

RAILWAY BUDGET—DEMANDS FOR GRANTS ON ACCOUNTS 1967-68 AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1968-67—contd.

Mr. Deputy-Speaker: Shri Nambiar will continue his speech.

Shri Nambiar: Mr. Deputy-Speaker, Sir, just before the House adjourned for lunch I was dealing with the proposals made by the hon. Railway Minister for meeting the expenditure of the railways during the coming year. It looked as if he is going to make a proposal in May for increase in passenger fare and freight.

Shri A. B. Vajpayee (Balrampur): But where is the Railway Minister to hear this speech?

Shri Nambiar: Sir, the Railway Minister should have been present when the railway budget is being discussed. If he is late, the trains will also be late.

On page 7 of his budget speech, the hon. Railway Minister has made this significant remark:

"This shortfall will have to be made good at the earliest opportunity, particularly since it is estimated that the expenditure from the Fund in 1967-68 will be Rs. 110 crores, Rs. 11 crores more than this appropriation."

This is an indication that he wants to get more revenues from the Railways and the only possibility is by way of increase in fares and freights. I shall be happy, and the whole House shall be happy, if he comes forward and says that he has no proposal to increase the fares and freights. He is creating an atmosphere in the country that he wants to do it. The Finance Minister, Shri Morarji Desai while presenting the budget said the other day that this is the first time that the railways have to borrow money from the general revenues. I

would like to point out here that there is no necessity to borrow money from the general revenues. The appropriations which they are making in the budget are only jugglery of figures. There is no necessity for it. The earnings of the railways have not gone down so low that they should borrow. I am sure the figures in the White Paper will bear me out.

You will find that there is a lot of unnecessary expenditure on the Railways and that that expenditure is not justified by the performance. You will find on page 5 of the White Paper that the capital at charge in 1955-56 was Rs. 968.98 crores and that the capital at charge now in 1965-66, that is, after ten years, is 2,680.32 crores. It is almost two and a half times more. During these ten years the Railways' capital has increased by about Rs. 1,700 crores. Are you justified in spending so much by the performance that you have done? What is it that you have got out of such expenditure?

You have got this. For instance, the railway freight carried in 1955-56 was 115.9 million tonnes of originating freight traffic and now it is 209.1 million tonnes. It is only 88 million tonnes more for an additional expenditure of Rs. 1,700 crores, more than double the capital at charge in 1955-56. Is it justifiable? The money spent by the Railways by way capital expenditure is not properly justified by the performance that the Railways have done. In the White Paper there is a justification given. They say in another chapter that they are justified in spending so much; but I cannot agree because the facts show to the contrary.

Coming to the next important figure which I will give—payment made to the General Revenues, page 5 in 1955-56 it was Rs. 36,12,00,000 whereas today it is Rs. 116.28 crores, three times that of the previous figure. They have given so much to the General Revenues from out of the

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Railways' earnings and still they say that it is not enough; they want to pay more to the General Revenues. And if you are not in a position to do that, you say that you will take a loan from the General Revenues and will repay it by increasing fares and freights.

That is why I say that it is nothing but jugglery of figures. It is not justified at all. The justification given is that you are paying dividend at the rate of 5.75 per cent and 4.50 per cent. After all, the Railway receipts are in your hands and you can appropriate it and say that you are giving 10 per cent as interest charges to the General Revenues. What is the justification for you to give it? You say that the Railway Convention Committee did it and that Parliament okayed it, but after all that is a book adjustment which you are making.

Is it not a fact that the Railways earn more and more? It is going on increasing its earnings and is appropriating in various kinds so that it can tell the people that there is no money with the Railways; everything has been paid and therefore the Railway is bankrupt; allow us to tax more by way of fares and freights and at the same time, to introduce economy in the name of which retrench railwaymen, increase the work-load on railwaymen and give them very hard living and working conditions. This is the purpose for which you are creating a jugglery of figures here.

Shri C. M. Poonacha: May I explain that this dividend is in fact the interest that is chargeable on the capital that the Government of India makes available and that the borrowing rate has been steadily going up? As such, the dividend rate has also to keep pace with the borrowing rate to which the Government of India is subject. So, there is a rational relationship between these two; they are not *ad hoc*.

Shri Nambiar: You yourself admit in your White Paper that the the

General Revenues are giving a lesser percentage and that Railways are paying a higher percentage. You yourself say that in your White Paper. Then, why do you ask for this 5.75 per cent? You yourself admit that in all other transactions a lower rate of interest is charged, whereas for the Railways why do you increase it? Therefore you cannot justify it that way; otherwise you should claim that you are paying more despite the fact that the rate is less. Therefore you cannot bring forward that argument in this respect.

Further, in regard to depreciation, in 1965 it was Rs. 45 crores and today the annual depreciation is Rs. 85 crores. You have increased the railway assets by spending Rs. 1700 crores more during ten years and now you want to have made depreciation for the capital at charge. I am accusing the Government for having spent unnecessarily and improperly on the railways without any return to the proportion on the money spent.

Again, having created the atmosphere that you want more money, by way of increased fares and freights, you have attacked very strongly the railwaymen though you pay encomiums to them at the end. They are very pious wishes. I have no doubt that the same attitude will continue and that the railwaymen have done their work wonderfully well. But on page 5 of your speech, this is what you say.

Shri K. N. Tiwary (Bettiah): About the increase in depreciation, I may inform the hon. Member that the work-load has increased; the wagon-load and other things have increased.

Shri Nambiar: You are right in saying that the work has increased. Why do you want to have larger depreciation amount for the money that you have spent during the last ten years? You have no necessity to have larger depreciation amount. Your calculation is wrong.

On page 5 of the Railway Budget speech, you will find a significant remark about the railwaymen and the situation that is coming for the poor 12 lakh railwaymen on whose shoulder the Railways run, not on the shoulders of some of us here.

This is what he says:

"On the revenue side, efforts to secure economy in operating costs consistent with efficiency and safety, have been intensified. A ban was placed in August 1966 on the recruitment of ministerial staff for administrative offices....

—that is, clerical staff—

"and even normal wastage on account of retirement, discharge, etc. are not being made up by fresh recruitment."

What is meant by saying that even the normal wastage on account of retirement, discharge, etc. is not being made up by fresh recruitment? That means there will be no recruitment. What does it mean? That means that you are going to reduce the number of staff, both clerical and line-men to such an extent that you want to have this so-called economy with the result that the efficiency of the Railways is bound to fall. You say that the tonnage has increased to the extent of about 85 per cent during the last ten years. So, to that extent, you must have more men. Instead of having more men, you want to retrench men in the name of so-called economy. You say, there is no money. Where has the money gone? For Railways, the first charge is for the railwaymen who run the railways. It is the fuel that makes the engine to run forward. If you do not want to give fuel to the engine and the fuel to the poor railwaymen who are running the railways, you cannot run railways. You cannot say that there will be retrenchment in the name of economy. That means, the railways efficiency will fall and there will be more accidents. Then, everyday in

the House, we will have no other work to do except the call attention notices on railway accidents. The Railway Minister is going to attack the railwaymen and they are going to be reduced by which the efficiency is bound to fall. There is no way out. He may say that it will be without affecting the efficiency and the safety. How can you do that? After all, your railway is always on test for all the 24 hours. You and I speak in the House but the railways are running all the time. You can run the railways properly unless and until you have sufficient number of trained men at the points where they are necessary. There is no use giving an excuse that there is a sabotage or the fishplates have been removed whenever an accident occurs. God alone is the person who can say where the fishplates are removed. You can excuse yourself. But the people in the country will not excuse you. We have seen the treatment that the people of this country gave to your predecessor, the ex-Railway Minister, at the polls. When the railway accidents occur, he says, "I will not resign. I will not be answerable to the public and the Parliament." Therefore, the voters themselves took the responsibility on their own and they treated very well the ex-Railway Minister who was responsible.

Shri C. M. Poonacha: The hon. Member refers to about the defeat of my predecessor in the elections. But that is the virtue of democracy and not his virtue in any case.

Shri Nambiar: The verdict of the people is based on the cumulative effect of these. The moment I speak here, I do not get removed from my constituency. My five years' work here is assessed by the electorate and they remove me if they want. But fortunately they did not remove me, but they removed the Railway Minister. The people know who is right and who is wrong.

An hon. Member: That was an accident.

Shri Nambiar: It is not an accident. It is the calculated decision of the voters to see that the Railways are properly run by a better successor, Mr. Pooncha. Therefore, I say that they must be run properly. My humble submission is this. Even he has come with a suggestion; he says that rationalisation and simplification of procedures and elimination of unproductive work has to be undertaken in order to accommodate the consequent reduction in the number of staff. This is a very clever way of putting it; it is cutting the nose like this. You straightaway say that in the name of economy you want to reduce men; but you would not say that. This is a very calculated way of putting it; this is done by the experts sitting in the office under conditions of comfort etc. But I have got telegrams here to substantiate my statement that railwaymen are being removed, retrenched, transferred and victimised. I do not want to waste the time of the House by reading all these telegrams; I have a bunch of them.

An hon. Member: You can put them.

Shri Nambiar: Yes, I can put them.

Here is one. This will give you an idea. This is from Palghat which I received this morning:

“CLASS IV EMPLOYEES
TRANSFERRED EN MASSE
WORKING FOURS EN-
HANCED SERIOUS DISLOCA-
TION STAFF AGITATED INTER-
VENE MAINTAIN STATUS
QUO”

This is from Palghat which I received this morning, from Southern Railway. (*Interruptions*). This is from the land of Communist Raj.

I have got another telegram. This is from the land of DMK Raj. This is from Madras State, from Tiruchirappalli.

“ELECTRICAL CASUAL LAB-
OURERS GOLDEN ROCK. NO

SIGN OF EMPLOYMENT CON-
TINUITY NOTICE EXPIRES ON
NINETEENTH PLEASE MOVE
RAILWAY BOARD.”

They think that the Railway Board will come to their rescue. But unfortunately this Railway Board and the Railway Minister come forward with a speech like this; they want to have economy by way of rationalisation and retrenchment. I do not know what to do. I am between the devil and the deep sea. I am between these telegrams and Mr. Poonacha. I do not know what to do because the Railwaymen want the Railway Board to do something to avoid retrenchment, but the Railway Minister comes forward and says that he is going to have more retrenchment. To add to that, only yesterday the hon. Finance Minister, Mr. Morarji Desai, said that they are going to have retrenchment when a specific question was put by Mr. Banerjee here.

The Minister of Planning Petroleum & Chemicals and Social Welfare (Shri Asoka Mehta): He said, if it is necessary, if there is a surplus labour, that is a matter to be considered along with the various things to be considered. The hon. Member is welcome to attack as much as he likes, but he should be factually correct.

Shri Nambiar: There is a very big ‘if’ there. Here also the Minister of Railways says the same thing; they the thinking of rationalisation and proper utilisation of the staff so that if necessary—if necessary and all that. This is written carefully by experts sitting in air-conditioned rooms; they know how the phraseology is to be put.

Shri Asoka Mehta: We do not go to experts like the hon. Member.

Shri Nambiar: Therefore, I submit that this should not be the way that the Railway Minister should think. I

want these things to be assured today. One is that the Railway Minister will not indulge in increase in fares and freights in May when he comes forward with his detailed budget proposals. The second is that the Railwaymen who are on their rolls today, whether permanent, temporary or casual, will not be retrenched or replaced; they will be kept in service. The third is that the railway users will not be given additional difficulties or burden by direct or indirect way of increase of fares. The fourth is that he will create a better coordination and good understanding between Railwaymen and the Railway Administration.

I would also request the hon. Minister to think in terms of creating better labour relations. Though he has said that his relations with the two railwaymen's federations are cordial, yet I am not satisfied with the present relations. He has also to think of having proper relations with those unions which have not been recognised for political reasons. There is no union recognised today in the Chittaranjan factory. There are many unions which have been functioning for several years but which have not been recognised for political reasons. The hon. Minister should have an open mind and he must reconsider these things.

Shri J. M. Biswas (Bankaura): The Railway Budget, I believe, is showing a deficit for the first time. That the railways which are the oldest and biggest public sector undertaking should produce a deficit budget is a matter for very serious concern.

Now, the question comes up why the budget is a deficit one. I would like to point out the causes as far as I have studied the budget and have been able to understand it. No doubt, an increase in freights and fares sometimes adds to the railway revenues but there is a limit to it. That limit has been exceeded, so far as the railways are concerned. There is a

theory that "Tax is what the traffic can bear," but in the case of the railways, I believe, the public has been taxed beyond its capacity. Therefore, my submission is that the hon. Minister may consider this point.

From all indications, it appears that the Railway Administration has decided to recover its financial losses mainly by increasing freights and fares. That will be a dangerous action from any point of view. I would like to sound a note of warning to the Railway Ministry in this regard. The increase in freights and fares has been a disincentive to the users of the railways, and the railways have been victimised because of the rebounding effect of the rise in fares and freights. Therefore, a further rise in freights and fares will definitely result in further deterioration of the situation.

My second point relates to the curtailment of expansion schemes which has also rebounded adversely on the development of steel and other industries dependent on the railways, and this has already resulted in recession in those industries. The cumulative effect of all these have affected the growth of railway traffic.

Now, I would like to discuss the wage policy of the Government. As it appears from their behaviour to labour, the Railway Ministry and its officers want to keep the wheels of the railways moving. We also believe that the wheels of the railways should be kept moving. But the wheels of the railways cannot move with the engines or the locomotives alone. The railway labour will have to keep those wheels moving. I believe minimum consideration has not been given to the condition of railway labour. What is the condition of railway labour today? The Fifteenth Tripartite Labour Conference had recommended a minimum wage of Rs. 125 p.m. for the Government employees. The minimum wage of a worker in the Delhi Cloth Mills is about Rs. 174.

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In Tatas the minimum wage for a worker is Rs. 184. But in the railways, the minimum wage of a casual labourer is Rs. 50. To get that wage too, the worker has to face the den of corruption. The railway administration is itself a den of corruption. To get Rs. 50 as a casual labourer—every railway officer knows this—the worker has to share a portion of it with the engineering officer as bribe. Otherwise, they will not be appointed again. This is the condition of affairs there.

This corruption is not only there in casual labour employment but everywhere, in every stage or level of the railway administration. What is needed today most is the efficiency of railwaymen which only can give you a surplus budget, not Parliament, not the Ministers, not the railway officers. The railwaymen who keep the wheels moving, who repair the track, who work in the yards, who work in the workshops, loco sheds and carriage sheds, it is they who alone can give you a surplus budget and nobody else. But serious injustice has been done to these working people. Their appeals are not heard. A junior officer receives promotion superseding his seniors. An appeal goes. It is not replied to. The railwayman is unjustly treated in respect of his legitimate dues. For getting leave, he has to pay a bribe. For legitimate promotion, he has to grease the palm of some superior officer.

As a representative of the All India Railwaymen's Federation, I had an opportunity to meet the railway officers. There also I threw a challenge. Some officers accepted it. They were later satisfied on inquiry that my complaints were not baseless.

So far as the engineering people are concerned, they have to pay bribes to the railway officers to satisfy them.

This is the position today. Some officers opposed what I said and said 'You

were not correct'. I would request the Railway Minister to go personally into this matter. Let him see for himself what is the state of affairs. Corruption of a serious type is prevalent at all levels. Nobody seems to know about these things. I had the opportunity to work in the railways for 15 years first as a Guard and then as an Assistant Yard Master. I know the position. I know the tremendous work the railwaymen have to do and the hard treatment they are meted out at the hands of the administration. In most of the cases justice is not done to them. Somebody is transferred to a better station. Why? Because he is related to some officer. Some junior man is promoted or a new post is created to suit him. Why? Because he is a son-in-law or son-in-law's son-in-law of some senior officer. This is the position.

Shri Nambiar: Those things happen.

