

[Mr. Deputy-Speaker]

all right. What happened here, the whole thing, will have to be referred to him. The House has accepted the position that before seeking the permission of the House, the Speaker will write to the Editor concerned. The Speaker will do it in his chamber. So, that is disposed of.

SHRI NAMBIAR : My submission is that the editor of the same paper, the *Maharashtra Times* was once called by the Speaker and he had tendered an apology after 7th May, 1968.

MR. DEPUTY-SPEAKER : That would be a different matter.

SHRI NAMBIAR : This is happening for the second time. This paper has got a reputation for this... (*Interruptions*)

MR. DEPUTY-SPEAKER : We have already decided. With the proceedings, the whole matter will be referred to him. With the unanimous concurrence of the House, I am referring it to him.

Now we proceed to the next item.

14.56 hrs.

RAILWAY BUDGET-GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER : Now we resume general discussion on Railway Budget. Mr. Nar Deo Snatak was on his legs. Mr. Nar Deo Snatak.

श्री नरदेव स्नातक (हाथरस) : उपाध्यक्ष महोदय, रेलवे बजट पर दो दिन से इस हाउस में बहस चल रही है और करीब दो दिन और अभी इस पर बहस चलेगी ।

हमारे माननीय सदस्यों ने चाहे वह कांग्रेस पक्ष के हों या विरोधी दल के, उन्होंने अपने अपने विचार रेलवे बजट के बारे में रखे हैं ।

पिछले करीब 20 सालों से मैं लगातार रेलवेज में सम्बन्ध में यहाँ पर यह चर्चा सुनता आ रहा हूँ । विशेष कर यहाँ पर रेलवे बोर्ड के सम्बन्ध में काफ़ी अधिक भालोचना होती आई है । यह ठीक है कि

आगे भी इस तरीके से भालोचना होगी पहले भी हुई है और आगे भी होगी परन्तु रेलवे बोर्ड के जो अधिकारी है उन को आप बदल नहीं सकते । हम बदलना भी नहीं चाहते हैं । चाहे रेलवे बोर्ड कह दीजिये, रेलवे कमेटी कह दीजिये या रेलवे परिषद कह दीजिये उस को तो रखना ही है । अलबत्ता रेलवे बोर्ड के अधिकारियों से मेरा निवेदन है कि उनके ध्यान में यह बात आ जानी चाहिए कि समाजवादी व्यवस्था को इस देश में लाने के लिए उन को भी समाजवादी व्यवस्था में रहना होगा ।

यह ठीक है और हमारे विरोधी दल के माननीय सदस्यों ने भी कहा कि ऐयरकंडिशन में रहने वाले हमारे रेलवेज के अधिकारी सैलूस में चलते हैं, ऐयरकंडिशन फर्ट क्लास में चलते हैं, वह भालसी हैं और काम करने में लापरवाही बर्तते हैं इस लिए रेलवे बोर्ड को तोड़ देना चाहिए । लेकिन मेरा निवेदन है कि रेलवे बोर्ड को तोड़ने का कोई प्रश्न नहीं उठता । अलबत्ता उन से यह कहा जा सकता है कि उन्हें जो भारी सुविधाएं दी गई हैं जैसे ऐयर कंडिशन सैलूस में चलने की श्रवण ऐयर कंडिशन कमरों में रहने की उन सुविधाओं में कुछ कमी कर दी जाये । यदि ऐसा किया जायेगा तो मैं समझता हूँ कि उस से उधर के हमारे माननीय सदस्य भी खुश हो जायेंगे और देश के लोग जो कहते हैं कि रेलवे बोर्ड के अधिकारी या मिनिस्टर्स लोग सिर्फ अपनी सुविधाओं को निरंतर बढ़ाने की तरफ ध्यान देते रहते हैं और आम जनता को सुख सुविधा पहुंचाने की उन्हें कोई चिन्ता नहीं रहती है वह उनकी भालोचना बहुत हद तक दूर हो जायेगी ।

यह देखने में आता है कि रेलवे बोर्ड के सामने केवल तीन बड़े शहर अर्थात् कलकत्ता, मद्रास और बम्बई ही रहते हैं

और जो भी सुविधाएं होती हैं वह घूम फिर कर इन्हीं तीन शहरों अर्थात् कलकत्ता, बम्बई और मद्रास में पहुंच जाया करती हैं और अन्य नगरों का ध्यान नहीं किया जाता है।

14.59 hrs.

[SHRI GADILINGANA GOWD in the Chair]

रेलवे मंत्री महोदय ने इस साल जो रेलवे बजट रखा है उस में यह एक अच्छी बात है कि इस वर्ष उन्होंने रेलवे का यात्री भाड़ा या माल भाड़ा नहीं बढ़ाया है। सन् 69-70 के रेलवे बजट में उन के द्वारा लगभग दो करोड़ रुपये का मुनाफ़ा होने की सम्भावना प्रकट की गई है। यह एक शुभ लक्षण और स्वागत योग्य बात है और अगर इसी तरह से यह काम चला तो भ्रष्टाचारी करनी चाहिए कि 70-71 का जो रेलवे बजट आयेगा उस में हमारे रेल मंत्री जी इस से भी अधिक लाभ दिखला सकेंगे। साथ ही साथ रेलवे द्वारा ग्राम जनता को अर्थात् तीसरे दर्जे की जनता को भी जो सुविधाएं प्राप्त नहीं हैं उच्च श्रेणी के लोगों को सुविधाएँ हैं। वे सुविधाएँ तीसरे दर्जे को भी मिल सकेंगी।

15 hrs.

यह देखने में आया है कि सन् 1950-1951 से लेकर 1967-68 तक के वर्षों के अन्दर तीसरी श्रेणी के किराये करीब 2½ अरब रु० का फ़ायदा हुआ और उच्च श्रेणी अर्थात् एअर कंडिशन्ड, प्रथम और द्वितीय, से लगभग 28 करोड़ रु० का लाभ हुआ है। परिणाम यह हुआ है कि 28 करोड़ रु० का लाभ जिन से हुआ है उन्हें ज्यादा सुविधाएँ और 2½ अरब रु० का फ़ायदा जिन से हुआ है, अर्थात् तृतीय श्रेणी वाले, उन को कोई सुविधा नहीं, कोई आराम नहीं, कोई सुख नहीं। मैंने देखा है कि जब गाड़ी प्लेटफ़ॉर्म पर आती है, तब तीसरे दर्जे वालों की इस प्रकार भीड़ होती है कि

डब्बों के दरवाजों में घुसने और खिड़कियों से लटकने के बाद जब वह उस के अन्दर पहुंचते हैं तब खड़े रहने को भी जगह नहीं मिलती। मैं नहीं कहता कि गाड़ी में आराम से यात्रा करने को मिले, मैं तो केवल यही कहता हूँ कि उन को बैठने के लिये डेढ़ फीट जगह मिल जाये। इस देश के अन्दर एअर कंडिशन्ड, फ़र्स्ट क्लास और द्वितीय श्रेणियों के यात्री आराम से सोते हुए जाते हैं जब कि जिन लोगों से ढाई अरब रुपयों को लाभ होता है वह खड़े हुए यात्रा करते हैं, उन को बैठने की भी जगह नहीं मिलती।

मैं मंत्री महोदय से कहना चाहता हूँ कि तीसरे क्लास के जो डब्बे हैं जब वह यात्रा के लिये चलते हैं तब उन में अन्धकार होता है, उन में प्रकाश नहीं होता है। गर्मी के दिनों में प्यास के कारण वह लोग परेशान हो जाते हैं लेकिन पीने को पानी भी नहीं मिलता। भेड़ बकरियाँ की तरह वह तीसरे क्लास के डब्बों में घुसते हैं और खड़े रहते हैं। यह मैंने इसी देश में देखा है कि जो थर्ड क्लास के पैसेन्जर हैं, जिन से सब से अधिक आय होती है वह परेशान होते हैं, और अमानुषिक स्थिति में यात्रा करते हैं जब कि ऊँचे दर्जे के यात्रियों को, जिन से कम से कम इनकम होती है उन को आराम मिलता है।

मेरा सुझाव है कि चाहे मिनिस्टर हो या रेलवे के अधिकारी हों या जो एअर कंडिशन्ड श्रेणी में चलने वाले यात्री हो, उन की सुविधाओं में कमी की जाये, जो लोग सैलून में चलते हैं उन को भी वह सुविधा न रहे। मैं समझता हूँ कि हमारे मंत्री महोदय के दिमाग में भी यह बातें होगी और वह भी चाहते होंगे कि रेलवे बोर्ड के सदस्यों और अधिकारियों जो सैलून मिलते हैं, मिनिस्टर्स को जो सैलून दिये जाते हैं, उन के बजाय वह फ़र्स्ट

[श्री नरदेब स्नातक]

क्लास में चले। चाहिये तो यह था कि देश की समाजवादी व्यवस्था के अन्दर एक ही क्लास हो। वह भारतीय हैं और एक ही श्रेणी में उन को चलना चाहिये। यह ठीक है कि उन को आराम मिलना चाहिये, जैसे महात्मा गांधी हमेशा थर्ड क्लास में चलते थे, लेकिन उन को आराम भी मिल जाता था और जनता भी खुश होती थी। उसी तरह से हमारे मंत्रियों को, गवर्नरों को और रेलवे के अधिकारियों को भी सैलून छोड़ देने चाहिये। हमारे संसद-सदस्यों को भी चाहिये कि वे थर्ड क्लास में चलें। उन के लिये फर्स्ट क्लास की क्या आवश्यकता है? यदि इस प्रकार की व्यवस्था की जायेगी तो स्वाभाविक है कि हमारे देश की गरीब जनता है, उस पर इस का असर पड़ेगा और वे कहेंगे कि हमारे मंत्री और हमारी सरकार वह इस दिशा में प्रयत्न कर रही हैं।

इस रेलवे को 116 वर्ष हो गये और देश में सब से बड़ा उद्योग घन्घा रेलवे का है, उस पर अरबों रुपये खर्च होते हैं। मैं समझता हूँ कि दुनिया में यही एक देश है जिस में रेलों का इतना बड़ा विस्तार है, परन्तु इस विस्तार के साथ शायद सुविधायें दुनिया में यहां सब से कम हैं। आप ने कहा है कि हम ने संचालन व्यय 588 करोड़ से बढ़ा कर 665 करोड़ कर दिया है, और आप चाहते हैं कि रेलों को लाभप्रद बनायें और आगामी वर्षों में आवश्यक योजनाओं को पूरा किया जाये। यह ठीक है, लेकिन यह सब होते हुए भी जो तीसरे क्लास की जनता है, उस को ज्यादा से ज्यादा आराम मिलना चाहिये।

एक और बात है। जब देश एक है और एक ही सरकार द्वारा संचालित होता है, तब मैं ने देखा है कि उत्तर और दक्षिण में बड़ा भेद है। पिछले साल यानी 1968-69

में 22 से ऊपर सर्वेक्षण किये गये जिन में से 15 ऐसे हैं जिन का सम्बन्ध मद्रास, भ्रान्ध, उड़ीसा, और महाराष्ट्र-गुजरात से है जिन से हैदराबाद, अहमदाबाद बंगलोर में बड़ी नई लाइनें बनाकर, मीटर को बड़ी बदल कर या छोटा वैकल्पिक मार्ग दे कर उन नगरों को सम्बन्धित किया जायेगा। यथा गुन्तूर-माचर्ला को मीटर से बड़ी में और नीडकूड़े को नई बड़ी से हैदराबाद को मिलाना। इधर राजस्थान में डूंगरपुर हो कर पालमपुर तक की पट्टी 400 मील लम्बी बिना रेल पड़ी हुई है। कोटा से चित्तौड़गढ़ और अण्मेर के बीच 200 मील के दो अन्तर हैं। एटा रेल मथुरा से बिना मिले व्यर्थ पड़ी है और घाटे का कारण बनी है। गोहाना को पानीपत से न मिलाने के कारण हरियाणा के लोग 100-100 मील का चक्कर काट कर चण्डीगढ़ पहुंच पाते हैं। इसी तरह से 1969-70 में जो 15 से ऊपर सर्वेक्षण किये जायेंगे उन में दस दक्षिण रेलों को गये हैं जिन में 3 नई रेलों के और सात दोहरी पट्टी या मीटर को बड़ी लाइन में बदलने के हैं। दो महाराष्ट्र और उड़ीसा को गये हैं। इन लाइनों का विस्तार 1000 मील है। उत्तर में शकूरबस्ती से रोहतक और गढ़ी हरसरू से कुल 50 मील के दो टुकड़े दोहरे होंगे। दो सामरिक हैं जिन को यात्री सुविधा से नहीं जोड़ा जा सकता। यह स्थिति है पक्षपात की उत्तर और दक्षिण भारत में।

मैं ने देखा कि दक्षिण भारत में 20 जोड़े जनता एक्सप्रेस चल रही हैं, पर हमारे उत्तर भारत में सिर्फ पांच जनता एक्सप्रेस हैं। जब हम कहते हैं रेलवे मंत्री से और रेलवे बोर्ड के अधिकारियों से कि क्या दक्षिण भारत में ही सारी एक्सप्रेस गाड़ियां चलेंगी? जब दक्षिण भारत में बीस बीस जोड़े चलते हैं तब उत्तर भारत में भी एक पांच बढ़ाइये, तब वह कहते हैं कि नहीं साहब, यहां पर

[श्री नरदेव स्नातक]

माल गाड़ी को वरीयता दी जायेगी क्योंकि यहां अनाज पहुंचाना है, चारा पहुंचाना है। इस बहाने से वह उत्तर भारत में एक भी गाड़ी चलाने को तैयार नहीं हैं, जब कि दक्षिण भारत में बीस बीस एक्सप्रेस गाड़ियां चलाई जाती हैं। मेरा मंत्री महोदय और रेलवे बोर्ड के अधिकारियों से कहना है कि उत्तर-दक्षिण, पूर्व-पश्चिम का भेद न हो कर जहां जैसी आवश्यकता है उस तरह से सुविधायें दी जानी चाहिये।

