कि वह दिल्ली की रेलवे कालोनीज में जायें और जाकर उनको देखें ताकि उनको पता लग सके कि उनके कर्मचारियों को क्या दिक्कतें हैं। वह केवल यहां से जाकर घर में बैठ जायें इस से काम नहीं चलेगा। उनको इसके लिए अपने को असर्द

करना पड़ेगा ताकि जो भी उन लोगों की दिक्कतें हैं वह दूर हों।

दिल्ली में ट्रैफिक काफी है। यहां पर जो रेलवे कार्सिग्स हैं उन पर ओवर-ब्रिज बनाने की बहुत जरूरत है। इसकी सबेँ कराई जाय। जैसी मैंने मांग की है इसके लिये एक छोटी सी कमेटी बनाकर सारी बातों का पता लगाया जाय। अगर श्री नन्दा ऐसा करेंगे तो यहां की जनता पर वह बड़ी भारी मेहरबानी करेंगे और जनता उनकी मशकूर होगी।

इन शब्दों के साथ मैं कहना चाहता हूँ कि जो भी घाटा हो उसको कम करना चाहिए और जो भी दिक्कतें हैं वह ठीक तरह से दूर की जानी चाहियें।

श्री नन्दा : मुझ से यह कहा गया है कि दिल्ली में ही जो रेलवे कालोनीज हैं उनकी हालत अच्छी नहीं है। जिस जगह उनके मकान हैं उसके इर्द-गिर्द जो गन्दगी है उसको दूर करने का कोई इन्तजाम नहीं हो रहा है और मैं जाकर उसको देखूँ। मैं माननीय सदस्य से भर्ज करना चाहता हूँ कि मैं उनको देख आया हूँ। उनकी बात सही है, जहां-जहां मैं गया वहां-वहां काफी ऋटियां पाई, वहां गन्दगी थी, उसका इन्तजाम करने के लिए मैंने कहा है और उम्मीद है कि इसके लिए कुछ हो रहा है। सब बातें फौरन ठीक हो जायेंगी, यह वादा मैं नहीं करता लेकिन जितना ज्यादा से ज्यादा सुधार हो सकता है उसको करने की कोशिश की जायेगी।

माननीय सदस्य ने कहा कि यहां जो ट्रांसपोर्ट का सवाल है उसके सम्बन्ध में सबेँ करने में और एंक्वायरी करने में देर हो रही है। मैं इसके सम्बन्ध में बहुत कुछ जानता हूँ। किसी वजह से यह एकावट है और उसको जल्दी से जल्दी हटाया जाय इसके लिए प्रयत्न होगा।

माननीय सदस्य ने कुछ और भी बातें कहीं खास तौर से यह कि हमारी धामदनी में कमी होती जाती है और इसके कई कारण हैं जिनको हम दूर कर सकते हैं। मुझे भी उम्मीद है कि यह हो सकता है। मैं जानता हूँ कि कई ऐसी बातें हैं जिनमें अगर सुधार होगा तो हमें जो तकलीफ है वह कम हो जायेगी। मैं इन सब बातों की तरफ ध्यान देने की कोशिश करूंगा।

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways, be taken into consideration."

Those in favour, will please say "Aye."

SOME HON. MEMBERS : Aye.

MR. DEPUTY-SPEAKER : Those against will please say "No."

SOME HON. MEMBERS : No.

MR. DEPUTY-SPEAKER : The Ayes have it. The Ayes have it.

SHRI KANWAR LAL GUPTA : The Noes have it. Sir, a point of order. Did you hear any voice in favour of Ayes ?

MR. DEPUTY-SPEAKER : Let the lobbies be cleared then.

SHRI KANWAR LAL GUPTA : No, Sir ; not that. There was not a single voice for Ayes. You should have said that the Noes have it.

MR. DEPUTY-SPEAKER : I have heard Ayes. It was very clear. (Interruption) In order to remove any doubt, I shall put it again. The question is :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways, be taken into consideration."

The motion was adopted.

SHRI KANWAR LAL GUPTA : They were sleeping before.

MR. DEPUTY-SPEAKER : I shall now put the clauses and the rest to the vote. The question is :

"That clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI NANDA : Sir, I move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : Motion moved :

"That the Bill be passed."

SHRI RANGA (Srikakulam) : Sir, I shall just take a few minutes to say a few words in regard to this particular matter. My hon. friend the Railway Minister was good enough to admit that by two or three Ministers earlier to him also there were assurances given but that those assurances were not carried out. Only this morning, my hon. friend, Shri Koushik, has drawn the attention of the House to one very small matter, in which an assurance was given, which has not been attended to till now.

Four years ago, Shri S. K. Patil, the then Railway Minister, promised to provide either an over-bridge or convert a sub-way into a public way so that the people of Kuppam in Chittoor District, which at that time was in my constituency, might be relieved of their risks and their troubles. In three years three people died there because the level crossing is so much in the centre of the town and it is shabbily situated. He gave that promise. I wrote to the Railway Board several times. Till now nothing has been done. The sweetness of the pudding is in the eating. This is a sample of the manner in which the assurances, given in such grandiose manner by the dignified Cabinet Ministers on behalf of the railways, are being honoured by the Railway Board. Some excuse or other is being trotted out for not doing it. I wrote

to them a number of times but nothing was done.

Take the Bailadilla railway line which was built after so much of clamour. They have built it at a great cost, and I am glad that has been built. I have been asking for a passenger service but for the past one year and six months nothing has been done.

Then, there are places of strategic importance like Cachar, Manipur and Nagaland. They should be connected by railways, if necessary by reaching an agreement with Pakistan for certain areas. When efforts are being made for a trans-continental route from Europe right up to Asia, has not the time come for the railways and the government to try and connect these three very important strategic places with the rest of India.

Then I come to the third class passengers about whom so many members have spoken. I have been trying my best to improve their conditions by bringing their troubles to the notice of the government in the House as well as through correspondence during the past forty years. Yet, so little progress has been made in this direction. Overcrowding is still the crying grievance and so little is being done to effectively avoid this overcrowding. Lavatory facilities and other facilities are not available to the third class passengers. By tinkering with the problem here and there you cannot solve it. Unless you display that kind of zeal and drive which is necessary, you cannot improve the lot of the third class passengers.

Then there are the rates which have been raised recently. Just now we asked for a division on that but we could not succeed in defeating the government. My hon. friend, like myself, is a great devotee of *khaddur*. The rate has gone up even for that. Then, I do not know whether he chews betel leaves or not, but most of the people in our parts chew it. They are also made to pay increased rates. Any government, any civilised government—and ours claims to be somewhat a civilised government—ought to be ashamed to raise the rates even for betel leaves. How are we to say to this country that this is a service which is really public-oriented when this is the kind of approach which is made towards the welfare of the people? The only approach that it makes is the approach of going on increasing its working expenses.

Therefore, I wish to record the protest on behalf of my party, on behalf of the third class passengers, on behalf of the agriculturists, on behalf of the betel leaf consumers and on behalf of the poorest of the poor in the country.

SHRI NAMBIAR (Tiruchirappalli) : Mr. Deputy-Speaker, Sir, we are thankful to the hon. Minister to the extent that he has reduced the fares and freights from Rs. 39 crores by Rs. 13 crores, taking only Rs. 26 crores. That means, the increased freight charges are almost kept intact. The result is that there is an additional levy on items like kerosene oil, steel, coal and such other essential commodities which the people require.

We pleaded with him and begged of him saying that these should be reduced still further but he did not agree. He was agreeable only to accepting the reduction in the increase of third class fares and some little reduction with regard to freight rates. Therefore I also join with my friends this side in emphatically recording our protest against the rise in freight rates because that has led to an increase in prices. The railways should not be used as a mechanism to increase taxation which is indirectly done through the railway system.

Coming to the question of staff and employees, the hon. Minister was good enough to tell us that he would find out a solution as to how the difficulties and sufferings of casual labour could be reduced. He could promise nothing more than that. He said that he would discuss it with some of us and see if something could be done. It is not that no solution is possible or cannot be found. After all, the principle is simple. As a trade unionist of long years' standing he could easily understand that if two workers do the same work for the same number of hours with the same skill, they should be paid equally. A railway employee on the pay roll under the Central pay scales does the same work as is done by a person given the name of casual labour but that person is not paid equally though both are railway employees. Therefore, whether he is termed as casual labour or otherwise because of the same nature of work, he should be paid on par with others. He cannot find any excuse to deny that.

Secondly, when the type of work that

that casual labour does is such that it is required for a longer period and it is not of a casual nature, and when the work is in the nature of doing repairs and maintenance in loco sheds and the permanent way, these men can be made permanent. There cannot be any excuse to deny this. How could he say that such works are of a casual nature? Repair in the loco shed or of the permanent way cannot be work of a casual nature. If it is a project or construction work, I can understand; he can say that he is utilising so many thousands of casual labour to create a new line and he cannot employ all those people after the line is operated. But in the normal line of repairs and maintenance he cannot get an excuse and say that it is work of a casual nature. The thing is that the railway administration wants to have some sort of an excuse to pay them less and to refuse them the security of service.

To quote a specific instance, this morning a dozen railway employees working in the dining cars of the Janata Expresses running between Madras and Delhi and Madras and Bombay came to my residence and told me that they had got notices saying that the Janata Express dining cars were going to be abolished and all of them were going to be rendered surplus and sent out. They were practically weeping. Immediately I passed on a note to the hon. Minister which he will receive in the evening when he goes home. I am giving a specific example which has been brought to my notice this morning. These men were working as servers and cleaners on the Janata Expresses for the last 5 or 6 years and today suddenly the administration decides to remove the Janata dining cars. They say that these are all casual nature of work. How can it be justified? Therefore, as a person who is directly connected in dealing with the betterment of labour, I would request Nandaji to consider this human aspect. The administration will very well put up a note and say, "We have no objection in giving equal pay to the casual labour. But if you give equal pay to the casual labour it will require another Rs. 24 crores. If you have the money, you pay them." This will be the type of note that he will receive from the Board. Now, when that type of note comes to his hand, he gets frightened and will say, "Rs. 24 crores are required if they are to be given equal pay! Nothing

[Shri Nambiar]

doing. Let it continue. Let somebody else deal with the situation later on."

Sir, this cannot continue for long. These are problems which will have to be found a solution and he will have to sit firm on these things and see that the labour problems are settled.

Lastly, about the recognition of labour unions, he says, the multiplicity of unions is wrong. I also agree with him. It is not to our liking that we want multiplicity of unions. But in this wide sub-continent of India, the railways run 50,000 miles and cover 14 lakhs of labour with so many gradations and categories that are existing that you cannot say that there must be one union at the Zonal level and that there should be one federation at the centre and that, otherwise, it is against the unity of the workers. These are pious wishes. A union or a federation is built up from below. It takes time. He should not stand in the way of granting recognition to labour unions.

My submission is that if a recognised union or a federation is not discharging the duties properly, the worker is not to be penalised. In India, we have not yet accepted the theory of closed-shop system. Therefore, I would request the hon. Minister to reconsider the whole question and evolve a formula. I am not dictating anything nor I am suggesting any particular way. I want him to consider the adoption of a formula whereby every section of labour will have an opportunity to make a representation, whether he belongs to a particular union or not and no union should be debarred from getting a channel of representation.

SHRI SAMAR GUHA (Contai) : Mr. Deputy-Speaker, Sir, I was very pleased to see the new-item appearing in the papers that the hon. Railway Minister visited *in cognito* in the suburban railways in Bombay region just to see the misery of the people, particularly, at the peak office hours. I would invite him to go to Calcutta and see what horrible conditions, particularly, during office hours and also in the evening, there are on the trams, on the buses and the suburban railways in Calcutta.

As you know, the traffic dislocation in Calcutta has become so terrible that not

only it is seriously impinging not only on the daily life of the citizens of Calcutta but also on the commercial and other aspects of the life of our country. It is known that Calcutta port and Calcutta city deals with almost 50 per cent of our foreign trade and it is also known that Calcutta is the nerve centre of the industrial, commercial and other aspects of the country.

Now, a promise was made in this House that the Calcutta Circular Railway will be completed as early as possible. This assurance was repeated several times in this House. Not only we are worried but almost all the papers in Calcutta have expressed their misapprehension that some how or other the Central Government is trying to play with the idea, is creating confusion in the minds of the people of West Bengal and is creating an uncertainty in the minds of the people whether the Government is really firm in their determination to have a Circular Railway for Calcutta. The President, when he visited Calcutta and the Prime Minister herself and other Ministers have all assured the citizens of Calcutta that they will look into the traffic problems of the Calcutta city.

But I am astonished to see that the provision made in the budget, as I already said, is so meagre that it creates an impression that the Government is not really firm in executing its promise. Therefore, I want a categorical assurance from the Minister whether he will himself go to Calcutta and see *in cognito* the miserable conditions of the citizens of Calcutta and after seeing that I am sure he will himself feel that the Calcutta Circular Railway should be given priority over all other projects, I should say, the Railway is undertaking to construct.

There are a few small items. The Rajdhani Express is a welcome feature. I wrote to the former Railway Minister that instead of pop songs being played, there should be Tagore's songs played and some good instrumental music and also Bengali news should be broadcast. Just a few records of Tagore's songs will do.

Another thing about this Rajdhani Express. I found in the run between Delhi to Howrah on either way when the train reaches the destination earlier, it is slowed down before its destination and held up. I

feel the running time of Rajdhani Express can be shortened by at least an hour. Why is this not done? Many Members of Parliament and other citizens who travel by this train to attend to their work in the capital cities can save their time by an hour. I would request the Minister to consider this matter.

There is one sub-line from Dom Mohani in Jalpaiguri district. It was badly damaged in the north Bengal floods. The former Railway Minister, Mr. Parimal Ghosh, assured that that line will be restored, but that has not been done. It has created a difficult problem for the local people there and I would request the Minister to take into consideration that the assurance of the former Minister should be implemented.

About casual labour I want to say a word. I dealt with some of their problems earlier. Some of these casual labourers have put in 5 years, 6 years or even 10 years. Still they are called casual labour. How can they be called casual labour?

MR. DEPUTY-SPEAKER : That point was already discussed.

SHRI SAMAR GUHA : Some of these casual labourers have served ten years, still they are in the list of casual labour. I add to the voice of other members who have said that the Government should pay more attention to the problems of casual labour.

Then, about serving of tea to third class passengers, Sir, it is not tea, it is poison. The meal that is served is horrible. They should be stopped.

MR. DEPUTY-SPEAKER : He has already taken samples of them. He is aware of the problem.

SHRI SAMAR GUHA : What is sampling? You stop that. Let the people have 'chedwa' or some fruits. Don't allow them to be killed in this way.

Sir, we frequently visit the rural areas to address meetings, etc. I have another experience. The lavatories in the small railway stations at the waiting rooms—I do not know with what can they be compared—they are worse than drains. I have raised this in the Consultative Committee also. I have sent a note several times but nothing has been done. Only one jamedar is there

and even he does not work. All this should be looked into and necessary action taken. The Railway Minister said that something will be done about drinking—I had my experience, awkward, obnoxious experience. This scene I have seen in the Railways, Rajdhani Express, third class and upper classes; I have seen how women passengers are threatened by these people indulging in drinking and talking irrelevantly and incoherently. It should be stopped immediately even by an Ordinance. Thank you.

17 hrs.

श्री शिवनारायण (बस्ती) : मैं रेलवे मिनिस्टर का ध्यान दिलाना चाहता हूँ कि आप पन्कजुअलिटी की तरफ ध्यान दें। कोई भी ट्रेन दो घंटे लेट आए लेकिन राइट टाइम लिखी जायेगी दिल्ली स्टेशन पर। दूसरी बात—जो फर्स्ट क्लास की बोगीज हैं वह सैकेंड क्लास को आप ने फर्स्ट क्लास में कन्वर्ट किया है। यह लांग कहते हैं कि थर्ड क्लास में ट्रेवल करिए, मैं कहता हूँ कि थर्ड क्लास तो थर्ड क्लास है, आप फर्स्ट क्लास में ट्रेवल कर के देखिए, उन की क्या कंडीशन है। बंट इज बस्ट। इस के अलावा अगर यह गवर्नमेंट थर्ड क्लास पैसेजर्स की एमेनिटिज को ठीक नहीं करेगी तो थर्ड क्लास पैसेजर्स इन को टर्मिनेट कर देंगे।

एक बहुत इम्पॉर्टेंट बात मैंने कही, डा० राम सुभग सिंह का मैंने उदाहरण भी दिया कि किस तरह से 13 मार्च को कानपुर और इलाहाबाद के बीच में शीशा काट कर उनके ऊपर अटैक किया तो ऐसे लोगों की लाइफ की प्रोटेक्शन के बारे में आप ने कोई एम्पॉरेंस नहीं दिया। कम से कम जो फर्स्ट क्लास और ए०सी० में पैसेजर्स चलते हैं, उन की कीमती लाइफ है, उन के प्रोटेक्शन की जिम्मेदारी आप ने छोड़ी हुई है, उस के ऊपर कुछ ध्यान दीजिए। अगर आप यह समझें कि केवल आप लेटर बक्स हैं रेलवे बोर्ड के तो ऐसे मिनिस्टर आएंगे और जाएंगे, कुछ सुधार नहीं हो

[श्री शिवनारायण]

पाएगा। या तो आप कुछ कर जाइए। रफी अहमद क़िदवाई की मिसाल है कि लाइन में खड़े हो कर उन्होंने टिकट खरीदा और खुद जा कर चेक किया। नन्दा जी कोई नए मिनिस्टर नहीं हैं, नन्दा जी इस गवर्नमेंट की रीढ़ हैं और इसलिए मैं मांग करता हूँ कि वह इस को ठीक करें।

SHRI BISWANARAYAN SHASTRI (Lakhimpur) : I have only one suggestion to make. This is regardig Rangapara North Murkengselek like which was opened just at the time of Chinese aggression. This line needs lot of improvement. There is no covered platform ; there is no waiting room in the stations on this line ; this is a very heavy rainfall area and the railway line touches NEFA border also. Therefore I request the Minister to give his personal attention for improvement of this line. Then, Sir, there are some branch lines in Assam which are so-called uneconomic branch lines. They are not actually uneconomic branch lines but they are made uneconomic with the connivance and by negligence of the Railway Board here. These lines can be made economic ; I want that these lines should be abolished. The Railway Board, of late, have become a dispenser of justice. Whatever may be the suggestions made, the reply comes that there is no justification for considering this and that. I would request the Minister to see that the Railway Board works for the benefit of the people and not to dispense justice.