Shri J. M. Biswas: This kind of nepotism and favouritism is prevalent everywhere, in every level of the railway working. I would request the new Minister, Shri Poonacha, to do something about it. I had an opportunity to talk to him. He also assured me that he would take all these things into consideration and try to eradicate these evils. He should not think that I have said all these things because I sit in the Opposition Benches and that these are baseless complaints. I am talking from the experience I have in my work in the railways.

In the matter of accidents, you are blaming the railwaymen. What is the main reason for accidents? The railwayman is given an under-wage. Of the 13 lakh workers in the railway, those serving in the class III and class IV categories are given an under-wage. The second thing is that they have to face charge-sheets like showers of rain. They will work hard, but

still, they have to face charge-sheets. I have heard some railway officers to say That they have taken big degrees in engineering, in science and so on, but after coming to the railway, their work consist of only signing charge-sheets'. This is the state of affairs in the Railways.

If the idea is to satisfy the railwaymen and keep them contented, what is the harm in recognizing the union of the Chittaranjan Locomotive Works? The Railway Minister has in his statement said that the Chittaranjan Locomotive works are producing steam, diesel and electric engines. Most of the 10,000 employees here have joined the Chittaranjan Locomotive works labour Union. What is the harm if you give recognition to this union? Does it cost you money? The employees had even approached Pandit Nehru for recognition? Pt. Nehru told them to change the president of their union, Shri Haridas Chakravarty, who was a communist. It was an indication given by him that if they changed him, recognition would be given. The president was changed; still that union has not received recognition. Where is the changed for them to bring their grievances to the notice of the administration? Is it democratic? The All India Railwaymen's Federation repeatedly brought it to the notice of the Government. Still recognition is not given because you feel that the union is not controlled by the INTUC. That is your only grievance.

So many commissions were appointed.

Shri K. N. Tiwary: He is quoting late Pandit Nehru. What authority has he got in support of his quotation? Is there any proof of what he says?

Shri Indrajit Gupta (Alipore): A senior Member like Mr. Tiwary should not interrupt a maiden speech like this.

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Shri J. M. Biswas: I am a new Member and I have come from West Bengal. I have told you that I was a railway servant; I was a guard in the Railways and I never expected to come here but people did not want Atulya Ghosh . . . (Interruptions). I request the ruling party to understand the problem. You cannot deny that you have produced deficit budget in the railways. It is a serious thing. The railways appointed a New Deal committee, Shankar Saran tribunal, Classification tribunal, class IV staff promotion committee. All these tribunals and commissions gave their recommendations. These recommendations were also accepted by the Government but none of them were implemented in full. Some recommendations of some commissions have been implemented in parts; others have not been implemented at all. What will the railways lose if they implement the recommendations of the classification tribunal? They have accepted that recommendation. There are rules in the railways that the senior men should get promotion earlier but that rule is not observed. A man should get his due promotion by appearing before the selection board.

Mr. Deputy Speaker: The hon. Member's time is up.

Shri J. M. Biswas: I would request the hon. Speaker and the House to understand some problems about the railways in detail. I am the only man who will speak on this from my party. I was saying that they should implement the rules properly and strictly. Let them implement those rules. For implementing those rules, they are not required to pay anything to the employees. The employees want justice from you; they want justice in the true sense of the term; not paper justice; not justice on record; they are not getting real justice.

I would request some Members of the Opposition and also the Members of the ruling party to go to the

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spot, and I would show them how the heavy amount of paper money is going to be wasted by these private contractors, by the private contract system. The railways made an attempt to organise labour contract co-operative societies. The labour contract co-operative societies began to organise themselves, and they were formed. But what is the fate of those labour contract co-operative societies? They started functioning. There was the recommendation of the Planning Commission; they said that at the earliest stages the work of the co-operative societies may not be up to the satisfaction of the authorities concerned. It was a fact, but mostly the labour contract co-operative societies in the railways were discharged. May I tell you how? They are unable to pay the percentage of the bribe to the engineering officers as observed by the Kripalani Committee in their report. A contractor before the Kripalani Committee clearly stated that there were certain percentages which he had to pay as bribe to the officers, to the engineering officials. For a co-operating it is very difficult to pay the bribe, because they cannot account for it. That is why the labour contract co-operative societies are going to be discouraged.

I know some railwaymen at Adra who organised a labour contract co-operative Society there. So many promises came up from the railway officers. The society was inaugurated by big engineering officials. But what is the fate of the labour contract co-operative society? I had a talk with the hon. Minister of State in the Ministry of Railways, Mr. Ghosh, about that labour contract co-operative society. I am now going to extend an invitation to him to attend the funeral procession of that society, which has been brought to this position only by the sheer non-co-operation on the part of the railway officers. I would suggest that this private contract system should be abolished. The private contractors

are building houses and I can show you how these quarters and houses, even instances are there, only after three months of completion of the building, were washed away by rain and storm. After an examination, it was found that there was very little cement in them. Where had all the cement gone? The cement had gone to the black market. This is the work of the private contractors. The officials demand something from these private contractors; the contractors will pay them the bribe and sell the cement and the materials and by that money they will pay the bribe to the officials, because you know, they cannot pay any bribe from their own pocket. Can the Railway Minister say what is the heavy amount they are going to spend for remodelling and repairing of all these quarters?

Mr Deputy-Speaker: The hon Member should conclude now.

Shri J M Biswa: You are not allowing me sufficient time. Nobody else other than me in my party will speak on this subject.

Mr. Deputy-Speaker: I will give him a couple of minutes more, I am making an exception because this is his maiden speech.

Shri J M Biswas: I will take only five more minutes, Sir.

An hon Member: He is talking of bribery.

Shri J M. Biswas: I am not going to talk any more about bribery because it may be displeasing some people.

Now, the country has very high hope, and we do pay our respect to the President of the country. The President, who is known as a philosopher and respected by all. His signature was obtained to sack a BTM of Tata's Loco shed under article 311(2)(c) of the constitution. Under this article, anybody from Government service can be dismissed without assigning any reason!

14.45 hrs.

[Shri D. S. Raju in the Chair]

Many people have been removed from their services, some by the President under article 311(2) (c) of the Constitution and some under the special powers of the General Manager. I am not talking of those cases where they have been removed under the special powers of the General Manager, because that special power was declared void by the Supreme Court. I am talking of those persons removed by the President under article 311(2) (c). Why were they removed? What offence have they committed? When we spoke to the railway officers, they have told us that this man was removed because he was a member of the PSP and that man was removed because he was a member of the communist party and soon. We asked the officers, why not charge-sheet them and bring a case against them? The reply of the officers was, "We cannot prove and substantiate the charges. So, the President's name has been used to remove them."

Shri K. S. Lakshminarayana (Khammam): On a point of order, Sir. According to the rules, the President's name cannot be brought in here. I want your ruling.

Shri J. M. Biswas: I am talking about the efficiency of railwaymen. I warn the railway ministry that unless the efficiency of railwaymen is increased, you cannot get a surplus budget. No diesel or steam locomotive can give you a surplus budget. I am just describing how they are killing the efficiency of the railwaymen. The hon. member should understand that I am quite relevant and speaking to the point. When I find that my colleague has been removed from service under article 311(2)(c), my efficiency will not be encouraged naturally. The people of the country demand that all the people who have been dismissed under that article should be taken back. In the S.E. Rly. they have removed more than a dozen people under this article of the Constitution. I would request the

Railway Minister to consider this. If you want to remove them, at least you can give them a hearing. That is democracy. It does not look nice and proper that Dr. Radhakrishnan's name is utilised to remove a BTM.

Mr. Chairman: His time is up. He should conclude now.

Shri S. M. Banerjee (Kanpur): It is his maiden speech. You should show him some consideration. He has defeated Mr. Atulya Ghosh.

Shri J. M. Biswas: I am a railwayman and I am pressing my points. They are talking that the passengers have been given so many amenities. On the 25th March, I had been to Jagadhri on N. Railway. The passenger trains are running there without any light. No lights are there in the compartments. The public of that place, knowing that I was a Member of Parliament, called me and pointed it out. All those trains—Dehra Dun to Amritsar 349UP, Delhi to Ambala 331UP and Delhi to Saharanpur IDS—were without light. All those passengers were travelling in the darkness. ब्रह्मचरि नगरी, चौपट राजा there is no light, thieves can easily enter the compartments. They can easily take away the passengers' luggage. These are the amenities provided by our Railway Administration. If there is any hon. Member from that area, belonging to the Ruling Party, he will also say that bogies of passenger trains are completely dark and if there are only two or three passengers in a compartment they are afraid to travel by these bogies of the passenger trains. This happened on the 25th when the Railway Budget was going to be debated in this Parliament.

I shall now touch upon certain points in brief. There is the question of demurrage. By collecting the correct amount of demurrage the Railways can earn a huge amount.

Shri Ranbir Singh (Rohtak): Sir, is a maiden speech immune from all rules and regulations?

Shri J. M. Biswas: I will tell you

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how the Railways lose a large portion of the demurrage that they can collect. They send wagons to the collieries. The collieries are expected to load and return the wagons within five hours. But they do not load in time and they even keep the wagons for 24 hours. They do not pay any demurrage. No demurrage is collected from them. Why? During night time some furniture, some cash and other things go to the officers of the railways. By that they not only deprive the Railways but the whole nation of the due demurrage from the collieries and other private industries.

I am going to prepare a list of my charges and send it on to the Minister of Railways separately under a separate cover. I am not going to disclose them now. If I disclose them now the people concerned will be on the alert. I have got enough materials with me. I want to bring them to the notice of the hon. Minister, Shri Poonacha on whom, after hearing him, I have got faith that he will take effective steps to rectify the errors.

With these few words, Sir, I want to thank the hon. Speaker for allowing me some time to speak on these Railway Demands.

Shrimati Lakshmikantamma: Sir, I rise to a point of order under Rule 352(vi) where it is said:

"use the President's name for the purpose of influencing the debate;"

I would request you to give your ruling on the point that I have raised.

Shri S. M. Banerjee: Sir, before you give your ruling, I want to raise a point of order. I invite your kind attention to Rule 356.

Shri Randhir Singh: The point of order is also maiden.

Shri S. M. Banerjee: Rule 356 says:

"The Speaker, after having called the attention of the House to the conduct of a member who persists in irrelevance or in

tedious repetition either of his own arguments or of the arguments used by other members in debate, may direct him to discontinue his speech."

Here instead of "him" I substitute the word "her".

Shrimati Lakshmikantamma: When the proceedings are irregular, against the rules, you have to give a ruling.

Mr. Chairman: There is no point of order.

Shrimati Lakshmikantamma: Sir, it is laid down in the rules. That portion has to be expunged.

Mr. Chairman: I have already ruled that there is no point of order.

श्री क० ना० तिवारी चेयरमैन साहब रेलवे मंत्री महोदय ने जो बजट पेश किया है उसका मैं स्वागत करता हूँ। अभी इस पर बोलते हुए नम्बियार साहब ने कहा कि जो रेलवे के कर्मचारी हैं उन में छंटनी नहीं होनी चाहिए। मैं उन के साथ सहमत हूँ कि उन की छंटनी नहीं होनी चाहिए। लेकिन साथ ही साथ उन्होंने यह कहा कि इनकम बढ़ाने का कोई इतजाम नहीं होना चाहिए तो मेरी समझ में यह बात नहीं आती कि अगर रेलवे की ग्रामदानी इतनी नहीं हो कि जिससे उन को और भी एमेनिटीज दी जा सके, या रेलवे पैसेजर्स को एमेनिटीज दी जा सके या नयी रेलवे लाइन्स बनायी जा सके या और दूसरे इम्प्रूवमेंट के काम किये जा सके तो यह काम होगा कैसे रेलवे के लिये दूसरा ग्रामदानी का काम तो सरकार के पास है नहीं। यह भी एक बिजनेस कन्सर्न है, अगर इसकी ग्रामदानी नहीं बढ़ाई जायेगी और खर्चा जैसे का तैसा रहा तो यह कैसे चल सकता है, इसलिए इस बात में मैं उनसे डिफर करता हूँ।

दूसरी बात, जहाँ तक रेलवे फ्रंट और फेयर्स बढ़ाने की बात है, मैं रेलवे मिनिस्टर साहब से एक निवेदन जरूर करूंगा—हर रेलवे लाइन में हर तरह की वेप्लस

होती हैं, चीरियां होती हैं, गुरुस की धीर वूसरी सब चीजों की, रेलवे मैटीरियल की, अगर इसको रोका जाय तो बहुत बड़ी रकम इससे बच सकती है। इस के लिए एक कमेटी बनाई गई थी और तय हुआ था कि आर० पी० एफ० नाम की आर्मेनिजेशन उस को दी जाय, क्योंकि इस समय जो वर्तमान सिस्टम है, जिसमें कि आर० पी० एफ० भी है और रेलवे पुलिस के साथ सिविल पुलिस भी उस में ; उनके पास जो राइट्स नहीं हैं, वे उन को दिये जाय, जिससे कि वे इस काम को रोक सकें। यह सभी जानते हैं और नम्बियार साहब भी जानते हैं कि लाबो-लाब रुपये की चोरी रेलवे में रोजाना होती है, इसको रोकना अत्यन्त आवश्यक है। यह काम तभी रक सकता है कि जो मजदूर आन्दोलन हैं, जो आर्मेनिटीज मांगते हैं, इस में रेलवे की सहायता करें, तभी रेलवे डिपार्टमेंट और रेलवे का शासन इसमें कामयाब हो सकता है।

एक दूसरी चीज की तरफ भी मैं मंत्री महोदय का ध्यान दिलाना चाहता हूँ। हमारे जो छोटे तबके के रेलवे कर्मचारी हैं, ह्यूमन ग्राउण्ड्स पर उनके जो राइट्स हैं उनकी जो अपीलें होती हैं, उन में बड़ी देर होती है, उन की सुनवाई नहीं होती है—एक मामूली ट्रांसफर के लिए, एक मामली एकाभोडेशन के लिए या दूसरी जो आर्मेनिटीज हैं, या सजा की जो अपीलें होती हैं वे सालों-साल पड़ी रहती हैं, उन पर अफसर कोई ध्यान नहीं देते हैं। मैं उन से निवेदन करूंगा कि अपने अपने वाले समय में इस बात पर ध्यान दें कि जो भी अपीलें हों, उन पर ज्यादा से ज्यादा 6 महीने के अन्दर तसफिया हो जाना चाहिए और वे ज्यादा दिन तक पेन्डिंग न पड़ी रहें।

जहाँ तक नई रेलवे लाइने बिछाने का सवाल है, मैं मंत्री महोदय से निवेदन करूंगा कि जहाँ जहाँ फ्रांटियर है, हिन्दुस्तान के जिस जिस भाग में अभी तक रेलवे

हिस्सा है, जैसे नेपाल का बार्डर है चम्पारन को लिये हुए बिहार-नेपाल का बार्डर है जहाँ जहाँ स्टैटिजिक पोलीशान्ज है, ऐसी जगहों पर नई रेलवे लाइनें बिछाने पर जोर देना चाहिए, उन को फर्स्ट प्रारिटी मिलनी चाहिये।

इसके साथ साथ मैं उन से यह भी निवेदन करूंगा कि जहाँ तक पैसेन्जर्स को आर्मेनिटीज देने का सवाल है, उस में बड़ी कमी है। जैसा अभी एक माननीय सदस्य ने कहा कि ट्रेन की ट्रेन अन्धेरे में चलती है, यह बात सही है। बहुत सी ट्रेन्ज ऐसी होती हैं, जिनमें पानी का इन्तजाम नहीं होता है, बहुत सी जगहों पर खाने पीने का ठीक इन्तजाम नहीं है, कैटरिंग का इन्तजाम ठीक नहीं है, खाना अच्छा नहीं मिलता है और वेस्ट भी बहुत जाता है। हर सेशन में ये बातें कह कर रस्म भवा की जाती हैं, हम हर सेशन में मंत्री महोदय का ध्यान इन बातों की ओर आकर्षित करते हैं, वे नोट भी करते हैं, विभागों में भी वे भेजी जाती हैं, लेकिन गाड़ी जहाँ की तहा खड़ी रह जाती है....