हिन्दी भाषा-भाषी जितने हमारे प्रान्त हैं, चाहे राजस्थान हो, चाहे उत्तर प्रदेश हो, चाहे बिहार हो, चाहे मध्य प्रदेश हो, उन के साथ बड़ा अन्याय होता है। मेरा निवेदन है कि यदि आप चाहते हैं कि रेलवे की सुविधायें सारे देश को एक समान मिलें, तो आप को इस नीति में परिवर्तन करना ही होगा। यहां पर उत्तर और दक्षिण का कोई प्रश्न नहीं है। जहां जिस तरह की आवश्यकता हो, वहां उस तरह की ज्यादा से ज्यादा सुविधायें मिलनी चाहिये।

मैं ने यहां बतलाया कि तीसरे दर्जे के लोगों को जहां बड़ी असुविधायें होती हैं, उसके साथ ही साथ गाड़ियों के लेट आने जाने की बड़ी शिकायतें हैं, खासकर उत्तर भारत में जो लोग मात्रा करते हैं उन को बड़ी कठिनाई होती है। उत्तर भारत में दो, चार और छः छः घंटे लेट गाड़ियां चलती हैं। पड़ोसी पाकिस्तान के कारनामे इस तरह से हम को याद आ जाते हैं। मेरे एक मित्र कराची से आये थे। उन्होंने वहां की एक घटना सुनाई कि कराची के लोगों को कितनी परेशानी है। वहां पर दस-दस, बारह-बारह घंटे गाड़ियां लेट चलती हैं। एक बार का किस्सा उन्होंने सुनाया कि वह कराची से आ रहे थे। चूंकि हमेशा गाड़ी 6-8 घंटे लेट आया करती थी इस लिये वह तैयार हो कर आये थे सारा दिन बैठने के लिये। जब

वह अपने वीवी बच्चों को ले कर और सामान के साथ स्टेशन पहुंचे और कुली से पूछा कि गाड़ी कितनी लेट है,—क्योंकि उन्होंने सोचा कि वह आठ-दस घंटे लेट तो अवश्य होगी ही—तो कुली ने कहा कि तैयार खड़ी है छूटने के लिये। उन्होंने कहा आज क्या बात हो गई कि यह ठीक समय से जा रही है? कुली ने जवाब दिया कि यह सिर्फ चौबिस घंटे लेट है, यह कल की गाड़ी आज जा रही है। उन्होंने मुझे कहा कि आप का देश तो अच्छा है। यहां दो, चार और छः घंटे गाड़ी लेट आती है, हमारे यहां तो लेट होने का कोई ठिकाना ही नहीं है।

एक बार एक सफर में एक रेलवे अधिकारी से मेरी बात चीत हो रही थी। मैंने उन से कहा कि रेलवे इतना बड़ा देश का उद्योग है, और लोगों को काफी परेशानी होती है, यह भी ठीक है, लेकिन गाड़ियों के लेट होने की जो बात है वह मेरी समझ में नहीं आती। वह बोले कि आप जानते हैं कि करोड़ों और अरबों रुपये लगा कर सरकार ने बड़ी बड़ी बिल्डिंगें बनवाई हैं, रेस्टोरेन्ट खोले हैं, रिटायरिंग रूम बने हुए हैं, चाय का इन्तजाम है, पढ़ने के लिये पुस्तकें हैं, न्यूज-पेपर्स हैं। यह आखिर किस लिये हैं? यह इस लिये बनाये गये हैं कि रेलों के लेट आने पर आप आराम से वहां बैठें, और बैठ कर लिखें पढ़ें। हम ने कहा कि आप ने बड़ी भ्रष्टाचार दलील दी। वह बोले कि अगर राइट टाइम पर गाड़ी आये तब इन चीजों की क्या जरूरत है? टिकट लिया और पांच छः मिनट में गाड़ी पर जा कर बैठ गये। ट्रेन लेट नहीं आती है तब क्या जरूरत है रेस्टोरेन्ट की, क्या जरूरत है रिटायरिंग रूम को, क्या जरूरत है न्यूजपेपर वगैरह की? मैं मंत्री महोदय से कहना चाहता हूं कि आप की जो गाड़ियां लेट चलती हैं उन के समय पर भी आपका नियन्त्रण होना चाहिये।

अब मैं कुछ अपने क्षेत्र के बारे में बतलाना चाहता हूँ। हाथरस जहाँ से चुन कर मैं घाता हूँ वह उत्तर भारत में तिलहन की धौर घी की सब से बड़ी मंडी है।

वह बहुत बड़ा विजिनेस सेंटर है। उस में तीन चार स्टेशन आते हैं। एक हाथरस किला है, एक सिटी है, एक जंकशन है और एक मँडू है। लेकिन उन का कोई डायरेक्ट सम्बन्ध अलीगढ़ या दिल्ली से नहीं है। वहाँ पर जो छोटी छोटी गाड़ियाँ हैं उनका कोई समय नहीं होता है। जो व्यवसायी हैं और जो विद्यार्थी हैं उनको बड़ी परेशानी का सामना करना पड़ता है। एक लाख के करीब की हाथरस की जन संख्या है। उन को अलीगढ़ पहुँचाने की कोई सुविधा नहीं है। ये तीन चार जो स्टेशन है, अगर इन का डायरेक्ट सम्बन्ध अलीगढ़ से कर दिया जाए तो बहुत सुविधा लोगों को हो जाएगी। अगर हाथरस सिटी को अलीगढ़ और अलीगढ़ को दिल्ली से मिला दिया जाए तो आपकी बड़ी कृपा होगी।

जब डा० राम सुभग सिंह जी स्टेट मिनिस्टर आफ रेलवेज थे तब उनसे निवेदन किया था कि मेरे निर्वाचन क्षेत्र में एक स्थान सिकन्दरा राव का है जोकि तहसील हैडक्वार्टर है। वह एम० एल० ए०, एम० पी०, एम० एल० सी० का निवासस्थान भी है। वहाँ पर 13 अप और 14 डाउन एक्सप्रेस लखनऊ से भ्रागरा तथा भ्रागरा से लखनऊ रुकवाने के लिए मैंने उनसे निवेदन किया था। केवल 2 मिनट रुकने के लिए उनको मैंने कहा था और कहा था कि अगर ये गाड़ियाँ दो मिनट के लिए वहाँ खड़ी कर दी जाएँ तो बहुत सुविधा हो सकती है। वहाँ की लगभग 70 हजार की आबादी है। बहुत बड़ा शहर है। लेकिन इस ओर कोई ध्यान नहीं दिया गया है। इससे आसपास के गांव वालों को बड़ी असुविधा होती है। अब होता ऐसा है कि कासगंज या हाथरस

जंकशन पहुँच कर तब गाड़ी कोप कड़ा जा सकता है और इस में एक दिन लग जाता है। अगर दो मिनट के लिए गाड़ी को खड़ी कर दिया जाए तो बहुत सुविधा जनता को हो सकती है। दस वर्ष से हम गाड़ी रुकने की यह मांग करते आ रहे हैं। डैपुटेशन भी आपके पास आए हैं लेकिन कोई सुनवाई नहीं हुई है। मैं चाहता हूँ कि इस ओर भी ध्यान दें।

अलीगढ़ शहर उत्तर भारत के प्रमुख शहरों में से एक है। वहाँ पर मुस्लिम विश्वविद्यालय है। कई डिग्री कालेज हैं और संसार में ताला उद्योग का सब से बड़ा केन्द्र है। वहाँ पर कोई रिटायरिंग रूम नहीं है। पुराने समय का वह स्टेशन बना हुआ है। वहाँ पर कोई सुविधाएँ नहीं हैं। मैं चाहता हूँ कि इस स्टेशन की ओर भी आपका ध्यान जाना चाहिये।

वृंदावन एक प्रमुख तीर्थ स्थान है। घोष साहब जो रेल मंत्रालय में हैं वह बंगाल के रहने वाले हैं। वह इसके महत्व को जानते होंगे। दिल्ली से मथुरा जाएँ नो वृंदावन रोड बीच में पड़ता है। वह वृंदावन से दो ढाई मील के फासले पर है। दिल्ली से जो गाड़ी जाती है अगर उसको वृंदावन रोड से हो कर डाइवर्ट करके भेज दिया जाए ताकि वृंदावन भी बीच में पड़ जाए, तो जनता को बहुत सुविधा हो जाएगी। जो यात्री वहाँ जाते हैं, उनको बहुत सुविधा हो जाएगी। वह भारत का एक महत्वपूर्ण तीर्थ स्थान है। इस दो तीन मील के टुकड़े को अगर जोड़ दिया जाए तो बहुत भ्रष्टा होगा। इस सम्बन्ध में प्रतिवेदन भी चिये गये हैं, डैपुटेशन भी जा कर मिले हैं लेकिन कोई ध्यान नहीं दिया गया है। पचास लाख लोग प्रतिवर्ष वहाँ घाते जाते हैं। हमारे देश की जनता धर्म प्रचाम मानी जाती है। मथुरा वृंदावत संस्कृति धीर सम्बला का केन्द्र है। उसकी तरफ तो आप का ध्यान जाना ही चाहिये।

हमारे जो तीन मंत्री इस विभाग के हैं वे ब्रह्मा, विष्णु, महेश के समान हैं। वे कर्ता, धर्ता और हर्ता भी हैं। भारी भरकम भी हैं। पहले जब हल्के, फुल्के मंत्री हुआ करते थे तब गाड़ियां उछलती चलती थीं। लेकिन अब तो ऐसी बात नहीं होनी चाहिये। अब डाक्टर राम सुभग सिंह जी के पास रेल मंत्रालय पूरी तरह से आ गया है। इन्होंने बिना किराया बढ़ाये हुए, बिना माल भाड़ा बढ़ाये हुए दो करोड़ का मुनाफा दिखा दिया है। जहां पर अरबों की सम्पत्ति लगी हो, वहां पर दो करोड़ का मुनाफा बहुत मामूली सा मुनाफा है और कोई बहुत बड़ी विशेषता नहीं रखता है। मैं आशा करता हूँ कि 1970-71 का जब वह बजट पेश करेंगे, उस में इससे भी ज्यादा आमदनी दिखाई जाएगी और मुनाफा भी ज्यादा दिखाया जाएगा और साथ ही साथ तीसरे दर्जे के यात्रियों की सुख-सुविधाओं के बारे में, उनके प्रवास के बारे में, उनके बैठने के बारे में, ध्यान दिया जाएगा। उनके लिए बैठने की जगह का प्रबन्ध अवश्य किया जाना चाहिये। ऐसा नहीं होना चाहिये जैसे बीस वर्षों से होता आ रहा है कि इधर से सुना जाता है और उधर से निकाल दिया जाता है। यदि आप चाहते हैं कि हमारे देश की रेलों का दुनिया में नाम हो और ये अधिक उपोगी सिद्ध हों तो आपको तीसरे दर्जे के यात्रियों की सुविधाओं का ध्यान रखना होगा।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ और आशा करता हूँ कि मंत्री महोदय अगले वर्ष और ज्यादा मुनाफे का बजट पेश करेंगे।

श्री जार्ज फरनेडीज (बम्बई-दक्षिण) : रेलवे बोर्ड की ओर से एक मासिक पत्रिका निकलती है जिस का नाम है, इंडियन रेलवेज। जो नया नया घंक उसका निकला है उस में हमारे नए रेल मंत्री डा० राम सुभग सिंह का एक अल्प जीवन चरित्र

छपा है। अल्प जीवन चरित्र चाहे छपे इस में मुझे को एतराज नहीं है। लेकिन रेलवे बोर्ड के अफसर कितने चाप्लूस होते हैं और कितना झूठ होता है, उसका एक नमूना है यह अल्प जीवन चरित्र। अगर आप इस को पढ़ोगे तब आप को पता चलेगा कि इस में क्या लिखा है। इस में डा० राम सुभग सिंह की तारिफ करते हुए कहा गया है कि अब तो वह पूरे पूरे रेल मंत्री बन गए हैं लेकिन पहले जब वह आधे रेल मंत्री थे और हमारे मित्र एस० के० पाटिल साहब पूरे रेल मंत्री थे तब भी असल में आप ही रेल गाड़ियों को चलाते थे। पता नहीं पाटिल साहब के जाने के बाद अब पाटिल साहब का अपमान करने की हिम्मत रेलवे बोर्ड में आ गई है या सचमुच आपकी तारीफ करने के लिए उसने यह चीज लिखी है। लेकिन एक नमूना है जो मैं आपके सामने पेश करना चाहता हूँ यह बतलाने के लिए कि असल में रेलवे चलाने वाले न तो पाटिल साहब थे और न ही आप हैं, असल में तो रेलवे चलाने वाले रेलवे बोर्ड के ही लोग हैं।

मैं बतलाना चाहता हूँ कि रेलों को किस ढंग से चलाना है, नीति किस तरह की बनानी है यह काम रेलवे बोर्ड ही करता आ रहा है और मंत्री लोग जो कुछ भी वह कहता है, उसको यहां आ कर कहने का काम ही करते आ रहे हैं। अगर कभी वे अपने मन की बात यहां पर कहते भी हैं तो हमेशा रेलवे बोर्ड वाले लोगों ने उमको काटने का ही काम किया है। जैसे अपने भाषण में आपने बम्बई की हालत को बताते हुए कहा है :

“The Bombay railways are also studying the feasibility of running twelve coach suburban trains which would substantially relieve peak hour overcrowding.”