THE MINISTER OF RAILWAYS (SHRI NANDA) : I am thankful to the hon. Members who have evinced so much interest in all the aspects of the working of the Railways and I welcome the suggestions that have been made. But I shall naturally not be able to give detailed replies to all the points that have been raised, but I wish to deal with certain points which call for some answer. The hon. Member points out certain occurrence which affected our friend Dr. Ram Subhag Singh. Certainly that had caused me great distress. I can only give the assurance that to the best of our capacity we will try to see that such things don't happen again and all remedial steps will be taken.

The hon. member. Shri Samar Guha, has made several points for me to answer. But he was not present when I answered his letter regarding drinking. So I do not want to repeat that.

SHRI SAMAR GUHA : I have heard about it.

SHRI NANDA : As regards the other point about the Rajdhani Express and casual labour, I have dealt with it a number of times, though not the suggestion for playing music in Rajdhani Express. I have not travelled by that Express. But I will find out and see what can be done in the direction suggested.

Shri Nambiar again pinpointed the problems and difficulties of railway employees, specially casual workers. He is writing to me a letter which he says will reach me this evening. If his assessment is correct that I will receive it this evening, I will study it very closely this evening itself.

As regards the circular railway for Calcutta, Shri Gupta also raised the same point regarding Delhi. I do not think there is any more urgent problem before me than that. I know Calcutta well ; I have been there and know the conditions. There is no need to go *incognito* because the conditions cannot be hidden from one's eyes by anybody's presence. I will see to that also if necessary, but it is not necessary because the urgency and extreme importance of it is accepted. If there is any suspicion that anybody is interested in any kind of dilatory procedure about it, I will give the assurance that it is not there as far as I know, and it will be my endeavour to see that action on that is accelerated to the maximum extent.

Shri Ranga had somethings to say, but he is not here. The one thing I remember is his point about betel leaves. I do not consume it and I do not know how important it is in the life of the nation.

SHRI NAMBIAR : The majority of the Indian people use it.

SHRI NANDA : From the figures before me, I find the increase is four paise on a kilo costing Rs. 4 over a distance of 760 kms. I think it should not bother very much anybody. Those who have the money to

consume it can pay four paise more on a kilo costing Rs. 4 over this distance. I do not think it will cause any real hardship.

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed".

The motion was adopted.

17.08 hrs.

***DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS)**

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1969-70.

Demand No. 2 - Miscellaneous Expenditure

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 19,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Miscellaneous Expenditure'."

Demand No. 3 - Payments to Worked Lines and Others

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Payments to Worked Lines and Others'."

Demand No. 4 - Working Expenses—Administration

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 32,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March,

1970, in respect of 'Working Expenses—Administration'."

Demand No. 5 - Working Expenses—Repairs and Maintenance

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 9,84,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Working Expenses—Repairs and Maintenance'."

Demand No. 7 - Working Expenses—Operation (Fuel)

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 6,64,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Working Expenses—Operation (Fuel)'."

Demand No. 8 - Working Expenses—Operation other than Staff and Fuel

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 4,12,22,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Working Expenses—Operation other than staff and Fuel'."

Demand No. 9 - Working Expenses—Miscellaneous Expenses

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 2,14,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Working Expenses—Miscellaneous Expenses'."

*Moved with the recommendation of the President.

Demand No. 14—Construction of New Lines

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Construction of New Lines'."

Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 3,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

Demand No. 16—Pensionary Charges—Pension Fund

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 1,41,31,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Pensionary Charges—Pension Fund'."

Demand No. 20—Payments towards Amortisation of over-Capitalisation

MR. DEPUTY-SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 5,11,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of 'Payments towards Amortisation of over-Capitalisation'."

The Demands are before the House. The hon. Members may now also move the cut motions, subject to their being otherwise admissible.

SHRI NAMBIAR (Tiruchirappalli) : My cut motions which I am moving are Nos. to 6.

I beg to move :

"That the demand for a supplementary grant of a sum not exceeding Rs. 19,97,000 in respect of miscellaneous expenditure be reduced by Rs. 100."

[Purpose in Indian Railways becoming a number of the International Railway Congress Association and the International Union of Railways. (3)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 32,05,000 in respect of ordinary working expenses—administration be reduced by Rs. 100."

[Unsatisfactory working of the Railway Protection Force. (4)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 9,84,87,000 in respect of ordinary working expenses—repairs and maintenance be reduced by Rs. 100."

[Serious handicap to the passengers travelling in the Passenger trains due to lack of train lighting of the carriages. (5)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,24,95,000 in respect of ordinary working expenses—miscellaneous expenses be reduced by Rs. 100."

[Retrenchment of workmen of the Dining Cars in the Janta Express and the consequent inconvenience caused to the travelling public. (6)]

MR. DEPUTY-SPEAKER : He has spoken so many times on the railways.

SHRI NAMBIAR : I will not repeat any point—already made.

My cut motion No. 3 is on Demand No. 2.

The explanatory note says :

"The extra provision under 'Surveys' is due to a number of new surveys having been taken up during the current year and those under Miscellaneous Charges are due to arrear payment of subscription of 1968-69 in the current year for enrolment of Indian Railways as Associate member of the International

Union of Railways expenditure on the 10th session of Railway Sub-Committee of Economic Commission for Asia and Far East held in Delhi in November, 1969 ..”

My cut motion says :

“Purpose in Indian Railways becoming a member of the International Railway Congress Association and the International Union of Railways”.

We do not know what for we should be a member of this so-called International Railway Congress Association. What are the benefits we derive out of it, and how much have we to pay? Is it essential that we should be there because our payment has to be in foreign exchange? If it is a question of our getting technical know-how about the railway system and the fast developing modes of transport, then we have got other means to know them. Being a member of such an organisation we are not going to benefit very much. I would like to know whether our membership of this organisation will be utilised by foreign collaborators in the railway field to dictate terms to us. Therefore, a little clarification or clarity is required which I hope the hon. Minister will give.

In Demand No. 4 there is a reference to the Railway Protection Force and the security organisation. I am one of those who strongly opposed the arming of the Railway Protection Force with police powers. I said there would be occasions for us to complain the House about the misuse of the powers by the Railway Protection Force and their interference in labour matters. We recently had a case in Madras in the Integral Coach Factory where the Railway Protection Force shot the workers without any provocation and seriously injured four of them. One was killed. The Railway Administration has now come out with a theory that this railway worker was trying to steal something from the factory. This is untrue. I visited the area immediately afterwards and there was no such story at that time. This has been cooked up later. It is a fact that the Railway Protection Force misbehaved towards labour.

Apart from this, the Railway Protection Force in general are not very much helpful in the prevention of pilferage and theft in the railways. In some cases, they connive at pilferage and theft. Therefore, this is a

point which the Minister will have to consider.

I stoutly protest against the Railway Protection Force using violence against labour. I want the hon. Minister to conduct an enquiry into the case of shooting in the Integral Coach Factory. The story that has been put out is wrong. He was a member of the Works Committee, he was going to attend a meeting of the Works Committee and he had only files with him.

Demand No. 5 refers to electric lights and such other things to be provided in the trains. I may mention from personal experience that in the Southern Railway there are no lights in the carriages in the passenger trains, lights are provided only in the Express trains. I do not know about the other railways as I have not travelled in them in passenger trains. I have made enquiries and I understand that in the name of economy the railway administration has reduced the quantum of batteries which is being put in the under-carriage from two sets to one set.

The result is that when the train is not in motion, the battery gets weak. It becomes so weak that it is not able to light the bulbs even when the train starts moving.

That is the sad plight of passengers in ordinary trains. The hon. Minister need not go *in cognito* to find this out. Nor do I know whether the railway officials themselves will give him the true picture. If he wants to verify me information, he can ask any of the hon. Members.

My last point is about the employees of dining cars. I have already spoken about them; I do not want to repeat what I have said as the hon. Minister says he will look into the question.

In these matters, in the railway administration and the divisional set-up which is the lowest executive body is not very much alive to the demands of the people nor of the workers. That is why in my earlier speech I said that the bureaucracy was not adjusting itself to the rapidly changing situation and members of the bureaucracy are unable to understand what the people want; they not have a sense of belonging to the people. It is not their fault; perhaps if I were a bureaucrat I might also behave like that. That is why I say that the present Minister who can understand the sufferings

[Shri Nambiar]

of the people should make the Railway Officers have re-thinking so that the passengers and workers can get better treatment from them.

श्री जगेश्वर यादव (बांदा) : अध्यक्ष महोदय, मैं जिस क्षेत्र से हूँ वहाँ पर लगभग 1857 के गदर के समय से एक टूटी-फूटी ब्रांच लाइन—भांसी मानिकपुर लाइन है जिसमें आज तक कोई परिवर्तन नहीं किया गया है। एक ही इंजन गाड़ी को ले जाता है और वहीं इंजन मानिकपुर में तीन-चार घंटे ठंडा और तैयार होकर फिर उस गाड़ी को ले जाता है। वह गाड़ी हमेशा ही दो-तीन घंटे लेट चलती है। इसके अलावा उस लाइन में बड़ी असुरक्षा है। फर्स्ट क्लास के डिब्बों में गद्दें और शीशे नहीं बचते। पंखे तक उखाड़ लिए जाते हैं। सभी जगह पर नयी रेलवे लाइनें बिछाने और विकास के काम हो रहे हैं लेकिन उस क्षेत्र में अंग्रेजों के जमाने से लेकर आजतक कोई भी विकास नहीं किया जा रहा है। एक रेलवे लाइन ललितपुर से खजुराहो को मिलाते हुए, अजयगढ़, करतल, नरैनी, अतर्रा, बबेरू, कमासिन, राजापुर, बरगढ़, इस प्रकार 32 स्टेशन्स के सम्बन्ध में हम लोगों ने लिखकर सुझाव दिया था लेकिन उसकी तरफ भी कोई ध्यान नहीं दिया जा रहा है।

इसके अलावा बांदा स्टेशन पर एक ओवर-ब्रिज न होने से बहुत बड़ी समस्या बनी हुई है। ओवरब्रिज न बनने के कारण वहाँ पर हर साल 8-10 आदमी कट कर मर जाते हैं। इस सम्बन्ध में 2 लाख 49 हजार की एक स्कीम वहाँ पर ओवरब्रिज बनाने के लिए पास भी हो चुकी है लेकिन फिर उसका ठप्प कर दिया गया। उसमें पटरियों के केवल 8 गैटर और कुछ पुराने डिब्बों की चद्दरें लगनी हैं परन्तु उसकी व्यवस्था भी नहीं की जाती है। वे कहते हैं कि सेन्ट्रल रेलवे, भांसी में गैटर नहीं

है। जब आप 8 गैटर की व्यवस्था भी नहीं कर सकते तो क्या हमारे क्षेत्र को इसी तरह से अछूता छोड़ दिया जायेगा? मैं मन्त्री जी से प्रार्थना करूँगा कि बांदा जंगशन पर ओवरब्रिज बनाने के लिए 8 गैटर और कुछ पुरानी चद्दरों की तुरन्त व्यवस्था करें ताकि वह बन सके और हर साल 8-10 आदमियों की जान बचाई जा सके।

श्री शशि नूषण (खारगोन) : उपाध्यक्ष महोदय, मैं जिस क्षेत्र से आता हूँ, पूर्वी और पश्चिमी नेवार वहाँ की एक करोड़ जनता अधिकतर आदिवासी है। वहाँ पर कोई रेलवे लाइन नहीं है। मैं मन्त्री महोदय से निवेदन करूँगा कि अगर आप वहाँ पर बड़ी लाइन नहीं दे सकते हैं तो सोनावल से खारगोन तक छोटी लाइन का एक्सटेंशन ही दे दीजिए।

इसके अलावा मैं एक खास बात दिल्ली के सम्बन्ध में कहना चाहता हूँ। यहाँ पर जो रेलवे के क्वाटर्स हैं उनकी सफाई की जाये लेकिन उसके साथ-साथ रेलवे के जोन में बरसों से बहुत सी भुग्गी भोपड़ियाँ हैं, हजारों की तादाद में और दिल्ली प्रशासन ने उनको जबदस्ती हटाया है। और उनमें रेलवे के ही बहुत से गरीब कर्मचारी रहते हैं।

दिल्ली प्रशासन ने तो यहाँ के भुग्गी भोपड़ी वालों पर नादिरशाही चलायी है, कइयों के खून उनके माथे पर लगा हुआ है, उनकी हालत में सुधार किया जाय और जो भुग्गी भोपड़ी वाले हैं, जो रेलवे के कर्मचारी हैं उनकी आप कोई उचित व्यवस्था कर दें।

श्री सूरज मान (अम्बाला) : उपाध्यक्ष महोदय, मैं रेलवे मन्त्री महोदय से सिर्फ एक बात कहना चाहता हूँ। वह हरियाणा से धुन कर आये हैं इसलिए वह एक मेहरबानी करें। दिल्ली डिवीजन हिन्दुस्तान में सबसे बड़ा डिवीजन है। उसको बाइफरकेट करने के आर्डर

हो चुके थे और मोहड़ी ऐम्प्लीमेंट के बाद जो फ्रैक्ट फाइंडिंग कमेटी बनी थी उसकी भी रिक्-मण्डेशन थी कि ऐम्प्लीमेंट का एक कारण यह भी है कि दिल्ली डिवीजन का मैनेजमेंट बड़ा होने के कारण ठीक नहीं होता। आप अगर हरियाणा की रेलवे में इम्प्रूव करना चाहते हैं तो उन आर्डर्स को रिन्वू कराइये और उनको इम्प्लीमेंट कराइये। मिनिस्टर आर्डर करता है लेकिन रेलवे बोर्ड उस पर अमल नहीं करता। तो मैं चाहूंगा कि मन्त्री जी उस आर्डर पर अमल करावेंगे।

दूसरी बात मैं यूनिवर्स के रिक्मिशन के बारे में कहना चाहता हूँ। आप सैट रूल्स बना लीजिये और जो यूनिवर्स उनको पूरा करे उसको रिक्मिन्डाइज कीजिये। मैं देखा है कि एडमिनिस्ट्रेशन ट्रेड यूनिवर्स के सहारे पर चल रहा है, ट्रेड यूनिवर्स रिक्मिन्शन के सहारे पर चल रही हैं। अगर आप आज उनका रिक्मिन्शन वापस कर लीजिये तो यह बोर्गस ट्रेड यूनिवर्स खत्म हो जायेंगी। इसलिए जो भी आप की शर्त हों उनको जो यूनिवर्स पूरा करे उसको आप रिक्मिन्डाइज कर लीजिये। मैं चाहता हूँ कि एक इंडस्ट्री में एक ही यूनिवर्स होनी चाहिए।

कालका आप जायें तो वहाँ पर आप देखेंगे कि क्लास चार ऐम्प्लाईज के लिए ढोल टाइप टिन के क्वार्टर बने हुए हैं जो गमियों में गरम हो जाते हैं और सदियों में ठंडे हो जाते हैं। उनको आप इम्प्रूव कीजिये। इसी तरह से लोको शैड की कालोनी है, जो कि ऐसेन्शियल स्टाफ है, वहाँ 12 फीमलीज के लिए लेट्रीन है। अब अगर फीमली में पांच आदमी भी लगायें तो 60 आदमी हो जाते हैं, जिन पर सिर्फ एक लेट्रीन है। और इतने ही लोग अनप्रथोराइज्ड तरीके पर वहाँ रहे हैं। इस प्रकार एक लेट्रीन 100 से 120 तक लोगों के लिये है। अब अगर कर्मचारी लेट्रीन नहीं जायगा तो वह ड्यूटी पर कैसे समय पर जायेगा। इन 12

क्वार्टर्स के अलावा कुछ अनप्रथोराइज्ड रेलवे ऐम्प्लाईज ने भोपड़ियां बनायी हुई हैं और कुछ ऐसे लोगों ने बनायी हुई हैं जो कि रेलवे ऐम्प्लाईज नहीं हैं। इसलिए आप कम से कम उन भोपड़ियों वाले रेलवे ऐम्प्लाईज को क्वार्टर दीजिये और जो दूसरे अनप्रथोराइज्ड लोगों ने भुगियां बनाई हुई हैं उनको रिम्बू कर दीजिये और हर मकान में एक अलग लेट्रीन बनवायें।

अब मैं शेड्यूल्ड कास्ट्स के मुतालिक मुझे यह कहना है कि उनके साथ कितनी नाइन्साफी रेलवे में हो रही है शायद उतनी कहीं नहीं हो रही है। प्रमोशन के समय उनके कैरेक्टर रोल को जानबूझ कर खराब कर दिया जाता है। उनकी पदोन्नति और कनफरमेशन के बारे में जो होम मिनिस्ट्री के निर्देश हैं उनका पालन नहीं किया जाता है। मैं चाहता हूँ कि मन्त्री महोदय अपने विभाग को थोड़ा स्ट्रीमलाइन करें ताकि शेड्यूल्ड कास्ट्स रेलवे ऐम्प्लाईज को जो फीसिलिटीज श्री जगजीवन राम के समय मिलती थीं वही उनको अब भी मिल सकें।