एक माननीय सदस्य : मंत्री बदल जाय तो क्या करें।

श्री क० ना० तिबारी : इस लिये मैं निवेदन करूंगा कि इन मामलों में जो इम्प्रूवमेंट आपको करना हो, वह कीजिए। इस बात को लेकर हमारे दूसरे तरफ के साथी, प्राइवेट सेक्टर और पब्लिक सेक्टर पर बहुत जोर देते हैं, हम को इससे कोई मतलब नहीं है, हम को खाने से मतलब है—प्राइवेट सेक्टर अच्छा दे या पब्लिक सेक्टर अच्छा दे, न हमें प्राइवेट सेक्टर से ज्यादा प्रेम है न पब्लिक सेक्टर से, लेकिन हम देखते हैं कि डिपार्टमेंटल कैटरिंग भी जहाँ जहाँ है, उस की भी सर्विस कोई ज्यादा अच्छी नहीं है, इसलिए जो भी कैटरिंग सिस्टम आप रखें, उस में इम्प्रूवमेंट होना चाहिए।

एक बात मैं यह कहना चाहता हूँ कि सेट-रनिंग आर्का ट्रेन्ज काफ़ी फ्रीक्वेंट है। इस बात की ओर बराबर ध्यान दिलाया

[श्री क० ना० तिवारी]

उस का कोई न कोई एक्सप्लेनशन दे दिया जाता है कि इस बजह से गाड़ी भेंट हुई, इस तरह भी धाप का ध्यान जाना चाहिये।

एक और बात की धोर भी धापका ध्यान दिलाया चाहता हूँ जो कि अभी भ्रष्टाचारों में निकली थी—इन्फ्रीमियर क्वालिटी ब्राफ कोल। जो इस से सम्बन्धित है, उन्होंने लोभर ग्रेड का कोयला रेलवे को सप्लाई किया, जिससे लाखों रुपये का घाटा रेलवे को हुआ, रेलें ठीक से चल नहीं सकी, इन्जिन चल नहीं सके। मेरा क्याल है कि इस सम्बन्ध में जो पब्लिसिटी प्रेस में हुई है उस धोर रेलवे मनी का ध्यान जाना चाहिये धोर इस सम्बन्ध में पब्लिक में जो भावना हो रही है, उसको जल्द से जल्द दूर किया जाना चाहिए।

जहा तक स्टाफ का सवाल है—भार० पी० एफ० धोर जो वहा की पुलिस है, जो छोटे तबके के सिपाही हैं धोर दूसरे लोग हैं इन लोगों की प्रमेनिटीय बहुत कम है, उनका काम बहुत ज्यादा है लेकिन उनकी वर्दी, उनके रहने की जगह, उनके क्वार्टर, उनके होस्टल, उनके खाने की व्यवस्था ठीक नहीं है। मैं कलकत्ता गया था, वहा पर मैंने देखा कि तीसरे दर्जे का खाना उनको मिलता है, जिससे कि वे खाना अच्छी तरह से खूटी नहीं दे सकते। इस लिये मेरा सुझाव है कि इस में भी इम्प्रूवमेंट लाने की कोशिश होनी चाहिए।

जहा तक रेलवे के पब्लिक सर्विस कमीशन का सवाल है, बिहार के लिये, या तो इलाहाबाद है या कलकत्ता, बिहार के लोगों को कलकत्ता या इलाहाबाद जाना पड़ता है, इस के लिये मैं पाटिल साहब को धन्यवाद देना चाहता हूँ, उन्होंने इस के लिये वाक्या किया था, लेकिन जिस रूप में रेलवे पब्लिक सर्विस कमीशन होना चाहिए, रेकूटमेंट होना चाहिए, वह अब तक बिहार में नहीं हुआ है, मसलूम नहीं इस में

धापको क्या विकलत है, क्या डिफिकल्टीय हैं, इस लिए इस धोर भी मैं धापका ध्यान धाकषित करना चाहता हूँ।

मेरी कास्टीचूएन्सी में नरैनापुर पुल का सवाल पिछले 40 वर्षों से पडा हुआ है जिससे कि सारे का सारा कनेक्शन यू० पी० धोर बिहार से सीधा धासाम धोर कलकत्ता तक चला जाता है। इस के सम्बन्ध में कई मर्तबा रेलवे विभाग को कहा गया लेकिन ध्राज तक इस के सम्बन्ध में कोई कार्यवाही नहीं हुई। गण्डक प्राजैक्ट का जो बैरेज बन रहा है, उस पर पुल दे रहे हैं, उस पुल से होकर गोरखपुर से मिला सकते हैं, वह मेन लाइन होगी, एमरजेंसी में जो छोटी छोटी लाइनें हैं उन पर इतना निर्भर नहीं रहना पडेगा। भगवान न करे, कभी कोई घटना हो जाय, तो एक एडीशनल लाइन धापके पास रहेगी, जिसे ध्राप एमरजेंसी में काम में ले सकते हैं। ये विभागीय जो ध्राफिनर्ज हैं, इन का पता नहीं, ये लोग कैसे जाच करते हैं। कभी कहते हैं कि इकानामिक नहीं हैं। धगर इकनमिक था तो नहीं था तो बी० एन० डब्ल्यू० रेलवे जब थी तो उस ने कैसे इस लाइन को बनाया हुआ था। धगर उस वक्त इकानामिक था तो ध्राज भी इकानामिक हो सकता है। हम समझते हैं कि इस सम्बन्ध में नैपाल सरकार से बात करनी होगी, क्योंकि नैपाल टैरिटरी से हो कर वह लाइन जायगी, चूकि नैपाल सरकार का उस से डबेलपमेन्ट होता है, उन की जनता को उस से सुभीता मिलती है, इसलिये मेरा क्याल है कि धगर उस सरकार से बातचीत की जाय, तो उन्हें भी इस में कोई धापति नहीं होगी।

इन सब बातों की धोर मैं माननीय मंत्री जी का ध्यान धाकषित करता हूँ धोर धम्न करता हूँ कि जो करल होक, उस को वे कर देंगे धोर जो नहीं करल हूँ,

उस को वह साफ कह देंगे कि हम से यह नहीं होगा।

Mr. Chairman: Hon. Members may now move their cut motions to the Demands for Grants on Accounts (Railways), 1967-68 and Demands for Supplementary Grants (Railways), 1966-67.

Demands for Grants on Account

Shri Dhireswar Kalita (Gauhati): I beg to move:

"That the demand for grant on Account under the head construction of new lines—Capital and Depreciation Reserve Fund (Pages 137—144) be reduced by Rs. 100".

[Need to construct a second Brahmaputra bridge linking Jogighopa and Pancharatna (1)].

"That the demand for grant on Account under the head construction of new lines—Capital and Depreciation Reserve Fund (Pages 137—144) be reduced by Rs. 100".

[Need to extend the broad gauge railway line from Jogighopa to Tinsukia. (2).]

Demands for Supplementary Grants

Shri Nambiar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Refusal by the Railway Administration to transfer officers of the former Southern Railway from Hubli and Vijayawada Divisions of the newly formed South Central Railway to the Southern Railway and the consequent agitation and hunger strike by the officers (1)]

Shri B. Shastri (Patna): I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to supply foodgrains to railway labourers at fair price (2)]

Shri Nambiar: I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Unrest due to retrenchment of 38 casual labourers of 2 to 4 years' service in the Electrical Department of the Post-war Reconstruction Section of the Southern Railway in Golden Rock (3)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Continued refusal to complete the electrification of the remaining "C" type quarters in the Railway colony of Golden Rock of the Southern Railway (4)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Continued indifference in carrying out repairs and maintenance of the quarters and roads in the Railway Colony at Golden Rock in the Southern Railway (5)]

[Shri Nambiar]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—Repairs and maintenance be reduced by Rs. 100".

[Unrest due to threat of large-scale retrenchment in loco sheds all over the Railways due to dieselisation. (8)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 4,58,96,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100".

[Continued shortage of operating staff like Station Masters, Assistant Station Masters, Levermen, Pointmen, Booking and Commercial Clerks in the Southern Railway and the consequent over-working by safety staff leading to fall in efficiency and safety. (7)]

Shri E. Shastri: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 4,58,96,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100".

* [Failure to remove the difficulties of Loco Shed workers. (8)]

Shri Nambiar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 7,80,82,000 in respect of ordinary working expenses—Operation (Fuel) be reduced by Rs. 100".

[Unreasonable increase in Railway expenditure consequent on rise in prices of coal, increase in Central Sales tax on coal and diesel oil and higher rates charged by Electricity Boards. (9)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses (Pages 13-14) be reduced by Rs. 100".

[Fall in standard of food supplied by the Railway Catering Department and dining cars. (11)]

Shri E. Shastri (Patna): I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses (Pages 13-14) be reduced by Rs. 100".

[Failure to check railway accidents and inadequacy of assistance rendered to victims of accidents (12)]

Shri Abdul Ghani Dar (Gurgoan): I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,08,13,000 in respect of ordinary working expenses—administration (Pages 3-4) be reduced by Rs. 100".

[Failure to check the pilferage and damage to goods on Goods Trains. (13)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 10,89,79,000 in respect of ordinary working expenses—repairs and maintenance (Pages 5-6) be reduced by Rs. 100".

(Mass scale unrest owing to large scale retrenchment in loco sheds due to dieselisation. (14)

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses (Pages 13-14) reduced by Rs. 100".

[Sub-standard catering arrangements by the Railway Catering Department and dining cars (15)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 86,87,000 in respect of ordinary working expenses—miscellaneous expenses Pages 13-14) be reduced by Rs. 100".

[Inadequate arrangements to check the rail accidents and non-availability of medical treatment to the affected passengers in the accidents. (16)]

15 hrs.

श्री जार्ज फर्नेंडीज (बम्बई दक्षिण) : सभापति महोदय, दो डार्ई साल पाटिल साहब ने रेल मंत्रालय को चलाने के बाद और नये मंत्री महोदय की ओर से रेलवे बजट मे घाटा नहीं बतलाया जाता तो उस मे कुछ अचरज बात होती असल मे आज जिस किस्म का बजट हमारे सामने पेश हुआ है उस को देखते हुए मुझे तो किसी बात का आश्चर्य नहीं होता है क्योंकि पाटिल साहब का तो हमेशा का यह इतिहास रहा कि जो भी चीज उन्होने हाथ मे ली उस को बिगाडने का काम किया । खास परिस्थिति उन के अन्न मंत्री होने के पहले तक ठीक थी . . .

Shrimati Lakshmikanthamma: The hon. Member can say, *ex-Railway Minister instead of Mr. Patil he is not here.*

Shri Nambiar: It makes no difference.

श्री जार्ज फर्नेंडीज : पाटिल साहब के दोस्त कौन ज्यादा होंगे हमें पता नहीं । अन्न का मसला तब तक ठीक था जब तक पाटिल साहब खास मंत्री नहीं बने थे । वह मंत्री बने और पी० एल० 480 के सिवाय कोई दूसरा सहारा भी हम लोगो के लिए नहीं है । रेल मंत्री जब तक बने तो कुछ हमारे दोस्तों को उन को अपघात मंत्री का नाम देना पड़ा । वहां से बढ़कर हमारे सामने बजट आता है कि जिसमें

हिन्दुस्तान के लोगों को आज यह कहा जाता है कि अगले दो, तीन महीनों के अन्दर रेल टिकट का भाडा बढ़ेगा और जो रेल में माल ले जाने का काम होता है उस का खर्चा बढ़ेगा और यह तमाम चीजों का नतीजा जो कि आज जीवन निर्देशांक है वह बढ़ाने का काम मोटे तरीके से अगले दो, तीन महीनो में किया जायेगा ।

सभापति महोदय, मुझे रेलवे बजट पर बोलते हुए एक बात को सब से पहले साफ करना है कि मैं कोई ऐसी उम्मीद लेकर नहीं आया हूं कि कांग्रेस हुकूमत से रोटी का मसला या इस मत्क में कोई भी मसला दुस्त करने का काम हो सकता है या उस को हल करने का काम हो सकता है । लेकिन चूंकि कुछ सुझाव उन के सामने पेश करने हैं, कुछ उन की गलतियों को उन के सामने बतलाना यह हमारा फर्ज है इसलिए मैं इस बजट के सिलसिले मे चन्द बातें आप के सामने पेश करना चाहूंगा ।

घाटे की बात तो यहा पर करने में आई है लेकिन बजट को पेश करते हुए उस के साथ-साथ गये साल की आडिट रिपोर्ट भी हम लोगो के सामने पेश की गई है । इस आडिट रिपोर्ट मे अग्र देखा जाय तो एक बात ऐसी बताने मे आई है कि 15 अक्टूबर, 1966 तक के हिसाब किताब में 105 करोड़ रुपया खर्च करने मे एक की तो आडिट ने मजूरी नहीं दी है या उस खर्च के बारे में आडिट ने हरकते उपस्थित की हैं । कुछ 15-20 करोड रुपये के घाटे की बात होती है एक तरफ अपने बजट में और दूसरी तरफ आडिट की ओर से यह बात कहने मे आती है कि 105 करोड़ रुपये के खर्च के बारे में हमारी हरकतें हैं तो उसी से आप प्रदाजा लगा सकते हैं कि रेल मंत्रालय का काम किस दिशा में चल रहा है और घाटा कितना है और फायदा कितना है ? असल में बजट

[श्री धार्ज फर्नेडीज]

के साथ घाड़िट रिपोर्ट को पेश कर के एक बहुत बड़ी मेहरबानी हमारे ऊपर रेल मंत्रालय ने की है। इस घाड़िट रिपोर्ट में गये साल के बारे में जो करोड़ों रुपये रेल खाते की ओर से बर्बाद करने में आ गये, उस का काफी जिक्र है। कई मसलों के बारे में कई चीजों के बारे में और उस को पढ़ने के बाद एक ही चीज साफ हो जाती है कि यू तो भारी सरकार भले ही अष्ट तरीके से चलती हो मगर उस में रेल मंत्रालय और रेल खाता अष्टाचार में एक नम्बर रखता है और इ अष्टाचार के कई नमूने इस घाड़िट रिपोर्ट के पेश करने में आये हैं। मुझे तो एक चीज के बारे में खास तौर पर यहाँ आप की नजर खींचनी है जो कि वेस्टर्न रेलवे के बारे में है।

“Incorrect classification of a commodity”

पन्ना नम्बर 43 पर लिखा हुआ है कि एक रेलवे के स्टेशन मास्टर ने जो रेल के बड़े अधिकारियों की ओर से किन्हीं कट्टेकट्स के साथ हाथ मिला कर सरकारी पैसा कहिये या जनता का पैसा कहिये, बर्बाद करने का जो बडबड बनने में आ या उस को अधिकारियों के सामने पेश करने का काम किया लेकिन इस रिपोर्ट के अनुसार गये दो, तीन सालों से, तीन सालों में इस मामले पर न रेलवे मंत्री महोदय फंसला लेने को तैयार है, न रेलवे बोर्ड फंसला लेने को तैयार है और न ही रेलवे के ऊपर के अधिकारी फंसला लेने को तैयार है। असल में जो उन्होंने फीमना लिया वह जो अष्टाचार चल रहा था उस को जारी रखने के लिए लिया और अभी तक इस रिपोर्ट के अनुसार तीन सालों में 48 लाख रुपये का नुकसान एक स्टेशन पर जाने वाले माल को गलत तरीके से गेजने की वजह से हो रहा है। मैं चाहूँगा कि नये फेयर के बारे में बातचीत करने के पहले रेलवे के खाते में बचत करने के पहले रेल मंत्री और सरकार के