मैं समझता हूँ कि मंत्री महोदय के मन में यह बात थी कि बम्बई में लोगों को

[श्री जार्ज फर्नेंडीज]

सुबर्बान गाड़ियों को ले कर जो परेशानी है, उसको दूर किया जाना चाहिये। वहां तो आपकी यह तकरीर होती है और दूसरे दिन अखबारों में छपती हैं लेकिन तीसरे दिन रेलवे बोर्ड का कोई अफसर कहता है कि रेल मंत्री ने जो कुछ कहा है उस में कोई तथ्य नहीं है, बारह कौच की गाड़ी बम्बई में चल ही नहीं सकती हैं। आप भ्रंदाजा लगाइये कि किस तरह से लोगों को गुमराह करने का और भूटा आश्वासन दिलाने का काम रेलवे बोर्ड वाले मंत्री महोदयों के मुंह से करवा लेते हैं ताकि अगर कल बदनामी होनी हो तो मंत्री महोदय की हो और इनकी जान बच जाए और लोग कहें कि मंत्री महोदय ने दिया हुआ आश्वासन पूरा नहीं किया है।

रेलवे बजट को ले कर जैसे लोग जो टीका टिप्पणी करते आए हैं, उसको देखते हुए अगर कहीं सरकार का कुछ सुधार करने का विचार होता तो पिछले कई बरसों में कई सुधार के काम वह कर सकती थी। अभी हमारे पहले वाले माननीय सदस्य ने तीसरे दर्जे के यात्रियों की शिकायतों के बारे में कहा है लेकिन हर साल कहने के बावजूद भी उनको दूर नहीं किया जाता है। रेलवे बजट जब पेश हुआ तब इसकी सभी लोगों ने तारीफ की। हमारे दल के लोगों ने भी इसकी तारीफ की और कहा कि किराया तो नहीं बढ़ा है। यह तो ऐसे है जैसे जब रेल बजट पेश होना हो तब हम इसी बात का इन्तजार करें कि किराया बढ़ने वाला है या नहीं बढ़ने वाला है और इसी एक चीज को हमें रेलवे बजट में देखना चाहिये। क्या देश और लोगों को रेल मंत्री से इस बात की अपेक्षा नहीं करनी चाहिये कि रेल में जाने वाले यात्रियों को सुविधायें भी मिलें? यात्रियों को सुविधायें प्रदान करने की जो

बात है, उनकी तकलीफों को दूर करने की जो बात है, क्या बजट के समय पर उस सब के बारे में कोई खुलासा, कोई नई रोशनी डालने का काम मंत्री महोदय की ओर से नहीं होना चाहिये?

आंकड़ों के अनुसार थर्ड क्लास में यात्रा करने वाले लोग रेलवेज को हर रोज 65,00,000 रुपये, एयर-कन्डीशन्ड डिब्बों में यात्रा करने वाले केवल 60,000 रुपये और फ्रस्ट क्लास में यात्रा करने वाले बड़ी मुश्किल से 5,00,000 रुपये देते हैं। लेकिन आप हिन्दुस्तान के किसी भी कोने में, किसी भी रेल गाड़ी में, किसी भी रेलवे स्टेशन पर जा कर देखिये कि रेलवेज को रोज 65,00,000 रुपये देने वाले थर्ड क्लास के प्रवासियों और सिर्फ 60,000 रुपये रोज देने वाले एयर-कन्डीशन्ड के प्रवासियों या मुश्किल से 5,00,000 रुपये रोज देने वाले फ्रस्ट क्लास के प्रवासियों में से किस आदमी की क्या कद्र होती है, क्या इज्जत होती है और उस को क्या सुविधा मिलती है।

वास्तव में भारतीय रेलों का मामला इतना बिगड़ा हुआ है कि इस का इलाज केवल यह कह देने से ही नहीं होगा कि थर्ड क्लास के मुसाफ़िरों को ज्यादा सुविधायें दी जायें। अगर मंत्री महोदय इस का इलाज करना चाहते हैं, अगर कांग्रेस पार्टी के वे लोग, जिन के मन में थर्ड क्लास के प्रवासियों के बारे में कुछ रहम है—उन की हालत इतनी खराब है कि मुझे रहम की बात कहनी पड़ रही है—, थर्ड क्लास के प्रवासियों पर कुछ रहम करना चाहते हैं, तो उस का इलाज एक ही है कि हिन्दुस्तान में एयर-कन्डीशन्ड, फ्रस्ट क्लास और सैकंड क्लास को खत्म कर के एक ही क्लास, जनता क्लास, बनाई जाये। ऐसा करने पर ही रेलवेज में कुछ सुधार होगा, बर्ना नहीं। जिन लोगों के हाथों में आज सत्ता है—रेलवे बोर्ड के लोग और मंत्री लोग, वे

[श्री जार्ज फरनेडीज]

एयर-कन्डीशन्ड सैलून्ज के बाहर कभी यात्रा करते नहीं हैं।

रेलवे मंत्री (डा० राम सुभग सिंह) : यह गलत है।

श्री जार्ज फरनेडीज : रेलवे के मामूली अफसर—बड़े अफसरों की बात छोड़िये, मामूली अफसर—भी एट-व्हीलर और सिक्स्टीन-व्हीलर सैलून्ज में यात्रा करते हैं। फिर भी मंत्री महोदय कहते हैं कि मेरी बात गलत है। आज रेलवेज के पास एक नहीं, आठ सौ सैलून्ज हैं। अगर उन सैलून्ज को रेल के डिब्बे बना कर पटरी पर लाया जाये, तो सरकार सौ नई गाड़ियां रोज ला सकती है और लोगों की वर्तमान तकलीफों को दूर कर सकती है।

इस लिए मैं केवल रेलों में लोगों की तकलीफें बताने तक ही सीमित नहीं रहूंगा, सरकार से मेरी सीधी मांग है कि वह अभी से रेलवेज में वर्ग-भेद को नष्ट करने के बारे कदम-उठाना शुरू करे। मंत्री महोदय इन्डियन रेलवेज एक्ट से परिचित होंगे। इस एक्ट के अनुसार हिन्दुस्तान की निजी रेलवे कम्पनियों पर यह बन्धन है कि जो कोई मुसाफिर टिकट खरीदे, उस को बैठने के लिए जगह देना उन कम्पनियों का फ़र्ज है। लेकिन सरकारी रेलवे को इन्डियन रेलवेज एक्ट की इस धारा से अलग रखा गया है। सरकार से मेरी मांग है कि जब तक वह रेलवेज के वर्ग-भेद को नष्ट नहीं कर पाती है, तब तक वह इन्डियन रेलवेज एक्ट को तत्काल एमेंड करे, जब तक उस को एमेंड नहीं किया जाता है, तब तक इस बारे में एक अध्यादेश जारी किया जाये कि जिस किसी को भी टिकट दिया जायेगा, चाहे वह बैठने का हो और चाहे सोने का, उस को जगह देना रेलवेज की जिम्मेदारी है और उस जिम्मेदारी को सरकार स्वीकार करे। रेलवेज लोगों को घूटती रहे और उन से प्राप्त पैसे से एयर-कन्डीशन्ड और फ़र्स्ट क्लास का इन्तज़ाम करें, उन के यात्रियों

को अधिक सुविधायें दें, देश की जनता उस अन्याय को बर्दाशत करती रहे और बम्बई जैसे शहरों की जनता गाड़ियों को जलाती रहें, अगर सरकार यही तरीका चलाना चाहती है, तो मैं नभ्रतापूर्वक कहना चाहता हूँ कि यह तरीका ज्यादा दिन तक नहीं चलेगा।

जहां तक बम्बई का सम्बन्ध है, हम ने देखा है कि रेलवेज के बारे में वहां के लोगों को जो शिकायतें और गुस्सा है, उस को ले कर रेलवे स्टेशनों पर गड़बड़ होती है। चन्द दिन पहले बम्बई में जो गड़बड़ हुई, उस में भी रेलवे स्टेशन पर हल्ला हुआ। लोगों को गुस्सा है कि रेल-गाड़ियों में, सबबन गाड़ियों में, खड़े रहने के लिए भी जगह नहीं मिलती है। हम ने यह भी देखा है कि अगर कोई गड़बड़ होती है और एक-प्राध डिब्बा जल जाता है, तो तत्काल रेल-गाड़ियों की संख्या कम कर दी जाती है। यानी लोगों के गुस्से को रोकने और कम करने के स्थान पर वैस्ट्रन और सेंट्रल रेलवे के अफसर उस गुस्से को भड़काने और बढ़ाने का काम करते हैं। वे गाड़ियों के डिब्बों पर लिख देते हैं कि इस गाड़ी में सिर्फ छः या आठ डिब्बे इस लिए हैं कि किसी ने एक डिब्बा जला दिया है। बम्बई शहर के लोगों को गाड़ियों के बारे में जो परेशानी है, मंत्री महोदय के भाषण में इस बारे में जो बातें कही गई हैं, उन से मैं नाखुश हूँ। मैं मांग करूंगा कि वह तत्काल बम्बई के मुसाफ़िरो, रेलवे के अफसरों, बम्बई महानगर-पालिका के लोगों और अन्य सभी सम्बन्धित लोगों के साथ बम्बई में एक दो दिवस बैठें और यह तय करें कि उन लोगों की परेशानियों को दूर करने के लिए क्या कदम उठाए जाने चाहिए।

मैं चाहता था कि स्वतंत्र पार्टी के माननीय सदस्य इस समय यहां पर होते। माननीय सदस्य, श्री लोबो प्रभु, को रोज

यह शिकायत रहती है कि मेरे जैसे लोग मजदूरों के मसलों को ले कर बहुत ज्यादा चिल्लाते हैं और उन का कहना है कि ऐसा नहीं करना चाहिए। पिछले साल 19 सितम्बर को रेलवे कर्मचारियों की हड़ताल हुई। उस हड़ताल को खत्म करने के लिए चौदह रेल कर्मचारियों को जान से मार डाला गया और हजारों रेल कर्मचारी अभी भी सड़कों पर हैं। मैं माननीय सदस्य से यह जानना चाहता हूँ कि क्या उन के मन में रहम है और क्या वह इस बारे में कुछ करना चाहेंगे।

माननीय मंत्री से मैं यह जानना चाहूँगा कि रेल की जो हड़ताल हुई, उस से सरकार का कितना नुकसान हुआ। स्वतंत्र पार्टी और सरकारी पार्टी के कुछ लोगों की शिकायत होती है कि यदि हड़ताल हुई, तो लोगों का नुकसान होता है और देश की पैदावार का नुकसान होता है। मैं मंत्री महोदय को यह बताना चाहता हूँ कि रेलवे बोर्ड की पिछले साल की रपट के अनुसार 1966-67 में रेलवे में हड़ताल के कारण 4,157 दिन बर्बाद हो गये और 1967-68 में 9,303 दिन बर्बाद हो गये। उस में लिखा है: "टोटल नम्बर आफ मैन-डेज लास्ट एज ए रिजल्ट आफ स्ट्राइक, 1966-67 : 4,157" और "1967-68 : 9,303"।

लेकिन इस की तुलना में मजदूरों की लाचारी और बीमारी के कारण कितने दिन बर्बाद हो गये, क्या इस के आंकड़े स्वतंत्र पार्टी वालों ने देखे हैं? इलनेस, बीमारी, के कारण 1966-67 में 1,48,71,000 दिन बर्बाद हो गये और 1967-68 में वे बढ़कर 1,60,01,000 दिन हो गये। यह कहा जा सकता है कि बीमारी तो हर जगह होती है। लेकिन हेल्थ मिनिस्ट्री का कहना है कि हिन्दुस्तान में लोगों का स्वास्थ्य सुधरता जा रहा है और लाइफस्पैन बढ़ता जा रहा है।

मैं टी० बी० जैसी बीमारी से मरने वालों की संख्या सदन के सामने रखना चाहता हूँ। टी० बी० से मरने वालों की संख्या रेलवेज में बढ़ रही है, मंत्री महोदय की जानकारी में यह बात आई है या नहीं और रेलवे बोर्ड ने ये आंकड़े उन के सामने रखे हैं या नहीं, यह मैं नहीं जानता हूँ। रेलवेज में 1965-66 में टी० बी० के कारण 513 मजदूर मरे, 1966-67 में 553 मजदूर मरे और 1967-68 में 587 मजदूर मरे। रेलवेज में हर साल टी० बी० के कारण पच्चीस तीस ज्यादा मजदूर मर रहे हैं। ये गरीब मजदूर हैं, जिन के बारे में ये लोग न कभी सोच सकते हैं और न विचार कर सकते हैं।

अभी चन्द दिनों के पहले पब्लिक एकाउन्ट्स कमेटी ने यह रपट पेश की है, उस में उन्होंने यह कहा है कि रेलवे में मजदूरों की संख्या बहुत ही बढ़ी है, उस को घटाना चाहिए। अब वह बढ़ी या घटी उन के कहने के मुताबिक, उस पर तो मैं इस समय नहीं जाऊँगा। लेकिन एक बात कहना चाहूँगा कि रेलवे के अफसरों ने पब्लिक एकाउन्ट्स कमेटी को जो बताया उस में उन्होंने यह कहा कि हम लोग इन की संख्या काफी घटाने के काम में लगे हैं और असल में संख्या यह लोग घटा रहे हैं। लेकिन किस की संख्या घटा रहे हैं? क्लास फोर की संख्या घटा रहे हैं और पिछले साल में साढ़े तीन हजार क्लास फोर की संख्या घटाई गई। क्लास थर्ड की संख्या बहुत मामूली सी बढ़ गई। साढ़े तीन लाख कर्मचारियों में सिर्फ़ षेड हजार बढ़े। लेकिन क्लास वन जो इन के अफसर हैं इन की संख्या पिछले साल में 151 से बढ़ी है। अगर प्रतिशत का हिसाब लगाया जाये तो दो प्रतिशत इन अफसरों की संख्या रेलवे के धन्द्वर बढ़ी है और पब्लिक एकाउन्ट्स कमेटी के सामने कहते हैं कि रेलवे में कर्मचारियों की संख्या घटाने का काम वह लोग

कर रहे हैं। आज 17 लाख रेलवे कर्मचारी हैं, उस में लगभग 4 लाख रेलवे कर्मचारी ऐसे हैं जिन को कँजुअल कहा जाता है जिन को रेलवे किसी प्रकार की कोई सुविधा या सुरक्षा नहीं देती है। हर चार रेलवे कर्मचारियों में एक कर्मचारी कँजुअल मजदूर है जिस के जीवन का तौर तरीका जानवर के जैसा है। उस को कोई भी सुरक्षा या सुविधा देने का काम रेलवे की तरफ से नहीं होता। यह इन का तौर तरीका है अपने कर्मचारियों की सुविधाओं को देखने के बारे में।