इसी प्रकार मुझे सी० जी० एच० एस० के बारे में भी कुछ कहना है। आपके जो रेलवे अस्पताल हैं उसमें क्लास तीन और चार के कर्मचारियों को दवा की जगह लाल पीला पानी दिया जाता है। अतः उनको आप सी० जी० एच० एस० की डिस्पेंसरी अलाऊ कर दीजिये ताकि वे वहाँ से दवायें ले सकें।

कनफरमेशन की यह हालत है कि बहुत रेलवे ऐम्प्लाईज टेम्पोरेरी हालत में रिटायर हो जाते हैं। इस बारे में मेरा सुभाव है कि जिनकी तीन साल की सविस हो जाय उनको क्वासी परमानेंट डिक्लेयर कर दिया जाय जिस से उनको सुविधायें मिल सकें।

राजस्थान में रेलवे ऐम्प्लाईज की बहुत बुरी हालत है। उनको अच्छा पीने का पानी तक नहीं मिलता। वह पानी इतना खराब होता है कि इंजन का बॉयलर भी खराब हो

[श्री सूरज भान]

जाता है। आप सोच सकते हैं कि वह पानी पीकर मनुष्य की क्या हालत होती होगी। इसलिए मेरा सुझाव है कि आप उनको डैजर्ट पलाउन्स दीजिये।

कैजुअल लेबर की आपने बात कही जिससे मुझे खुशी है। मैं देहली के बारे में कहना चाहता हूँ। हिन्दुस्तान में हर जगह रेलवे कैजुअल लेबर का पेड रेस्ट मिलता है, लेकिन देहली में कैजुअल लेबर को अनपेड रेस्ट मिलता है। इस प्रथा का जल्दी खत्म कीजिये।

इन शब्दों के साथ मैं उम्मीद करता हूँ कि रेलवे मन्त्री महोदय मेरी बातों पर सहानुभूति-पूर्वक विचार करेंगे।

SHRI R. D. BHANDARE (Bombay Central) : I am speaking on Supplementary Demand No. 5 repairs and maintenance. Out of Rs. 25 crores the amount for spareparts is to the tune of Rs. 9 crores odd. I do not know whether it has been brought to the notice of the hon. Minister that the amount spent on repairs and maintenance should not, in fact, have been spent because of the simple reason that the spareparts for repairs are obtained through the contract system, and the contract system as it obtains in the railway workshops is useless, dangerous and expensive to the railways. Now what is usually done is to entrust the contract for spareparts to the contractors. In order to get the material supplied by the contractor, the railway supply them the raw material. When we supply them the raw materials, the contractors never bother to supply the spareparts in time. The result is that there is delay in repairs and maintenance, there is delay in running trains in time and there is also delay in the efficient functioning of the railways. So, the contract system of getting spares from the contractors should be done away with. For that, if you want, you can engage more workers in the railways. To the extent, the unemployment problem would also be reduced.

Then, I am told—I do not know how far my information is correct—that the Parel and Matunga workshops are sought to be transferred elsewhere. I have written a

letter to the hon. Minister. I hope he will kindly look into it and give a categorical reply that the workshop will not be taken away from Bombay, thereby throwing thousands of workers into the streets of Bombay.

श्री शिवचन्द्र भ्वा (मधुबनी) : मैं डिमान्ड नं० 5 पर बोलना चाहता हूँ जिस के बारे में श्री भंडारे ने कहा। जब मेनटेनेन्स की बात सामने आती है तो बड़ी हैरानी होती है। जब भी कोई बात किसी से कहो तो रेलवे वाले एक चाल चलते हैं और कह देते हैं कि मेनटेनेन्स दिल्ली का है। जब भी असम मेल में हम लोग समस्तीपुर जाते हैं और कोई तकलीफ होती है तो उस को रेलवे आयरिटीज के सामने रखने पर वह कहते हैं कि मेनटेनेन्स दिल्ली का है। अगर बल्ब खराब हो, पानी की दिक्कत हो, कम्पार्टमेंट में किसी और तरह की तकलीफ हो तो कहते हैं कि मेनटेनेन्स दिल्ली का है इस में हमारी जिम्मेदारी नहीं है। यह क्या तरीका है कि अगर कहीं पर गाड़ी में कोई खराबी हो जाय तो यह कहा जाय कि मेनटेनेन्स दिल्ली का है। मैं चाहूँगा कि मंत्री महोदय एक सख्त सर्कुलर निकालें कि हर बड़े स्टेशन पर गाड़ी के मेनटेनेन्स को देखना उन के लिये मैनडेटरी है ताकि वह लोग बहानेबाजी न करें।

आप की डिमान्ड नं० 7 के बारे में मैं कहना चाहता हूँ कि जब भी गाड़ी समस्तीपुर के उधर पहुंचती है उसमें लाइट नहीं रहती है। होता यह है कि रेलवे वाले लोग डीजल को बेच लेते हैं। जब भी स्टेशन पर गाड़ी आती है तो लाइट आ जाती है और जैसे ही स्टेशन से बाहर निकली कि लाइट चली जाती है। मैंने कई दफे रेलवे इन्स्पेक्टर से पूछा कि यह क्या बात है कि जब स्टेशन आता है तो लाइट आ जाती है और स्टेशन से बाहर निकलने पर वह गुम हो जाती है? मुझ को बतलाया गया कि दो स्टेशनों के बीच में

नोग डीजल को सस्ता मंहगा बेच देते हैं। जो दिक्कतें होती हैं उनको भ्रगर आप इन कोगनितो जा कर पता लगायें तो आप उन से परिचित हो सकते हैं और उनको दूर करने में आपको आसानी भी हो सकती है।

जहां तक न्यू लाइज का सम्बन्ध है मैंने निर्मली से सुपोल तक वाली लाइन के बारे में आप से अभी डिविजन भी करा लिया है। भ्रंजेजों के जमाने में यह लाइन थी। लेकिन उसके बाद इसको डिसमैटल कर दिया गया। अभी तक भी इसको रेस्टोर नहीं किया गया है। यह बहुत शर्म की बात है रेलवे डिपार्टमेंट के लिए। कोसी एरिया की जो दिक्कतें हैं, उनको आप देखें। यह लाइन उस एरिया के लिए बहुत जरूरी है। अभी भी यह नहीं बनी है। मैं चाहता हूँ कि इसको आप बना दें।

उसी तरह से एक दूसरी लाइन निर्मली से जयनगर बाया लोकही आप दें। यह बोर्डर पर है, यह भी बहुत जरूरी है।

भ्रंभार से लोकही तक एक लाइन का होना बहुत जरूरी है। सकरी हसनपुर लाइन भी बहुत आवश्यक है। पहले या दूसरे प्लान में इस एरिया का सर्वे भी हो चुका है। इस तरह की बहुत सी लाइनें हैं जो जनता को सुविधायें प्रदान करने के लिए बहुत जरूरी हैं। उन सभी को बनाया जाना चाहिये।

भ्रसम मेल तो चलती है लेकिन समस्तीपुर से दिल्ली तक भी एक गाड़ी होनी चाहिये। बरोनी में आ कर वह गाड़ी मोटे तौर पर मिलिटरी गाड़ी हो जाती है। दूसरे पेंसंजर्ज को उस में जगह समस्तीपुर में नहीं मिलती है। इस कारण से समस्तीपुर वालों को बड़ी दिक्कत का सामना करना पड़ता है। समस्तीपुर के लिए एक गाड़ी होनी चाहिये। एक बोगी आपकी समस्तीपुर से दिल्ली लगती है। उसी तरह से जब तक आप गाड़ी नहीं देते हैं, तब तक आप एक स्लीपर कोच समस्तीपुर से

दिल्ली के लिए दें तीसरे दर्जे वालों के लिए। यह व्यवस्था तो आप तुरन्त कर दें।

जो वादे आप करते हैं, उनको पूरा आप करें तभी उन वादों का कोई मतलब हो सकता है। इतना ही हो जाए तभी बहुत है। मैं चाहता हूँ कि आप रेलवे को आदेश दें कि जो लोग वहां काम करते हैं, वे अपनी जिम्मेदारी से भागें नहीं। बहानेबाजी से काम न लें।

मैं समस्तीपुर की जो कठिनाई है एक और उसको भी आपके सामने रखना चाहता हूँ। वहां स्टेशन पर जो गेट है वह बहुत बड़ा है। जब मुसाफिर गाड़ी से उतरते हैं तो उनकी भीड़ उस गेट पर लग जाती है। भीड़ का कारण यह होता है कि तीन चौथाई गेट को बन्द कर दिया जाता है और एक चौथाई ही खुला रखा जाता है। उस गेट पर खड़े होकर लोगों से टिकटें इकट्ठी की जाती हैं। आप गेट को पूरा खुला रख सकते हैं और एक आदमी वहां और लगा सकते हैं। इससे मुसाफिरों को सुविधा होगी। लेकिन जहां इकोनोमी करने की जरूरत होती है, वहां तो आप इकानोमी नहीं करते हैं और जहां नहीं होती है, वहां आप इकोनोमी करते हैं। इस गेट पर लोगों को सुविधा प्रदान की जानी चाहिये और पूरा गेट खुला रखा जाना चाहिये ताकि लाइन बना कर लोग बाहर निकल सकें।

भरडीहा स्टेशन पर वैंस्टन गुमटी आपने क्यों बन्द कर दी है? एक आदमी वहां रहता है। बीच बाजार में वह पड़ती है उस में इकानोमी करने की क्या जरूरत थी।

रेलवे भ्रघोरिटीज जो स्पार्ट पर हैं, आप यह देखें कि वे बहानेबाजी से काम न ले कर जिम्मेदारी को निभायें। जब भी उन से कोई शिकायत की जाती है तो वे उसको टाल बेते हैं। यह कह दिया जाता है कि यह हमारी जिम्मेदारी नहीं है, किसी और की है। दिल्ली की बात ही मैं आपको बतलाता हूँ। इसके बारे

[श्री शिव चन्द्र भा]

में मैंने डा० राम सुभग सिंह को लिख कर भी भेजा था। मेनेटेंस के बारे में जब स्टेशन मास्टर को कहा गया ता उसने कहा कि यार्ड वालों का यह काम है और यार्ड वालों से कहा गया तो उन्होंने भी उसको टाल दिया। मैं समझता हूँ कि सब से बड़ा काम आप यह करेंगे यदि आप लोगों को ड्यूटी का पाबन्द बना दें, लोगों को कह दें कि वे बहानेबाजी से काम न लें और अपनी जिम्मेदारी से बचें नहीं। ऐसा आपने भ्रमर कर दिया तो इससे बहुत बड़ा फायदा जनता को होगा।

श्री सु० प्र० खाँ (कासगंज) : मैं केवल एक प्रश्न मंत्री महोदय से पूछना चाहता हूँ। रेलवे बजट पर बोलते वक्त मैंने सरकार का ध्यान इस ओर दिलाया भी था। मैंने कहा था कि स्टेशन मास्टर और असिस्टेंट स्टेशन मास्टर की ऐसी एक कैटेगरी है जो बहुत निगलैक्टड कैटेगरी है और जिस की तरफ सरकार का ध्यान जाना बहुत जरूरी है। लेकिन ध्यान जाता नहीं है। वे बहुत जिम्मेदारी का काम करते हैं। लेकिन सरकार उनकी तरफ कोई ध्यान नहीं देती है। उन्होंने सरकार को और डी० एस० को मॅमोरेंडम दिया है। मैं मंत्री महोदय को इस बात के बारे में एक सवाल पूछना चाहता हूँ। क्या मंत्री महोदय एन ई रेलवे को लिलेगे कि एम एम्ज और ए एस एम्ज के लिए रेलवे बोर्ड ने जो फोसिलिटीज और एमेनेटीज दूसरे रिजर्व और जॉज में दे रखी हैं, वे एन ई रेलवे में काम करने वाले इन लोगों को क्यों नहीं दी गई हैं। बतौर प्रेजिडेंट के डी० एस० को मैंने दो रिप्रिजेंटेशज थी है और इस चीज को प्वाइंट आउट किया है। क्या मंत्री महोदय एन ई रेलवे के भ्रफसरों को और डी० एस० इजतपुर को लिखकर पूछेंगे कि जो फौसिलिटीज एस एम्ज और ए एस एम्ज को दूसरे स्टेशज पर मिली हुई है वही फौसिलिटीज इनको इन ई

रेलवे में क्यों नहीं दी जा रही है और क्या वह इनको ये फौसिलिटीज और एमेनेटीज दिलाने की प्रयत्न करेंगे ?

श्री मोलहू प्रसाव (बांसगांव) : उपाध्यक्ष महोदय, क्या रेलवे मंत्रालय दिल्ली से आसाम तक कोई डायरेक्ट लाइन की व्यवस्था करने पर विचार करेगा ? क्यों कि यह चीन और पाकिस्तान के आक्रमण से सुरक्षा की दृष्टि से भी अच्छा होगा और उस पिछड़े हुए इलाके का विकास भी हो जायेगा।

श्री रणधीर सिंह (रोहतक) : उपाध्यक्ष महोदय, हमारे यहां रोहतक-पानीपत की एक पुरानी रेलवे लाइन हुआ करती थी। चालीस पचास साल पहले उस को डिसमैटल कर दिया गया था। उस में से रोहतक से मोहाना तक की आधी लाइन को रेस्टोर कर दिया गया है। बाकी लाइन के लिए डिपुटी मिनिस्टर साहब की चेयरमैनशिप में एक कमेटी बनी थी, जिस ने उस लाइन का रेस्टोर करने की सिफारिश की है। वह लाइन मुनाफे की है, घाटे की नहीं। मैं यह सवाल इस लिए नहीं उठा रहा हूँ कि श्री नन्दा हरियाणा से चुन कर आये हैं, बल्कि इस लिए कि हमारी केस बहुत मजबूत है। श्री लाल बहादुर शास्त्री ने इस रेस्टोर की हुई लाइन का इनागुरेशन किया था। पिछले रेलवे मिनिस्टर, डा० राम सुभग सिंह, भी यह एशोरेंस दे चुके हैं कि इस लाइन को रेस्टोर कर दिया जायेगा। मैं यह जानना चाहता हूँ कि उस कमिटेमेंट को कब पूरा किया जायेगा। मैं चाहता हूँ कि उस लाइन को जल्दी से जल्दी रेस्टोर किया जाये।

THE MINISTER OF RAILWAYS (SHRI NANDA) : Mr. Deputy-Speaker, Sir, I have taken a careful note of the comments and the questions put by the hon. Members and, in view of the limitation of time, if that should suffice, I shall give full attention to all these things and communicate to the Members.

Demands Nos. 2 to 5, 7 to 9, 14 to 16 and 20:"

The motion was adopted.

17.39 hrs.

APPROPRIATION (RAILWAYS)
 NO. 2 BILL*, 1970

THE MINISTER OF RAILWAYS (SHRI NANDA) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1969-70 for the purposes of railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1969-70 for the purposes of railways."

The motion was adopted.

SHRI NANDA : I introduce† the Bill.

I beg to move†† :

"That the Bill to authorise payment and appropriation of certain further sums from out of the Consolidated Fund of India for the service of the financial year 1969-70 for the purposes of railways, be taken into consideration."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1969-70 for the purposes of railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER : Now we take up clause-by-clause consideration.

Mr. Nambiar made a few observations and I thought he would not rest satisfied if I did not say something about one or two points of a general nature. One is about the Railway Protection Force. Our feeling is that, in spite of that Force on which we are incurring heavy expenditure, some improvement may have occurred but still the thefts, the pilferages and other mal-practices for which anti-social elements may be responsible and some of the employees may have a hand in it, are not going down to an extent that we may feel satisfied about. They have to do their work more effectively but, certainly, not misuse any powers and not misbehave and, so far as the use of fire-arms is concerned, they cannot have recourse to it except in self-defence. If there is any special case that the hon. Member may have in mind, he may bring it to my notice and I shall certainly go into that and do whatever is necessary in that case.

Regarding the cut motion about Indian Railways becoming a member of the International Railway Congress Association and the International Union of Railways, we feel that the performance of the Indian Railways both in respect of the International Railway Congress Association and the International Union of Railways is to keep in touch with modern railway technology. That is a good enough purpose and I do not think we should grudge the expenditure that is being incurred on that.

MR. DEPUTY-SPEAKER : I shall put all the cut motions Nos. 3, 4, 5 and 6 in the name of Shri Nambiar to the vote of the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1970, in respect of the following demands entered in the second column thereof—

*Published in Gazette of India Extra ordinary, Part II, Section 2, dated 28-3-1970.

†Introduced with the recommendation of the President.

††Moved with the recommendation of the President.

[Mr. Deputy-Speaker]

The question is :

"The Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 2 and 3, the Schedule. Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI NANDA : I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill passed."

The motion was adopted.

17.41 hrs.

STATUTORY RESOLUTION RE : HARYANA AND PUNJAB AGRICULTURAL UNIVERSITIES ORDINANCE AND HARYANA AND PUNJAB AGRICULTURAL UNIVERSITIES BILL.

MR. DEPUTY-SPEAKER : Now we take up the Statutory Resolution of Shri Shri Chand Goyal disapproving the Haryana and Punjab Agricultural Universities Ordinance, 1970 (Ordinance No. 1 of 1970) promulgated by the President on the 2nd February, 1970.

Shri Shri Chand Goyal

SHRI SHRI CHAND GOYAL (Chandigarh) : I beg to move :

"That this House disapproves of the Haryana and Punjab Agricultural Universities Ordinance, 1970 (Ordinance No. 1 of 1970) promulgated by the President on the 2nd February, 1970."