अन्य सम्बन्धित लोग इस अष्टाचार की तरफ सब से पहले देखें और वह जो पैसा बर्बाद हो रहा है अलग अलग तरीकों से उस पैसे को रोकने का सब से पहले काम करें ताकि एक तो सार्वजनिक जीवन में भी ईमानदारी लाने का काम हो और दूसरी तरफ सामान्य नागरिकों के ऊपर जो नया बोझ डालने की आप सोच रहे हैं उस से उन को बचाने का कोई तरीका हो। अगर अष्टाचार का मामला सिर्फ चन्द लोगों के पैसा खाने तक ही सीमित रहता तो हमें यहाँ इतना चिल्लाने में कोई मतलब नहीं रहता। यह अष्टाचार कुछ और आगे बढ़ता है और यह अष्टाचार की वजह से आज से मुझे यहाँ पर कहना है कि यह जो रेल के अपघात होते हैं उन का बुनियादी कारण अष्टाचार रहता है। पता नहीं श्री कमलनयन बजाज इस हाउस में हैं या नहीं मगर जब गये सान एक के बाद एक 6 महीने के अन्दर 40-50 बड़े ऐक्सीडेंट्स हो गये हिन्दुस्तान भर में तो श्री कमलनयन बजाज ने इंडियन एक्सप्रेस में एक लेख लिखा मेरे पास इस वक्त वह लेख नहीं है। मैं चाहूँगा कि रेल मंत्री महाब श्री कमलनयन बजाज से उम लेख को मंगा कर देखें। उस में उन्होंने एक बात साफ लिखी है। वह कहते हैं कि ऐक्सीडेंट्स के पीछे न स्टाफ की गलती है ऐक्सीडेंट्स के पीछे न कुदरत का हाथ है जैसा कि पाटिल साहब हमेशा कहा करते हैं। ऐक्सीडेंट्स के पीछे न राजनीतिक दल का हाथ है। जैसा कि कांग्रेस वाले चुनाव के मीके पर कहा करते हैं। ऐक्सीडेंट्स के पीछे भी कमलनयन बजाज के अनुसार एक कारण है और वह अष्टाचार है ऐक्सीडेंट्स के पीछे और कोई दूसरा कारण नहीं है और उस का सबूत अगर आप चाहें तो इस घाड़िट रिपोर्ट में आप को कई मामलों के बारे में मिलेगा। जब इस को ऊपरी तरीके से आप देखेंगे तब आप को पता लग जायगा कि कितना अष्टाचार, कितनी अफसर लोगों की ओर से चलने वाली बदमाशी अपघातों के कारण हो सकती है। एक

उदाहरण में आप को दू, रेलवे मंत्री जी नोट कर लें। पन्ना नम्बर 32 पर वैंस्टन रेलवे के लिए यह लिखा गया है

"Western Railway—Loss due to procurement of defective bearing plates"

बहुत ग्रहम मसला है। 75 हजार प्लेट्स आइरेक्टर जनरल आफ सप्लाई एंड डिस्पोजिस ने अप्रैल 1962 में मगवाई। उन में से 50 हजार इस्तेमाल में आ गईं उन को इस्तेमाल करने के बाद दिसम्बर 1965 और और मितम्बर 1966 में यानी कई वर्षों तक उन का इस्तेमाल होने के बाद पता लगता है कि उन में से 54, 393 प्लेट्स डिफेक्टिव रही किमी काम की नहीं रही। जहा पर उन को लग या गया था वहा में उन को निकालना पडा और जो नहीं लगी थी उनको कम्पनी को वापस करना पडा। मगर नुकसान तो हो गया। और जो एक्सीडेन्ट्स हो गये उन की जिम्मेदारी कही मयासत के लोगो के ऊपर और कही रेलवे कर्मचारियों के ऊपर लगा कर रेलवे मंत्री अपने घर के अन्दर झाराम से बैठ गये। इस रेलवे के काम को चलाने का आज यह तरीका है। यह रेलवे मन्त्रालय प्रष्टाचार से भरा हुआ है और पूरी रेलवे का काम काज आज जिम तरह से चलता है उस को दुस्त करने के लिये हम को तत्काल कदम उठाना पडेगा।

आज मैं यहा पर साफ कहना चाहता हू कि सन् 1947 में हम ने हिन्दुस्तान में सस्थानो को खत्म किया, मगर रेलवे का एक नया सस्थान बन गया है। जितने भी अलग अलग जोन्स हैं, चाहे उन को सेटल रेलवे कहिये चाहे वेस्टन रेलवे कहिये, चाहे नार्दन रेलवे कहिये यह तमाम रेलवे एक सस्थान के तरीके से चलती हैं। पता नहीं आपको इस सदन के अध्यक्ष को या रेलवे मंत्री को अलग डिब्बा दिया जाया है या नहीं अकेले सैलून में हमारे रेलवे मंत्री चलते हैं या नहीं मगर रेलवे के जनरल

मैनेजर से ले कर छोटे अफसर तक के लिये चार व्हीलर और आठ व्हीलर सैलून रखे गये हैं। अगर उन के आकड़ें रेलवे मंत्री महोदय हमारे सामने रखें तो मैं आप से कहता हू कि कम से कम 100 रेलगाडिया सारे हिन्दुस्तान में चलाने के वास्तै मिल सकती हैं। 900 नई कोचेज हो सकती हैं इस का आपको सबूत मिलेगा और आज लोगो को जो परेशानी है वह दूर हो सकती है। साथ ही आप का जो नुकसान होता है इन डब्बो को यार्ड में रख कर और उन की मरम्मत करवा कर पूरा हो सकता है। नया कटलरी, नया कर्टेन्स एक बड़े अमीर के मकान में भी वह देखने को नहीं मिलेंगे जो जनरल मैनेजर बोर्ड के चेयरमैन और बोर्ड के मेम्बरो के लिये अलग अलग रेलवे के सैलूनो में रखे गये हैं।

मुझे माफ करे मैं चाहता हू यह सदन चाहता है कि रेलवे मंत्री की ओर से यह सैलून वाला मामला तत्काल खत्म किया जाना चाहिये। किमी भी अफसर या किसी दूसरे व्यक्ति को रेलवे सैलून को इस्तेमाल करने का मौका नहीं दिया जाना चाहिये। काम के वक्त अगर किसी को गाडी की जरूरत हो तो उस के प्रायारिटी दी जा सकती ही टिकट वगैरह कटाने में या एक दो जगहों का अलग से रिजर्वेशन हो जाय जैसे कि लोक सभा के सदस्यों के लिये सव्द के सदस्यों के लिये रखते हैं। ऐसा कोई प्राबिजन हो सकता है लेकिन सैलून को तत्काल खत्म कर के जो लाबो नहीं करोडो रुपया बरबाद होता है उन की मरम्मत में और जो करोडो रुपयो का नुकसान उन के पटरी पर न चलने से होता है उस को यहा पर कहा जाये तब यहा इस बारे में विचार पेश करने का काम किया जा सकता है कि रेलवे घाटे में चल रही है या मुनाफे में।

इस के साथ साथ मैं एक और बात कहना चाहता हू सस्थानो में जो गड़बड़ी चल

[श्री जार्ज फर्नेन्डीज]

रही है उसको बचाने के लिये। यूटिलाईजेशन आफ स्पेशल कोचेंज के बारे में जो आप की ब्राडिट रिपोर्ट है उस का पन्ना 55 देखिये तो मालूम होगा कि छः स्पेशल गाड़ियां बनाई गईं जो विदेशी लोग घाते हैं उन को दिखलाने के लिये जिस से वह लोग हिन्दुस्तान में घायें और रेलवे कोचेंज यहां से खरीद कर वापस चले जायें। छः कोचेंज बनी। 6 बी० जी० १ जिस को बाइ गेज कहा जाता है। छः फर्स्ट क्लास कोचेंज :

'6 BG—I first class coaches built well-upholstered and furnished with choice fittings so that they could be stationed at vantage points or demonstration purposes when not used for spares or for VIP moves and 6 BG first class tourist cars, built and furnished with choice fittings of a high standard so that they could be made available to foreign tourists against any demand and at other times come in handy for demonstration to prospective buyers from abroad.'

पता है क्या किया गया है उन का ? बाइ गेज गाड़ियां, छः सेलून्स और छः टूरिस्ट कार्स फर्स्ट क्लास की। पता नहीं उनके कर्टेन इंग्लैंड से लाये। पता नहीं कहां से लाये या भ्रमरीका से, पता नहीं उन की क्राकरी कहां से लाये। पता नहीं कहां से लाकर, किस मुल्क से लाकर उसमें लगाया गया और लाखों रुपये उन पर खर्च किये गये। हम जानते हैं, सारा मुल्क जानता है कि वह सब कहां जा रहा है। उन से जनरल मेजर के सैलून बना कर चलते हैं। एक ब्राघ दिल्ली के टाई में पड़े हुए हैं। तीन सातों से उसका इस्तेमाल नहीं हो रहा है। हिन्दुस्तान की एक रेल के डब्बे बनाने वाली फैक्ट्री है इटीगरल कोच फैक्ट्री। उसने जनरल मैनेजर के सैलून को माइडिफाइ करने में 9,000 रु० खर्च किये। एयर

कंडीशन बनाया उस पर 8,000 रु० खर्च किये, और आखिर में 11 हजार रु० उसकी दुस्ती पर खर्च किये गये। इतना रु० जनरल मैनेजर के भ्राराम के लिये लगाया गया। क्या यह सब मजाक करने के लिये है ? अब हमारे सामने घा कर कहा जाता है कि रेलवे घाटे में है और इस के लिये ज्यादा पैसा चाहिए। कैसे चलेगा यह संस्थान ? है कोई सरकार, है कोई रेलवे बोर्ड का मैम्बर, है कोई रेल मंत्रालय है कोई लोक सभा इन चीजों के बारे में दखल देने के लिये और जो पैसा बरबाद हो रहा है उस की जांच करने के लिये ? भ्रफसरीं पर कोई कानूनी कार्रवाई करने के लिये ?

Shri C. M. Poonacha: If along with the audit report the hon. Member had also persued the white paper he would have found a good deal of answers there.

श्री जार्ज फर्नेन्डीज : मैंने सब कुछ कुछ पढ़ा है भ्रडचन यह है कि यहां सिर्फ बीस मिनट हम को मिलते हैं इन चीजों के ऊपर बोलने के लिये। मैंने बहुत कुछ पढ़ा है और बहुत बोल सकता हूँ रेलवे बजट पर।

आप को रेलवे में फँसे हुए भ्रष्टाचार के तरीके को रोकने के लिये तत्काल कदम उठाना पड़ेगा, और मैं चाहता हूँ कि और जगहों पर भ्रष्टाचार को रोकने के लिये सरकार जो कदम उठाना चाहती है वह उठाये, लेकिन रेलवे के लिए तो भ्रलय ही इस सदन की और से कोई कमेटी बननी चाहिए जो कि रेलवे के भ्रन्धर जो खराबी चलती है या जो भ्रष्टाचार चलता है उस को रोकने के लिये कोई ठोस कदम उठाये।

इसके साथ साथ दो एक और बातों की तरफ मैं अपने बिचार पेश करना चाहता हूँ। भ्रजदूरीं, खासकर रेल भ्रजदूरीं के बारे में काफी बातें सुनने में आती हैं।

रेलवे मजदूर आन्दोलन जो है उस को ध्रष्ट बनाने में सरकार ने बहुत मजद की है। ध्रष्टाचार हिन्दुस्तान में समाज के हर एक स्तर में फैल गया है। मजदूर आन्दोलन में भी गया है, लेकिन उनको ध्रष्ट बनाने में सरकार का हाथ है। आज रेलवे में दो फेडरेशनस रिकग्नाइज किये गये हैं। शायद सदन को इस बात का पना नहीं होगा कि रेलवे फेडरेशनस के कुछ अधिकारियों को छोड़ कर हर एक के पास एम्बर कडिशनस क्लाम के पास रहते हैं। यह हिन्दुस्तान की किसी भी रेल से किसी समय कही को जा सकते हैं, ऐसी व्यवस्था है। दो फेडरेशनो के चार अधिकारियों को एम्बर कडिशन क्लारा का पास मुपत में दिया जाता है और वह तमाम मुल्क के अन्दर चक्कर मारते रहते हैं, वह मजदूरों का काम करते हैं और न मुल्क का। मैं चाहूंगा कि मंत्री इस बारे में सोचें कि यह जो दो दो, चार चार संगठनों को मान्यता दी जाती है उस को खत्म किया जाय। एक संगठन को मान्यता दी जाये। फिर संगठन को मान्यता दी जाये इस का फीसला करने के लिये सीक्रेट बैलट का इस्तेमाल किया जाये। गुप्त मतदान में यह जान कर कि कौन गा संगठन बहुमत वाला है, उस को मान्यता दी जाये औरों ने कहा जाय कि वह दो सालों तक इन्तजार करे दो साल के इन्तजार के बाद अगर दूसरे का बहुमत हो जाये तो उस को मान्यता दी जाय, वरना एक ही संगठन को मान्यता दी जाये। लेकिन इस मान्यता के साथ उन को जो एम्बर कन्डीशनस क्लाम आदि की सुविधायें होती हैं उन को खत्म करने का तरीका निकालना पड़ेगा।

इस के साथ ही रेलवे मजदूर संगठन के ऊपर वा रेलवे मजदूरों के ऊपर जो ध्रष्टाचार होता है,

जो जुल्म होता है, उस पर भी मैं चाहूंगा कि नये रेल मंत्री जल्द सोचें। बहुत वर्षों से मेरा रेल मजदूरों के साथ रिश्ता रहा है और मैंने देखा है कि रेल मजदूरों के ऊपर जितना जुल्म किया जाता है। उतना शायद हिन्दुस्तान के किसी भी दूसरे मजदूर के साथ नहीं किया जाता है। सरकार के किसी भी मजदूर विषयक कानून को रेल मन्त्रालय नहीं मानता है। इस के अलावा मुझे ध्राडिट रिपोर्ट को पढ़कर बड़ा अचरज हुआ। सब लोग जानते हैं कि इसमें क्या लिखा हुआ है। इसमें यह छपा है कि कट्टैकट सिस्टम को बढ़ाना है। कट्टैकट सिस्टम को बढ़ाने से रेलवे को बचत हो सकती है। कैसे बचत हो सकती है? जो मजदूर बारह घंटे मेहनत करने वाला है अगर वह रेलवे का नौकर है तो उस को ढाई रुपया मिलता है लेकिन अगर वह कट्टैकटर का नौकर है तो उस को तो उगको एक रुपया मिलेगा। उस की जान को खत्म कर के, उस के बाल बच्चों को भूखा रख कर वे रेलवे को पैसा बचाना है। सरकार दो तरीके की बात करती है। जो कट्टैकट सिस्टम है एक तरफ तो उसका खत्म करने के लिये विधेयक लाने की बात करती है, कानून था रहा है ला मिनिस्ट्री की ओर से, इटरनेशनल लैबर प्रागेनाईजेशन पर बहस चल रही है, और दूसरी तरफ रेलवे मन्त्रालय बोलता है कि कट्टैकट सिस्टम को बढ़ाना चाहिये।

ये जो मजदूरों के ऊपर होने वाले जुल्म हैं, वे बन्द होने चाहिये। इसके साथ ही टैम्पोरेरी मजदूरों का और फिर उनकी तनख्वाह वाला जो मामला है, उन के संगठन को मान्यता देने वाला मामला है वह भी हम चाहते हैं कि हल हो। हम वह भी चाहते हैं कि रेल मन्त्रालय अपनी सरकार की बनाई हुई जो नीतियां हैं उन नीतियों को, रेल मजदूरों आदि पर भी लागू करे। सरकार की जितनी मजदूर विषयक नीतियां हैं उनको सम्पूर्ण तरीके से

[श्री जार्ज कर्नेन्डीज]