इस साल के बजट में मकानों को ले कर, जो आप ने फिर्निस एक्सप्लेनेटरी मैमोरेण्डम दिया, उस को हम ने पढ़ा तो रेलवे के जो साढ़े छः हजार अफसर हैं उन के मकान बनाने के लिए 68 लाख 55 हजार रुपया आप खर्च करने जा रहे हैं जब कि करीब करीब 6 लाख क्लास फोर के रेलवे कर्मचारी हैं उन के लिए केवल 98 लाख रुपये खर्च करने की व्यवस्था की गई है। यह गांधी शताब्दी का साल है, क्लास फोर का आदमी गरीब तबके का आदमी है, उस का विशेष रूप से ख्याल किया जाना चाहिए था लेकिन मुझे खेद है कि जहां क्लास वन के अफसरों पर हर आदमी पीछे 1 हजार रुपया खर्च करने को आप तैयार हैं वहां क्लास फोर कर्मचारी के लिए हर आदमी के पीछे मुश्किल से 25 रुपये इस साल के बजट में आप ने एलाट किए हैं। फिर भी यहां बजट की तारीफ होती है कि मंत्री महोदय ने रेलवे बजट में बहुत ही अच्छा काम किया है। मैं इसलिए इन सारी चीजों को रख रहा हूँ कि मजदूरों के ऊपर हल्ला बोलने का जो काम होता है उस से उन को बचाया जाये।

रेलवे को लेकर एक जो बड़ी टीका-टिप्पणी होती है उस के ऊपर जब मैं भ्राऊंगा और वह है अपघातों का मामला, ऐक्सीडेंट्स

का मामला। मैं देख रहा हूँ कि इस मामले में देश को गुमराह करने का काम रेलवे बोर्ड और मंत्री महोदय दोनों मिल कर करने लगे हैं। पिछले साल हिन्दुस्तान के अखबारों में बड़ा प्रचार किया गया कि रेलवे का जो ऐक्सीडेंट होता है इस की जिम्मेदारी कर्मचारियों पर है और जब पिछले साल ऐक्सीडेंट्स बढ़े और रेलवे बोर्ड पर हमला हुआ, रेलवे बोर्ड का इस्तीफा मांगने की बात आई तो बड़ा भारी प्रचार करना शुरू कर दिया, कहा कि कोई ड्राइवर था, वह शराब पीये हुए था, इस तरह ड्राइवर का सवाल उठाया.....(व्यवधान).....अध्यक्ष महोदय, ऐक्सीडेंट्स की बात को ले कर यह जबर्दस्ती प्रचार किया गया और कहा गया कि कर्मचारियों की वजह से यह ऐक्सीडेंट होता है। लेकिन आज मैं सदन के सामने कहना चाहता हूँ यह रेलवे बोर्ड और उस के अन्दर मैं रेलवे मंत्री महोदय को भी शामिल करना चाहता हूँ, इन के द्वारा देश को गुमराह करने की कोशिश की जा रही है। रेलवे में ऐक्सीडेंट्स की संख्या कम नहीं हो रही है और जो ऐक्सीडेंट्स हो रहे हैं इस की जिम्मेदारी के बारे में मैं मंत्री महोदय से पूछना चाहता हूँ कि क्या आप कमेटी बिठाते हो शांति लाल शाह को या किसी और को ले कर.....(व्यवधान).....मैं एक मिनट में समाप्त कर रहा हूँ.....

डा० राम सुमंग सिंह : यह कहते हैं कि सारे बम्बई में रेल जलाते रहेंगे तो इस से देश बरबाद होगा या नहीं? जब तक आप जैसे आदमी रहेंगे देश में तब तक देश का सत्यानाश नहीं होगा तो और क्या होगा? बम्बई में जलाइएगा, देखेंगे आप लोगों को। रेल जलाने की धमकी देते हैं, चलिए जलाइए, देखेंगे आप को।

श्री जाबं फरनेग्डीब : अध्यक्ष महोदय, यह ऐसा गुस्ता करने से काम नहीं चलेगा।(व्यवधान).... मैं खतम कर रहा हूँ।

[श्री जार्ज फरनेडोज]

मुझे आज इस सदन के सामने इस रपट को पेश करना है—रिपोर्ट आफ दि वर्किंग आफ दि कमीशन आफ रेलवे सेपटी 1966-67। ऐक्सीडेंट्स के बारे में मन्त्री महोदय एक बात यह सदन के सामने बतायें कि इस रपट को क्यों दबाया जाता है? क्योंकि इस रपट में रेलवे ऐक्सीडेंट्स की जिम्मेदारी अगर किसी पर डाली गई है तो पूरी-पूरी जिम्मेदारी रेलवे बोर्ड पर डाली गई है न कि किसी कर्मचारी पर और यह जो गलत बातें कर्मचारियों का बदनाम करने की अखबारों में फैलायी जाती हैं, यह रपट अगर सदन के सामने पेश की गई होती और इस रपट पर सदन में बहस होती तो सारी बात साफ हो जाती कि रेलवे के कानून अनुसार, अन्डर सेक्सन फोर आफ दि रेलवे ऐक्ट, कमीशन आफ रेलवे सेपटी के ऊपर जो जिम्मेदारी डाली हुई है कि वह रेलवे ट्रैक को इंस्पेक्ट करे, रेलवे बोर्ड ने यह अधिकार उस से छीन लिया है और यह रेलवे सेपटी कमिश्नर की शिकायत है कि पार्लियामेंट के द्वारा उन के ऊपर डाली हुई जिम्मेदारी को रेलवे बोर्ड ने उन से छीन लिया है और आज उन की रपट को यह देश के सामने पेश करने से इनकार करते हैं। यह हकीकत है। मैं तो आज एक बात साफ इस सदन में कहना चाहता हूँ कि इस बजट को ले कर और रेलवे की जो हालत है उस को ले कर जो असलियत है उसे देश के सामने पेश करना चाहिए और लोगों को गुमराह करने वाला जो काम चल रहा है, उसे मंत्री महोदय छोड़ें। लोगों की जो परेशानी है उस को दूर करने के लिए जो बुनियादी कदम उठाने चाहिए उन को उठाने का काम वह करें।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : Mr. Chairman, Sir, I will take only five or six minutes.

The Minister of State will reply to the other points.

Shri Bohra desired that the Kota-Chitorgarh line should be taken up for construction. A fresh traffic assessment has been ordered to assess the financial prospects of this line. Decision regarding the construction of this line will have to await the reassessment.

Shri C. C. Desai stated that the work on Hassan-Mangalore line is extremely slow. The work on this line is being matched with the progress on the port project, and the line is expected to be completed to coincide with the commissioning of the port. The present progress is 30%.

Shri Venkatasubbaiah desired the construction of a new line between Bhadrachalam and Kovvur. The earlier survey report of this new rail link is being brought up to date to take into account the latest developments in the area and to assess the justification for the construction of this line.

A decision regarding the construction of this line can be taken only after this assessment has been made.

Shri Vankatasubbaiah also desired the conversion of the metre gauge line between Guntur and Machera into broad gauge. Engineering and traffic surveys have been undertaken to assess the traffic justification and the financial implications of the conversion of the Guntur-Machera section from metre gauge to broad gauge along with a new broad gauge line from Nadikude to Secunderabad. A decision regarding this conversion can be taken only after the survey reports are completed.

Some hon. Members raised the point of restoration of Rohtak-Gohana line.

SHRI RANDHIR SINGH (Rohtak) : The Rohtak-Gohana-Panipat line should be restored this year. This is the most important railway of Haryana. It is a most economical line and the Minister has already promised it. So, it should be restored this year.

SHRI R. L. CHATURVEDI : This Rohtak-Panipat line was a full line which was dismantled. A part of that has now been restored. The demand not only of

[Shri R. L. Chaturvedi]

Chaudhuri Randhir Singh but of so many hon. Members who have spoken is.....

SHRI RANDHIR SINGH : It is in my constituency.

SHRI R. L. CHATURVEDI : It is in his constituency and he has been stressing this point continuously and persistently.

SHRI RANDHIR SINGH : He promised to my constituents in a meeting that it will be done. Dr. Sahib has also agreed.

SHRI R. L. CHATURVEDI : About this I can say at this stage that we will seriously look into it and see if economic viability can be achieved by connecting it to Panipat.

SHRI RANDHIR SINGH : Thank you.

SHRI R. L. CHATURVEDI : At present it is an uneconomic line. Now this point has been raised and it is our intention not to dismantle this. We will try our best to see if by restoring it upto Panipat it can be made economic.

SHRI RANDHIR SINGH : Within two years.

श्री मु० अ० खा० (कासगंज) : इसी सिलसिले में मुझे भी मंत्री महोदय से एक एक प्रश्न पूछना है। हमारे यहां भी इसी तरह की एक लाइन है—एटा-बरहन लाइन, जिसके लिये स्टेट गवर्नमेन्ट ने भी सजेस्ट किया है कि उस को यदि कासगंज से मिला दिया जाय तो इस में यकीनी फायदा हो सकता है। मैं चाहता हूँ कि मंत्री महोदय इस लाइन के बारे में भी गौर करें और अगर वह उसे मंजूर कर लें तो वह लाइन भी फायदे में पड़ने लगेगी।

SHRI R. L. CHATURVEDI : I cannot say about all the lines like this, but since the hon. Member has mentioned this point, I can assure him.....
(*Interruption*).

SHRI M. A. KHAN : It is a very important point. The State Government has suggested the extension of this line up to Kasganj.

SHRI R. L. CHATURVEDI : About this I have to suggest humbly that it is our intention not to dismantle any line without mature consideration. As for the particular line mentioned, we will certainly apply the same principle as we are applying to Rohtak-Gohana-Panipat section. Not only for this line but for any other line generally the intention is that we will try to make the lines economic.

SHRI RANDHIR SINGH : Do not make my case weak. You have agreed to my request.

SHRI R. L. CHATURVEDI : Then, Shri Anthony Reddy mentioned that trains had been slowed down after the railways were taken over by the Government in particular on the Arkonam-Madras and Guntakal-Guntur sections. About this I have to say that the average running time of trains on Arkonam-Madras section at present is less than the average running time of trains in 1946. This is in spite of the fact that against only 10 mail/express/passenger and 20 suburban trains each way in 1946, there are at present 18 long distance and 36 suburban trains running each way on this section.

On the Guntur-Guntakal section, however, it is true that the average running time of passenger trains has increased by about 8 per cent since 1943. This has increased due partly to the increase in the number of trains from one pair in 1943 to three pairs at present and partly to provision of time for engineering works, such as, renewal of track, strengthening of bridges etc, at present in progress. Efforts will, however, be made to reduce this.

Shri Reddy desired the transfer of the Guntakal Division of Southern Railway to South Central Railway. Iron ore for export which constitutes major portion of traffic on this division moves from the Hospet region mainly to Madras. Coordination between the Madras Port, the Madras (Royapuram) Division and the Guntakal Division is, therefore, absolutely essential and can best be achieved by retaining Guntakal and

Madras (Royapuram) Divisions under one zonal administration, viz., the Southern Railway.

SHRI DHIRESWAR KALILA (Gauhati) : On a point of information. Regarding this division also, all the Members from Assam submitted a memorandum to Dr. Ram Subhag Singh.

DR. RAM SUBHAG SINGH : This is about the Guntakal division.

SHRI R. L. CHATURVEDI : This is about the Guntakal Division. It is not about the divisional system as such.

SHRI NAMBIAR (Tiruchurappalli) : The train is in Guntakal now ; it will reach Gauhati.

SHRI R. L. CHATURVEDI : The suggestion was that this should go into South Central Railway instead of Southern Railway. This is an old thing...

SHRI DHIRESWAR KALITA : Is it accepted ?

SHRI R. L. CHATURVEDI : This is already in force.

SHRI NAMBIAR : Will it go back to the South Central Railway ?

SHRI R. L. CHATURVEDI : It is not possible. It will remain in the Southern Railway.

SHRI NAMBIAR : We welcome it.

SHRI R. L. CHATURVEDI : Another point mentioned by Shri K. N. Tiwari was about the position of wagon manufacture. He was a bit apprehensive that our wagon industry will suffer. In this connection I have to say that in 1966-67, orders outstanding at the beginning of the year were 27,075 and output was 16,500 wagons ; in 1967-68, the orders outstanding were 26,895 and the output was 13,956 and in 1968-69, out of 26,439 outstanding orders, the output anticipated is 14,500 wagons. So, it will be seen that there is no chance of any fear that the wagon industry will suffer. We have enough orders to place and we will see that wagon industry does not suffer.

Another point made was the persistent demand about one deluxe train to Howrah via Patna. Since Rajdhani Express has started running from 1st March, 1969, it has been decided that one deluxe train will go to Howrah via Patna from 1st April.

SHRI NAMBIAR : Let it be from 2nd April.

SHRI R. L. CHATURVEDI : It will run from here on Fridays and the same train will come back on Sundays.

Another point raised, not in this House, in several memoranda that I have received is that this train should go via Varanasi. We wanted that. But operationally it was not possible. I can assure you that, in future, we will take into account this factor also and we will try, if possible, to do our best in that connection.

Then, the hon. Member, Shri Indrajit Gupta who is not here today raised a point about giving of a contract to a labour co-operative society in Bilaspur division. He said that some favouritism or something was being done to a particular contractor and that the Railway were departing from the established policy of giving preference to co-operative societies. In this connection, I have to say that no favour has been shown nor will be shown to any contractor...

SHRI DHIRESWAR KALITA : To a private contractor.

SHRI R. L. CHATURVEDI : To any contractor, whether public or private contractor.

In this particular case referred to by Mr. Indrajit Gupta, it was decided that open tenders be invited and in that the Society had also given its tender. Weighing all the things, taking everything into consideration...

SHRI DHIRESWAR KALITA : The question is whether co-operatives will be given preference or not.

SHRI A. S. SAIGAL (Bilaspur) : Here it was the lowest tender. We do not want to run it at a loss... (Interruptions).

SHRI R. L. CHATURVEDI : There are two things here. One is what Mr. Saigal has said, that it was the lowest tender...

SHRI NAMBIAR : How does he know ?

SHRI A. S. SAIGAL : Those who are representing told me.

SHRI NAMBIAR : That is a private thing. How did he know about it ?

SHRI DHIRESWAR KALITA : He is in league with the contractor.

SHRI A. S. SAIGAL : They came to me.

SHRI DHIRESWAR KALITA : The cat is out of the bag. (*Interruption*).

SHRI R. L. CHATURVEDI : The moot point is whether the Railways give preference to co-operative societies or not. About contracts of a value of Rs. 1,20,000 and less, the policy is there. We stand by that. But, while standing by that policy, we have also to judge the background of any society which has functioned ; we have also to see the working of the society. This particular society has not had a good record. But I can assure the hon. Members that we will not depart from our stand in giving preference to co-operative societies, but we will certainly weigh the past record of the society and will see that justice is done. If we find that preference should not be given to a particular society, naturally in that case there will be open tenders, and in open tenders, the lowest tenderer will get it. In the case, that particular society also gave its tender, and it was given to the lowest tenderer. To remove any misapprehensions in the mind of hon. members, I may assure them that full justice will be done and all instructions will be fully gone into.