Sir, to appreciate the circumstances in which the Ordinance has been brought, I will state a little background. The background is that in 1961 the Punjab Agricultural University came into existence with headquarters at Ludhiana, but sometime subsequently two campuses were started—one at Hissar and the other, Palampur in Kangra District. My notice of disapproval will be on the ground that no arrangement has been

made to create a separate University for Himachal Pradesh at Palampur and it is, unfortunately, that politics entered into it. I will not hesitate to say that since the Chief Minister of Himachal Pradesh, Mr. Parmar and another Member of Rajya Sabha, Shrimati Satyavati Dang have built up their big agricultural farms on the border of the two districts of Mahasu and the area from which the Chief Minister hails, they are interested in not developing the college at Palampur into a university. On the other hand, they are interested in setting up a separate agricultural college in Solan. This will be very unfortunate because the decision will not be taken on merits but on political considerations. In fact the campus at Palampur is as good as the one in Hissar but since the State Government does not favour the idea of setting up an agricultural university or the conversion of the campus at Palampur into an agricultural university, the Government is saying 'We will have a multi-purpose university for Himachal Pradesh.'

17.43 hrs.

[Shri K. N. Tiwary in the Chair]

That is why I have moved this motion for disapproving the ordinance because whereas it makes a satisfactory arrangement for Haryana, it has failed to make a similar arrangement for Himachal Pradesh. Sir, I would like to add that Himachal Pradesh being a very important area from the point of view of research as well as from the point of view of enhancing agricultural wealth and the forest wealth, it is desirable that a separate University for Himachal Pradesh be set up at Palampur and its campus be converted to a university.

I have another grievance also. You must be remembering that according to the provisions of the Punjab Recorganization Act the division of all assets was to be done in the proportion of : Punjab—54.84%, Haryana—37.38% and Himachal Pradesh and Chandigarh (Union Territories)—7.78%.

But unfortunately what is now being done is that assets are being transferred in the ratio of 60 : 40 and no allocation is made, no decision is being taken, for separating the share or at least for fixing the share

of Chandigarh and Himachal Pradesh which was to be in the ratio of 7.78. According to the provision of the Punjab Reorganisation Act this was a condition precedent and I think this is a great irregularity to the Himachal Pradesh people and the Chandigarh people and they will have a natural grievance that their share is not being given to them.

Then, Sir, I want to highlight certain important recommendations which were made only a month ago by a committee, by an association of the Vice Chancellors of all Agricultural Universities held at Ludhiana some time ago and they have recommended this, and we must bear in mind, these agricultural universities have helped considerably in bringing about this Green Revolution throughout the country. Therefore we have to pay more attention to this agricultural knowledge and agricultural science and I would plead with the Minister that when we want to strengthen these universities it is equally necessary that undergraduate training which at the moment is not getting the necessary attention, should be given proper and adequate attention. And this undergraduate teaching of agriculture must be developed and must be given good head.

I also suggest that there must be uniformity. Such uniformity has to be brought about regarding the courses of study, regarding the grading system, regarding the attendance requirement etc. so that all the universities in the country follow the common pattern and not that they have their different courses of study, their different grading systems and difference attendance requirements. Now that we have a number of agricultural universities in the country it is desirable and it is natural that that uniformity must be brought about at an early date.

Then, Sir, I would also point out that there is a very serious mistake which is being committed in having so many examinations in these agricultural subjects. I do not know whether the hon. Minister is aware that in each subject at the moment there are 5 examinations in a trimester. Why should we have trimester in the agricultural universities when we have semester in all other universities? I would plead with the Minister that we should substitute the present trimester system into semester system which is being followed by other universities and the number of examinations which is at

present 5 in each subject has got to be brought down to 3, as is the practice in all other sciences in other universities.

Then I come to the problem of the medium of instruction. There is a demand throughout the country that we should change over from English medium to the medium of regional languages I would request that a start might be made from the undergraduate studies and if we want to succeed in that, all courses will have to be prepared especially in Hindi because there are a number of universities which are situated in the Hindi areas. If we make a beginning with the preparation of these courses in Hindi undergraduate studies, undergraduate courses, then, after some time, it will be possible even at the university level to revert to the regional languages from the English medium. For that, I am suggesting that proper attention must be paid for preparing courses of study and especially we must take a start with Hindi.

The Home Science colleges are being run by State Governments. It is desirable—and it has been recommended by a number of Commission on agricultural universities—that these colleges must be transferred to these agricultural universities.

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHIB SHINDE) : We have no objection

SHRI SHRI CHAND GOYAL : A number of these colleges are developing to a very good level. I know that the Home Science College of Chandigarh has a first class standard and it is a first class institution. These colleges have already developed and they have a good programme of undergraduate study; post-graduate studies should also start in them so that they develop to their full stature.

Students' welfare is also an important problem because a number of the graduates who pass out are unemployed. They have to be provided with adequate employment in appropriate positions. In each university, an employment bureau should be opened where all the unemployed graduates will be registered and proper steps taken to provide them with employment.

[Shri Shri Chand Goyal]

We have to run even agriculture as a profitable industry. For that we should reorient the system of training so that the graduates may make themselves more useful. Now there is a tendency for educated people to revert to agriculture; especially if the unemployed who have passed out from agricultural universities are given proper training and reorientation, they will certainly bring about a greater green revolution in the country, provided adequate facilities are given to them.

There are a number of agricultural universities which are fully developed where we have trained staff, senior members. There are others in the developing stage. If we make rules for the transfer of these senior members either on small tenure or for short-terms to developing universities, they can help in research work there, improve the teaching standards and also help in their programme of expansion. This is also a need of the times.

Next with regard to research work. In Israel which was just a desert, the latest position is that vegetables and fruits collected in the morning from the fields are now served at the lunch table in London, Paris and New York. They must have developed their marketing system taking a lot of trouble. If a small country, country like Israel can do it, why should we not? Therefore, there is need for research in food processing and technology, in marketing and in agricultural engineering and livestock development. These are the fields where research work is needed and I hope the hon. Minister will provide a direction for work in these fields.

Coming to staff amenities, the staff of agricultural universities are not that highly paid as those of the medical, engineering or other universities. I think we must now take up this question of increasing their pay scales and we must also make some provision for their housing, medical aid and pension. It is time we made rules and considered them on a footing of equality with the staff serving in other universities.

So far an extension is concerned, this University should help the farmers in three ways—by offering plan service for the farm structure including rural houses; tube-wells, cattle and poultry farms; design and architectural services; and construction services.

The farmer should be given adequate aid by the States to enable him to do his duty towards the country.

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHIB SHINDE) : I beg to move :

"That the Bill to provide for the establishment of two independent Agricultural Universities in place of the Punjab Agricultural University constituted by the Punjab Agricultural University Act, 1961, and for matters consequential on, or connected with, the establishment of those independent Agricultural Universities, be taken into consideration."

SHRI SRINIBAS MISRA (Cuttack) : On a point of order. It is stated in the Statement of Objects and Reasons that both the legislatures of Punjab and Haryana have passed Resolution authorising this House to pass an Act like this. A little history is necessary in this connection.

There was the Punjab University Act, 1961. There is one Punjab Agricultural University at present situated in Ludhiana which is within the territory of Punjab. In our Constitution there is no extra-territorial jurisdiction of any State. So, the Haryana Legislature has no jurisdiction inside Punjab.

There are three provisions in the Constitution under which Parliament can make law relating to subjects in List No. 11. One relates to Emergency. Another is when the Council of States passes a Resolution by a certain majority that it is necessary in the interest of the country that Parliament should make such a law relating to State subject. The third one is article 252 which reads :

"If it appears to the Legislatures of two or more States to be desirable that any of the matters with respect to which Parliament has no power to make laws for the States except as provided in articles 249 and 250 should be regulated in such States by Parliament by law, and if resolutions to that effect are passed by all the House of the Legislatures of those States, it shall be lawful for

Parliament to pass an Act for regulating that matter accordingly, and any Act so passed shall apply to such States and to any other State by which it is adopted afterwards by resolution passed in that behalf by the House or, where there are two Houses, by each of the House of the Legislature of that State."

This is sufficient for our purpose. Under this Bill three things have been done. The Punjab Agricultural University Act, 1961 has been repealed. That Agricultural University has been dissolved and two Universities have come into being. So far as the dissolution of the Punjab Agricultural University is concerned, only one State is concerned, that is Punjab. Haryana has nothing to do with it because Ludhiana in which the University situated is within the jurisdiction of Punjab and the Punjab Legislature has sole power to make laws regarding its dissolution etc.

Integration, regulation, etc. are all covered by VII schedule List II... (Interruptions) I am saying that constitutionally this House has no power to consider such a Bill.

18.00 hrs

MR. CHAIRMAN : How is it for the Chair to decide ? It is for the House to decide.

SHRI SRINIBAS MISRA : Under the rules it is the Chair which should decide. On a point of order, the competence of the House to legislate on certain things can be raised and the Chair should decide whether a particular Bill can be taken up. (Interruptions.)

If two States agree a law can be passed by Parliament. Punjab has agreed. Haryana has no jurisdiction.

MR. CHAIRMAN : It has also agreed.

SHRI SRINIBAS MISRA : The point is, Can Haryana agree to a dissolution of Punjab University ? If it is only one State which can agree, Parliament will have no power to make law. In this case, Haryana has no jurisdiction to say about the dissolution of the Punjab Agricultural University. If Tamil Nadu and Punjab pass a resolution, can Parliament make a law regarding Punjab University ? There is another State also, Himachal Pradesh, which is concerned. It has an Assembly. The third State is also

there. In this case the third State is a Union Territory which has not passed any resolution. But because it is a Union Territory, Parliament has the power to make law. My contention is, that Haryana's passing a resolution will not give power to Parliament to make law on behalf of more than one State.

Something has also been about the Industrial Disputes Act, whether it is applicable or not. Who has given power to this House to make a law regarding that ? Civil court jurisdiction is taken away by saying that if the vice chancellors or the chancellors do not agree, the secretary of the Central Government here will decide it. I am referring to clauses 37, 41 and 43. All these are beyond our jurisdiction. Probably it would have been better if Punjab dissolved its university and Haryana established its university by another Act and Punjab established its university by a separate Act.

At one place it says that the university is dissolved ; clause 3 dissolves it, the Punjab Agricultural University. In clause 7 it says that a corresponding university shall be deemed to be established—not established, but deemed to be established.

Cl. 41 says : "Any obligation incurred, before the commencement of this Act, by the existing University to confer any degree or other academic distinction on, or to issue any diploma, shall be the obligation of the Punjab Agricultural University." It does not exist. The old university is now dissolved and you again saddle that university with some obligations of the dead university which you are dissolving. Therefore, the whole thing is inconsistent. The draftsmen have become very fond of the word "corresponding", and it will create more confusion. My point is that this House has no jurisdiction to discuss and consider this matter and pass it.

SHRI ANNASAHIB SHINDE : The hon. Member is unnecessarily creating confusion and he himself appears to be confused over the matter. What I would like to point out before the House is that article 252 of the Constitution is very clear. It explains under which circumstances Parliament can enact a legislation for two or more States. If it is a State subject, in which the State legislature is competent to enact a law, it can do it, but in a matter

[Sbri Annasahib Shinde]

with respect to two States, if the two State legislatures empower Parliament and pass a resolution to the effect that Parliament should pass the legislation, then Parliament is competent to enact such a legislation

In this case, the Punjab Assembly has passed a resolution that such and such an enactment—authorising Parliament to do it should be enacted by Parliament. Similarly, the Haryana Assembly also has passed a resolution. So, article 252 is very clear. It says :

“If it appears to the Legislatures of two or more States to be desirable that any of the matters with respect to which Parliament has no power to make laws for the States except as provided in articles 249 and 250 should be regulated in such States by Parliament by law, and if resolutions to that effect are passed by all the Houses of the Legislatures of those States, it shall be lawful for Parliament to pass an Act for regulating that matter accordingly...”

Here, as I have already submitted, resolutions have been passed by the respective legislatures, and there is no bar whatsoever for this Parliament to enact this legislation. If the matter needs legal interpretation, the hon. Member is free to take it to the Supreme Court.

MR. CHAIRMAN : The Punjab Assembly as well as the Haryana Assembly, both have passed resolutions. So, your point of order is not valid. (*Interruption*)

SHRI SRINIBAS MISRA : Have you given your ruling ? (*Interruption*)

SHRI ANNASAHIB SHINDE : I was submitting that this Bill be taken into consideration. I think the hon. House and all the hon. Members will appreciate why the Government is proposing a Bill of this nature to this hon. House. It has been the Government of India's policy that each State must have one agricultural university. It is also well known and very much appreciated by this House what important a role is being played by the agricultural universities in the development of agriculture. Naturally, the erstwhile Punjab State was one composite unit and Haryana area was also part of the Punjab State. Thereafter,

the reorganisation of Punjab took place, and the two States were formed. Some areas went to Himachal Pradesh. Two new States came into existence—Punjab and Haryana. There was agitation in Haryana, and perhaps a very genuine demand, that the Haryana people must also have a separate agricultural university. The hon. Members from Haryana know that there was even some agitation carried on and some disturbance also took place. It is consistent with the Government of India's policy that since Haryana is also a very important State from the point of view of agriculture—it is giving us a lot of wheat and agriculture is developing very well there—if a separate agricultural university is established in Haryana, it will make for a greater contribution to the development of Haryana.

So, this is a simple measure of bifurcation of the universities. Hardly there is any point of controversy at all. It will facilitate the genuine aspirations of the local people and therefore both the legislatures—Punjab and Haryana—have requested this Parliament that such an enactment should be passed by Parliament.

In this bifurcation also, some broad principles have been accepted. When the assets and liabilities of erstwhile Punjab were bifurcated as between Punjab and Haryana some principles were accepted. More or less the same principles are being accepted in this case for bifurcation of Haryana and Punjab agricultural universities. Therefore, I hope the hon. Members will appreciate this and pass this Bill without any controversy. If there are any points raised thereafter, I will reply to them at the end. I do not think there is any point on which there can be any controversy in this House.

I know that Shri Shiv Chandra Jha has given notice of a motion for the circulation of the Bill for eliciting public opinion. When both the States have agreed to it, I do not think there is any need to elicit public opinion on this.

Coming to the reason for promulgating the Ordinance, the normal academic life of the University was being affected by agitations etc. So, naturally, government had to take recourse to promulgating an Ordinance on the 2nd February because Parliament was not in session at that time. Now

that the House is in session, we have taken the first opportunity to come to the House and I appeal to the good sense of the hon. Members to give their unanimous support to this Bill.

MR. CHAIRMAN: The Statutory Resolution and the motion for consideration of the Bill are before the House. There is an amendment for circulation of the Bill by Shri Shiv Chandra Jha? Is he moving it?

SHRI SHIV CHANDRA JHA (Madhubani): Yes, Sir. I beg to move:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 30th April, 1970." (9)

उपाध्यक्ष महोदय, इस बिल की क्लाज 42 में कहा गया है कि पंजाब एग्रीकल्चरल यूनिवर्सिटी का एक कंपस पालमपुर में रहेगा और हिमाचल प्रदेश उसका कुछ खर्चा उठायेगा। चूंकि हिमाचल प्रदेश एक यूनियन टेरीटरी है, इसलिये लाजिमी तौर पर वह खर्चा सेंट्रल गवर्नमेंट भीट करेगी। सवाल यह है कि क्या वह पैसा कानसालिडेटिड फंड से धारयेगा या नहीं। अगर वह पैसा कानसालिडेटिड फंड से धारयेगा, तो चाहे वह रकम छोटी ही क्यों न हो, धाटिकल 117(3) के मुताबिक उसके लिये प्रैजिडेंट की रीकमेंडेशन जरूरी है। मेरा यह धाराजेकशन धब भी कायम है।

इस बिल के मुताबिक पंजाब और हरियाणा के लिये दो यूनिवर्सिटीज कायम की जा रही हैं, लेकिन इस विषय में हिमाचल प्रदेश के साथ इंसाफ नहीं किया जा रहा है। हिमाचल प्रदेश के लिये एक अलग यूनिवर्सिटी कायम की जानी चाहिये थी, लेकिन इस बिल में कहा गया है कि पालमपुर का एग्रीकल्चरल कालेज फिलहाल पंजाब एग्रीकल्चरल यूनिवर्सिटी का कालेज रहेगा। हिमाचल प्रदेश की सर-जमीन पर एक दूसरे राज्य की यूनिवर्सिटी का कंपस रहेगा। मौजूद यूनिवर्सिटी को बाइफर-केट किया जा रहा है। क्या इंसाफ का

तकाजा यह नहीं है कि उसको पंजाब, हरियाणा और हिमाचल प्रदेश, इन तीनों में बांटा जाता और इस बिल का शीर्षक यह होता: 'दि हरियाणा, पंजाब एंड हिमाचल प्रदेश एग्रीकल्चरल यूनिवर्सिटीज बिल, 1970'?

लेकिन मैं देख रहा हूँ उसकी सरेजमीन को इस्तेमाल करते हैं, दोनों राज्य करेंगे, लेकिन इस विधेयक के जरिये जब वह यूनिवर्सिटी बनाने जा रहे हैं तो हिमाचल प्रदेश को महरूम किया जा रहा है, इसी लिये हिमाचल प्रदेश की ओमिनियन लेना जरूरी है और इसी लिये इसको सर्कुलिट करना में जरूरी समझता हूँ।

तीसरी बात ऐडमीशन में शिड्यूल्ड कास्ट, शिड्यूल्ड ट्राइव्स और महिलाओं के लिये पंजाब और हरियाणा दोनों यूनिवर्सिटीयों में सीटें रिजर्व होंगी लेकिन आप जानते हैं कि एडुकेशन फ्री हो, यह बात होनी चाहिये और जब आप उनके लिये शिड्यूल्ड कास्ट एंड शिड्यूल्ड ट्राइव्स के लिये तथा महिलाओं के लिये सीटें रिजर्व कर रहे हैं तो वहां एडुकेशन भी फ्री होनी चाहिये।

उसके बाद बोर्ड जो बनेगा पंजाब यूनिवर्सिटी का और हरियाणा का उसमें आप बिजनेसमेन और डिस्टिन्ग्विशड इंडस्ट्रियलिसट्स को लाने जा रहे हैं...