रेलवे में भी प्रमल में लाने का काम रेल मंत्रालय करे ।

इस सम्बन्ध में एक बात ध्राप को बताता हूँ । मद्रुगा की जो वर्कशाप है उस में इन लोगो ने पचिंग मशीन रखी है । उस पचिंग मशीन में तीन मिनट में डाई सौ लोगो के कांड पचकरने के लिए कहा गया मजदूर लाइन लगाते रहे लेकिन तीन मिनट में मुम्बिल में सौ लोग पच कर सकते है । श्रनेजमेट ने कहा कि दस मिनट पहले कर पचिंग करना चाहिये । मजदूरो ने कहा कि दस मिनट पहले का जो वक्त है वह हमारा है, रेलवे का नहीं है । हम तो तीन मिनट पहले प्रायेगे और पच करेगे । इसका परिणाम यह हुआ कि तीस लोगो को काम से निकाल दिया गया और वे सडको पर मारे मारे फिर रहे है । यह पाटिल साहब की उन पर मेहरबानी है कि वे बाहर सडक पर फिर रहे है । उनको भी ध्राखिर में जाना पडा । हाई कोर्ट में उनको इस मामला को लेकर जाना पडा है । और अब माम ने शायद मुभीम कोर्ट में जाएगा । इस मामल पर रेलवे का वकीलो ध्रादि को देने में गाखो रुपया खच हो गया है और दूसरी तरफ तीस लोग सडको पर फिर रहे है । यह मजदूरो के बीच गैर जिम्मेदारी का वातावरण फैलाने का मामला है और इस चीज को ध्रापको मन्द करना चाहिये । उन के रास्ते में अडचन उत्पन्न का जो काम है उसको सरकार को रोकना चाहिये ।

अन्न में एक बहुत ही महम बात में कहना चाहता हूँ । मैं इस बात को जानता हूँ कि जो रेल बजट है वह नए मंत्र में ध्राने वाला है और मैं इस बात को भी जानता हूँ कि उस वक्त ध्राथिन मसलो पर अपने विचार प्रकट करने का हमको जरूर मौका मिलगा । लेकिन बजट को पश करते वक्त एक नीति की जो बात है उसको मैं चाहता हूँ कि ध्राप अपने सामने रखे । मैं चाहता हूँ कि बर्तमान रेल मंत्री बजट बनाते वक्त हमका जरूर

क्याल रखे । इस वक्त चार किम्म की क्लासिस हमारी रेल गाडियो में है, एयर कडिशन है, फस्ट क्लास है, सैकिड क्लास और थर्ड क्लास है । अधिकांश लोग तो थर्ड क्लास में जाने वाले होते है, थर्ड क्लास में वे सफर करते है और उनकी तामाखी रोडो में है । अब ध्राप देखें कि ध्रमको कितनी ध्राय कीन से पैसेजर्ज से होसी है । रेलवे बोर्ड की जो रिपोर्ट है उसमें मे ही मैं ध्रापको बताना चाहता हूँ कि 1965-66 के वर्ष में एयर कडिशन के पैसेजर्ज से ध्रापको 1 करोड 99 लाख रुपया प्राप्त हुआ जबकि थर्ड क्लास के पैसेजर्ज में ध्रापको 192 करोड 66 लाख रुपया मिला । थर्ड क्लास पैसेजर्ज ने इतना ज्यादा रुपया मिलने के बाद भी ध्राप कि सी भी रेलवे स्टेशन में चले जाये, किसी रेल गाडी में चले जाये ध्रापको पना चलेगा कि रेलो में एयर कडिशन पैसेजर्ज की ही खुशामद होनी है, उनकी ही सेवा होती है, उसकी जी हा, जी हा करके मभी रेलकर्मचारी चले जाते है और थर्ड क्लास पैसेजर्ज की कोई बात नहीं पूछना है । फस्ट क्लास के जा पैसेजर्ज हैं उनकी ही बद्र होती है और और जो थर्ड क्लास के पैसेजर्ज है उनकी कोर्ट बद्र नहीं की जाती है । ध्राधन्य की बात तो यही है कि इस मदन में चून कर ध्राने के बाद जो पहले थर्ड क्लास में जाने वाले लोग होते है, वे फस्ट क्लास का पास जेब में रखते है और थर्ड क्लास में जाना भूल जाते है । इसका नतीजा यह होता है कि न तो यहा और न बाहर उनकी जो तकलीफ है उस पर विचार होता है । जो मंत्री, रेल मंत्री बनते है वह तो कभी रेल में जाने का काम ही नहीं करते है । पाटिल साहब तो हफने में दो बार उम्बई जाते थे । शुक्रवार वह बम्बई पहुंच जाते थे और सोमवार को यहा वापिस आ जाते थे । लेकिन वह हमेशा हवाई यहाच में आते जाते थे । 1962 में वह इतनी लापरवाही की बात बोले कि रेलवे में जो

खाना दिया जाता है उसको वह खाते नहीं है क्योंकि वह बहुत मड़ा हुआ होता है। अब आप देखिये कि मंत्री के लिए तो सड़ा हुआ वह खाना होता है लेकिन हमारे लिए और आपकी लिए बहुत अच्छा होता है।

यह क्या मन्त्रांक है ? इस वास्ते मैं आप से कहना कि जब आप नए मंत्र में रेल बजट पेश करे तो एक बुनियादी बात का आप ध्यान रखें। वह बुनियादी बात यह है कि हिन्दुस्तान में रेलों का प्रवाह एक ही किस्म का रहे मंत्र के लिए। फस्ट, सैकंड, एयर कंडिशन, थर्ड सब क्लासिस को खत्म किया जाए और एक ही किस्म की रेल की व्यवस्था हिन्दुस्तान में की जाए। अगर उधर बैठे हुए कई लोगों को अपने पाम का फिक्र हो या इस तरह के लोगों को पाम का फिक्र हो तो मैं कहूंगा कि आप नई क्लास को थर्ड क्लास मान कहिये, उसको आप फस्ट क्लास कहिये। वही एक क्लास रहे और बाकी जितनी क्लासिस हैं वे सब खत्म हो जायें। हिन्दुस्तान के तमाम लोगों के लिए एक ही क्लास से रेल में प्रवाह करने वाली बात को आपकी अगले अपने बजट में स्वीकार करना चाहिये। इसी चीज को मुझे आपका अगले बजट में देखना है।

Shri P. N. Solanki (Kerala): Mr. Chairman, I rise to speak on the interim budget of the Railways. I have listened to several speeches made by Members from this side. The interim budget is only for a short period. Therefore, I reserve my main comments for the major budget which will be coming up before the House within a short time. The interim budget which has been presented here is a deficit budget, and many of the Members have taken a critical view of the budget. However, I for one, would not like to blame the railways alone for that. The deficit which is shown by the Railway budget is the outcome of the general economy of our

country. The country as a whole is facing an economic crisis and as we could see from the major budget which was presented by the Finance Minister, Shri Morarji Desai, it also shows a big deficit in the general budget, and the same outcome has been reflected in the railway budget. This shortfall in the railway is due to the bad condition of the industries, the fall in the traffic, the fall in passenger traffic and rising prices. Many factors are there which are the main cause for this deficit. That is what I believe. In the past, the railways have helped the Central budget a great deal. As a matter of fact, I for one congratulated the Railway Minister during the 1965 aggression when the railways gave their highest, and most commendable performance, and efficiency was also at the highest. But the same cannot be said of them now. Within the last six or seven months, the railway administration is falling apart. The same thing has happened in respect of communication also. And this causes us great concern. After all, an efficient unit it could have brought in more efficiency and better results, but instead of that, the progress is now backward, and the criticism which we hear from other colleagues in the House, proves that there is now a great dissatisfaction among the railway workers. Also the administration is falling apart. Among the passengers also there is great dissatisfaction.

As Members of Parliament, although we are given a first-class pass and it is to be treated as ordinary first-class pass, it is not the same with us. Whenever we travel by the railways, we go to the booking-offices, and there we are treated as VIPs, whether we like it or not. The railway administration gives us special care. But the same is not for the general public. The general public has many problems, particularly as my friend Shri George

[Shri P. N. Solanki]

Fernandez stated just now. The third-class passengers are victims to a great extent. They may be third-class passengers, but they are in a huge number. Thousands and thousands of people travel daily by the third-class coach. They may not get special facilities, but they are entitled to the same courtesy and privilege as any other passenger who has a ticket, whether he may be an air-conditioned class passenger or a third-class passenger. The same is not the position as far as the third-class passengers are concerned.

Also, among the staff, corruption is increasing day by day. Corruption is increasing because as the state of the nation is also going bad, the same is with the common man. The common man who is earning a small wage has to live. He has to exist and for doing so he takes resort to corruption. Many of the passengers should also be blamed for this. Because in India today, when we use the word 'corruption', it is not actually used or understood by many as corruption but simply as buying a facility. If one wants to have a seat and he is not getting it in the normal course, he would not mind paying a little extra and getting the berth or the facility; for paying that much extra, he would not regard that as corruption. Such things are encouraged in many stations. I can give thousands of examples. This is growing and the railway administration should do something about it.

In the last session, when I spoke I had told the Railway Minister that railway administration is very huge where thousands of people are working and you ought to be like a godfather for the railway workers; and there should be some harmony between the two. Unfortunately that has not been established. The higher administration from the General Manager to the Divisional Superintendent forms a separate class. The lower categories of workers are facing many hardships. Most of them are working in slave-like conditions

—I am not using a wrong word. I am also connected with an unrecognised railway union. They are a fine bunch of people coming from the middle class and highly educated. I have seen their working conditions. To my utter horror I find that even small facilities like a glass of water are not available to them at their place of work, whether they are goods clerks or booking clerks. In several places I have noticed this. They are not given even the minimum facilities, which should be available to everybody. As Mr. Fernandes said, some of the upper strata of officers who travel by air-conditioned special saloons have all the facilities which the Maharajas used to enjoy in the old days. But even the minimum facilities are denied to the lower staff.

The demands of the railway workers may be many. But the administration can still keep them happy by giving them what they require in smaller quantities. May be at present with a deficit budget, they may not be able to satisfy all the demands. But soon demands which are justified should be immediately met. In several cases, Members of Parliament can be of great help. If we happen to be on the railway stations or nearby people bring to us several problems concerning the railway department. I have a complaint that when we approach the railway authorities with such complaints, they treat them as political subjects. For example, I approached the Baroda Divisional Superintendent for a flag station which was demanded by the people of my constituency. I was told in my face—of course very politely—that if this demand came from the villagers, it would be better. But coming from a Member of Parliament belonging to a particular party, it might have a political colour!

15.34 hrs.

[SHRI MANOHARAN in the Chair.]

I told him, if the people come to see you, probably you will not give

them an appointment for 3 months. Because I am an MP you are giving me an immediate appointment. That is why people come to us with their problems. There are several small problems and if we take them to the railway administration, they should not treat them as political problems. It is up to the Railway Board or other departments to grant the facilities or not. We simply ventilate the feelings of the people. In doing that, we should be given a little more consideration, because we can be really helpful to the administration and to the outside people. There may be problems concerning the railway staff where probably the railway administration look at them with a suspicious eye that they are of a political nature. Even then, there are so many human problems like housing, seasonal transfers, etc. So many times we have put these questions which are human problems. When you transfer an ordinary worker to a city like Baroda or Ahmedabad, where a house costs Rs. 400 a month, how can he afford it with his small wage? We request the railway department to consider such problems in the right perspective and have as less transfers as possible. In many cases, the education of the children of the staff also suffers. Because they are transferred suddenly they do not get admission for their children and they face a new difficulty. With such small problems in their mind they go to work in the railway department with the result they are not able to concentrate on their work. This is only one of the problems that they have, they are worried about many other daily problems also. These small matters I am bringing to the forefront only for the consideration of the Railway Minister.

I will not accuse this Administration of anything because it is a new Administration and the hon. Minister has just taken over charge. But he has to face a Challenge. The

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Indian Railways have done well in the past. In between there have been lapses. We have to cure them and go ahead with the confidence which the Indian Railways always had in the past. Therefore, as I said, the present Railway Minister faces a new challenge in this respect I am sure he will meet this challenge with confidence and with a proper understanding.

There is one other problem which I wish to bring forward to the notice of the Railway Minister. There has been a demand for a railway line in the district of Sabarkanta-Kaira. This demand has been put forward for a long time when Shri Nanda was in the Ministry and he was representing that constituency. Several people approached him with this demand but nothing has been done so far. The demand was for a railway line between Kapadwanj and Modasa. It is only a distance of 40 miles. It is vital to the industries. Not only there is sufficient passenger traffic, but there is cotton, oilseeds and other things. There are nearly 20 to 25 oil mills in the hinterland of Kapadwanj-Modasa. If it is linked with a railway line it would bring new life to the industry and also more revenue to the Railways. I am sure the Government will get more revenue if this railway line is constructed. I hope construction of this railway line will be considered early. This line can be connected by a ten-mile stretch from Dhansura to Talod. That will complete the circle of new line which has been done from Himmatnagar to Udaipur. If all these places are connected, it will give life to the industry there and the raw materials from these places can be shifted easily. At present Kapadwanj and many other places are connected by narrow gauge line. Because of the narrow gauge line goods traffic is facing great difficulty and most of it is carried by road transport. If the Railways want to take the good traffic from road transport they should provide a

[Shri P. N. Solanki]

broad gauge or metre gauge line. Only then they will be able to help the people and industries in these places and also increase their revenue.

Then there is the question of shortage of wagons. In many places wagon shortage is increasing day by day and a serious crisis is now being faced in many places. Wagons shortage is also faced in Surendranagar district in the salt area. I met the hon. Minister on this point. I put my case before him. I also gave him all the details about this case. But the salt industry is facing a serious crisis in the Surendranagar district because wagons are not available at Patri and Kharaghoda. These two are important salt producing areas in Gujarat and they are exporting salt to the rest of the country. These places are facing a crisis because of wagon shortage. The hon. Minister should look into this matter. Also, several important business points are facing wagon shortage. As my hon. friend, Shri Nambiar Showed some telegrams—I have not brought the telegrams that I received—I have also received several telegrams from tradesmen and businessmen from places like Nadiad and Baroda. People in business are raising a hue and cry about wagon shortage. Therefore, the Railway Minister should look into this. On the one hand they have a deficit, on the other they do not supply wagons. I am sure if they increase the wagon supply, there will be increase in traffic, more goods will move and they will be able to make good the loss which they have suffered in the recent past.

There are many other things which I can touch upon. I am reserving my comments for the main Budget. I wish all success to the new Railway Minister. I hope the Railway Ministry, which in the past has done some good work, will go ahead with confidence. One of the ex-Deputy Ministers of Railway, Dr. Ram Subhag Singh, is present here. He has prov-

ed his worth in the Railway Ministry. I have always had the highest regard for him. We have approached him with many problems and he has always tried to solve them. I hope the same thing will happen in future also. I extend the fullest cooperation to the Railway Minister and I expect the same from him in future.