SHRI DHIRESWAR KALITA : What about creating divisions in N. F. Railway ?

MR. CHAIRMAN : I am sorry I cannot allow this.

SHRI DHIRESWAR KALITA : On a point of information.

MR. CHAIRMAN : No, no.

MR. HEM BARUA.

SHRI HEM BARUA (Mangaldai) : The Railways are a vast network and from that stand point are the most massive public utility services in this country. The responsibilities of the Railways lie not only in collecting resources but also in discharging their duty towards the travelling public. Whatever that might be, the Railways must become more dynamic and more efficient ; there is no doubt about it.

I welcome Dr. Ram Subhag Singh to his new responsibility. Dr. Ram Subhag Singh has been described by an American paper as a man who walks slow but thinks fast. He has also been described as the future Prime Minister of India...

SHRI NAMBIAR : A former Railway Minister became the Prime Minister of India—Shri Lal Bahadur Shastri. So, there is a precedent.

SHRI HEM BARUA : The American paper has described him as a very dynamic man. I only hope that he will impart some of his dynamism to the working of the Railways.

Before 1924-25, the railway budget was part of the general budget. Now it is an independent budget. But this independence does not mean that it is independent of the general economy of the country also. The railways have a fundamental responsibility to discharge towards gearing our economy in the interest of the country as a whole. Therefore, although the railways have a separate budget of their own, it is not independent of the economy of the country.

When I read the railway budget proposals, I do not find in it any encouragement to gearing up our general economy. On the other hand, it tries to sustain and nurse the belief about the so called recovery in our economic trends. The Railway Minister himself spoke of a 5.7 per cent recovery in industrial output and indicated a surplus in the budget. This surplus in the budget has come in four years, no doubt.

When Shri Poonacha was Railway Minister, he also envisaged a surplus of Rs. 1 crore. Now Dr. Ram Subhag Singh envisages a surplus of Rs. 1.91 crores. This is a very meagre, illusory

[Shri Hem Barua]

surplus. What is the difference between the two surpluses? One is of Rs. 1 crore and another of Rs. 1.91 crores.

SHRI NAMBIAR : 91 per cent more !

SHRI HEM BARUA : Whatever that might be, this fond hope of Shri Poonacha was dashed to the ground by subsequent developments. I only hope and trust that the found hope nourished by Dr. Ram Subhag Singh will not also be dashed to the ground by later or subsequent developments.

Is the improvement in the finances of the railways reflective of the efficiency in the operational or administrative set-up of the railways? No. We must remember that in the Fourth Plan period also, the railways will also have to discharge a lot of responsibilities. Apart from carrying raw materials, they shall have to lift finished products also, and the machinery of the railways must be geared to that effect.

It has been said that 20 per cent of the carrying capacity lies idle. But why should we forget that there is an increase in the operational ratio also? It was 74.4 per cent in 1963-64; now it is 81.4 per cent.

Now the Minister proposes to curb all unremunerative expenditures. He should not only do this but should cut down all expenditures that do not produce anything.

There is another phenomenon. Although 20 per cent of the carrying capacity lies idle, there is, no doubt, a shortage of wagons. Because of this shortage, foodgrains meant for different parts of the country to feed the starving and famine-stricken people, flood-stricken people, could not be carried in time. I remember 15,000 tonnes of foodgrains were allotted for Assam during last year when flood ravaged the State, but only 7,000 tonnes could be moved from Calcutta to Assam. The rest could not be carried because no wagons were available in time. That is the trouble. Therefore, to place much reliance on these improvements will be to place reliance on an illusory thing.

The hon. Minister has said that the financial position of the railways is somewhat better. I do not know on what he bases his optimism. At the same time, some of his subsequent remarks might belie that illusion.

One most encouraging thing is that passengers fares and freight, are not raised. At the same time, we must not forget the dark hint in his speech where he has talked of raising resources. Raising resources must not mean an increase in the passenger fares or traffic freight. At the same time, we must not forget that there was an increase by 10 per cent of all passenger luggage traffic — of passenger rates and freights. A few days before the Railway Budget was presented to the House, this happened. It is a clear instance of by-passing of Parliament. Dr. Ram Subhag Singh is a known democrat, and I have so much of trust in him. He must find out how Parliament can be by-passed by these clever manipulations of his department.

16 hrs.

There is a proposal to rationalise the freight structure. It must not mean increase in freights or fares. If there is an increase, I think that will be ominous.

The Budget proposals also say that there will be increase in ordinary working expenses by Rs. 26 crores. At the same time, he says that there would be an increase of Rs. 4.20 crores so far as fuel is concerned. Since coal has been decontrolled, do the railways have to pay more for coal, or is it because of the fact that 20 per cent of the coal is pilfered on the way before reaching the delivery points? Pilferage has become a permanent feature of the railways. I want to know whether strict vigilance has been exerted to see that it is stopped so far as the railways are concerned. I do not know what he is doing in that regard.

The hon. Minister speaks of reducing expenditure which is unremunerative. It is a good thing, but at the same time, is there not duplication in his Ministry.

[Shri Hem Barua]

His ministry has an army of officers like any other ministry in the Government of India, but at the same time he has a Board also to look after the affairs of the railways. In spite of the existence of this Board, ticketless travel is on the increase, accidents are there, and the trains run late, and there is no profit also. I would say that the Railway Board is redundant, and it should be wound up like a sheet of paper, because it is a honeycomb of bureaucracy and nothing more. When the army of officers in the ministry cannot look to welfare of the railway travelling public or cannot run the railways well, what the is the use of having a Board which has also failed in its primary tasks.

The railways lose annually Rs. 22 crores due to ticketless travel. Nine lakhs of people travel without tickets. What a stupendous shame to this country.

The TTEs have their own problem. They have been deprived of looking after the reservations of two-tier and three-tier sleeping berths in the coaches. That means it will affect their promotion. That has to be looked into they should be treated as running staff in which case they will get certain advantages which they are not getting now. With a set of discontented and dissatisfied people, it is not easy to run the railways.

The Railwaymen working in Assam have to face great difficulties, as they had to during the Chinese aggression and during the operations against the hostile Nagas. We have to recognise this fact.

There is another section of workers under this railways, that is the control staff. Two pay commissions have suggested that there should be a lift in their salaries. Have the Government taken any notice of that? The Railway Board had bypassed that mercifully, although the Railway Board is convinced of this fact. The work of the control staff is strenuous and no attention had been paid to that.

There were several questions raised on the floor of the House about pilferage

of railway goods. Electric bulbs, door handles and looking glasses are carried away with impunity from the compartments. Who are responsible for that? India expects every man to do his duty. It is done? These are small matters to be looked into. I was travelling from Mariani to Gauhati one day; after two or three days I travelled on my return journey in the same compartment and found that the looking glass was missing. In the course of two ways, somebody had taken it away. Are there any railway men responsible for the safety of such railway property? Should not somebody be held responsible for this pilferage? It has become a permanent feature of the railway and that pains me most to say so, whoever might be guilty. There is pilferage of coal and other railway property. Nobody should forget that the lost property is to be replaced and involves lakhs of rupees, money which has to come from the poor tax payer's coffins, if not coffers.

The railwaymen demanded rationalisation of their pay scales according to the need based minimum wage. But the Government derecognised the railway union. Can you solve any problem by de-recognition? This de-recognition should be withdrawn. What happens? The Hon. Home Minister has given some concessions by one hand and had taken them away by another hand. About 350 persons in Assam had arbitrarily been transferred from their place of duty; 1,200 are still under orders of suspension. There are thousands of others in the country who are either under orders of transfer or on suspension. You cannot serve the country or the railways with a band of discontented men. When pilferage takes place, I would like the railway protection force men to shoot down anybody who is found in the process of removing stealthily railway property. But what does that force do? It goes on shooting the innocent railway workers and their wives and children. I saw with my own eyes injuries of women and children in New Gauhati and Mariani caused by the bullets and beatings of men from this force. It is strange;

because their husbands went on strike on 19 September 1968, these women and children were beaten ! I have seen the injuries on their bodies. All the communal and racial ire had been let loose on these women and children because they happened to be Bengal women from East Pakistan. I do not want to describe it further ; that will be too much.

The report presented to us on accidents had come down. Have they really come down ? When accidents happened in Assam, there was a ready excuse that it must have happened because of sabotage by the Naga hostiles. But have they ever cared to examine the track condition in Assam ? Never.

Now, when an accident takes place, what happens ? The work of enquiring into the accident is entrusted to the railway officers themselves. The hangman is asked to give a verdict on the man hanged ! That is what is happening in this country. Therefore, the real truth about the accident does not come out. Has the real truth about the accident at Lakhiserai station in which 18 persons were killed and some injured come out ? It has not come out. Everything is hushed. Everything is hushed up in the lap of the Government. that is the trouble.

Then there is the divisional scheme. This divisional scheme was announced with a lot of flourish. But what is there about the divisional scheme ? The Government says that the divisional scheme will improve the performance of the railways. In those railways which have the divisional scheme, in what way is the performance of these particular railways which have been enjoying the benefits of the divisional scheme better than the performance of these railways which do not or did not have the divisional scheme ? Nothing. What is the divisional scheme for ? Assam has been robbed of her rightful share of the railways. Out of the 5,225 km of railway track on the Northeast Frontier Railway, 2,091 km fall within the State of Assam, and yet Assam is neglected. Why don't you make a divisional head-

quarters ? You have only one division, namely, Lumding. Why don't you make a division for Gauhati and another for Rangiya to serve the people living on the northern banks of the Brahmaputra ? (*Interruption*). May I tell you that negligence of Assam is a keyword in the dictionary of this Government ?

DR. RAM SUBHAG SINGH : Not in the railways.

SHRI HEM BARUA : In the railways also. Railways are a part of this Government. You are neglecting Assam as much as you can ; you do not take into account the strategic importance of Assam and you do not take into consideration the fact that Assam is a backward State. You go on neglecting that State like anything. That is the trouble.

Do you know there has been a demand from the people of Assam for a broad gauge line up to Dibrugarh ? Why do you by-pass this demand ? What a simple demand is it ? It is just an extension of the broad gauge line.

MR. CHAIRMAN : One minute more.

SHRI HEM BARUA : Yes, Sir. I am concluding. I would like the Ministers' speech for one thing : He has spoken about the insane attacks on the railways. The railways have been the symbol of authority and now they would be more so because Dr. Ram Subhag Singh is there. Whatever that might be, any attack on the railways or any property—and property today is not Government property, but it is public property, and everything is public property and nothing is Government property—is bad. Everything is public property in the context of Independence, and any attack on it is bad for the country. Therefore, we must take a very serious note of this. In order to protect railway property, I would go so far as to suggest the imposition of a punitive tax on the people living round the railway stations. Why should people go over the railway tracks and railway stations and damage the railway property like that ? A bus burnt, a railway station or a railway wagon

burnt, is a part of India burnt, and it is a stupendous shame for the country.

I congratulate the Railway Minister on his pointing out the insane attack on the railways. At the same time, I hope and trust that he would be able to infuse some of his dynamism into the working of the railways. The railways, need one thing: Improvement and efficiency. When I talk of improvement and efficiency, it embraces efficiency on all fronts. Thank you very much.

SHRI RANDHIR SINGH : Mr. Chairman, Sir.....

MR. CHAIRMAN: Only five minutes. I have got a list containing 23 names from the Congress Party. I request you, therefore, to conclude within five minutes.

SHRI RANDHIR SINGH (Rohtak): Yes, Sir. It is a matter of profound gratification and encouragement and confidence that Dr. Ram Subhag Singh is presiding over the destinies of our railwaymen, and I would very much hope that things would take a better turn. I may make a few suggestions with your permission and I hope that the Railway Minister would look into them and implement them if he finds them viable and wise.

Firstly, it is about the Railway Public Service Commission. There is a law of inheritance and succession prevailing in the railways for appointments. A railway officer's son becomes a railway officer, a clerk's son becomes a clerk, a guard's son becomes a guard and so on. The hon. Minister being a kisan and myself being a humble worker or the peasantry, I submit that 80 per cent of the posts—big and small—should be filled by recruitment from the peasantry. The railways should become kisan-oriented.

My second complaint is about certain difficulties of the army people. The strength of the army has been more than doubled, but the reservations in railways for them are scanty. Our jawans travelling from Nagaland or Kashmir have to stay on the platforms for days and nights before they get accommodation in the

trains going to the interior of the country to meet their kith and kin. We say, "Jai Jawan, Jai Kisan" but my personal experience is our military men do not find accommodation in trains. Kindly see that the reservations are increased four or five times. What prevails now is the old British pattern.

Then, I come to the difficulties of peasants in regard to canals, channels and drains. Whenever a farmer applies for irrigation channel and your railway line intervenes, he has to wait for years and decades. In these days of food shortage, such red-tapism and procedural delays should be cut down.

At present, when there is a bridge, the expenditure on the side line to be met by the peasantry. I submit that the expenditure should be met either by the railways or by the State Government concerned. The peasants should not be burdened unnecessarily in this manner.

16.18 hrs.

[**MR. DEPUTY-SPEAKER** *in the Chair*]

Then, I find that railway lands are leased out indiscriminately. Would the hon. minister see that landless peasant, Harijans and ex-servicemen are allotted these fertile lands on either side of the railway lines? If there are any rules which are causing hardship in this matter, he should remove it. If you cannot allot it, you can entrust it to the village panchayats concerned.

The hon. minister was kind enough to show us the Rajdhani Express. It is very good. But that is meant for rich people, M.Ps., etc. What about humble poor people? There should be a third class Rajdhani Express for them. You can call it Janta Express. Kindly let him examine whether this proposal will be viable.

Coming to uneconomic lines, there is the Rohtak-Panipat line. It has been restored only upto Gohana. You are the architect of this. Would you kindly restore the remaining 20 miles also? The holy name of our late Prime Minister, Shri Lal Bahadur Shastri, is associated with this line. You were kind enough to

make a promise. The Deputy Minister also went to my constituency and made some promise. You also made a promise to me at different times when I made my submission to you. Would you kindly make this announcement unequivocally on the floor this House that this line from Rohtak to Panipat in this great Haryana State, a State of jawans and kisans, a State of disciplined soldiers, will be restored fully within two year ?