सभापति महोदय: आप तो रेगुलर स्पीच दे रहे हैं...

श्री शिव चन्द्र झा: मैं केवल प्वाइंट रख रहा हूँ कि इन सब बजहों से इसको सर्कुलिट किया जाय। मैं प्वाइंट रख रहा हूँ कि क्यों पब्लिक ओपिनियन ली जाय।

तो यह बांड जो बनेगा उसमें इंडस्ट्रियलिसट्स को आप घुसा रहे हैं, बैकडोर से कहें या फट डोर से ही उनको घुसा रहे हैं। एक तरफ आप समाजवाद का धारादर्श रखते हैं और दूसरी तरफ आप डिस्टिन्ग्विशड मैन्युफैक्चरर्स

[श्री शिव चन्द्र झा]

श्रीर इंस्ट्रुमण्ट्स को इस में लाने जा रहे हैं।

छठी बात यह है कि डायरेक्टर आफ स्टूडेंट्स वेलफेयर जो बनायेंगे उसका रूप स्पष्ट नहीं है। वह यूनिवर्सिटी कैंपस और विद्यार्थियों के मुतालिक क्या काम करेंगे, यह इसमें साफ नहीं है। खैर, वह जब इसका वक्त आयेंगा तब मैं इसके ऊपर अपनी बात रखूंगा।

फिर यह जो ऐग्रीकल्चरल यूनिवर्सिटी प्राप बनाएंगे उसमें ऐग्रीकल्चरल एकोनामिक्स की पढ़ाई की गुंजाइश नहीं है। ऐग्रीकल्चरल यूनिवर्सिटी कैलिफोर्निया की जो है, ऐग्रीकल्चरल यूनिवर्सिटी बर्कले हैं, वहां ऐग्रीकल्चरल एकोनामिक्स की पढ़ाई होती है, लेकिन मैं देख रहा हूँ कि यह जो कार्यक्रम बन रहा है पढ़ाई का वह भी ठीक नहीं है।

यह सब बातें हैं जिन की वजह से एक महीना कोई बहुत टाइम नहीं है, मेरा प्रस्ताव यह है कि अप्रैल 30 तक इसे सक्लिट किया जाय, इस सेशन के पहले ही ओपिनियन प्रा जायगी और यह सेशन खत्म होते होते इस विधेयक को हम पारित कर देंगे। कोई ऐसी एमजेंसी की बात नहीं है। प्राप देखें कि 1968 में पंजाब ने पास किया, 1969 में हरयाना में पास किया और तब 1970 में प्राप ला रहे हैं। तो इसमें कोई ऐसी एमजेंसी की बात नहीं है। एक महीने के लिये इसको सक्लिट कर दें और मुझे पूरा विश्वास है कि हिमाचल प्रदेश वाले जरूर मांग करेंगे कि उनका इसमें हिस्सा होना चाहिये या एक यूनिवर्सिटी उनके लिये भी अलग बननी चाहिये। इसी लिये और भी बहुत सी बातें हैं जिन की वजह से विधेयक को सक्लिट कर दिया जाय, एक महीने तक ओपिनियन ली जाय और तब विधेयक को सामने रखा जाय, तब पास होगा तो इंसाफ पूर्ण होगा।

SHRI SHEO NARAIN (Basti) : Mr. Chairman, we support the Bill as both the Assemblies have agreed to it and have passed Resolution to that effect. दोनों प्रसेम्बलियों ने एक मत हो करके इस रेजोल्यूशन को पास किया। मैं मिश्रा जी को बताना चाहता हूँ, उन्होंने जो प्राबजेक्शन किया कि इस हाउस को एषारिटी नहीं है, मैं कहना चाहता हूँ क्योंकि दोनों परिवार एक थे, हरयाना और पंजाब की एक ही यूनिवर्सिटी थी, जब डिवाइड हुआ पंजाब तो उनको हक था, यह भलमन्साहत है पंजाब वालों की, कि उन्होंने बांट दिया और दे दिया। बंटवारा हुआ। दोनों भाई भाई थे। यूनिवर्सिटी वह स्थान है कि जो हमको प्रकाश और रोशनी देता है, लनिंग का केन्द्र है, वह भगड़े का, आयाराम और गयाराम का स्थान नहीं है। मैं हरयाना के लोगों से अपील करना चाहता हूँ कि एक प्रादर्श यूनिवर्सिटी दो, जो तक्षशिला और नालन्दा विश्वविद्यालय का नमूना है वह दो क्योंकि वह महाभारत का रणस्थल है, यह वह स्थान है जहाँ पाण्डवों और कौरवों की लड़ाई हुई थी। यह राजनीति का केन्द्र है। ता मैं समझता हूँ कि यह अच्छा मुभाव प्राया। दोनों प्रसेम्बलियों को सद्बुद्धि भगवान ने दी। ... (व्यवधान) ... जरा सुनों, बुद्धि की बात सुनों।

सभापति महोदय, पंजाब की यूनिवर्सिटी लुधियाना में वेस-इस्टव्ब्लैण्ड है, उसके पास जमीन है, मकान है, सब कुछ बना बनाया है, लेकिन हरियाणा को अपनी यूनिवर्सिटी नये सिरे से हिसार में बनानी पड़ेगी। इसलिये एसिट्स का जो डिबीजन 40 और 60 के अनुपात में किया गया है, यह बंटवारा ठीक नहीं हुआ है। इसका ईक्वल डिस्ट्रीब्यूशन होना चाहिये था, यह न्यायपूर्ण बंटवारा नहीं है।

मैं सैन्ट्रल गवर्नमेंट से कहना चाहता हूँ—

Hissar University will need special aid from Centre for research on sugarcane and cotton. यानी शुगरकेन और काटन के लिये आपको स्पेशल मनी यहां से देना होगा, तभी वह डवेलप कर सकेगी। हरियाणा एक ऐसा राज्य है, जो कृषि प्रधान है, जिस के ऊपर हिन्दुस्तान गेहूँ और काटन के लिये डिपेण्ड करता है, जो भागे चल कर सारे देश को खिलायेगा।

सभापति महोदय, मैं आख मूंद कर कोई बात नहीं कहता हूँ। मैं खुद ही टीचर रहा हूँ, इसलिये मुनासिब समझता हूँ एग्रीकल्चर कालेज, इंजीनियरिंग कालिज और होम साइंस कालिज के लिये आपको काफी फंडस देने होंगे होम सायंस एक ऐसा विषय है जिसमें यदि हम अपनी बेटियों या बहनों को शिक्षा नहीं देंगे, ता वे हमारे समाज के लिये एक योग्य सहयोगी सिद्ध नहीं हो सकेगी। इस देश में पुरुष शिक्षित हों, उसके साथ साथ स्त्रियां भी पूर्ण रूप से शिक्षित होनी चाहियें। मैं चाहूंगा कि हरियाणा की जो यूनिवर्सिटी बन रही है, वह आदर्श यूनिवर्सिटी बने और इसके लिये केन्द्र सरकार उसकी पूरी तरह से मदद करे। चण्डीगढ़ आपने पंजाब को दे दिया, इसलिये हरियाणा पर विशेष तजर रख कर आप इस यूनिवर्सिटी को डवेलप करें ताकि उनके अन्दर जो रोप छाया हुआ है, वह मिट सके।

आखरी प्वाइंट मुझे यह निवेदन करना है- Haryana has no industrial base. It is a purely agricultural State. Therefore, the Agricultural University should be helped in the best possible way by the Centre to progress fast and to meet the needs of the State.

यह स्टेट चूकि एग्रीकल्चरल स्टेट है, इस लिये मैं चाहता हूँ कि आप इस स्टेट की काफी मदद करें। एग्रीकल्चरल मिनिस्टर और नेस्टली हर तरह से इसकी सहायता करें। अगर आप चाहते हैं कि बाउल ने कर हबको अमरीका में गेहूँ मांगने न जाना पड़े, तो हरियाणा

यूनिवर्सिटी को डवेलप करो और ऐसे युवक पैदा करो जो शिक्षा प्राप्त करके इस काम में लगे। मेरे एक मित्र ने अग्र-एम्प्लायमेंट प्राबलम का जिक्र किया है, इसी लिये मैं कहता हूँ कि ऐसे विद्यार्थी इस यूनिवर्सिटी से निकालो जो पक्के किसान निकलें। अमरीका में लड़का एम० ए० पास करने के बाद भी अपने फार्म का काम सम्भालता है, वहां के लोग इस काम को करने में शर्म नहीं करते हैं। क्यूबा और जर्मका में भी मैंने देखा है वहां के लड़के भी यूनिवर्सिटी से लौटने के बाद खुद अपने खेत को प्लाऊ करते हैं। लड़ाई के जमाने में अमरीका को अपने गेहूँ को भट्टी में भोंकना पड़ा था, लेकिन उसने बाजार को गन्दा नहीं दिया। इसलिये मैं कहना चाहता हूँ कि आप हरियाणा की यूनिवर्सिटी को भी हर तरह से मदद देकर एक शानदार यूनिवर्सिटी बनायें, जिससे कि वह एक प्रोग्रेसिव यूनिवर्सिटी सिद्ध हो सके।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

SHRI HEM RAJ (Kangra) : Mr. Chairman, Sir, I welcome this measure because it will be welcomed by the three units which separated at the time of the reorganisation of Punjab.

So far the motion of Shri S. C. Goyal is concerned, there was a feeling at the time of reorganisation of Punjab that certain institutions at that time were kept common for all these three areas, that is ; Punjab, Haryana and certain territories from Punjab that were transferred to Himachal Pradesh and that those territories also had a share in whatever was divided at that time and that share was mentioned in Sections 48 to 52 of the Punjab Reorganisation Act itself.

18.25 hrs.

[Mr. Speaker in the Chair]

Therefore, at that time all these three regions have got certain economies of their own. So far as Punjab and Haryana are

[Shri Hem Raj]

concerned, they have got an economy dependent on agriculture and so far as Himachal Pradesh is concerned, it has got a different economy—hill economy. Therefore, it was essential that Punjab Agricultural University should have been bifurcated and these three units should have got their own universities. My complaint is that at the time when this university was formed in 1961, there were two campuses—one at Hissar for animal husbandry and another for agriculture at Ludhiana—the Ludhiana College of Agriculture. In 1966 another campus was created and that was created at Palampur in Kangra district which, at that time, formed part of Punjab and that campus also enjoyed a reputation of its own so far as hill economy was concerned. Several representations were made by the hill people of Kangra district that when Punjab Agricultural University was going to be bifurcated, the campus which was situated at Palampur should be raised to the status of a university. But that was not heeded to by the Central Government. Therefore, my complaint is : if it is seen as to which is the most suitable place for location of the university, then Palampur is the best place where this university should be located because Palampur is at the centre both of Eastern Himachal Pradesh as well as the Western Himachal Pradesh. So far as Simla is concerned, it lies in snow-bound area. It is always snowing there. So far as Palampur valley is concerned, it has got its rich agricultural fields both of paddy and wheat. Moreover, there is the Doon valley of the Una Tehsil. This is the foodgrain growing area which can make Himachal Pradesh self-sufficient. You know, Sir, at present Himachal Pradesh is deficit. When agriculture is developing in Himachal Pradesh, then that area can become self-sufficient in its food requirements. That place has also got a salubrious climate. It is connected both by railway and road. That place is the most suitable place both from the temperate climate as well as from the cold climate point of view.

Therefore, our grievance so far as the transferred areas are concerned, is that the Central Government has not heeded to their request though several representations were made. One thing more. In that respect I want to submit to the hon. House that this campus was simply created for research both

in hill crops as well as for the foodgrain purposes and this work has been done there nicely right from the Lahaul-Spiti valley to the western portion of the Himachal Pradesh. Therefore, in that case it was essential that a university should have been created and this university should have been located at Palampur. At the same time it has to be noted that it has got 11 to 12 centres which are already serving this area. But then at the present moment what has been done is that because there is no university in Himachal Pradesh, this campus at Palampur has been tacked on to the Agriculture University at Ludhiana.

MR. SPEAKER : Was there anything provided in the Bill for the Central Government also ?

SHRI HEM RAJ : It is the duty of the Central Government that when it is changing the Hissar Campus to the status of a university, it can very well raise the campus at Palampur to the status of a university. That is our grouse.

Moreover, Sir, there are so many Reports. There is the Wanchoo Committee report that regional imbalance should not be there. What is happening in Himachal Pradesh ? In Himachal Pradesh itself only the eastern regions is being given certain things and not the western region, the transferred area. My grievance is that even one university which we wanted has not been given to that area. Consequently there is dissatisfaction in the area. This Kangra district is the only area which has given the largest number of martyrs in both the Chinese and the Pakistani aggressions. These are all martial races who have sacrificed so much for the country ; they are being neglected ; that is my grouse. I would impress upon the Central Government that this area which has been integrated with the Himachal Pradesh should be given a fair deal. The university should be located there. At present there is no university there. In the recent budget speech which the hon. Minister there made in the Himachal Pradesh Assembly he stated :

"The current year was marked by many outstanding achievements in the Pradesh. The Government was able to make a great headway towards the establishment of a university for the

Pradesh. This multi-faculty university having special emphasis on agricultural and allied services is expected to start functioning at Simla in the coming year."

lished in Himachal Pradesh, the question of service and assets etc. will arise. It is therefore proper that in this very Bill these things should be demarcated.

With these remarks I welcome the Bill.

Simla is not the proper place ; it should have been established at Palampur. When a multi-faculty university has been granted there, then, in that case the campus of agricultural college at Palampur should be raised to the standard of agricultural university and that should form part of Himachal university. But, at the same time my grouse is one more. This Central Government is the custodian of the territory of Himachal Pradesh, and we have got a very bitter experience. Mr. Speaker, when we parted company with you, from Punjab, then, we were assured by the Central Government that all the assets which will be coming to us will be in the ratio of 54.34 and 7.84. They will be giving 7.84 on the basis of population which will be transferred to us. My grievance is that the Central Government, in spite of our claim, has ignored all those claims and this has not been given. Sutlej-Beas link, Bakra Dam, all these are in our area but they are not given to us, their management rests with the Punjab Government. There is duplicity of control of the two Governments in that very area which belongs to Himachal Pradesh. In clauses 43, 35 and 37 it is said that this college will remain a part of the Punjab Agricultural University and when Himachal Pradesh establishes a university then the question of the assets will be decided by the Chief Secretary of Himachal Pradesh and the Vice-Chancellor of the Punjab Agricultural University. My grouse is, at this very moment, in this very Bill, it should have been stated clearly what will be the share of Himachal Pradesh in the assets which will be passed on the Himachal Pradesh at the time when they establish university there are campus raised to the standard of a university there

Therefore, I have tabled certain amendments which have not been circulated. They are with the Secretariat. They may be circulated so that I could move them which will enable us to demarcate the share of Himachal Pradesh.