श्री श्रीचन्द्र नीयल (चंडीगढ़) : अध्यक्ष महोदय, श्री पुनाचा ने अभी हमें ट्रेलर दिखाया है। तस्वीर कुछ देर के बाद आने वाली है। लेकिन ट्रेलर को देख कर देश को भयानक स्थिति का जो चित्र अपने सामने आता है मैं समझता हूँ वह देशवासियों के लिए सब के लिए भारी चिन्ता का विषय होगा। अध्यक्ष महोदय, 1966-67 के बजट का विचार करते हुए हमें यह आँकड़े मिलते हैं कि जो अन्दाजे इन्होंने लगाये थे सामान से यातायात से होने वाली प्रायः के उसमें 11.58 करोड़ का घाटा हुआ है और जो खर्च का अन्दाज लगाया गया था उसमें 27 करोड़ की वृद्धि खर्च में होकर 15.27 करोड़ का खसारे का बजट पिछले साल का सिद्ध हुआ है। जहाँ तक कि अगले वर्ष की बातों का हम विचार करते हैं तो हमें दो बातें बहुत गम्भीर दिखाई दे रही हैं। अगले वर्ष के लिए बताया गया है कि जो डेप्रिसियेशन रिजर्व फण्ड है उसमें 16 करोड़ रुपया कम जमा होगा और जो रेलवे कन्वेंशन कमेटी, 1965 की सिफारिश थी उसके मुताबिक 16 करोड़ की कमी और चालू वर्ष में जो कुछ हम इसमें जमा कर पाते थे उसकी तुलना में भी एक करोड़ की कमी होगी और इसमें से खर्च करने का इरादा अगले वर्ष सरकार रखती है। वह है 110 करोड़ रुपया जिसका अर्थ यह होगा कि हमें 11 करोड़ रुपया अधिक इस रिजर्व फण्ड में से खर्च करना होगा और जहाँ तक डेवलपमेंट फण्ड का तात्पर्य है उसके सम्बन्ध में तो वह कहा गया कि इस अगले वर्ष के समाप्त होने तक यह डेवलपमेंट फण्ड बिल्कुल

पूर्वतया समाप्त हो जायगा। उसका कारण यह है कि पिछले दो वर्षों में से हम जितना कुछ उसमें जमा करते रहे उससे अधिक उसमें से निकालते रहे और इस वर्ष तो कोई सरप्लस उसमें डालने के लिए है ही नहीं तो मैं समझता हूँ कि जो इस प्रकार की गम्भीर और वित्ता-जनक स्थिति है इसी कारण रेलवे विभाग में इस बात का निश्चय किया है कि जो जनरल रेवेन्यू है उसमें से 22 करोड़ रुपये का ऋण लेंगे। मैं नहीं समझता कि यह 22 करोड़ रुपये का ऋण किस ढंग से चुकायेंगे? हो सकता है कि हमारे रेलवे मन्त्री के दिमाग में यह चीज हो कि तीन महीने के बाद या महीने डेढ़ महीने के बाद जो तस्वीर हमें दिखाने वाले हैं उसमें जनता के ऊपर यात्रियों के भाड़े को बढ़ा कर तथा सामान के यातायात की दरों में वृद्धि करके या और नये कर लगा कर इस भार को वह डालना चाहते हैं। मैं चेलावनी देना चाहता हूँ अपने रेलवे मन्त्री साहब को कि आज जिन प्रकार की देशवासियों की अवस्था है यह इस बात की स्थिति में बिल्कुल नहीं है कि उनके भाड़े में कोई वृद्धि की जाय या सामान के यातायात के अन्दर कोई वृद्धि की जाय। ऐसी किसी भी वृद्धि को बर्दास्त करने की लोगों की ताकत बिल्कुल नहीं है और जहाँ तक मैं समझना हूँ वह इस बात के ऊपर विचार करें कि अगर 22 करोड़ रुपये का लोन जैसा कि वह इरादा रखने है रेलवे की भ्रामदनी में से ही चुकाने की व्यवस्था की जाय इसके लिए वह अपने खर्च के अन्दर कमी करे या रेलवे का एक्सपेंशन और करके दूसरे ढंग से अपनी आय के साधन बढ़ायें लेकिन लोगों को ज्यादा बढ़ी हुई दरों के बोझ का शिकार न बनायें। उनको शिक्षा लेनी चाहिए कि मिस्टर पाटिल आखिर क्यों चुनाव हारे? वह तो चुनाव के बड़े भारी माहिर समझे जाते हैं। कांग्रेस चुनाव का एक प्रकार से उनको उस्ताद माना जाता था। चुनाव के घन्टाड़े में यह स्पष्टता जाता था कि कांग्रेस पार्टी में उनका मुकाबिला करने वाला कोई नहीं है।

लेकिन मेरे एक नवजवान साथी ने उनको कमर तोड़ निकाल दिया है और उसका कारण यह है कि जो गलत नीतियाँ उन्होंने बतौर रेलवे मन्त्री के और बतौर दूसरे मन्त्री के अपनायी और जनता के अन्दर उसके कारण जो भारी असन्तोष और निराशा पैदा हुई आज उसी कारण उन्हें जबर्दस्त हार का मुह देखना पड़ा है। मैं चाहूँगा कि हमारे नये रेलवे मन्त्री उन की हार से शिक्षा लेंगे और देशवासियों के लिए उसी प्रकार की नीतियों का अवलम्बन नहीं करेंगे। उन नीतियों में परिवर्तन करेंगे।

आज जो एक प्रकार की असमानता हमें दिखाई देती है गरीब और धनी के अन्दर उस असमानता को कम से कम अपने रेलवे विभाग के अन्दर तो वह दूर करे। मैं यह समझता हूँ कि भारत की जनता का जो यह उमड़ता हुआ नूतन भाव बढ रहा है उसमें अब यह भ्रामदनीयों के भेद भ्रामदनी के अन्दर जो यह असमानता है वह अब इस देश की जनता भागे बर्दाश्त नहीं करेगी। समय आ गया है कि हम कोई न कोई अपना लक्ष्य निर्धारित करें। आज देश के अन्दर ऐसे भी भाई हैं जिनकी लाख लाख रुपये रोज की भ्रामदनी है। उसके मुकाबिले में ऐसे भी हैं जिन की सौ रुपये महीने की भी भ्रामदनी नहीं है। मैं यह समझता हूँ कि समाजवाद का नारा देने वाली सरकार को कोई लक्ष्य अब निर्धारित करने होंगे कोई नीति तय करनी होगी और उसको यह फौसला करना होगा कि दो भाइयों की भ्रामदनी के अन्दर एक और दस से ज्यादा भेद नहीं रहेगा और मैं समझता हूँ कि मन्त्री महोदय रेलवे विभाग के अन्दर उसको शुरू कर सकते हैं। हमारे ही मुल्क के कुछ लोग एयर कन्डीशन्ड गाडियों में सफर करते हैं और दूसरी तरफ तीसरे दर्जे के मुसाफिरो की अवस्था का चित्र हम अपनी छाछों के सामने लाते हैं तो हमें दिखाई देता है कि आज किस प्रकार की भीड़ उसमें चलती है? वह नजारा वह सारा दुःख पता नहीं हमारे नये मन्त्री ने

[श्री श्रीचन्द गोयल]

देखा है या नहीं किस तरह से फुट बोर्ड पर खड़े होकर लोग सफर करते हैं? बर्ड क्लास के कम्पार्टमेंट के अन्दर जहाँ 40-50 की जगह है वहाँ डेढ़ डेढ़ सौ लोगों की भीड़ जमा होती है। लेटना और बैठना तो दरकिनार, खड़े होने की भी गुंजाइश नहीं होती। मुझे अनेकों बार इस प्रकार के असंग्रह्य हैं, इस प्रकार से मैंने यात्रा की है कि जहाँ पर खड़े होने की भी भी जगह लोगों को मिलनी नहीं है।

मैं समझता हूँ कि चण्डीगढ़ जैसी जगह जो कि दो प्रान्तों की राजधानी है और जो एशिया का सबसे बेहतरीन शहर है, इतने सुन्दर नगर के रेलवे स्टेशन को जाकर आप देखें और मैं इस बात की प्रार्थना करूँगा अपने नये रेलवे मन्त्री महोदय से कि वह चण्डीगढ़ पधारें वहाँ का जो रेलवे स्टेशन है जो आज से दस पन्द्रह साल पहले बना था उसका नक्शा वहाँ पर जाकर देखें वहाँ पर कोई बेटिंग रूम नहीं है। वहाँ पर कोई बाथ रूम नहीं है। वहाँ पर गाड़ियों के कुछ इस ढंग से मेल बनाये हुए हैं कि जो दो गाड़ियाँ जिनका मेल वे साइड स्टेशन पर होना चाहिए लेकिन चूँकि वह 365 दिन में 360 दिन लेट चलती हैं इस कारण दोनों का मेल चण्डीगढ़ स्टेशन पर होता है जहाँ पर केवल एक प्लेटफार्म है। वहाँ पर रात के अन्धेरे में सारे यात्रियों को दूसरी तरफ रेलवे साइड के अन्दर उन को उतरना पड़ता है। कितना भारी कष्ट उठाना पड़ता है? एशिया का अनुपम नगर जो समझा जाता है वहाँ पर ऐसी स्थिति है। मैं इस बात की प्रार्थना करूँगा कि उन सारी बातों को वह स्वयं जाकर देखें।

मैं आज यह समझता हूँ कि जिस प्रकार का अब जमाना आ रहा है इस जमाने में हमें जो सीसरे दर्जे के यात्री हैं उन की सुविधाओं की और विशेष ध्यान देना होगा खास तौर से रिजर्वेशन आफ् सीट्स का जहाँ तक सम्बन्ध है आठ आठ दस दस दिन पहले से जो धाई प्रमल करते हैं उन का भी प्रबन्ध नहीं होता। कितनी कामावाचारी चलती है कितनी

ब्लैक मार्केटिंग इस के अन्दर चलती है? मैं एक सुझाव देना चाहता हूँ अपने नये रेलवे मन्त्री महोदय को कि उन्हें चाहिए कि लम्बे सफर में चलने वाली जो गाड़ियाँ हैं उन के साथ एक एक्सट्रा स्लीपर कोच और बसनी चाहिए ताकि जो धाई लम्बी यात्रा करते हैं उन को सोने की सुविधा मिल सके। या कम से कम छोटे साइज के भीर कम्पार्टमेंट बनाने चाहिए जो उस में घटैच किये जा सकें। आज इस बात की जरूरत है, सभापति महोदय, कि ज्यादा जनता-गाड़ियाँ शुरू की जायें। अभी फर्नांडिज जी बता रहे थे कि रेलवे के पास 800 सैलून हैं जिनको हमारे रेलवे बांड के बड़े बड़े कमचरी इस्तेमाल करते हैं। मैं यह समझता हूँ कि यह ठीक सुझाव दिया गया है कि उन के बजाय अगर हम ज्यादा जनता गाड़ियाँ चलायें तो उस से लोगों की सही सेवा हो सकती है। मैं यह भी निवेदन करना चाहता हूँ कि जहाँ...

Mr. Chairman: The hon. Member may try to conclude now.

श्री श्रीचन्द गोयल: मेरे साथ यह ज्यादाती क्यों सभापति महोदय। मुझे तो 10 मिनट भी नहीं मिल रहे हैं जब कि दूसरों को आधा-आधा घन्टा मिला है यह तो मैं उचित नहीं समझता।

Mr. Chairman: There are so many Members to speak.

Shri Sri Chand Goel: There are many Members to speak but I must also get an equal treatment along with the members of other parties. They have been given more than half an hour each, when I am being asked to conclude after 10 minutes. It is sheer injustice to me and to my party and I, therefore, request you to give me more time.

Shri Nambiar: The guillotine will come against all of us.

श्री श्रीचन्द गोयल: सभापति महोदय, जब नई गाड़ियों के चलाने का प्रश्न आता है तो मैं नहीं समझता कि उस में "क्यू" के रूप का ठीक तरह से ध्यान देना है। कितने भी प्रीजेंट्स मुकदमिस्त सूबों से सुझाव के

रूप में आते हैं उन पर र्यू सिस्टम से विचार नहीं होता। जिस प्राजेक्ट के बारे में पहले इन्वेस्टीगेशन हुआ, पहले जांच-पड़ताल कर के निर्णय हो गया उस पर इम्प्लीमेंटेशन नहीं होता है। होता यह है कि जैसे नए मशीन मंडल आते हैं प्रान्तों में नई बजारें बनती उनके बीच मिनिस्ट्रों का जितना यहाँ पर रेलवे विभाग के साथ प्रभाव होता है, उसके अनुसार वे अपने प्राजेक्टों को प्राथमिकता दिलवा देते हैं और इस प्रकार उनकी बरीयता बदल जाती है—मैं इसे बिल्कुल अनुचित समझता हूँ। मुझे पता चला है कि चण्डीगढ़ को मेन लाइन पर लाने के लिये कितने दिनों से प्रयत्न होते रहे हैं लेकिन जिन लोगों का ज्यादा प्रभाव होता है वे अपने प्रोजेक्ट्स को सफल करवा लेते हैं। मैं समझता हूँ कि यहाँ पर र्यू का रूल चलना चाहिये। एल्बो का रूल नहीं चलना चाहिये। जैसे पहले सिनेमाघरों में टिकट खरीदने के लिये एल्बो का रूल चलता था जो ताकतवर होते वे टिकट खरीदने में पहले कामयाब हो जाते थे उस प्रकार का रूल रेलवे में नहीं चलना चाहिये बल्कि सीधे तौर पर र्यू का जो रूल है उसके अनुसार नई रेलवे लाइनें बिछाई जानी चाहिये।

सभापति महोदय इस रेलवे विभाग में 16 लाख कर्मचारी काम करते हैं, 16 लाख कर्मचारियों का पब्लिक सेक्टर में भारत के अन्दर यह सब से बड़ा विभाग है जिसमें इतनी बड़ी संख्या में कर्मचारी काम करते हैं। इन कर्मचारियों के अपने अपने प्रश्न हैं। वहाँ से यह मांग की जा रही है कि उनके डियरनेस को बढ़ाने के बजाय, जिस तरह से पहले रेलवे विभाग की तरफ से सस्ते दरों पर चीजों की दुकानें खोली जाती थीं, जहाँ पर उनको एसेम्बल कमाडिटोर्ज़ भाइक लाइफ सस्ते दरों पर मिला करती थीं, उस तरह की दुकानें खोली जायें। उस पुरानी सिम्बेदारी को जो रेलवे विभाग अंग्रेजों के जमाने में निभाता था, आज इस स्वतन्त्र भारत में उस सिम्बेदारी को क्यों नहीं निभा सकता। वास्तव में आज उनके असन्तोष

के कारण ही रेलवे में वे दुर्घटनाएँ होती हैं उनके असन्तोष के कारण ही रेलवे की भाज घाटे का बजट पेश करना पड़ता है। उनके असन्तोष के कारण ही भाज देश का सारा आर्थिक चक्र बिगड़ता है। इस लिये भाज जरूरत इस बात की है कि उनके लिये सस्ते दामों पर मिलने वाली, जिस में सरकार सम्झौताइज करे, उस प्रकार की दुकानें खुलनी चाहिये।

इस के साथ ही साथ उनकी मकानों की समस्या भी है। इस के लिये मैं समझता हूँ कि म्यूचुअलिफ कारपोरेशन्स और इम्प्रूवमेंट ट्रस्ट्स हैं, वे जमीनें लेकर उन कर्मचारियों की जरूरतों के मुताबिक मकान बना सकते हैं। इस सम्बन्ध में मैं एक तजवीज पेश करना चाहता हूँ...