Since you are in charge of this Ministry, something revolutionary should be done. Would you kindly see that either the Railway Board is entirely wound up or it is made more democratic? We want to see that you function as the real Minister, the most democratic Minister and your writ runs throughout the country. We do not want the officers' raj to run in the Railway Ministry. I wish some change for the better comes about. You can yourself find out the alternative. Either it can be a corporation or something else which we may call an advisory body. What should be the substitute or alternative for the Railway Board I leave it to you to decide. I only want that Dr. Ram Subhag Singh should be the person to overhaul the entire rut.

Then I come to the question of over-crowding. This over-crowding is due to ticketless travelling. Kindly catch hold of the ticketless travellers, big or small, and do not spare them. Every penny not paid is a national loss. He may be a leader, a member of Parliament or a member of the Legislative Assembly. But if he is travelling without a ticket he should be punished. Fight against ticketless travelling should be a battle of the nation. Over-crowding is due to ticketless travelling. It has become a fashion in this country. I would request you to deal with it in a more firm manner and see that this ticketless travelling is put an end to.

Another thing I would like to submit is kindly restore public confidence in the railways. Whenever there is a talk about railways there is mention about robberies, dacoities, kidnapping and so on. During the British days this used to be the safest transport. I would request the Minister to go round

pro bone public, to go round incognito and see things are improved. The increase in the incidence of crime is deplorable. I would request him to see that confidence is restored in the minds of the people. It is ultimately the reputation of the railways that is suffering. The roadways are making dividends at the bad reputation of the railways. Kindly see that something is done.

I now come to my own constituency, Rohtak town proper. There are displaced persons who have settled down in a place known as Gandhi Camp. What a name and what a camp? And who are the people residing there? About 30,000 people from West Pakistan and some people from East Pakistan are staying there. They are very patriotic people. You have to consider a small request of theirs to extend the Gohana Panipat line to their camp. A request in this connection has already been made to the Ministry. That may be sanctioned.

Then, in Shilakedi there is a halt station on panipat-Jind line. That should be taken over as a flag station.

I am sure all hon. Member admire the personality and the sweet reasonableness of the new Railway Minister, who is friendly to all. I have no doubt that when he comes to present his next railway budget he will declare that all the suggestion and proposals which we have made this year have been implemented so can know that he is a man of action and he does whatever he says.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): Mr. Deputy-Speaker, Sir I rise to intervene in the railway budget discussion which has been going on for the last few days in which many hon. Member have participated. During the course of the discussion many hon. Members have expressed their concern and also given valuable suggestions. I regret very much that I was not present for a few days during the discussion as I was slightly indisposed. But I have gone through all the papers and I have carefully noted the suggestions, comments and concern expressed by various members about the

[Shri Parimal Ghosh]

working of the railways and their short coming.

It is true that there are many shortcomings in the operation of the railways in the matter of both goods and passenger traffic. It would always be our endeavour to rectify as quickly and efficiently as possible these shortcomings so that the difficulties faced by the people may be eliminated. But when we look at the problems we should also look at the background of the stresses and strains that the economy of the country has undergone during the last few years.

Before I go into the details, I would like to mention that though we had a deficit budget in the railways for the last two years, the basic financial position of the railways remains quite safe. I would like to make this point very clear. The railways have never incurred any loss in their operational expenses. They have also not defaulted in their liability to pay dividend to the general exchequer.

In our country railways is the largest public sector enterprise in which about Rs. 3,000 crores has already been invested. It is the general desire of the House that the railways are run on a purely commercial basis. Though we wish it very much that the railways should be run on purely commercial basis, it is a fact that we cannot ignore many of our social obligations and we cannot forget that railways are also a public utility concern.

For the last so many years the railways are carrying vast commuter traffic in the suburban sections where we do not cover even our operational expenses. There are many other fields where we quote a low rate e.g. food, fertilizer, cement, iron ore and coal. Then, we give very heavy concessional rates for items meant for export.

In many other countries these are items which are met from the general exchequer but in the railways we are meeting these things for such a long time because we had a big cushion to meet them. But under the present conditions it constitutes a heavy strain on the already tight financial conditions of the railways.

When I speak about the railway's financial position I would like to say that in last two years we had just struck a bad patch because of the unexpected fall in the development of the country's economy. I am sure that with the current recovery the position of the railway's finances will improve to a very great extent.

Now I would like to deal with some of the financial aspects that have been mentioned particularly by my hon. friend, Shri Nambiar, and also by Shri C.C. Desai. Shri Nambiar particularly mentioned that the deficit of the railways was fictitious as the contribution to the Depreciation Reserve Fund was unscientific and that the rate of dividend paid on general revenues was excessive.

Regarding the Depreciation Reserve Fund I would like to mention that in this we have followed the recommendations of the successive Railway Convention Committees since its inception from 1945 till 1965.

SHRI NAMBIAR : That itself is unscientific. That is my point.

SHRI PARIMAL GHOSH : What is the basis of allocating a Depreciation Reserve Fund? The main purpose of that is that we have to take up certain replacement works and this Fund is specifically meant for the replacement of the depreciated assets. So, if there is any shortfall in the Depreciation Reserve Fund, it will only mean that we will not have sufficient money available even to take up those replacement work which would be absolutely necessary from the point of view of operations.

Regarding the contribution to the general revenue, here also we simply follow the procedure mentioned and recommended in the successive Railway Convention Committee up to 1965.

SHRI NAMBIAR : What is the scientific basis there?

SHRI PARIMAL GHOSH : Of that Convention Committee the Members of Parliament were members and it has been passed in the House. We are simply following the recommendations of that Committee.

SHRI NAMBIAR : That by itself does not give it a scientific basis.

SHRI PARIMAL GHOSH : We have set up a new Convention Committee so that the new Convention could be co-terminous with the Fourth Plan period. I think, Shri Nambiar is a member there and whatever criticism he has, he will get ample opportunity to put forth his viewpoint in the next Convention Committee. I will be very happy, certainly, if by his intervention the dividend liability is reduced.

SHRI NAMBIAR : It is not scientific ; it is not sound.

SHRI PARIMAL GHOSH : Shri C.C. Desai has referred and has shown his concern about the industrial revival. On the basis of what we have mentioned in the Budget speech, we have thought that 8 million additional revenue earning tonnage would be achieved this year. It is based on the fact that from 1st April to December, 1968, we have already lifted 5.5 million additional revenue earning tonnage.

From the report the we have so far received of the working in January, 1969, it is apparent that we have already lifted about 1.4 million tonnes of additional revenue traffic which will total to 6.9 million tonnes and which will have leave a difference of only 1 million and odd tonnes to achieve the additional revenue of 8 million tonnes for which we have yet full February and March. So, the basis on which we have based our anticipation is correct. This is also an indication of a normal and a gradual revival of the economic development in the country.

In regard to some of the works programmes, my hon. friend, Shri P. Venkatasubbaiah, also mentioned that the Railways, in planning their new lines or in their development, should not be guided purely by the idea of a profit incentive or a profit motive. As I have already mentioned, though I wish very much that the Railways could run purely on a commercial basis, I have also stated that there are so many social obligations which we can escape. But

even then, whenever we have to consider the construction of few lines, we cannot escape thinking that we have to take into consideration that the railways capacity to cater for the increased traffic in future may not lag behind. But at the same time we must not undertake the construction of a line which may be unremunerative in future and may cause heavy drain on the public exchequer. So, the basic criteria of what we have planned out in the Fourth Plan period are that the development should take place basically on the idea of a qualitative improvement, not purely on quantitative expansion. If we could achieve that, there will be a better and maximum utilisation of the assets that we already have. On the basis, we have taken up a perspective plan for the coming 10 or 15 years. We have programmed that in respect of some of the meter-gauge sections in which we find that, in future, the traffic that is likely to be generated will be very heavy and it may not be possible for the existing metre-gauge sections to take up that load, we can, gradually, convert some of the main arterial metre-gauge section to broad-gauge sections so that we can avoid the inter-change points and bottlenecks of transshipment and we can avoid many of the pilferages and other things that are happening today. On that basis, we have also decided that in the Fourth Plan period we will take up at least 1400 km. for conversion from metre-gauge to broad-gauge.

Regarding some of the other lines mentioned by Shri Venkatasubbaiah, my colleague, Shri R.L. Chaturvedi, has already replied.

Another point that Shri C.C. Desai mentioned was that we should give top priority for doubling instead of spending money first on any other construction or to operational affairs. To some extent, I agree with the logic that has been put forward by Shri Desai. But the fact remains that doubling of broad-gauge lines becomes very expensive. The average cost per km. of broad-gauge doubling will account for about Rs. 9.5 lakhs today. So, before we consider could all doubling, we should try to find out whether the capacity

[Shri Parimal Ghosh]

could be increased by any other method, by improving the signalling or by introducing dieselisation or by improving the methods of C.T.C. so that instead of going in for doubling, we can increase the existing capacity of a single line to a very great extent. Even then, in the Fourth Plan, propose to take up about 1,770 kms. of doubling of the lines.

I would like to refer to the points raised by Shri Indrajit Gupta regarding Darjeeling-Himalayan narrow gauge line and also Mal-Domohani line. I am sure that Mr. Indrajit Gupta knows that the Darjeeling-Himalayan line is running at a very heavy loss and the traffic that we get there is very insignificant. During the unprecedented floods that had taken place in north Bengal, the damage that had been caused there and the breaches that had occurred there are so vast that we have to have a re-thinking and make out a programme as to how best we could recommission this line. We want to recommission this line from a completely different angle, basing it purely from the tourist point of view, so that the recommissioned line could be a model one and could attract more tourists and also increase the traffic position. For that, we are now under consultation with the Ministry of Tourism and Civil Aviation; they are also going into the matter, and as soon as we get their report, the construction of that line will take place.

Regarding Mal-Domohani line, the Mal-Lataguri section has already been recommissioned and trains have started moving. Regarding the other part of Mal-Domohani line, that portion is very heavily damaged because of the ravages of the river; the course of the river is so uncertain that even now it has not been possible to find and locate what could be the final location of the restoration line. This matter has also been taken up by the Ministry of Irrigation & Power and they have already constituted a Study Team who are going into the entire area to find out what could be the final solution to stop that kind of a ravage in future. Only after this report is brought out, we will take up the construction of that line.

Now I come to a very important point, *i.e.*, the Calcutta Circular Railway, a matter which has been discussed in this House and also outside the House for such a long time. It is very necessary that I make this point very clear. This point was also raised, a few months ago, as a half-an-hour discussion, and I was seeing very carefully the utter frustration of many of the members over our not being able to spell out in concrete terms what be the real objective, what is the real intention of the Railways, about the Calcutta Circular Railway. At that time also I had mentioned that we had taken up the matter with the Planning Commission; they had constituted a Metropolitan Study Team and they had submitted a report and that report was under consideration. We have considered that report and on the basis of that, we had long discussions with the Planning Commission. We had made it very clear to the Planning Commission that the position of the suburban traffic in Calcutta and Bombay had almost reached a choking point, and that unless and until something was done, it would be difficult for the Railways to maintain even the existing services. The Planning Commission, I am very glad to say, have gone into that matter, realised the difficulties, appreciated the position and have allotted a fund outside the Railways Allotment. I am very glad to announce that we are, going to take up that line and for that, we have allocated a certain sum for the final location survey; the final location survey is always necessary when we want to take up the final construction of a particular line. This final location survey may take from six months to one year, but in the meantime, we can go ahead with the construction. But here there are certain points which I would like to bring to the notice of the hon. members. My hon. friend, Mr. Inderjit Gupta, is not here. Out of the total expenditure of Rs. 29 crores that has been envisaged for this construction, Rs. 4 crores will be specifically required for land acquisition. It is not only a question of money,

The alignment will be passing through Calcutta's built-up areas, and before coming to a conclusion, I personally passed through these alignments and scrupulously tried to see that we took the minimum areas which had been built up so that the difficulties to the people could be at a very low level. I can mention here that out of the total requirement of land, only 20-25 per cent will be on developed area and I am sure the development Trust will hand over to the railways free of charge the rest of the land which is not built up and the Port Commissioners will give technical sanction for only allowing our line to be built up on their land because most of our sections will be on their land. Only it is a question of a technical sanction which could be given at a nominal rent on a long lease basis. This point also has been cleared. I hope now that the main point regarding the circular railway is covered and the matter has been finally settled.

Now I come to one of the staff matters. Shri Nambiar has already mentioned about some points raised in the Kunzru Committee report of 1962 where they have specifically mentioned that in some sections there has been some shortage of staff.

SHRI NAMBIAR : The Wanchoo Committee Report, first part.

SHRI PARIMAL GHOSH : In that report also they have mentioned that it is a fact that there has been some shortage to the extent of 5 per cent at that time, but it has been diminished to a very great extent, and it has come down to 1.4—3 per cent in some of the categories. I have no doubt in my mind that this shortage also is being filled up as early as possible.

The other point relates to the 19 September strike. Out of the total number involved in this strike, approximately 90,000, 73,000 odd were permanent and 16,000 temporary. In accordance with the decisions taken by the Cabinet, the first thing we have done is to issue instructions that

all those staff who were retrenched—that is, either permanent or temporary—purely on the ground that their participation was confined to absence from duty on that day, should be taken back.

SHRI HEM BARUA : But it has not been implemented. That is the trouble.

SHRI PARIMAL GHOSH : To that extent, they have implemented it.

Regarding some permanent and temporary staff still under suspension, their number is 3,700 odd. Some of them have already been taken back and some cases are under consideration ; many more will be taken up. There are some cases still pending in courts. As soon as these cases are complete, I can assure the House that I will review these cases, and wherever possible.....

SHRI NAMBIAR : There are also cases which are not in the Courts, cases of departmental suspension.

SHRI PARIMAL GHOSH : There are some such cases, I will review them and wherever they relate to only absence from duty or other minor infringements, they will be considered for relief.

AN HON. MEMBER : Too vague and general.

SHRI NAMBIAR : The trade unions passed the resolution concerning the strike. Therefore, their leaders should not be classified as those who instigated the strike. They must come under the normal procedure.

SHRI KIRUTTINAN (Sivaganja) : Even temporary staff are under suspension.