So far as the different properties are concerned, they should also be demarcated. When the multi-faculty university is estab-

धी रणधीर सिंह (रोहतक) : अध्यक्ष महोदय, मैं आप का मझूर हूँ कि आप ने मुझे उस सिलसिले में बोलने का मौका दिया जिसका ताल्लुक हरियाणा से है। सब से पहले मैं आप की मार्फत गवर्नमेंट और फूड मिनिस्टर का शुक्रिया अदा करता हूँ कि वह यह बिल लाये। यह हमारी पुरानी मांग थी कि एग्रीकल्चर यूनिवर्सिटी के दो हिस्से हों। पंजाब का अलग हो और हरियाणा का अलग हो। यह सही बात है और इसके लिए एजिटेशन भी था स्टाफ में, स्टूडेंट्स में और हरियाणा के लोगों में कि हरियाणा यूनिवर्सिटी लुधियाने में लोकेटेड हो। मैं यह भी कह दूँ कि हमारी शिकायत भा थी कि कभी भी हरियाणा का कोई प्रादमी वाइस चांसलर या बड़ा प्रफसर रजिस्ट्रार वगैरह नहीं बना, न कभी वहाँ के एडमिनिस्ट्रेशन में ही हरियाणा का कोई लम्बा चौड़ा दखल रहा। जहाँ तक पैसे का सवाल है, पंजाब हमारा बड़ा भाई है, लेकिन हरियाणा कभी भी इसका फायदा नहीं उठा सका। यह यूनिवर्सिटी लुधियाने में है और हरियाणा के भेवों वगैरह का कभी कोई फायदा नहीं हुआ। आज यह बिल लाया गया है, इसके लिए मैं गवर्नमेंट को मुबारकवाद देता हूँ।

दूसरी बात यह है कि जो रेशियो मुकरंद किया गया है 60 परसेंट और 40 परसेंट, वह बहुत थोड़ा है। आपको बता है कि हरियाणा का रकबा ज्यादा है और पंजाब का थोड़ा है। साढ़े सोलह मुरब्बा मील हरियाणा का है पंजाब का इस से कम है। लेकिन जितना डेवलपमेंट हुआ है वह ज्यादातर पंजाब में हुआ है, चाहे पानी का सवाल हो चाहे बिजली का सवाल हो। हमारा हमेशा घाटा रहा। इसलिए जो हमारा रेशियो 40

[श्री रसाभीर सिंह]

परसेंट रक्खा गया है वह थोड़ा है, उसको और ज्यादा होना चाहिए था। बहरहाल इसको घब कहने से कोई फायदा नहीं है क्योंकि सब कुछ पहले से ही तय हो चुका है।

तीसरी बात जो मैं हरियाणा के सिलसिले में कहना चाहता हूँ वह यह है कि जैसे सेंट्रल गवर्नमेंट इंटररेस्ट ले कर पूसा इन्स्टिट्यूट में हायर स्टेन्डर्ड की रिसर्च कर रही है ऐनिमल हस्बैंड्री और दूसरे शोबों में उसी तरह से इस तरह की रिसर्च पंजाब और हरियाणा में होनी चाहिए चूंकि दोनों ही स्टेट्स पंजाब और हरियाणा ऐग्रीकल्चर में काफी ऐडवान्स्ड हैं। मैं चाहूंगा कि प्लेन में ज्यादा से ज्यादा खया खास तौर से कैंटल ब्रीडिंग और दूसरी चीजों के लिए रक्खा जाय। पंजाब और हरियाणा का आदमी देस्ती दोड़-दोड़ कर आये, और फिर जितनी भी बेर, जो यहाँ हैं वह दिल्ली के आस पास के देहातों के लिए हैं और वह लोग उन से फायदा उठाते हैं।

लुधियाना और हिसार की यूनिवर्सिटियां बहुत डिवेलेप हो सकती हैं और अगर इनका डिवेलेपमेंट किया गया तो यह देश के हित में होगा। दोनों की पीटेन्सिलिटीज बहुत ज्यादा हैं। हरियाणा में पानी की कमी है। इस वास्ते ड्राई फार्मिंग वाले इलाकों के लिए ज्यादा से ज्यादा रिसर्च बगैरह कराया जाना चाहिए। अगर ऐसा किया गया तो मेरा विश्वास है कि यह इलाका पंजाब से भी ज्यादा प्रोडकशन करके आपको दे सकता है। इस काम के लिए ज्यादा से ज्यादा फंडिंग इसके लिए एलोकेट किये जाने चाहिये।

कैंटल ब्रीडिंग की तरफ भी ध्यान दिया जाना चाहिये। शायद पंजाब की कैंटल बैल्प इतनी अच्छी नहीं है जितनी हरियाणा की। इस वास्ते कैंटल डिवेलेपमेंट की तरफ भी खास तौर से आप देखें। आपने खुद पन्तनगर में टीम को भेजा था। वहाँ हमने खूबसूरत कैंटल देखे।

वहाँ सब कुछ था। लैंडलैस पैजेंट्स, हरिजनज और बैकवर्ड क्लासिस को खास तौर पर लैंड एलाटमेंट में हिस्सा मिले और पैसा भी दिया जाय। उनको इस से घंघे मिलेगे। कैंटल ब्रीडिंग की इण्डस्ट्री भी खास तौर पर वहाँ बढ़ सकती है। दूध, घी और न्यूट्रिशन के लिए हरियाणा पैसा ही आपके लिए फायदे मन्द साबित हो सकता है जिस तरह से डेनमार्क है। वह भारत का डेनमार्क बन सकता है। आप उसकी तरफ ध्यान दें।

हरियाणा में एग्रिकल्चर यूनिवर्सिटी द्वारा वेंटरनरी, एग्रिकल्चर कैंटल ब्रीडिंग आदि के क्षेत्रों में हरियाणा का आप डिवेलेपमेंट करें। आपने वाइस चांसलर की एप्वाइन्टमेंट के लिए क्लज 13 इस में रखी है। जो बोर्ड बनाया जा रहा है, उसके कांस्ट्रीट्यूशन को धेने देखा है। कहीं आपने टीचर्ज के, स्टुडेन्ट्स के, एम्प्लायीज के रिप्रिजेंटेशन की बात इसमें नहीं रखी है। आप जमाने की रफतार को पहचानें। आप देखते हैं कि रोज एजीटैशज होती हैं। मजदूरों को इण्डस्ट्री में रिप्रिजेंटेशन दिया जाता है। यूनिवर्सिटीज में ऐसा ही होना चाहिए। यह एक बहुत बड़ा लैकूना इसमें है। विद्यार्थियों के लिए, टीचर्ज के लिए और एम्प्लायीज के लिए बोर्ड में रिप्रिजेंटेशन की बात होनी चाहिए। एक स्टुडेन्ट्स का, एक टीचर्ज का और एक एम्प्लायीज का रिप्रिजेंटेटिव बोर्ड में जरूर होना चाहिये। अगर ऐसा नहीं होगा तो भगड़े होंगे। आज तक वे होते रहे हैं।

अब मैं वाइस चांसलर की एप्वाइन्टमेंट के बारे में कुछ कहना चाहता हूँ। इस मामले में आपने कैसे डिसकिमिनेशन कर दी है, यह मेरी समझ में नहीं आया है। आपने कहा है कि बोर्ड किसी के बारे में यूनिनिमस हो तो उस आदमी को वाइस चांसलर बना दिया जायेगा। बोर्ड कोई इलैक्टिड तो है नहीं। पांच दस आदमी गवर्नमेंट के खयालात के होंगे तो बोर्ड अगर

किसी भ्रादमी के बारे में फैसला कर दे तो वह वाइस चांसलर हो जायेगा। यह ठीक नहीं है। एक पैनल हो जाये और चांसलर को आप पावर दे दें तो यह ज्यादा अच्छा होगा। बोर्ड के ऊपर इसको छोड़ना नहीं चाहिये।

आपने कहा है कि वाइस चांसलर चार साल के लिये होगा। लेकिन उसको रिएप्वाइंट किया जा सकता है। बोर्ड और वह भ्रादमी घी खिचड़ी होकर काम कर सकते हैं और बोर्ड उसी को दुबारा एप्वाइंट करता जा सकता है। इस तरह से तो एक ही भ्रादमी बीस साल तक लगा रह सकता है। ठीक बात है कि यह टैक्नीकल टाइप की जाब है। बेहतरीन टेमेंट दूसरी जगह भ्रवेलेबल हो तो वहाँ से उसे लाया जा सकता है। किसी की मिरास यह न बने। इस वास्ते बोर्ड को फाइनल प्रखत्यार इस बारे में देना जायज नहीं है।

स्टुडेन्ट्स की और स्टाफ की शिकायतें मेरे पास आई हैं। एग्रिकलचरल रिसर्च फील्ड में जो साइंटिस्ट काम करते हैं, उनको मैं सब से बड़ा साइंटिस्ट समझता हूँ, एक ऐसा साइंटिस्ट समझता हूँ एटम बम बनाने वाले से भी बड़ा है। उस साइंटिस्ट की बदौलत ही हम अपने पैरों पर खड़े हो सके हैं, और बाहर से अनाज कम मगा रहे हैं। उनकी वजह से ही वैराइटीज बढ़ी हैं, मल्टीपल क्रॉपिंग हम कर सके हैं, अच्छे बीज पैदा कर सके हैं। सब से ज्यादा कास्ट्री-ब्यूशन इन लोगों का है। इनको मैं सलाम बोलता हूँ। दिन रात एक करके ये लोग काम करते हैं। एक एक पौधे के पीछे ये छः छः साल तक लगे रहते हैं। जिस तरह लगन से किसान अपनी खेती करता है उसी तरह से ये लोग रिसर्च के फील्ड में लगन से काम करते हैं। ये लोग गेहूँ, बाजरे, ज्वार के पौधों को लेकर उस के पास बैठे रहते हैं।

मुझे शिकायत है कि ऐसी डेडीकेटेड सर्विस करने वालों की तन्हाई कम है। मैं चाहूँगा कि

इन साइंटिस्ट्स को दूसरे साइंटिस्ट्स के मुकाबले में कम तन्हाह न दी जाये।

मैं यह भी चाहूँगा कि पंजाब और हरियाणा के स्टुडेन्ट्स की जो जायज मांगें हैं, वे वहाँ के चीफ मिनिस्टर्स को कनवे कर दी जायें और इस बात की कोशिश की जाये कि उनको जल्द से जल्द पूरा कर दिया जाये।

मैं इस बात से इतिफ़ाक करता हूँ कि जब यूनिवर्सिटी को दो हिस्सों में बाँटा जा रहा है, तो साथ साथ हिमाचल प्रदेश के लिये भी एक एग्रीकल्चरल यूनिवर्सिटी कायम कर दी जाती। मैं महसूस करता हूँ कि अग्रर रेशो के बेसिस पर हरियाणा के साथ हिमाचल प्रदेश को भी उसका हिस्सा दे दिया जाता और वहाँ भी एक यूनिवर्सिटी बना दी जाती, तो अच्छा होता। लेकिन मैं समझता हूँ कि इस में भगड़े की बात नहीं है। मिनिस्टर साहब जब भी इस के लिये कोई तजवीज लायेंगे, यह हाउस उस कं. मंजूर करेगा।

यह बिना लाकर हरियाणा की विली स्वाहिश को पूरा किया गया है। इसलिये मैं मिनिस्टर साहब का शुक्रिया अदा करता हूँ और इस बिल की पुरजोर तार्ईद करता हूँ।

श्री इसहाक लम्हली (अमरोहा) : स्पीकर साहब, हरियाणा में यूनिवर्सिटी कायम करने का फैसला तो पहले ही हो चुका था। अब उसके लिये यह जो बिल आया है, मैं उसका स्वागत करता हूँ। लेकिन, जैसा कि दूसरे मेम्बरान ने कहा है, क्या ही अच्छा होता, अग्रर हरियाणा के साथ साथ हिमाचल प्रदेश में भी एक यूनिवर्सिटी कायम करने का प्राविजन इस बिल में रख दिया जाता।

प्राज हूर एक स्टेट में एग्रीकल्चरल यूनिवर्सिटी की जरूरत है, क्योंकि हमारा मुल्क एक खेती का मुल्क है। खास तौर पर जिन सूबों में खेती का ज्यादा जोर है और जहाँ के लोगों का मेन प्रोफेशन खेती है, वहाँ पर एग्रीकल्चरल

[श्री इसहाक सम्मली]

यूनिवर्सिटी जरूर कायम की जानी चाहिए। गवर्नमेंट ने अभी तक इस बारे में कोताही की है और वह कोताही इस वक्त भी नजर आ रही है कि इस बिल में हिमाचल प्रदेश को नजर भ्रन्दाज कर दिया गया है। हमारा यह भी एक तरीका हो गया है कि बार-बार लेजि-सलेशन किया जाये, बार बार बिल पास किये जायें और कानून बनाये जायें। नतीजा यह है कि हमारे यहाँ कानूनों की तादाद बहुत ज्यादा बढ़ गई है, जब कि एक-साथ कदम उठा कर उस को कम किया जा सकता है।

मुझे यह देख कर ताज्जुब हुआ कि हालांकि हालात इतने बदल गये हैं और इतने नये तकाजे पैदा हो गये हैं, लेकिन इस बिल में वही पुराने तौर-तरीके अपनाये गये हैं, बल्कि शायद उनसे भी पीछे रह कर इस बिल को बनाने की कोशिश की गई है। इस बिल में रिप्रेजेंटेशन का जो भ्रन्दाज रखा गया है, उससे मालूम होता है कि कुछ सरमायादारों और इंडस्ट्रियलिस्ट्स को खुश करने और उन से पैसा लेने की कोशिश की गई है। जैसा कि श्री रणधीर सिंह ने कहा है, भ्राज जिस तबके में बहुत मायूसी और बेचैनी है, उसको मुतमईन करने की कोशिश नहीं की है। जहां तक विद्यार्थी भाइयों का ताल्लुक है, यह ठीक है कि उन में कुछ गलतियां हैं, लेकिन भ्राज हालत यह है कि उनके लिये यह मुमकिन नहीं है कि वे अपनी बात पूरी तरह से अपनी इंस्टीट्यूशन को सुना सकें और उन में अपना रिप्रेजेंटेशन कर सकें। मैं समझता हूँ कि सरकार का नये तकाजों को समझ लेना चाहिए और इंडस्ट्रियलिस्ट्स की भरमार करने के बजाये स्टुडेंट्स, टीचर्स और एम्पलाईज को नुमायंदगी देनी चाहिये।

भ्रगर नहीं दी जायगी, भ्रख्यार है गवर्नमेंट को न दे, लेकिन मुझे डर है इस के नतीजे शायद बहुत अच्छे न निकलें। नये तकाजे का समझना चाहिये। हालात को महसूस करना

चाहिये तभी हम अपने इंस्टीट्यूशन को बेहतर तौर पर कारामद बना सकते हैं। एक चीज और बहुत जरूरी है कि हरयाणा एक बहुत ही इंपॉर्टेंट खेती का प्रदेश है। हरयाणा की खेती पर और खेती की तरक्की पर हमें फ़ख़ है। जरूरत है इस बात की कि खेती की तरक्की को इस यूनिवर्सिटी के जरिये और बढ़ाया जाय। बड़े पैमाने पर आला किस्म के रिसर्च का इंतजाम किया जाय। क्या वजह है कि भ्राज हम देखते हैं कि यहां पर पूसा इंस्टीट्यूट के पास पंजाब के किसान, 50 पी० के किसान और दूसरी जगहों के किसान दौड़कर आते हैं, यहाँ से बीज लेते हैं। लेकिन मैं समझता हूँ कि भ्रगर हरयाने के भ्रन्दर इतनी बेहतर, इतनी उम्दा किस्म की रिसर्च की जाय तो वहाँ की स्वायल, वहाँ की फिजा को देखते हुए यकीनन वहाँ गेहूँ, चावल और काटन के बारे में और जैसा चौधरी रणधीर सिंह ने कहा हरयाना के जानवरों के बारे में बहुत कुछ तरक्की का काम किया जा सकता है। मैं समझता हूँ कि काफी अच्छा काम किया जा सकता है और किसानों को इससे बेनियाज किया जा सकता है कि वह यहां आएँ। आज यह बहुत तकलीफ की चीज है कि सरकार न जाने क्यों हर चीज को सँटलाइज करने की कोशिश करती है। यह ठीक है अच्छे अच्छे रिसर्च इंस्टीट्यूट्स यहां पर होने चाहिये, लेकिन ऐसी स्टेट्स में जो कि खास तौर से खेती की स्टेट हैं वहाँ पर पूसा से भी बेहतर इंस्टीट्यूट क्यों नहीं कायम की जाती? वह वहाँ पर बेहतर तरीके से कार्य कर सकती हैं। मेरे भाई शेर सिंह ने ताईद तो की लेकिन मुझे शुबा है कि वह अपने पास बैठे हुए श्री अन्ना साहिब शिन्दे को भी मना सकेंगे या नहीं। जरूरत इस बात की है कि वह इस बात के लिये अमेंडमेंट लायें और मंज़ूर कराएँ कि रिसर्च का इंतजाम इतना अच्छा होना चाहिये कि हरयाणा के किसान को हरयाणा के बाहर डेवलप सीइस

के लिये जाने की जरूरत न पड़े। वह वहीं रह कर बेहतर से बेहतर चीज पा सके।

आखिर मैं यह और अर्ज करूंगा कि हरयाणा और पंजाब की बदकिस्मती है, हम हिन्दुस्तान और हिन्दुस्तान के कितने ही सूबों की तकसीम देख चुके हैं। बहुत दुख के साथ उसको याद करना पड़ता है। और तो तकसीम मेरी समझ में आ सकता है 60 टु 40 लेकिन लाइब्रेरी की तकसीम मेरी समझ में नहीं आती है। मैंने अपने भाई श्री रणधीर सिंह से भी कहा कि लाइब्रेरी की तकसीम मेरी समझ में नहीं आती। मैं यह समझता हूँ कि गवर्नमेंट का चाहिये कि लुधियाना यूनिवर्सिटी की लाइब्रेरी को उसी तरह से रखें और हरयाणा को काफी रकम दे जिससे कि वह अपनी नई लाइब्रेरी खुद कायम कर सके और वहाँ की लाइब्रेरी का तकसीम न होना पड़े। तकसीम बैसे तो बहुत ही आसान हल मान लिया गया है। भाई रणधीर सिंह शायद बुरा न मानें, अभी वह कह भी रहे थे कि चंडीगढ़ उधर चला गया, हमारी पार्टी ने तार्ड की, क्या हर चीज उधर चली जायगी? सवाल इस चीज का नहीं है। सवाल इस बात का है कि कैसे किसी इंस्टीट्यूशन को बेहतर ढंग से चलाया जा सकता है? मैं समझता हूँ कि यूनिवर्सिटी को सब से ज्यादा किसी चीज जरूरत होती है विद्यार्थियों और टीचरों के बाद तो वह होती है अच्छी लाइब्रेरी की। लाइब्रेरी को तकसीम करना न इस यूनिवर्सिटी की कोई खिदमत करना होगा न उस यूनिवर्सिटी का नुकसान पूरा करना होगा। इसलिए जरूरत इस बात की है कि इस चीज पर गौर किया जाय। जो एसेट्स तकसीम करने की बात है 60 टु 40 उसमें अगर लाइब्रेरी आती है तो इस बारे में मेरी दरखास्त है कि फिर गौर किया जाय। लाइब्रेरी हमारा कीमती खजाना होता है। वह कोई ऐसी चीज नहीं है कि चार किताब इधर और तीन किताब उधर, ऐसी चीज नहीं है।

मैं समझता हूँ कि सेंटर की हमदर्दी इसलिये भी हरयाने के साथ होनी चाहिये क्योंकि वह गल्ले के मामले में हिन्दुस्तान को बहुत ऊँचा उठा सकता है। मैं उम्मीद करता हूँ कि इस यूनिवर्सिटी को इस बिल के जरिये इतना बेहतर बनाने की कोशिश की जायगी।

मेम्बरों ने जो सुझाव दिये हैं और आपकी राय में जो अच्छी चीजें यहां पर सामने आई हैं, मैं उम्मीद करता हूँ कि आप उनको अमेंडमेंट की शकल में यहां पर लायेंगे और हरियाणा यूनिवर्सिटी को खेती करने वाले सूबों के लिये एक आइडियल यूनिवर्सिटी बनायेंगे।