Mr. Chairman: Please try to conclude now

श्री भीन्वद गोयल. चेयरमैन साहब, मुझे 10 मिनट और दीजिये, और मन्स्यो को भी ज्यादा समय मिला है।

Mr. Chairman: You may have two minutes more

Shri Sri Chand Goel: I have hardly taken 10 or 15 minutes

Mr Chairman: You have already taken 15 minutes

श्री भीन्वद गोयल सभापति महोदय, मैं यह निवेदन कर रहा था कि मैं यह तजवीज पेश करना चाहता हूँ कि सरकार रेलवे स्टेशनों के आसपास, रेलवे कैम्पों के आसपास जमीनें एकत्र करे, उनको डवलप कर के, प्लॉट बना कर रेलवे कर्मचारियों को वे और उनके प्राथिभेन्ट फण्ड में से उन को कर्वा दिया जाय ताकि रेलवे के कर्मचारी अपने अपने मकान खुद बना सकें।

[श्री श्रीचन्द गोयल]

मैं यह भी निवेदन करना चाहता हूँ कि रेलवे कर्मचारियों को रेलवे बोर्ड पर प्रति-बिधित्व मिलना चाहिये। जिस भिन्न प्रकार की रेलवे सर्विसिज के जो कैंडर हैं, उनकी सर्विस कम्प्रीशन में शीघ्र समानता लाने की जरूरत है, यूनिफार्मिटी लाने की जरूरत है। पे-कमीशन और कन्सीलियेशन बोर्ड की भाग बहुत दिनों से चली आ रही है, उनकी धनेकों समस्याओं और उन में फेले हुए असन्तोष को दूर करने के लिये पे-कमीशन और कन्सीलियेशन बोर्ड की रचना बहुत आवश्यक है।

एक बात का मैं पुरजोर विरोध करना चाहता हूँ, हमारे मंत्री महोदय ने अपनी बजट स्पीच में यह कहा है कि हम प्रोग्रेसिवली बिजली की रेलें चलायेंगे या हीजन स चलायेंगे जिसका अर्थ यह होगा कि लॉको मंचारी बेकार हो जायेंगे या जो प्रागे लॉकारिंग मिननी है, उन पर पाबन्दी लग जायगी सर्विस पोटेन्शाल फीज कर दिया जायगा। मैं यह समझता हूँ कि भारत का अर्थशास्त्र, भारत की इकानामी इस बात की इजाजत नहीं देती कि हम इस प्रकार का यन्त्रीकरण करे जिससे कि लाखों लोग बेकार हो जाय। इस में हमें अमरीका और दूसरे देशों की नकल की जरूरत नहीं है, उनकी समस्या और है, वहा पर कैपिटल ज्यादा है लेबर कम है, लेकिन हमारे देश में लेबर ज्यादा है और कैपिटल कम है। इस लिये मैं समझता हूँ कि इस प्रकार लोगों को बेकार करने की जितनी भी योजनायें हैं, जिसका उन्होंने अपनी स्पीच के शुरू में जिक्र किया है उन पर पुनर्विचार होना चाहिये।

मैं कुछ और सुझाव देना चाहूंगा भाल गाड़ियों में ब्रासतीर पर बड़े पैमाने पर चोरिया होती हैं। उस का कारण यह है कि भाल गाड़िया बहुत ज्यादा लम्बी होती हैं, इन्जिन ड्राइवर और गार्ड के बीच में इतना फासला होता है कि गार्ड देखता है कि से-साइड स्टेशन पर लोग समान उठा कर चोरी करते हैं लेकिन वह प्रागे नहीं भाता क्योंकि उध पर कहीं हथका

न हों जाय और फिर इस से रेलवे को जो मुभावना देना पड़ता है उस से भारी हानि होती है। मैं सुझाव देता हूँ कि भालगाड़ियों पर मगसत्र कास्टेबिज्ज अधिक संख्या में तैनात भिये जायं ताकि ब्राइन्दा इस प्रकार की चोरियों रोक कर सरकार को मुभावजे के रूप में जो भारी बाटा उठाना पड़ता है, उस से छुटकारा मिल सके।

एक सुझाव यह है . . .

Mr. Chairman: The hon. Member may please conclude.

Shri Sri Chand Goel: I will take only two more minutes

Shri Kanwar Lal Gupta (Delhi Sadar): This is his maiden speech

Shri Sri Chand Goel: No question of maiden speech

Mr Chairman: I appreciate the difficulties of the hon. Member He in turn should also appreciate my difficulties He may conclude now

श्री श्रीचन्द गोयल : महापति महोदय, मैं यह निवेदन कर रहा था कि आज भी धनेकों इस प्रकार के नियम प्रापने बनाये हुए हैं कि जिन के कारण ग्रेट ट्रांसपोर्ट पर पायदी लगी हुई है। किसी को अगर 100 मील में ज्यादा फासले पर अपना मामान ट्रक के जरिये, मोटर ट्रांसपोर्ट के जरिये ले जाना होता है तो उसको पहले रेलवे विभाग में दरखास्त देनी पड़ती है, उसको इस बात के लिये विवक्ष किया जाता है। मैं समझता हूँ कि यह जायज चीज नहीं है। हर एक व्यक्ति को इस बात की स्वतन्त्रता होनी चाहिये कि जिस किसी भी यातायात के साधन से वह अपना सामान ले जाना चाहे वह सामान ले जा सके और इस प्रकार के जो नियम बने हुए हैं, उन सब को आज रिपील करने की आवश्यकता है ताकि देश में कन्सोलिडेटेड ट्रांसपोर्ट पालिसी चल सके।

मैं यह भी निवेदन करूंगा कि चित्तखन सोकोमोटिव वर्कशाप या बारणसी वर्कशाप में आज जितना भी स्ट्राक रिट्रेन्च करने का इरादा रखते हैं, उन में प्राप जितने स्वेपर्स बनाते हैं,

बहुत से स्पेशर्स को दूसरे देशों से मंगवाना पड़ता है, हमारे इन्वीनियर्स और एक्सपर्ट्स उन स्पेशर्स को वहाँ बनाने के लिये तैयार हैं, आपको चाहिये कि इस विभाग को सेल्फ सफिशियेन्ट बनायें, वे सारी चीजें वहाँ पर निर्माण करने का आपको प्रयत्न करना चाहिये और उन को इस काम को करने का अवसर मिलना चाहिये ।

एक बात और कहना चाहता हूँ कई जगहों पर शोवर ब्रिज की बड़ी भारी समस्या है, खास तौर पर पटेल नगर के इलाके में, पांच-छः लाख की आबादी इसके आस पास रहती है, 10-12 बार फाटक को बन्द करना पड़ता है, इस समस्या की तरफ सरकार को ध्यान देना चाहिये ।

16 hrs.

Shri C. Chittibabu (Chingleput): Mr. Chairman Sir, in my maiden speech I shall be failing in my duty if I do not point out the indifference of the ruling party or the Union Government towards their "well-preached but never practised" democratic socialism. There will not be any meaning for the Congress Party's democratic socialism, unless the party in power implements radical changes to remove the disparities among the rich and the poor at least among the railway passengers. I strongly plead with the hon. Railway Minister to replace the upper class system in the railways in stages and allay the neglected feelings on the part of the poor and middle class sections of our people.

I would now like to point out some of the backward features of the Southern Railway. For example, even after twenty years, we have not laid any line from Trinelveley to Kanyakumari. It is a holy place for Indians, where we can see the rising sun on one side and we can see the setting sun on the other. I would suggest that we shall have to take urgent steps to have a line at least for Kanyakumari in Tamil Nad. It is no use saying that

we have improved the luxurious service instead of attending to the third class passengers' requests.

From the figures in the budget, I would like to point out that we are earning a revenue of Rs. 206 crores from third class passengers. But from the White Paper or the Explanatory Memorandum I find that only fans have been provided in 7000 third class coaches by way of improvement. Are we not ashamed of saying that we have only provided fans for third class passengers after twenty years of Independence?

Shri Sezhiyan (Kumbakonam): They never work.

Shri C. Chittibabu: After twenty years since Independence the third class passengers on the Indian Railways have this basic amenity of fans. We are providing them only with fans but we are not providing them with facilities to have their seats in the carriages. I would request the hon. Minister to travel in the third class on a trip from Madras to Tiruchirappalli so that he can find out for himself the difficulties of the passengers and how the passengers of Tamil Nad are getting troubled by their travelling experience.

I would also like to point out that even after the removal of the emergency, we are asking the railway employees to work after five o'clock. In Tambaram, the railway employees are continuing to work from 10 a.m. to 5.30 p.m. I would like to point out that there is no reason for the Railway Ministry to compel the staff to work for extra hours in the present circumstances. Therefore, I request that orders may be issued by the Railway Ministry to bring down the hours of work to what they were originally and adopt the normal working hours on a par with those of the State Government.

Regarding the granting of extension of service to the employees after 5 1/2

[Shri C. Chittybabu]

years of age, I would submit that that contributes to the increase of the unemployment problem. The grant of extension of service up to 60 years of age in the Central Government posts means not only the retention of the aged people in service but also the shutting out of the young and energetic candidates to suitable posts. Of course, in rare cases, exemption may be given such as to those in the medical, engineering, and other technical services in the railway department. But, otherwise, I would request the hon. Minister to drop the policy of granting extension of service so as to provide opportunities to the coming generation of young and efficient and energetic candidates and thereby solve the unemployment problem. I bring to the notice of this House that the occupation of quarters is not according to the allotment fixed by the railway department. Quarters allotted to railway guards are occupied by motor-men; quarters allotted to TTEs are occupied by ticket collectors. Ultimately some members of the staff are left without quarters and they are compelled to live in outside houses paying higher rent which cuts into their standard of living. Therefore, Government should take appropriate measures to see that the quarters allotted are occupied by the proper allottees. This should be done on a uniform basis and strictly according to the allotment made by the department.

The railway department has running staff like drivers, guards, TTEs etc. Formerly there was a system of calling boys employed for the purpose of calling the running staff to be prepared for duty at the appointed time. Such a system was highly useful, more particularly in the morning and night hours. This system of having calling boys was stopped at Tambaram for reasons well known to the department. I feel that the department should take immediate steps to restore this system for the benefit of the running staff.

In the book supplied, I find a reference to miscellaneous expenditure on survey of lines. I want to know from

the Minister how many surveys are going on and how many completed. In 1952, there was a proposal to have a broad gauge from Arkonam to Trichy via Conjeevaram. But till now this has not been completed. Another proposal was about a line from Chingleput via Uttara Merur to Chinna Salem which was surveyed in 1958. But till today no further action seems to have been taken. I would like to know the reason for the delay. I would request Government to take active steps to strengthen the lines on the Southern railway.

On the Madras—Villipuram beach section we find the electrical system introduced. The Madras—Villipuram—Trichy section requires to be converted into broad gauge in view of the increased tempo of industrialisation in the region. But it is evident that the Railway Board has not given thought even to the doubling of the 18 mile track between Chingleput and Tambaram, let alone the conversion of 200 miles into broad gauge. Speed is requested in connection with the Conjeevaram—Chingleput train. The much talked of electrification scheme or the Madras—Arkonam section will be immensely beneficial to the large industrial belt of this region if it is implemented expeditiously.

Industrial development in the Madras State had till now centred round Madras and Coimbatore cities, but future growth is bound to be spread over a far wider area all over the State with the prospect of an oil refinery at Tuticorin where an all weather port is fast coming up, the railways will be called upon to handle 1.5 million tonnes annually. The proposed pig iron plant at Cuddalore and the growing industrial complex around Trichy, Madurai, Tirunelveli, Salem and Vridachalam and Coimbatore are bound to lead to greater pressure on railways in the region. Any planning must, therefore, take into account the growing transport needs of this area and the traffic that is likely to be generated during the next five years on the Southern railway system. The

development of road transport network and the development of railways must proceed at a quicker pace than the industrial activity in the State if they are to cope with the demands made in view of the significant industrial development in the State, more particularly its southern region. Therefore during the next decade, it is imperative that the southern railway system should undertake immediate measures to develop its traffic capacity on all the metre and broad gauge lines south of Trichy.

It is heartening to note that traffic and engineering surveys are under way for conversion of the Mdurai-Tirunelveli-Tuticorin section into broad gauge. A parallel line between Madurai and Dindigul and a new broad gauge link between Conjeevaram and Chingleput-Mahabalipuram are essential to increase the traffic carrying capacity to cope with the increasing demand in this region. It is to be hoped that the present pace of reorganisation would ultimately lead to a switchover from metre gauge to broad gauge traffic in the southern zone. I request the Railway Minister to look into the matters relating to this region and see that these things are done to my State.

श्री धनुषा प्रसाद शंभल (समस्तीपुर)

सभापति महोदय, अभी हम लोग एक ओर की ही आवाज काफी सुन रहे थे। तस्वीर के दो हिस्से होते हैं। अगर उमके एक ही तरफ देखा जाय तो उस को पूरी तस्वीर देखना नहीं कह सकते। अगर हम बराबर ही उस सर्वोच्च सभा में बैठ कर मिलनेयो साहिबा की भाषा में बोलने लगे तो उतना ही काफी नहीं है, लाखों करोड़ों लोग जो चौबीस घंटे प्रतिदिन काम करते हैं। उन की ओर भी हमें ध्यान देना है।

रेल बजट में डेफिसिट जो आया है उस का खाल कारण रेल बंदी पुनाया

साहब ने जो हिसाब दिया है उस से मालूम पड़ता है कि डी० ए० (महगाई भत्ता) द्वारा बड़ा झुझा खर्च है। उस की वजह से ज्यादा खर्च बढ़ गया है नहीं तो हम लोग बराबर रेल से काफी अपनी आमदनी बढ़ाते रहे हैं। इस लिये जब वस्तुओं के भाव इतनी ऊँचाई की ओर गये हैं तब जरूरी है कि हम असल काम करने वाले रेलवेमेंस जो लोग हैं उन की तरफ ध्यान दें। इम के लिये जो सबसे जरूरी चीज है अर्थात् रेलवे कोआपरेटिव ग्रेन स्टोर्म, उस में भी कुछ प्रगति होनी चाहिए। उधर से एक आवाज किसी नये मेम्बर की ओर से आई कि लेबर कोआपरेटिव सोसायटीज अच्छा काम नहीं कर रही हैं। लेकिन जहा तक पूर्वोत्तर रेलवे की बात है, मैं जानता हूँ कि उस मजदूर कोआपरेटिव में काफी प्रगति आई है, नयापन आया है। नये डग के रास्ते पर, सोशलिस्ट पैटर्न पर कंट्रैक्ट सिस्टम को खत्म करने की ओर कदम है। लेकिन मैं समस्तीपुर इलाके (पूर्वोत्तर रेलवे) की बात कहता हूँ। पूर्वोत्तर रेलवे की बात करता हूँ। उत्तरी बिहार की बात करता हूँ, आप सारे देश की बात करते हैं, लेकिन मैं थोड़े से इलाके की बात करता हूँ, इस लिये आप चबराये नहीं। लेकिन मैं जो कुछ सुन रहा था ईंट बाँध खोलनी बि छबर साइड आफ बि पिक्चर। इतनी बड़ी सभा में बैठ कर अगर हम अच्छे हिस्से को न देखे तो हमें प्राश्नचर्चा लगेगा। अभी श्री जार्ज फर्नान्डेस साहब ने कहा कि मैं इतनी बड़ी सभा में बोल रहा हूँ। बड़ी सुन्दर आवाज में अभी वह कह रहे थे कि साहब, यह बड़े-बड़े रेल कर्मचारीगण काफी आराम की गाडियो में चलते हैं। यह सही है। लेकिन जो कर्मचारीगण दिन-रात काम करने वाले हैं, उन का घर ही बर्हा है। वह बर्हा ही रहने वाला है, बर्हा सारा काम कहते हैं, उनको झोंपड़ी ही एक डग से वह है। वह चलती फिरती झोंपड़ी में जीवन

[श्री यमुना प्रसाद मडल]

वर, जब तक रेलवे की सेवा में हैं, काम करते रहेंगे। अगर आप चाहते हैं कि हम एक नया डग अपनायें, तो हम सभी पार्टियों के लोग बैठें और निश्चय करें कि हम लोग थर्ड क्लास में ही चलेंगे। लेकिन हम लोग छोटी-छोटी बात पर भी मिलना नहीं चाहते।

पाटिल साहब को कई बार यहाँ कहा गया। वह बड़े तेज आदमी हैं, खास कर हमारे डा० राम सुभग सिंह ने काम किया, वह पैदल उन इलाकों में गये जहाँ भाज तक कोई रेल मंत्री नहीं जा सके, फ्रंटियर का पिछड़ा इलाका था, स्ट्रैटेजिक एरिया थी, वहाँ जाकर नई नई लाइनें खोलने की बात की, यह बड़ा सराहनीय है। इस की डिटेल्स में मैं फिर जाऊंगा (व्यवधान)। थोड़ा धीरज रखिये, जब आप बोल रहे थे तब मैं अपना धीरज नहीं खो रहा था, आप क्यों धीरज खोने लें।

एक माननीय सदस्य क्या पार्लियामेंट में सब कुछ किया रेलों के लिये ?