SHRI PARIMAL GHOSH : Some of the temporary as well as permanent staff are under suspension. Their total number is about 3,700.

Out of that, 400 we have already taken back. Some of the other cases will be reviewed, and they will be taken back.

SHRI NAMBIAR : Why should it be half-hearted? There must be generosity. Start with a clean slate. The rail must run.

SHRI PARIMAL GHOSH : I can assure Shri Nambiar and my friends that we will certainly look into this matter and show such leniency as possible, and we will consider and settle the matter as early as possible, because it is not my intention to hang on this point and go on discussing it on every occasion here.

SHRI BALRAJ MADHOK (South Delhi) : You are talking of a general, blanket approach. That is not a correct approach. I would request you to scrutinise every case on merits and decide quickly.

SHRI PARIMAL GHOSH : That is exactly what we are doing.

SHRI NAMBIAR : Six months have passed, and the employees have suffered enough, and if he wants to delay the whole thing again in the name of going into each case, 3700 cases will take a long time.

SHRI PARIMAL GHOSH : Out of 90,000 now it has come to 3,000. You cannot say it is being delayed, and even those cases where there are charges are also being reviewed, and many of them have already been taken. The rest are under consideration.

SHRI S.M. BANERJEE (Kanpur) : The Home Minister said the other day that cases where no violence is involved, will be sympathetically considered. My only appeal to the Railway Minister is that if there is no violence or moral turpitude, they should be taken back.

SHRI PARIMAL GHOSH : They will be taken back. I will check up the cases where violence is not involved, so that such cases are concluded quickly.

My senior colleague will reply to the other points.

SHRI JAIPAL SINGH (Khunti) : We have been hearing about this circular railway for Calcutta for I do not know how many years. I would

like to know why they have never thought of an underground railway.

SHRI PARIMAL GHOSH : I am very glad the hon. member has raised this point. The last time when I was answering the half-hour discussion, I myself mentioned that though we have now decided to take up the circular railway, the circular railway is not going to solve the problem of Calcutta, it might ease the problem to some extent. That point we have further discussed with the Planning Commission and the Planning Commission has agreed and allotted a separate fund, and we have decided to undertake a techno-economic survey which we are going to take up in 1969-70 for underground railway and ultimately for Calcutta, Bombay and Madras and Delhi also so that these things also could be taken up. The construction work would be taken up within the fourth plan period.

SHRI S.M. BANERJEE : This is being delayed only because it is circular. It is coming back to the same point, that is the difficulty.

SHRI K. M. Koushik (Chanda) : Though the speech of the hon. Railway Minister while presenting the budget gave us a sigh of relief, still after going through the speech I feel that there are certain important omissions in it. For example, if we read the report of the Railway Board for 1967-68 with regard to the amount of compensation that is being paid by the railways for pilferage, loss, damage and delay, it looks to be abnormal. In 1966-67 it was Rs. 5.45 crores, whereas in 1967-68 it is Rs. 7.22 crores. Both the reports of the Railway Board and the speech of the Railway Minister are silent on what they have been doing to reduce this mounting burden, and we cannot be complacent about it. It is mounting every year. It was previously Rs. 2 crores, it went up to Rs. 3 crores, and now it is Rs. 7.22 crores. At this rate I think in 1968-69 it cannot be anything less than Rs. 8 or Rs. 9 crores. This is not a small sum, and we have to plug all the loopholes. Otherwise, the railways will not have a

favourable budget, and they will be open to criticism.

My hon. friend Shri Hem Barua has already mentioned about pilferage of railway property. There was a news item which appeared on the 22nd of last month in one of the Hindi newspapers.

It says that a railway servant approached the railway protection force and brought to its notice that wagon looting was taking place and that it must be stopped in the Balharsha railway yard. The railway protection force man asked him in turn: what have you to do with it? If people want to take things from the yard, let them take it. Why should you come in the way? When the informant approached the ordinary police also, they gave him the same reply. The man was helpless. There was a big news item in papers. I request the hon. Minister to take note of it and get the matter thoroughly investigated. It will be difficult to control or stop pilferage unless such people are punished. Not only is property lost, but the railways have to pay compensation for those losses. This particular instance had been highlighted because it is not really desirable that officers belonging to the railway protection force and the ordinary police force who are expected to be guardians of such property are not only not doing their duty; and on the other hand they are aiding and in fact helping such thefts. This is deplorable. One of the reasons why this happens is, they are stationed at a particular place for a long period of time. They must be transferred every six months; otherwise they acquire vested interests in the gains of the wagon looters. Transfers from place to place after every six months of the R.P.F. and police personnel will not create such vested interests.

Other railway staff also, should not be retained at one place for a long time as they may create vested interests in those places, by mixing up with the local goondas as and others. The hon. Minister should

examine this proposition and see what best he could do in such cases.

It seems that big railway yards in Nagpur and other places are managed by the armed military guards. In those yards crores worth property is kept. I understand reliably that after the posting of such guards, there has been considerable reduction in looting. I suggest that similar guards be posted at other big railway yards so that they may patrol those yards. The RPF people are no good because they are hand in gloves with those looters. I hope the hon. Minister will take note of this suggestion.

Mr. Hem Barua referred to Mogalsarai. It has become a public scandal. Things stolen from the railway yard at Mogalsarai are freely sold in the bazars there; the purchasers are all receivers of stolen property. The armed guards should be posted and should be authorised to shoot at sight persons found under suspicious circumstances after sunset and before daybreak. Otherwise thefts will not come down and the public exchequer will go on paying for the mischief of these persons. We cannot also otherwise stop the looting of wagons. If unfortunately anybody dies or is hurt and the man is prosecuted, it must be the responsibility of the railways to defend him before the court of law.

Another kind of fraud is going on under the open delivery system. Suppose some five pairs of shoes are short in a package which is already damaged, at the time of giving delivery of the package there is a deal between the consignee or the person who takes delivery and the station master. It is suggested to the station master: "five pairs are already short but you put the number as fifteen." So, you take five and I will take five; This sort of fraud is going on. This matter should be seriously considered and the claims in regard to the damage on personal deliveries should be made before the railway magistrate and once in a week. This must be insisted upon in order to see that this fraud is checked.

17 hrs.

Even in the matter of loading and unloading the railway staff is absolutely callous. They do not inspect the wagons with the result that the property is damaged and the railway will have to pay for the

[Shri K. M. Kaushik]

damage. In such cases wherever there is negligence caused due to the inaction of the railway officers, very serious action has to be taken against the persons concerned. These are the several types of deficiencies, and unless these are plugged: the huge amount of compensation that the railways are paying for loss, pilferage and other things cannot be stopped at all.

Then there is delay in the transit of goods which is another factor that is responsible for the railways having to pay compensation. There is the bogey which is known as the divisional balance of wagons. Each division has a balance target of wagons. Because the target exceeds and one railway does not receive the goods train from another division or another railway and thus there is no free movement of the goods, with the result that there is delay and delay means there is compensation to be paid for the delay. This bogey of the divisional target being exceeded and for that reason, no goods trains are received from one division to another. Unless this is rectified, there cannot be any free movement of trains and unless there is free movement, we cannot minimise the delay in transport.

Secondly, there is what is known as the journal system which was scrupulously observed in the past. That is, the guard had to maintain a journal in which he would faithfully mention what happens from the time he took over to the time he hands over; whether there was any delay and who was responsible for it if there was any, whether it was a mail train, passenger train or a goods train, he has to record it in the journal. He would make a note of all these things. After the journal was received, it was being scrutinised at the divisional level and action was taken against the persons who are found to be responsible for causing the delay in the movement of the train. But today, the journal is sometimes observed and sometimes not, and it is not sometimes scrutinised, and nobody is taken to task for any delay. This journal system has got great importance in the control of the movement of the trains. This must be introduced and scrutinised carefully and regularly, and the persons who are responsible for delaying the trains should be dealt with promptly.

About the control, Shri H. M. Barua said something. The controls are actually manned by inexperienced men. Previously, only assistant station masters and experienced guards used to be put in charge of controls for the running of trains. Today, there is direct recruitment and with just six month's training, people are allowed to operate these controls, with the result that for want of maturity, understanding and experience, the controls are not worked properly. And what ultimately happens is that sometimes it so happens that the Grand Trunk Express, for example, is made to halt for half an hour and a goods train is given preference and unless the goods train is cleared, the Grand Trunk Express cannot be let ahead. This is the position that is obtaining today, and unless experienced people are allowed to man the controls, things cannot improve; and this is a matter which has to be taken into account.

Lastly, armed guards are required to be posted in the guard's van. I have come across cases where guards have complained to me that people stop the train and loot the wagons; the guard is single and he has nothing with him, he cannot be a match for the goondas and he has to remain a silent spectator. If you really want that the compensation which is paid should be reduced, you have been given armed guards for the guard, and they must travel along with the guard in his own van so that the guard can take courage and be able to face these goondas who are looting the trains in between two railway stations.

For reducing ticketless travel, it is no use depending on railway people. If the railway officers think that their staff are honest, they would be mistaken. If you really want to reduce ticketless travel—it cannot be completely eliminated—it can be done only by surprise checks by magistrates who can be requisitioned with the help of the State Government and the High Court. I made this suggestion when Mr. Poonacha was Railway Minister. Magistrates can be requisitioned and there should be surprise checks by them without informing the railway staff. Only then it can be reduced.

The running allowance has been fixed at Rs. 3.80 for 'A' guards, Rs. 3.70 for 'B' guards and Rs. 3.60 for 'C' guards. 'A' and 'B' categories of guards put together form only 15 per cent and the remaining 85 per cent are 'C' guards. The duties of 'C' guards are absolutely different. 'A' and 'B' guards work only on passenger and mail trains whereas 'C' guards work on goods trains. There is no knowing when the goods train will come and go. In the case of 'C' guards on goods trains, there is a lot of pre-departure detention, waiting duty and cancellation of train. All these handicaps are not there for 'A' and 'B' guards. Without taking all these things into consideration, a bare minimum of Rs. 3.60 has been fixed for 'C' guards. They should be given some compensation for the factors I have just mentioned.

To give some incentive to the guards there should be some sort of promotion for them. Today there is absolutely no scope of promotion. Previously they had a chance to go to the control. Now it is not possible. 'C' guards have no scope even to go to the 'B' grade. Therefore, the scales of pay of the guards should be ungraded, so they can have some incentive to work satisfactorily.

With these words, I request the Hon. Minister to see what best be done for all these things.

SHRI R. K. BIRLA (Jhunjhunu) : Sir, Mr. Parimal Ghosh has just now stated that the railways are trying to move 9 million tonnes of additional traffic this year. From the speech, I find that for replacing old and worn out waggons, they would require 8,861 new waggons this year. The budget provides for 9,220 waggons. If my information is correct, to move one million tonnes of traffic, they need about one thousand waggons. Therefore, I cannot understand how they can move another 9 million tonnes of additional traffic if they are going to place order only for 9220 waggons. Out of which 8861 are to replace over-aged and worn out waggons. If they are sincere about carrying 9 million tonnes of additional traffic, they should immediately place an extra order for 10,000 waggons without any delay.

Shri Chaturvedi was mentioning something about the orders for wagons. I do not know from where he got the figures. I am certain that there are wagon factories in the country which are starving. Those wagon factories must be asked to manufacture wagon without any further delay.

I appreciate that the Railways have been able to move 1.7 million tonnes of wheat from Punjab and Haryana within three months. But I have to make a comment on this. This was done at the cost of other traffic like coal, cement and soda ash. I am sure the hon. Minister will take into account that it is to be done we must place the orders for wagons without any delay.

In my speech last year I had drawn the attention of the hon. Minister to the bottle-necks at the transshipment points, which was a very important subject. I am glad to say that conditions have improved to a great extent at Viragram. I must also say that there has been no improvement whatsoever, according to my knowledge and experience, at Delhi-Serai Rohila, Hissar and Bhatinda. Because Rajasthan is having a lot of cement factories in the Fourth Plan, Rajasthan is not able to consume its entire production of cement in the State itself. Most of this cement goes to western U.P., Punjab, Haryana, Himachal Pradesh, Jammu and Kashmir. Therefore it is very essential that we must have all the facilities of transshipment at Delhi-Serai Rohila, Hissar and Bhatinda.

Before I conclude, Sir, I would like to make some practical suggestions for your kind consideration. If they are implemented I hope they will be in the interest of the railways, in the interest of the public and in the interest of the country. Firstly, in Saurashtra region and Gujarat State I would very strongly request you that diesel locomotives should be used in all types of trains. Locomotives run by coal are very very costly in the sense that coal costs Rs. 80 per tonne whereas diesel oil is easily available in the area. Even if it is imported it will be cheaper than coal. Secondly, less coal for locomotive will relieve some capacity for other goods to move. Thirdly, last time

[Shri R. K. Birla]

I had drawn the attention of the Minister to connecting Pilani to a railway station. Pilani has got a university, which everybody knows. It has got a research institute. Besides that, it has got an industrial museum which, I am sure, is one of the best in the country. It is a historical place and I would request the Minister that whenever finances improve he must connect it to a railway station.

Everybody in the House knows about the Khetri Project under the public undertaking. Government has already approved the proposal to have a railway line at Khetri. But the progress there I find is very slow. I do not know whether Khetri will be connected by a railway line before the public undertaking goes into production. If it is not done it will be bad planning because production will be there and the railways will find it difficult to move that production.

I want to say something about the financial side. The Railway Reserve Fund stood at about Rs. 63 crores on 31-3-1966. It has come down to near about Rs. 1 crores. I think the situation is not very happy and something has to be done about it. Regarding Development Fund the situation is worse, because the entire amount has been consumed and the Railways had to borrow money from the Finance Ministry to the extent of Rs. 45.80 crores.

Regarding development rebate, all I say is that though you have budgeted for a figure of Rs. 100 crores, you were able to provide only Rs. 95 crores this year. At the same time, you say that the budget shows a surplus of Rs. 2 crores. If only you had provided Rs. 5 crores more for development rebate, your account would have shown a loss. I would say here that for the safety of the people, for the efficient working of the railways, for the improved and good working of the railways, the assets of the railways must be kept in tip-top condition. All assets like locos, tracks and rails must be replaced in good time. They should not remain even one minute longer than their normal life.

MR. DEPUTY-SPEAKER : Shri Raghuvir Singh Shastri. He will have five minutes.