رشی اسحاق سنہلی (امریہ)۔ سیکرٹری صاحب، ہریانہ میں یہ یونیورسٹی قائم کرنے کا فیصلہ تو پیسے ہی پر چلنا چاہتا۔ اب اس کے لئے یہ جرم آیا ہے۔ اس میں کامیاب ہو سکتا ہے۔ لیکن جیسا کہ دوسرے ممبران نے کہا ہے، یہ کیسی اچھی ہوتا۔ اگر ہریانہ کے ساتھ ساتھ ہماچل پردیش میں بھی ایک یونیورسٹی قائم کرنے کا پروازن اس بل میں رکھ دیا جاتا۔

آج ہر ایک سٹیٹ میں ایک یونیورسٹی کی ضرورت ہے کیونکہ ہمارا ملک ایک گھنٹی کا ملک ہے۔ خاص طور پر جمن صوبوں میں گھنٹی کا زیادہ زور ہے وہاں کے لوگوں کا میں پریشانی محسوس کرتا ہوں۔ یہ وہاں پر آئیگر یونیورسٹی ضرور قائم کی جانی چاہئے۔ گورنمنٹ نے ابھی تک اس بارے میں کوئی فیصلہ نہیں کیا ہے۔ وہ سوتلا ہی اس وقت بھی نظر آرہی ہے کہ اس بل میں ہماچل پردیش کو نظر انداز کیا گیا ہے۔ ہمارا بھی ایک طریقہ ہو گیا ہے کہ بار بار کونسل میں لیا جائے۔ بار بار بل پاس کے کسے جائیں اور قانون بنائے جائیں۔ نتیجہ ہے کہ تعداد بہت زیادہ بڑھ گئی ہے، جبکہ ساتھ ساتھ قدم آٹھا کر اس کو کم کیا جاسکتا ہے۔

مجھے دیکھ کر تعجب ہوا کہ حالات کدو حالت اتنے بدل گئے ہیں۔ اس لئے نئے تقاضے پیدا ہو گئے ہیں۔ لیکن اس بل میں وہی پیمانے کے طور پر لیتے اپنائے گئے ہیں۔ بلکہ شاید ان سے بھی پیچھے رہ کر اس بل کو بنانے کی کوشش کی گئی ہے۔ اس بل میں ریپرینڈیشن کا جو انداز رکھا گیا ہے اس سے معلوم ہوتا ہے کہ کچھ سرمایہ داروں اور ایڈیٹریٹس کو خوش کرنے اور ان سے پیسہ لینے کی کوشش کی گئی ہے۔ جیسا کہ شری زینگر نے لکھا ہے۔ آج جس بیٹے میں بہت مایوسی اور بے چینی ہے اس کو تیس سال کی عمر کے کسی شخص کی کوشش نہیں کی ہے۔ جہاں تک وہ یا راجی خاں کے متعلق ہے یہ ٹھیک ہے کہ انہیں کچھ غلطیاں ہیں۔ لیکن آج حالت یہ ہے کہ ان کے

یہ ممکن ہیں ہے کہ وہ اپنی بات پوری طرح سے انسٹی ٹیوشنز کو سنا سکیں اور ان میں ایڈاپٹیشن کر سکیں۔ میں سمجھتا ہوں کہ سرکار کو نئے تقاضوں کو سمجھ لینا چاہئے اور انڈسٹری میں کی جہاں کرنے کے بجائے سٹوڈنٹس، ٹیچرز اور ایڈیٹرز کو نامہ نگاری دینی چاہئے۔ اگر میں دی جانے گی، اختیار ہے۔ گورنمنٹ کو دے، لیکن مجھے ڈر ہے اس کے نتیجے میں شاید بہت اچھے نتائج نہ نکلیں۔ نئے تقاضے کو سمجھنا چاہئے۔ حالات کو محسوس کرنا چاہئے۔ تب ہی ہم اپنے انسٹی ٹیوشن کو بہتر طور پر کارآمد بنا سکتے ہیں۔ ایک چیز اہمیت ضروری ہے کہ ہر ایام ایک بہت ہی اسپورٹیفکٹی کا پوروش ہے۔ ہر ایام کی کھیتی پر اور کھیتی کی ترقی پر ہمیں غور ہے۔ ضرورت ہے اس بات کی کہ کھیتی کی ترقی کو اس یونیورسٹی کے ذریعہ بڑھا جائے۔ بڑے پیمانے پر عملی قسم کے ریسرچ کا انتظام کیا جائے۔ کیا وہ ہے کہ آج ہم دیکھتے ہیں کہ

ہیماچل پور ایگریکلچرل یونیورسٹی کے پاس پنجاب کے کسان، پرائیویٹ کسان اور دوسرے جگہوں کے کسان دوڑ کر آتے ہیں۔ یہاں سے بیج بیجے ہیں لیکن یہاں تک کہ اگر ہریانہ کے اندر ایسا ہوتا، اتنی عمدہ قسم کی ریسرچ کی جائے تو وہاں کے سائنس دان، وہاں کی فضا کو دیکھتے ہوئے یقیناً دہلی میں جوں جوں اور کاشی کے بارے میں اور جیسا چودھرنندہ میں لگے تھے۔ ہریانہ کے جائزوں کے بارے میں بہت سب کچھ ترقی کا کام کیا جاسکتا ہے۔ میں سمجھتا ہوں کہ کافی اچھا کام کیا جاسکتا ہے اور کسانوں کو اس سے بے نیاز کیا جاسکتا ہے کہ وہ یہاں آئیں۔ آج بہت تکلیف کی چیز ہے۔ سرکار نے جانے کیوں ہر چیز کو سنٹرلائز کرنے کی کوشش کرتی ہے۔ یہ ٹھیک ہے، اچھے ریسرچ انسٹی ٹیوشن یہاں پر کونے چاہئیں، لیکن ایسی سٹیٹس میں جو خاص طور پر کھیتی کی سٹیٹس میں وہاں پر پوسا سے بھی بہتر انسٹی ٹیوشن کیوں نہیں قائم کی جاتی۔ وہ وہاں پر بہتر طریقے سے کام کر سکتی ہیں۔ میرے جہاں ٹیچرنگ نے تائید تو کی لیکن مجھے شبہ ہے کہ وہ اپنے پاس بھیجے ہوئے شری انشا صاحب تین دن سے کبھی ناسکس گئے یا نہیں۔ ضرورت اس بات کی ہے کہ وہ یہاں کے نئے انڈسٹریسٹس اور فنڈنگ کرائس کو ریسرچ کا انتظام اتنا اچھا ہونا چاہئے کہ ہریانہ کے کسان کو ہریانہ کے باہر ڈیویڈنڈز کے لئے جانے کی ضرورت نہ پڑے۔ وہ وہاں رہ کر بہتر سے بہتر چیز پائے۔

آخر میں عرض کروں گا کہ ہریانہ اور پنجاب کی کھیتی ہے ہم ہندوستان اور ہندوستان کے کھتے، ہی جگہوں کی تقسیم دیکھ چکے ہیں۔ ہندوستان کے ساتھ اس کو یاد کرنا پڑتا ہے اور تقسیم مری کھیتی میں آسکتی ہے۔ 60 تو 40 لیکن لائبریری کی تقسیم مری کھیتی میں آتی ہے۔ میں نے اپنے بھائی کو اندھیرنگ سے بھی کہا کہ لائبریری کی تقسیم مری کھیتی میں نہیں آتی۔ میں سمجھتا ہوں کہ گورنمنٹ کو چاہئے کہ وہ ہریانہ یونیورسٹی کی لائبریری کو ایسی طرح سے رکھ دے کہ ہریانہ کو کافی رقم دے جس سے کہ وہ اپنی نئی لائبریری خود قائم کر سکے اور وہاں کی لائبریری کا تقسیم ہرنا پڑے۔ تقسیم دیکھتے تو یہ تہی آسان عمل نہ لگتا ہے۔ بھائی راجندر سنگھ شاید ہریانہ میں آج وہ کہہ رہے ہیں کہ چندی گڑھ میں عوامی چھاپہ خانہ۔ ہمارے پارٹی نے تائید کی کہ ہر چیز آدھ چلی جائے گی؟ سوال اس چیز کا نہیں ہے۔ سوال اس چیز کا ہے کہ کیسے کھیتی انسٹی ٹیوشن کو بہتر شکل سے چلایا جاسکتا ہے۔ میں سمجھتا ہوں کہ یونیورسٹی کو سب سے زیادہ چیز کی ضرورت ہوتی ہے۔ وہ ریاضی اور ٹیچروں کے بعد کہ وہ ہوتی ہے اچھی لائبریری

کی لائبریری کی تقسیم کرنا نہ اس یونیورسٹی کی کوئی خدمت کرنا ہوگی۔ اس یونیورسٹی کا نقصان پورا کرنا ہوگا۔ اس نے ضرورت اس بات کی ہے کہ اس چیز پر غور کیا جائے۔ جو اسٹیٹس تقسیم کرنے کی بات ہے، 60 تو 40 اس میں اگر لائبریری آتی ہے تو اس بارے میں میری درخواست ہے کہ پورے غور کیا جائے۔ لائبریری ہمارا اہم ترین خزانہ ہوتا ہے۔ وہ کوئی ایسی چیز نہیں ہے۔ میں سمجھتا ہوں کہ سٹیٹس کی ضرورت اس لئے بھی ہریانہ کے ساتھ ہونی چاہئے کہ وہ غلطی کے معاملہ میں ہندوستان کو بہتر بنایا جاسکتا ہے۔ اس میں کوشش کریں کہ اس یونیورسٹی کو سبیل کے ذریعے اتنا بہتر بنانے کی کوشش کی جائے گی۔ عمر مند نے جو کچھ تذکرہ کیا اور آپ کا رائے میں جو اچھی چیزیں یہاں پڑھانے آئی ہیں۔ میں سمجھتا ہوں کہ آپ ان کو اسٹڈنٹس کی شکل میں یہاں پر لائیں گے اور ہریانہ یونیورسٹی کو کھیتی کرنے والے ممبروں کے ایک ایک ایڈیٹیل یونیورسٹی بنائیں گے۔

SHRI SRINIBAS MISRA (Cuttack) :
Mr. Speaker, although there is enough reason to welcome this Bill, because it satisfies the needs and aspirations of the people of Haryana to have a separate agricultural university of their own, it is regrettable that this Bill only reproduces the pattern of other University Acts in the country and suffers from all those defects, perhaps in a worse form.

As I stated previously, this should have been a comprehensive Bill so that it can cover Himachal Pradesh also so that by simple adoption of a resolution or by simple extension Himachal Pradesh could have one agricultural university at Palampur. But that has not been done. It has only been prescribed that the Palampur research institute and attached institutions will go to Himachal Pradesh in case Himachal Pradesh constitutes a university. That could have been a constituted in this Bill itself, but it was not done.

Sir, I hope you will agree with me that this Government is accustomed to being justified about. If it is pushed about sufficiently, it would concede to the demand.

SHRI ANNASAHIB SHINDE : There is no lack of pushing.

SHRI SRINIBAS MISRA : If you come forward with such a proposal of your own even before pushing, then there will be no pushing. It appears that some people at the top level think that there must be sufficient agitation to make them work. Perhaps, they are waiting for the Himachal Pradesh people to come forward and push

with gusto so that they could pass another Act to constitute a university there.

Although this is a welcome measure, it suffers from so many defects. They could have removed some of the defects very easily. For example, they could have very easily repealed the Punjab Agricultural University Act so far as Haryana is concerned and the old University Act in Punjab could have continued. I do not understand why this university should be dissolved. The Bill starts by saying that the Punjab Agricultural University shall be dissolved. Why should it be dissolved? It is an old University and it is continuing and it should continue. Only a portion has gone to Haryana. It passes my comprehension why this process was adopted. Why should it be dissolved when the University continues.

Then if you dissolve the old university will the new university be responsible for the actions of the old university? There are so many inconsistencies in the Bill itself. Clauses 3 and 4 of the Bill are inconsistent. They cannot be consistent. You say that the existing university will be the Punjab University. Then how do you say that it is dissolved?

Then, have you done anything to improve the pattern of the university? No, the pattern has not been improved. The so-called autonomy of the university has been negated here. Everybody is an official dominated by the government and the final authority is the government. Thanks to the advice of the Haryana Government, industrialists will also be represented in the Board. The businessmen will also be there. What have they got to do with education? Only agriculture, education, veterinary and medicine are the subject-matters of the agricultural university.

Where do businessmen and industrialists come in? It is simply preposterous that in 1970 when students are clamouring for representation on university bodies, industrialists and businessmen are being brought in and students are again kept out. This is an other instance of how the authorities here want more jostling. Everyday they are being jostled by students. What was the harm if they conceded this demand in this Bill itself in 1970?

19.00 hrs.

Then, teachers also are not represented.

Deans or Principals by virtue of their offices, Secretaries, Directors—all of them—are represented but not the teachers. Are the deans the sole teachers of universities? It is an agricultural university and persons who are experienced and who really are running the university should be there; their representatives should be there. Instead of that the old pattern of Governor being the Chancellor and the Vice-Chancellor to be nominated by him is followed: that is, they believe that it should be of the same pattern as other universities. The hon. Minister would reap the same fruit as we are reaping in other universities, for example, in Banaras Hindu University God forbid if he believes in it that such things should happen in an agricultural university. If it is closed, that is the end of research and agricultural education for some time, again to be repeated after one year.

There are certain provisions which should not have found a place in it; they are perhaps imported for some ulterior purposes. My first objection is to the use of the word "corresponding" which has been made so very familiar in the Banking Bill where we had the terms "bank" and "corresponding bank". Perhaps the draftsman was somehow thinking of that when he drafted this by using the word "corresponding". It would have been better to clarify by saying "Punjab Agricultural University" and "Haryana Agricultural University". What is the use of this word "corresponding university"? Corresponding to what?

SHRI RANDHIR SINGH: Corresponding to each other.

SHRI SRINIBAS MISRA: Why should you not use two words? You have provided separately for the constitution of the Board of Haryana and Punjab. You have used the word "corresponding" to create confusion worse confounded.

Then, unnecessarily you have tried to hit at servants who are serving the university by saying that when they are transferred from Punjab to Haryana they will not claim any compensation. If they are entitled to compensation why should they not claim it? Why should you deprive them of it? What was the use of incorporating such a provision in the Bill itself?

Then, regarding disputes that will arise, only the word dispute is used. Dispute

[Shri Srinibas Misra]

between whom and whom? If the dispute is between Punjab and Haryana Universities, of course, the Vice-Chancellors sit down to decide. If the dispute is between outsiders and some university, these two Vice-Chancellor should decide the matter together and if they differ, the Central Government will decide. What of the courts of law? If there is any dispute regarding a contract or some other matter, students' status, discrimination against students, will both the Vice-Chancellors sit together and decide and will the right to approach courts of law be taken away?

Barring these defects, of course, the measure is welcome. Let us hope that these two universities will prosper side by side and will give a lead to the country.

MR. SPEAKER: The Business Advisory Committee had the intention in view that the agenda that we keep for today, specially this Bill, should be passed today; otherwise, it will be very difficult.

SHRI JYOTIRMOY BASU (Diamond Harbour): We can pass this Bill today.

SHRI SRINIBAS MISRA: Let us continue to sit for some time more.

SHRI NARENDRA SINGH MAHIDA (Anand): Mr. Speaker, Sir, I welcome this Bill. We have also agricultural schools and colleges in Gujarat and a university is under formation. I am an agriculturist myself. I personally feel that all these universities are far away from realism.

The local farmers have nothing to do with these agricultural universities. These universities are white collar institutions. I want to bring to the notice of the hon. Minister that this attitude, that those who do not spoil their hands, keep them clean, are considered high-born or people of higher status and that those work and spoil their hands, whether in the field, or in the factories are of a lower status should go away from this country. It should have gone away long ago, 20 years ago. But we are still far away from the reality. That is why I want to express my opinion that agriculture which is the only main industry in this country is most neglected.

The urban people are not agriculture-minded. The importance is given to business houses; the importance is given to industrialist. An agriculturist is neglected in this country. Unless we take up this problem with national outlook and give all the upliftment to agriculture, this country will not progress irrespective of the fact whether you have big Bokaro Plant or other steel plants.

Agriculture is still in in fact stage in India; rural India is neglected. These universities are merely urban institutions. They have nothing much to do with the rural areas. You will hardly see an agricultural university which is connected with rural areas where rural people can go and ask opinions how to improve the seed, how to improve the yield, etc.

With these words of caution, I support the Bill and I would like to tell the hon. Minister, have these institutions by all means but make them realistic and connected with rural India.

SHRI JYOTIRMOY BASU: Mr. Speaker, Sir, since the planning in this country had been designed by foreigners, I am not surprised to see the outcome of this country and the outcome of this Government.

Agriculture has been neglected throughout this country and my State is the most backward one. Take the average annual rate of growth in percentage terms between 1952-53 and 1964-65 and the figures for rice, are: All-India—3.18; Punjab—8.68 and West Bengal—1.38. Now, in regard to per acre rate of growth ..

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAGHU RAMAIAH): On a point of information. Is he talking of agricultural intelligence growth or agricultural production growth?

SHRI JYOTIRMOY BASU: Both. Let the people know how brilliant your performance has been during the last 20 years. The Annual growth of per acre yield between 1952-53 and 1964-65 is: All-India—1.68; Gujarat—4.43 and West Bengal—1.24.

Then, about the institution of financing, of the total amount of Rs. 24.27 crores, Maharashtra has given... (Interruptions) .. I am trying say about the growth of agriculture. That is very important.

SHRI ANNASAHIB SHINDE : The demands of the Ministry of Food and Agriculture are coming up for discussion later.

SHRI JYOTIRMOY BASU : Please don't try to take cover under that. Your performance is far from acceptable. The whole country has been enslaved in the hands of others because of the neglect of agriculture. You have been perpetually importing your essential foodgrains and billions of rupees have been deposited in this country by the Yankees and that money is being used against you. Now, you are stepping into their trap for the importation of cotton. They are doing cultivation in South Korea .. (Interruptions)

MR. SPEAKER : Mr. Jyotirmoy Basu, you please reserve these remarks for the demands of the Ministry when they come up.

SHRI JYOTIRMOY BASU : I would say, instead of concentrating more on these Government agricultural universities, by encouraging bureaucrats and stooges, if you try to take students' representation and teachers' representation and devote more of your time and energy on rural research, seed development and its distribution, etc., you would have done a good service to the people of that area. You have wanted to deprive the labour. That shows your attitude, your much-professed socialism. You want to deprive the labour that has come from Punjab and other places. You do not want to take any demand for compensation however fair and proper it may be. What is this attitude ? What about those children of real kisans and landless labour—those who really work on the land ? What about educating and teaching them in the art of modern scientific agriculture ? What are you going to do about the employment of those agriculture graduates—whatever you may call them—after their completion of education ? Today you have got about 70,000 engineers in India who are on the edge of their patience. They have lost all confidence in you. Un-

less you implement land reforms, unless you go in a big way from minor irrigation to tapping of sub-soil water, this production of agriculture graduates is not going to help you. I want to say that this would have been a very welcome thing if the Government had squarely faced the problem today and after-wards. Unless they do that, they will be indulging in bigger chaos, more frustration and more desperation.

श्री शिव चन्द्र भा : अध्यक्ष महोदय...

MR. SPEAKER : May I know under what unless you can speak for a second time ?

श्री शिव चन्द्र भा : मैं सकूलेशन पर बोला था। कंसिडरेशन के लिये नहीं बोला था।

अध्यक्ष महोदय : ऐसा नहीं होता, आप रूल्स को पढ़िये, उसके बाद कुछ कहिये।

श्री शिव चन्द्र भा : रूल्स है कि सेक्रेटरी रीडिंग पर कोई भी बोल सकता है। मैं सिर्फ सकूलेशन के लिये बोला था।

MR. SPEAKER : No, No. You had your say. This is not second reading. You had your say in the first reading.

श्री शिव चन्द्र भा : अध्यक्ष महोदय, वह ठीक नहीं होगा। मैं सिर्फ सकूलेशन पर उस समय बोला था।

MR. SPEAKER : I am not going to allow you. I am not going to set up a precedent like this.

श्री शिव चन्द्र भा : आप नियम के मुताबिक बलिये।

अध्यक्ष महोदय : मैं आपको बतला रहा है कि नियम आपको इजाजत नहीं देते। अगर वह इजाजत दें तो मुझ को क्या ऐतराज है ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHIB SHINDE) : I am thankful to the hon,

[Shri Annasahib Shinde]

Members for expressing their general support for this Bill. Naturally hon. Members have made a number of suggestions while making observations on the various provisions of the Bill. I appreciate them because hon. Members expect that these agricultural universities should be a very effective instrument in development of agricultural research, education, etc. Many of these suggestions are welcome suggestions. They will be useful for us and also for the Indian Council of Agricultural Research in their day to day administration and formulating the policy.

Shri Hemraj and Misraji and others raised a point as to what is likely to happen in regard to Himachal Pradesh because an Agricultural University will be coming in Haryana, but what about Himachal Pradesh? I think, if the hon. Members carefully go through the provisions of the Bill, they will find that Government in principle have considered this position that in due course Himachal Pradesh Agricultural University will come up. The question is: why it has not been done immediately. The difficulty is that as is known Himachal Pradesh is relatively a smaller State. That is why it is a Union Territory and when an Agricultural University is to be established, it is sustained not only by the central assistance but the State Government has also to put in its own resources. The budget resources of the Himachal Pradesh Government, naturally being limited, they will have some difficulty. We have brought this to their notice and at the same time, we have conveyed to them that as far as the Government of India is concerned, as far as my Ministry is concerned, as far as ICAR is concerned, we will have no objection in separating and bringing Palampur Campus completely under the jurisdiction of the University which may be formed in Himachal Pradesh. Now as to the point that Himachal Pradesh should have one agricultural university, one academic university—these are matters which have to be considered in detail in consultation with the Himachal Pradesh Government. As far as the principle is concerned, there should not be any difficulty and if any hon. Member has any doubt in this matter, I wish it should not be there.

SHRI SHRI CHAND GOYAL : Have

you consulted the Himachal Pradesh Government?

SHRI ANNASAHIB SHINDE : We are in consultation with them.

During the course of the discussion a very important suggestion has come out—that is—associating students with the Boards of the Universities. I very much appreciate and consider that particularly association of students with the academic institutions, especially universities, is absolutely essential. My difficulty comes because many of the provisions of this Bill were drafted in consultation with the respective State Governments. For instance, there is a provision as to how the Board of Haryana University should be constituted. We have taken the advice of the Haryana Government. Naturally, on whatever advice they have given us, we have drafted the provisions of the Bill on those lines. Similarly, in the case of Punjab, on the basis of the advice given to us by the Punjab Government we have drafted the provisions. Why have we done this? There are certain sound reasons for this. Had it not been the case of bifurcation of the University, naturally this subject would have been completely within the jurisdiction of the State Government. Therefore, we have given the highest importance to the desire of the State Government. May I inform the House that as far as this matter of associating the students with these bodies is concerned, I would say that the ICAR will take it up with the State, I myself will take it up with the State Governments and ICAR will take it up with all the agricultural universities that students must be associated with these bodies because it is very necessary. (Interruptions) I would like to say that this aspect has not been completely disregarded. If the hon. Member sees Sec. 20—Student welfare. But this aspect also has been looked after to some extent by one of the provisions in the Bill. But this may not be substituted for associating students.

Then it has been also said as to why industrial house has been associated with it. I have said that it was on the advice given by the Haryana Government that this provision is there. May I appeal to the good sense of the House? Take the Agricultural Engineering for instance. How can you

bifurcate the subject of agricultural engineering from the actual production process? I will say something because I know something of this subject. In this country our academic life is completely isolated from practical life and one of the weaknesses is that, has been mentioned by Mr. Mahida, the academic courses are not closely associated with practical life. That is the very reason why agricultural universities have been brought about and our attempt has been to combine them. Therefore, universities are supposed to take up not only research, education and extension and they are supposed to involve the farmers in this process. That is why the Pantnagar Agricultural University, Ludhiana Agricultural University and some other agricultural universities have come so much in the fore front and they have been doing a good job.

Mr. Jyotirmoy Basu, unfortunately, always wants to introduce politics in any discussion. He asked as to what the universities have done. I wish he goes into these matters. I would like him to go through some of the literature as to how the agricultural universities are contributing to the development of agriculture. Recently, for instance, the development of wheat and the substantial increase in wheat production has come as a result of the contribution made by the Indian Council of Agricultural Research and Agricultural Universities. We should not try to forget these things.

There have been some references to research on cattle. I quite agree that in a University like that of Haryana where the cattle wealth is so much, more emphasis should be laid on cattle development. We welcome it.

There were some observations on broad principles of how assets and liabilities have been divided. I had earlier made some observations on these.

SHRI SHRI CHAND GOYAL : What about Himachal Pradesh and Chandigarh? He has not allocated their share.

SHRI ANNASAHIB SHINDE : For instance, in Punjab and Haryana, the broad principles are on the basis of percentage of population, number of blocks and cultivable area. That is how the ratio has been fixed at 60 to 4%. Similarly in the case of Himachal Pradesh, I can assure Shri Hem

Raj that the decision of the Government will not be arbitrary; it will be based on principles and Himachal Pradesh will get due justice.

I do not think I need go into further details. This is a very welcome measure. I am glad there has been near unanimity on this, though there have been some discordant note. Shri Goyal unnecessarily brought in a resolution disapproving the Ordinance.

SHRI SHRI CHAND GOYAL : Has he touched any point which I had raised? He was busy talking all the time when I was speaking.

SHRI ANNASAHIB SHINDE : I do not think there were any relevant points.

SHRI SHRI CHAND GOYAL : I will raise them again.

SHRI ANNASAHIB SHINDE : Some of these points can be discussed on the Demands. I do not think the bifurcation should be disapproved or deprecated. I appeal to his good sense and ask him to withdraw his resolution so that this can be passed with unanimity.

SHRI SHRI CHAND GOYAL : I am rather sorry at the scant attention the Minister has paid to my points. Here also he tried to bring in politics and tried to reply only to the points raised by members of his own party and completely ignored mine though I was not even one per cent irrelevant. I had raised only points which had been high-lighted by an association of Vice-Chancellors of agricultural universities because on this occasion we could consider the points, e.g. whether we are not going to pay proper attention to undergraduate teaching, whether we are going to bring about uniformity in the courses of study in the grading system and in attendance requirements. But I am sorry when I was speaking, he was talking to his friends and hence was not able to reply to a single point raised by me, or even to refer to any of them. Which point in my speech does he consider irrelevant?

I raised the following points. I raised the point of reducing the number of exams in each subject in a trimester why are we following the trimester system in agricultural universities when semester system is in vogue

[Shri Shri Chand Goyal]

in other faculties? Then I raised the point of medium of instruction, as there is a demand that we should change from the English medium to the regional languages. I said it is time we made a start with undergraduate teaching and prepared proper courses of study to switchover to regional languages. I had raised the question of unemployment of graduates coming out of these universities and suggested the establishment of bureaus...

MR. SPEAKER : May I ask.....

श्री शिवचन्द्र झा : अध्यक्ष महोदय, आप उनको बोलने दीजिए। मैं इसका विरोध करता हूँ। आपको जो करना हो, वह कीजिए। लेकिन आप उनको बोलने दीजिए। यह क्या है?

MR. SPEAKER : If he goes on like this, I will have to warn him.

माननीय सदस्य ने यह तो सुना नहीं कि मैं क्या कहने लगा हूँ। वह हर बात में इन्टर-फीयर करते हैं। मैं उनको बार्न करता हूँ। मैं यह बर्दाश्त नहीं कर सकता हूँ।

श्री शिवचन्द्र झा : आप को जो कुछ करना है, वह कीजिए।

MR. SPEAKER : Please sit down. I am not going to tolerate it. I warn him for the last time.

SHRI K. N. TIWARY : He should be named.

MR. SPEAKER : You always interrupt the House, you interrupt the Chair. What is this thing going on with you? I cannot tolerate any more. यह तो बेयर की रूलिंग में भी दखल देते हैं।

श्री शिवचन्द्र झा : प्रोसीजर फालो करना चाहिए।

MR. SPEAKER : Do you know what I was going to say?

SHRI SHIVA CHANDRA JHA : I am walking out.

Shri Shiva Chandra Jha then left the House.

MR. SPEAKER : The sooner you go the better, What type of Member is he, interrupting the Chair, asking the Chair also not to get up? I really regret it. I have warned him for the last time.

The Minister says that the points raised by you are not prevented by the Bill. Because it does not come in the way of the autonomy of the University, you may kindly make it clear.

SHRI SHRI CHAND GOYAL : In the beginning when I was speaking I explained why I brought this motion of disapproval. The reason is that this Bill is not creating an Agricultural University for Himachal Pradesh. Otherwise there would have been no occasion for my motion. So far as the creation of an Agricultural University for Haryana is concerned, this is certainly a welcome measure. This is what I submitted in the beginning and I pointed out that in the case of Himachal Pradesh a University is not being created because there is politics in it. The factual position is that the campus at Palampur is as highly developed as the campus at Hissar, but since the Chief Minister and other important members have purchased huge farms in the Mahasu area, they are not interested in developing that centre into University and they are interested in setting up an Agricultural College at Solan. This is being unfair to Kangra District and to half of Himachal Pradesh and this is why I made the point that the Government of India should have interfered and seen that an Agricultural University was set up in Himachal Pradesh also they were doing in Haryana.

I raised points about amenities of staff, e.g., housing, medical facilities, etc., how are these irrelevant? I hardly believe in making a point which is not relevant to the subject. He did not care to touch even a single point and it is my honest conviction that he was not at all paying any attention to what I was saying. He was busy talking. I feel very much about it, that he has been very unfair to me, that he has not touched even a single point of mine. Though I was

the Mover of the Resolution, he referred to points raised by other Members only as if I did not make any point. This is not proper. We expect that the Ministers should be fair to everybody. They should deal with the points raised by everybody. They should see all Members with the same eye. He did not mention even my name.

MR. SPEAKER : He is also justified to a certain extent. I would request Ministers to make a note of the points raised. Even if some points are very self-evident and need not be replied to, some sort of touching is necessary.

SHRI ANNASAHIB SHINDE : May I explain ? In the beginning when I started my speech, I said that a number of Members—I did not name them—had made a number of suggestions. I said that this was because of their anxiety that Agricultural Universities should be effective instruments for development of agriculture, etc.

As far as his basic point is concerned, namely the formation of an Agricultural University for Himachal Pradesh, I have dealt with it in detail. There were some other details which, according to me, were not relevant. How is this Bill concerned with the medium of instruction for instance.

The University are competent to follow any system ; we do not come in their way because they are autonomous bodies. Because you were pressing me that this should be finished as early as possible and my colleagues were saying that we should complete the Bill as early as possible and the House has also been sitting for a long time now, I could not deal with all the points. Shri Goyal should try to appreciate the difficulties and not unnecessarily misunderstand me.

MR. SPEAKER : I think he is satisfied now. I shall first put the statutory resolution to the vote of the House. Then, there is the amendment of Shri Jha for circulation of the Bill for eliciting public opinion. Then the motion for consideration will be put to vote.

MR. SPEAKER : The question is :

"This House disapproves of the Haryana and Punjab Agricultural Universities

Ordinance, 1970 (Ordinance No. 1 of 1970) promulgated by the President on the 2nd February, 1970."

The Resolution was negatived,

MR. SPEAKER : The question is :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 30th April, 1970." (9)

The motion was negative.

MR. SPEAKER : The question is :

"That the Bill to provide for the establishment of two independent Agricultural Universities in place of the Punjab Agricultural University constituted by the Punjab Agricultural University Act, 1961 and for matters consequential on, or connected with, the establishment of these independent Agricultural Universities be taken into consideration."

The motion was adopted.

MR. SPEAKER : I shall put clauses 2 to 4 now. There are no amendments to these clauses.

SHRI HEM RAJ : Day before yesterday, I submitted some amendments.

MR. SPEAKER : They came after the time fixed ; they came late. I am sorry. The question is :

"That clauses 2 to 4 stand part of the Bill."

The motion was adopted.

Clauses 2 to 4 were added to the Bill.

Clause 5—(Territorial Limits)

Amendments made :

Page 3,—

after line 14, insert—

"Provided that on the establishment of a University in the Union Territory of Himachal Pradesh, the Punjab Agricultural University shall cease to function in the transferred territories." (1)

Page 3, line 21,—

for "transferred territories" substitute—
 "Union Territories of Himachal Pradesh." (2)

[Mr. Speaker]

Page 3, lines 23,—

for "Palampur" substitute—

"Palampur, all research, training and extension centres, and any other property, of the Punjab Agricultural University located in the said Union Territory." (3)

(*Shri Annasahib Shinde.*)

MR. SPEAKER : The question is :

"That clauses 5, as amended, stand part of the Bill.

The motion was adopted.

Clause 5, as amended, was added to the Bill.

MR. SPEAKER : There are no amendments to clauses 6 to 23. I shall put the clauses. The question is :

"That clauses 6 to 23 stand part of the Bill."

The motion was adopted.

Clauses 6 to 23 were added to the Bill.

Clauses 24—(The Colleges)

Amendments made :

Page 14,—

for line 23, substitute—

"(f) until a University is established in the Union Territory of Himachal Pradesh, the Agricultural College at Palampur ;

(g) such other colleges." (4)

Page 14, line 26,—

for "g" substitute "h" (5)

(*Shri Annasahib Shinde.*)

MR. SPEAKER : The question is :

"That clause 24, as amended, stand part of the Bill."

The motion was adopted.

Clause 24, as amended, was added to the Bill.

Clauses 25 to 42 were added to the Bill.

Clause 43—(Settlement of unresolved disputes.)

Amendments made :

Page 23, line 21,—

for "assets" substitute—
transfer of assets" (6)

Page 23, line 22,

after "Palampur" insert—

"or the research, training and extension centres, or property, of the Punjab Agricultural University located in the said Union Territory." (7)

(*as corrected.*)

Page 23, line 23,—

after "College" insert—

"or centres" (8)

(*Shri Annasahib Shinde.*)

MR. SPEAKER : The question is :

SHRI HEM RAJ : Sir, there is another amendment which has been moved by Shri Shinde. It is a substitute amendment.

MR. SPEAKER : That is carried. (*Interruption.*) I am told that is a correction.

SHRI HEM RAJ : The real amendment is now the substitute amendment.

MR. SPEAKER : That is only a correction.

SHRI SHRI CHAND GOYAL : The one that has been accepted now become part of the clause.

MR. SPEAKER : There is nothing wrong about it. (*Interruption.*) There is the corrigendum. It was corrected and then put in. Sometimes it is rather misleading. You all confuse me also.

Now, amendment 6, 7 and 8 are carried. The question is :

"That clause 43, as amended, stand part of the Bill."

The motion was adopted.

Clause 43, as amended, was added to the Bill.

Clauses 44 and 45 were added to the Bill

Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI ANNASAHIB SHINDE : Sir, I move :

"That the Bill, as amended, be passed."

MR. SPEAKER : Motion moved :

"That the Bill, as amended, be passed."

Now, the question is :

"That the Bill, as amended be passed."

The motion was adopted.

19.40 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 30, 1970 (Chaitra 9, 1892 (Saka).