SHRI BASUMATARI (Kokrajhar) : Sir, nobody has spoken from Assam so far.

MR. DEPUTY-SPEAKER : As I have already pointed out to the whips concerned, a number of States have not yet participated in this discussion. Secondly, two Ministers have intervened today, one after the other. There should be some plan. Now DMK has to be given time and also Jan Sangh. I will try to accommodate as many hon. Members as possible.

श्री रघुवीर सिंह शास्त्री (बागपत) : उपाध्यक्ष महोदय, मुझे बड़ा खेद है कि जब से रेलवे बजट पर यहां विचार शुरू हुआ है उसी दिन से मैं इस पर बोलने के लिए लिखित प्रार्थना कर रहा हूं। आज आखिर में मुझ को मुश्किल से पांच मिनट देने के लिए कहा गया है फिर भी मैं आप का धन्यवाद करता हूं कि आपने मुझे बोलने का अवसर दिया क्योंकि आप यदि यह पांच मिनट भी न देते तब मैं क्या कर सकता था।

हमारे रेलवे मिनिस्टर डा. राम सुभाग सिंग जब से रेलवे मिनिस्टर बने हैं बहुत से लोगों ने उन्हें धन्यवाद दिया और उन का स्वागत किया है। मैं भी चाहता था कि उन का स्वागत करूं और धन्यवाद करूं लेकिन मेरी मुश्किल है और वह यह कि शायद मेरे इलाके में जो रेलवे चलती है उस के वह मिनिस्टर नहीं है। इसलिए सब से पहले मेरा उन से अनुरोध यह है कि वह दिन जल्दी लाने का यत्न करें ताकि वह हमारी उस रेल के भी मिनिस्टर बन जायें और मैं भी अपने रेलवे मिनिस्टर के रूप में उन का स्वागत कर सकूँ।

मेरे इलाके में जो रेलवे चलती है, एस एस लाइट रेलवे, वह पिछले 61 साल से चल रही है। वह ब्रिटिश कम्पनी की रेलवे है। जितना बढ़िया वह इलाका है मेरठ, मुजफ्फरनगर और सहारनपुर आदि का

जिस में से होकर यह एस. एस. लाइट रेलवे शाहदरा से सहारनपुर तक जाती है उतनी ही रूढ़ी खीड़ यह रेलवे है। यह एक बिलकुल टूटी फूटी रेलवे है और बड़ी खस्ता हालत में है। हालत यह है कि उस रेलवे का कोई इंजन ऐसा नहीं है जो 60 साल से कम उम्र का हो और उस की कोई बोगी ऐसी नहीं है जोकि टूटी फूटी न हो। जहां सरकार अपने कर्मचारियों को 58 साल में रिटायर करदेती है वहां वह इंजन 60 साल से ऊपर के चले आ रहे हैं और अभी उन के रिटायर होने की कोई तारीख या अवधि नहीं रक्खी गई है और आगे भी मुझे कोई आशा कहीं है कि उन्हें रिटायर किया जा सकेगा।

उस रेलवे के कर्मचारियों की दशा और भी दयनीय है। वहां फोर्य क्लास के कर्मचारियों की तनख्वाह 30 रुपये से शुरू होती है और घाठ आने सालाना उन की तरक्की है और 35 रुपये पर खतम हो जाती है। पिछले साल कर्मचारियों ने हड़ताल का नोटिस दिया था लेकिन अधिकारियों ने समये का इंतजार किये बाँर ही रेलवे को बंद कर दिया और उसे डेढ़ महीने तक लगातार बंद रक्खा। इस के लिए मैं रेलवे मिनिस्टर के पास गया, श्रम मंत्री जी के पास गया, रेलवे बोर्ड के चेअरमैन के पास गया लेकिन सब ने यही कहा कि उस रेलवे के बारे में हम कुछ नहीं कर सकते हैं। मैं आज अपने डा० साहब से कहना चाहता हूँ कि अब जनता तंग आ चुकी है, सारे कर्मचारी भी ऊब चुके हैं। हमारे इलाके की सारी प्रगति भी रुकी हुई है। उस भट्टी और टूटी फूटी रेलवे के कारण उस इलाके की तमाम औद्योगिक प्रगति रुकी पड़ी हुई है। अफसोस यह है कि उस पर न आप को अधिकार है और न इस संसद को अधिकार है। यह तीसरी बजट अधिवेशन है जब कि मैं इस पर चर्चा कर रहा हूँ। दिसम्बर सन् 67 में उस इलाके के जहां से होकर यह रेलवे चलती है

सारे एम. पीज. ने भी रेलवे मिनिस्टर साहब को एक ज्ञापन दिया था और उन सब बातों का परिणाम यह हुआ है कि रेलवे मंत्रालय ने एक बड़ी रेलवे लाइन वहां पर चलाने के लिए सर्वे करने का आर्डर दिया है। 19 नवम्बर सन् 68 को मेरे एक प्रश्न के उत्तर में मंत्री महोदय ने कहा कि उस सर्वे की रिपोर्ट 6 महीने में आ जायगी। मैं प्रार्थना करता हूँ कि वह रिपोर्ट जल्द से जल्द तैयार कराई जाय और जल्द उस मामले में ध्यान दिया जाय और अमली कदम उठाये जाय।

मैं मानता हूँ कि पुनाचा साहब, श्री परिमल घोष और श्री रोहण लाल चतुर्वेदी तीनों हमारी मांग से सहानुभूति रखते रहे हैं और मुझे आशा है कि डा० साहब जी इस से काफ़ी सहानुभूति रखेंगे। लेकिन आज तक मेरी यह मांग भी स्वीकार नहीं हुई। मैंने यह कहा था कि रेलवे मिनिस्टर अधिक से अधिक छः सात मील पर चलने वाली इस रेलवे को चल कर कम से कम देखें कि उस की क्या हालत है। मैं कहना चाहता हूँ कि डा० राम सुभग सिंह एक दफा वहां चलें। अगर वह उस को देख लेंगे तो यह निश्चित है कि उस 61 वर्षीय टूटी फूटी रेल के तलाक के लिये अपने आप दस्तखत कर देंगे। हमारे नीतिकारों ने एक इलोक लिखा है बूढ़े भ्रादमी के लिये कि :

अंगं गतितं पलितं मुण्डम्,
वशानविहीनं जातं पुण्डम् ।
बुद्धो धनंत गृहीत्वा इण्डम्,
तदपि न मुञ्च्यस्याशापिण्डम् ॥

एक आदमी जिस के सारे अंग शिथिल हो गये हैं, सारे बाल सफ़ेद हो गये हैं, दांत भी टूट रहे हैं, लाठी का सहारा ले कर चलता है, वह इतना होने पर भी जीवन की आशा छोड़ना नहीं चाहता। इस रेलवे की ठीक यही हालत है। उस के इंजन टूटे हुए हैं, उस में गर्मी, सरदी और वर्षा

[श्री रघुवीर सिंह शास्त्री]

से बचाने वाले डब्बे भी नहीं हैं, लेकिन उस के जो मालिकान हैं वह उस को चलाते ही रहना चाहते हैं। मैं चाहता हूँ कि रेलवे मिनिस्टर साहब एक दफे वहाँ चले और चल कर उस को देखें। अगर वह छः सात मील चल कर उस को देखेंगे तो मेरी बातों को बिल्कुल सच पायेंगे।

मुझे बहुत ईर्ष्या होती है जब भारत भर के सदस्य यहाँ पर अपनी अपनी रेलों के सम्बन्ध में अपनी बातें कहते हैं। कोई कहता है कि दोहरी लाइन होनी चाहिये, कोई कहता है कि बिजली से चलनी चाहिये, कोई कहता है कि रपतार बढ़नी चाहिये। कलकत्ते के बारे में श्री परिमल घोष ने कहा कि अन्डरग्राउंड रेलवे बनाने की बात हो रही है। मैं उन से कहता हूँ कि कलकत्ते में आप अन्डरग्राउंड रेलवे चलाना चाहते हैं, लेकिन हमारे यहाँ जो ओवर-ग्राउंड रेलवे है उस को भी तो चलाइये। इस लिये मेरी प्रार्थना है कि जो मेरे सारे इलाके की मांग है, उस की ओर ध्यान दिया जाये और उस इलाके में जो रेलवे चल रही है अब तो उस के मालिकान ने भी यह कहना शुरू किया है कि यह चलने लायक नहीं रही। इस लिये जहाँ भी वह ट्रट फूट जाती है, कोई कील कांटा निकल जाता है, तो वह उस को लगाने के लिये भी तैयार नहीं होते। आज उस के पास 20 इंजिन हैं और 16 ड्राइवर हैं जो बीस गाड़ियों को चलाते हैं। प्रकसर इंजिन रास्ते में रुके रहते हैं क्योंकि वह ट्रटे फूटे रहते हैं। जो मिस्त्री हैं या जो ड्राइवर हैं वह उन को ठोक-पीट कर या बांध जूड़कर चलाते हैं। मैं समझता हूँ कि ऐसी बुरी दशा भारत भर में किसी रेलवे की नहीं होगी।

डा० राम सुभग सिंह से मेरी विशेष प्रार्थना है और एक ही मांग है कि वह भारत के रेलवे मंत्री बने हैं इस लिये वह मेरे इलाके की रेलवे के मंत्री भी बन जाये

ताकि मैं अपने इलाके में जा कर कह सकूँ कि यह हमारे मंत्री की रेलवे है, हमारे रेलवे बोर्ड की रेलवे है। मैं आशा करता हूँ कि इस बजट के समय जब शायद वह 6 तारीख को अपना भाषण देंगे, वह इस सम्बन्ध में कोई ठोस बात कहेंगे। और आज तक जो कुछ उन्होंने सोचा है, उससे आगे बढ़ कर कोई ठोस आश्वासन देंगे ताकि उस क्षेत्र के लोगों को इस रेलवे से छुटकारा मिल सके और वहाँ पर कोई प्राधुनिक डंग की रेलवे चल सके।

SHRI P. M. MEHTA (Bhavnagar): Mr. Chairman, I congratulate the Railway Minister, Dr. Ram Subhag Singh, for presenting a Budget which does not impose further taxes in the form of a rise in fares and freight on the common man, producers, manufacturers, consumers or other groups. It leaves at the end of the coming financial year a small surplus. It is a healthy sign. People have well received this Budget.

For want of time I will only deal with some important points. I have come to know from reliable sources that the railway administration is considering about the removal of the narrow gauge lines. Out of the total length of narrow gauge lines in India, two-thirds exist in my State, Gujarat. These lines are very useful lines and are the connecting links between the rural and the urban areas, between villages, towns and cities. For want of all-weather roads these are the only available means of communication for the rural public and the towns people. It is beyond a shadow of doubt that if the railway administration would remove these narrow gauge lines, it would be a retrograde step on the part of the railways.

The removal of the narrow gauge lines will create a very adverse effect on the entire rural economy and it will adversely affect the economy in urban area also.

Over and above all this, I am of the opinion that neither Government of India nor the Railways or even the State Government should withdraw any smallest facility which is once provided to

the people. Not only the Railways should not remove the narrow-gauge lines but they should not even try to remove a water hut which is once provided. I hope the Railways will not take an absolute narrow materialistic outlook but will first consider the problems of the people. I may also mention here that the State Government has opposed the idea of the removal of the narrow-gauge lines and, I hope, the railway administration will not ignore that opinion.

Now, I would like to refer to one vital point which was also touched upon by the hon. Member, Shri C. C. Desai. It is regarding the construction of Bhavnagar-Tarapur broad-gauge line. This is a very useful and important line not only for Gujarat but for the whole of India. By this line, the western most part of the country will be directly connected with the rest of India on broad-gauge. So far as I know, the survey work of this line is over. The Western Railway authorities have finished the survey work, so far as I know. It will not be out of place to mention here that I am constantly pursuing the matter and I am happy to say that the then Railway Minister, Shri C. M. Poonacha, and the Minister of State for Railways, Shri Parimal Ghosh have taken pains to expedite the survey report. Now, I think, it is with the Railway Ministry here. My submission is that, if it is so, the hon. Minister should expedite the matter and finalise the project of Bhavnagar-Tarapur broad-gauge line. I may mention here that the State Government have given the top priority to the construction of Bhavnagar-Tarapur project broad-gauge railway line. Not only that. The State Government had assigned special work to one or two high-rank officials who have furnished all the relevant data regarding the traffic survey. The State Government have forwarded a memorandum and that memorandum gives a correct picture of the economy of the proposed broad-gauge railway line. I hope Dr. Ram Subhag Singh will surely take up this long-pending project and will give due and careful consideration to the demand of the people and the State Government and will finalise the construction.

Now, the Railway authorities have introduced passenger trains from Halvad to Dhangadhra on Zund Kandla broad-gauge line. But they have not introduced passenger trains beyond Dhangadhra on Dhangadhra Viramgaon section. This has created a terrible inconvenience to the travelling public. The passengers are compelled to change the train at Dhangadhra.

I would like to invite the attention of the Minister to the fact that the goods trains are running on that section. Special trains run on this section. Why are only passenger trains not introduced? Whatever the reason for this may be, the Railways authorities must start passenger trains on this section beyond Dhangadhra without further delay.

Thank you.

SHRIMATI UMA ROY (Malda) : I rise to support the Railway Budget. While agreeing that the diversion of short-distance traffic to road helps in removing congestion in trains, I request you not to be too happy to similar diversion in the case of long-distance passenger-traffic...

MR. CHAIRMAN : The hon. Member may continue on the next occasion. Now we have to take up the half-an-hour discussion.

17.30 hrs.

HALF-AN-HOUR DISCUSSION

INDEPENDENCE OF FIJI

श्री कामेश्वर सिंह (खगारिया) : फीजी की स्वतंत्रता का प्रश्न बहुत दिनों से संयुक्त राष्ट्र संघ में उठाया जा रहा है। इसके बारे में मैं आपका ध्यान सरदार स्वर्ण सिंह के भाषण की ओर ले जाना चाहता हूँ जो कि उन्होंने 12 अक्टूबर 1965 को संयुक्त राष्ट्र संघ में दिया था। उन्होंने उस भाषण में कहा था :

"In December 1960, the General Assembly adopted the historic Declaration on the granting of Independence to colonial countries and peoples (Resolution 1654-