श्री यमुना प्रसाद मडल मैं माननीय सदस्य का जवाब नहीं देना चाहता, लेकिन हमारे मागे हिन्दुस्तान में जो इतने करोड़ों नाग, लाखों लोग जा कुछ चाहते हैं उस के सम्बन्ध में मैं एक बात कहना चाहता हूँ कि सब हूँज बीन डन, थेंट सब रिमेन्स टु बी डन। (बहुत काम हुये हैं अगर सभी बहुत करना ?) डेवेलपिंग सासायटी में तथा डेभलपिंग एकाइटी में, जहाँ प्रनुक्रमिक विकास है, अगर रिबोल्यूशनरी डेवेलपमेंट की बात चलती है तो आप चीन के रास्ते जायें उस के रास्ते जायें तभी आप ऐसा कर सकते हैं। (व्यवधान) आप चाहें तो एक दिन में उसे लाइये और एक दिन में जो कुछ भी हो चुका है उसे खत्म कर दीजिये।

अन्धाकार की बात मैं समझता हूँ कि वह कैसा हुआ है। लेकिन कितने भी रेल कर्मचारी घाज हैं वर्तमान सभाज से पल कर प्रतिक्रमण पाकर भाये हैं, उनमें से कुछ न कुछ गलती करते हैं। इस सम्बन्ध में बड़ी बड़ी कमेटीया बनी हैं और सरकार चाहती है कि स्थिति में आमूल परिवर्तन किया जाये। हम लोगों को इस के लिये 'आवाज' लगानी चाहिये अगर इसके लिये हम ईमानदार रेल कर्मचारियों को नहीं कह सकते कि उन्होंने कुछ नहीं किया। (अगर 100 में से दो बार दस आदमी ऐसे निकलते हैं, अगर एक परिवार में एक आदमी खराब आ जाता है) तो क्या हम 99 प्रतिशत कर्मचारियों के लिये कह सकते हैं कि उन्होंने कुछ काम नहीं किया ? यहाँ पर 16 लाख कर्मचारी रेल सत्थानों में काम करते हैं। सभी तो खराब नहीं हैं। उन में से अधिकांश अच्छे हो सकते हैं।

जहाँ तक गुड्डम या पारसल की बात है मैं इससे महमत हूँ कि बहुत सी बातें हैं जिन में 'हाई स्टैण्डर्ड' आना चाहिये। उन में इस तरह के पर्सनल नहीं रखे गये हैं कि जो कि विशेषज्ञ हो। वहाँ पर साइसदा नहीं है वहाँ पर ऐसे लोग हैं जो छोटे को बड़ा कहते हैं और बड़े को छोटा। कभी-कभी ऐसी गलतियाँ हो जाया करती हैं। एक आवाज आपने इसकी लगाई लेकिन दूसरी तरफ आप दूसरी तरह की बात कहने लगे। रेलवे आफिसर्स में कामरेडशिप की स्पिरिट नहीं है। बिना कामरेडशिप की स्पिरिट के समाजवाद अच्छी तरह से आ नहीं सकता। आपको यह पता है कि पीछे से जो रास्ता मिला है, जो ट्रेडिशनल पुरानी बेंकमी है वे पच्चीसों सालों से चले आ रहे हैं उस को आप 'मैन्ड' कर सकते हैं 'एन्ड' नहीं कर सकते हैं। (व्यवधान)। आप तस्वीर का एक ही भाग जानते हैं। लेकिन सभापति महोदय आप मुझे ऐसा कहने के लिये माफ करोगे कि बराबर 'मिस मेयो' की ही भाषा में नहीं बोलना चाहिये। ह्यूया गटर की ही

थापा बोलना ठीक नहीं है। जो लोग मेहनत से काम कर रहे हैं वह ईश्वर की कृपा से ही हमको मिले हैं। आप देखिये कि उन रेल-कर्मचारियों को किन किन कठिनाइयों का सामना करना पड़ता है। अभी कहा गया कि यूटोपियन आइडियल लेकर चलेंगे। यह बहुत मुश्किल है कि यूटोपियन आइडियल लेकर हम चलें। जिस तरह से रेलवे मिनिस्टर साहब ने आखिर में रेलवेमेन्स के प्रति कृतज्ञता प्रकट की है उसी तरह से आज भी इस सम्बन्ध में कहा जा सकता है कि मच हैब बीन इन वेद मच रिनेन्स टू बी इन।

दिन रात जो नौग कम तन्व्वाह में बहुत कम आमदनी में काम करते हैं जिनके लिये रहने की जगह नहीं है प्लेटफार्म पर ही रह जाते हैं मैं इस बात का मानता हू कि उनके लिये बहुत कुछ करने को बाकी है।

(व्यवधान)। आप सारी दुनिया की बात कहते हैं, आप सारी दुनिया का भ्रमण कर चुके हैं। मैं अपने यहां की बात कहता हूँ।

आज माननीय सदस्य रेल पर श्वेत पल को पढ़े लेकिन मफेद चश्मे से पढ़े किसी रंगीन चश्मे में न पढ़े। जब रंगीन चश्मे से पढ़ने लगने हैं तो सही बात उससे नहीं निकलती है।

एक माननीय सदस्य : आपका चश्मा कैसा है ?

श्री यमुना प्रसाद मजल : मरा चश्मा सफेद है। स्टाफ और स्टाफ बेलफेअर के बारे में रेलवे मंत्री ने कहा है कि 600 रु० माहवार तक पाने वाले लोगों के लिये हम काफी कुछ करेंगे। मगर मैं कहना चाहता हू कि इतने से काम चलने वाला नहीं है। इस समय श्री पुनाचा यहां नहीं हैं लेकिन उन के योग्य राज्य मंत्री श्री परमिल घोष हैं मैं उनसे कहना चाहता हू कि अगर आप समाजवाद अपना कर चलना चाहते हैं तो जो लोग चौबीस घंटे काम करते हैं कम से कम उनके बच्चों

की शिक्षा की व्यवस्था तो की जाये। इसको स्टेट पर टास देने से यह कह कर कि यह स्टेट गवर्नमेंट का काम है हमारा काम नहीं चल सकेगा। वे इसकी ओर जरूर ध्यान दें। स्कालशिप भी बहुत कम रखे गये हैं उनको ज्यादा बढ़ाना चाहिये।

रेलवे में कोआपरेटिव मूवमेंट बहुत अच्छे ढंग से चलना रहा है लेकिन उसमें कुछ प्रगति लानी जरूरी है। पहले आप लोगों को इन कोआपरेटिव से अग्र देने थे लेकिन अब आपने अपने काम का ढांचा बदल दिया है। आपको एक बार फिर उन कार्यों को कम से कम चतुर्थ वर्ग के कर्मचारियों के लिये चलना होगा। आपको ग्रीन ग्राम कोआपरेटिव सोसायटीज के माध्यम में चलाना होगा क्योंकि उनको चला करके ही आप उनको मनुष्ट रख सकेंगे। भूषे भजन न होय गोपाला आप इसको निश्चित समझिये। पूरी मेहनत से काम करने वाले मफाई मजदूरों की ओर भी कुछ कीजिये।

इस व्हाइट पेपर में बहुत सी बातें दी गई हैं लेकिन मेरा समय सीमित होने के कारण मैं केवल एक दो बातों की तरफ इशारा करना चाहता हूँ।

इस व्हाइट पेपर के पृष्ठ 43 पैराग्राफ 48 आइटम 17 पर नार्थ ईस्टर्न रेलवे की सुपील से थरमीटा के बीच की 12 78 किलोमीटर रेलवे लाइन को रेस्टोर करने की व्यवस्था की गई है। मैं निवेदन करना चाहता हूँ कि नार्थ-ईस्टर्न रेलवे एक बहुत बड़ी रेलवे है जो उत्तर प्रदेश और बिहार राज्यों में फैली हुई है। इतनी बड़ी रेलवे की केवल आठ मील डिसेम्बल रेलवे लाइन को रेस्टोर करने की बात कही गई है। मैं आपको याद दिलाना चाहता हूँ कि भूतपूर्व रेलवे मंत्री डा० राम सुभग सिंह ने निरमली से रेलवे मूजबंद काफरेस में यह आश्वासन दिया था कि यह लाइन सुपील से थरमीटा होते

[श्री यमुना प्रसाद मंडल]

हुए भपटियाही तक ले जायी जायेगी, भपटियाही के निरमली (उत्तर बिहार) होते हुए पुरानी लाइन मे मिला दी जायेगी और भपटियाही से राधोपुर प्रतापगज की ओर भी ले जायी जायेगी। मैं निवेदन करूंगा कि श्री पुनाचा इस बारे मे फिर से गम्भीरता से और करे जिससे उत्तर बिहार के लोगो को कुछ सुविधा उपलब्ध हो। जब रेलवे प्रशासन ने हिन्दुस्तान की सारी डिसेम्बलड रेलवे लाइनों का जीर्णोद्धार किया है तो उतें इस रेलवे लाइन की ओर भी अविलम्ब ध्यान देना चाहिये जो उत्तर बिहार के लिये बहुत महत्वपूर्ण है।

समस्तीपुर नार्थ-ईस्टर्न रेलवे का ब्राडगेज और मीटरगेज का एक बहुत बड़ा जकशन है। बरीली से बटिहार बगैनी से सोनपुर तक ब्राडगेज लाइन अविलम्ब बिछाई जानी चाहिये। रेलवे प्रशासन को समस्तीपुर से दरभंगा तक भी ब्राडगेज रेलवे लाइन बिछाने की व्यवस्था करनी चाहिए क्योंकि दरभंगा एक बहुत महत्वपूर्ण जिला है जिसकी आबादी करीब पचान लाख अर्थात् सारे देश की आबादी का एक प्रतिशत है।

हमे यह देख कर बड़ा आश्चर्य हुआ है कि इतनी बडी नार्थ-ईस्टर्न रेलवे मे केवल आठ मील पुरानी उखडी हुई लाइन को रेस्टोर किया जा रहा है। इतने बडे पहाड को खोद कर एक छोटी सी चुहिया निकली इससे हमे बहुत आश्चर्य हुआ है। हम चाहेगे कि मंत्री महोदय उत्तर बिहार की जनता को राहत देने के लिये नार्थ-ईस्टर्न रेलवे की ओर विशेष ध्यान दे। श्वेतपत्र—पेज 60 पर आइटम नम्बर 125 पर पुल बनाने के सम्बन्ध मे जो सूचना दी गई है, वह बहुत शलत और कमप्यूजन पैदा करने वाली है। इस प्रकार की शलत सूचना नही दी जानी चाहिए।

अब मैं आपका ध्यान श्वेतपत्र पेज 74-75 पर उल्लिखित पैसेंजर एंड ग्रदर रेलवे बूकर्स एमिनिटीज की ओर दिखाना चाहता हू। मैं आपको बताना चाहता हू कि नार्थ-

ईस्टर्न रेलवे में पसीग स्टेशनों की बहुत कमी है और पीने के पानी का इन्तजाम बहुत पर्याप्त है। मंत्री महोदय को किसी न किसी तरह से पैसे का इन्तजाम करके पैसेंजर्स और स्टाफ के लिये सुविधाओं की व्यवस्था करनी चाहिये।

इन शब्दों के साथ मैं आपको बहुत धन्यवाद देता हू कि आपने कुछ समय कापेस के सदस्यों को दिया, हालांकि लायन्ड शेरर तो आपने दूसरी तरफ के सदस्यों को ही दे दिया।

Shri S. Kundu (Balasore) Mr. Chairman, Sir, I would like to view this budget which has been presented by the Railway Minister from three points First of all, my query would be, what does this budget offer to increase mobility in the country? Secondly, does this budget promise any hope for relieving the difficulties of passengers, particularly third class passengers? Thirdly, I would like to know if this budget gives any hope of better reorganisation of the so-called nationalised undertaking of railways, of which we boast so much

From these three points I am constrained to say that this Budget does not present any hope Mobility is a sign of civilisation, it is the sign of progress But has any mobility of trains been presented in this Budget? A caricature has been made in this yellow paper that the speed of Frontier Mail has been increased by 45 minutes It is a shocking revelation. This sort of statements should not have found place in this report When in other countries of the world, particularly in Asia, in Japan the train—Hikari—moves at a speed of 200 kilometres per hour—the hon. Minister knows it—in spite of it, it has been said that the speed of Frontier Mail has been increased by 45 minutes. It is really shocking Such facts should not be put in any more.

When I look into passenger amenities, particularly for the third class passengers who fill the coffers of the Railways, I am sorry to say that on an analysis of this Budget I find that the percentage of money spent for passenger amenities has been curtailed. Mr. Chairman, if you take a little care you will find that whereas last time the budget provision on passenger amenities was about Rs 4 crores, and that was about 42 per cent more than the provision made in the previous year, this time that amount has been reduced to about Rs 3 crores. That is what the Government proposes to spend on what they have promised as passenger amenities. It has been cited by my hon friend Shri George Fernandes that a lot of revenue is given by third class passengers. In return in actual concrete terms, some electric fans have been put in and the third class passengers have been given no hope of getting better amenities. As an hon Member here correctly said even those electric fans do not work.

Then, we boast of the Railway as a nationalised undertaking. Is it really a nationalised undertaking? Has the Government thought over it? In the garb of nationalisation a huge bureaucracy rules over it. It is in essence a bureaucratisation. The difference in the wage scale of a poor worker and the salaries and amenities provided to the top bureaucrats, the directors and other officers, is more than hundred times. The same difference is there in the matter of amenities also. The bureaucrats move in a flamboyant way. They act like business tycoons and rule over these poor railway workers, the pointsman, the station masters, the checking staff and others. There is no cordiality, there is no comradeship, there is no change in the attitude and vision of these big officers who rule this big industry which brings in a revenue equal to about one-fourth of the general revenues of India. It is a staggering and shocking experience. I am sorry to say that no light has

been thrown in this budget that some attempt will be made to change the bureaucracy which is controlling the entire railways.

Mr Chairman, we have been saying on the floor of this House that there is an imbalance in planning in India and the entire planning will topple down unless we see that the whole of India progress together in unison. Unfortunately, when a large sum of money is spent on the Railways which, as I said, raises more than one-fourth of the general revenues of India, what steps have been taken to provide more railway lines, to provide more railway amenities to the less-developed States of India?

I come from a very poor State of India, namely, Orissa. I am very sorry to say that the railway lines which have gone into Orissa are far less than those in any other developed States of India. I ask those people who say "that the imbalance in planning must be corrected, otherwise the entire plan will topple down" what have they done to the people in States like Assam, Andhra, Orissa and many other States. New railway lines and amenities to railway passengers have not been provided in the same proportion on the basis of population and area as they have gone to the more developed States in India.

There was a techno-economic survey in our State a few years back which suggested that to improve Orissa and put it on par with developed States like Punjab, Uttar Pradesh and Maharashtra it needs an investment of about Rs 1,400 crores spread over a period of ten years. That is to say, every year Rs 140 crores will have to be spent in that State if it is to come on par with other developed States. In this background I would like to say that the 1957 statistics have not changed in proportion very much till today. In Orissa the ratio of Railway route mileage to land area was 13.9 miles for 1,000 sq miles whereas the all-India average was 27.3 miles for 1,000

[Shri Kundu]

sq miles What a huge difference is it?

In my State many of the areas are not covered by railway lines. There are many districts where there is absolutely no railway line. The people of my State have represented times without number that some railway lines should be taken to the interior districts but nothing has been done so far. The position is the same in other backward States. Let me not be misunderstood that I am pleading only for Orissa, I am pleading for all the less developed and backward States like Orissa. There are many less developed areas in India. If an analysis is made, either on the basis of population and area it will be found that the money has not been spent in the railway in such a way as to remove the imbalance between States and States.

Therefore, I have a concrete suggestion to make here. As I said in the very beginning, railway line plays a very important role in increasing the mobility, and mobility is a sign of progress and civilization. If we want progress the first and most important responsibility of this Government would be to build new railway lines in those States which are backward or less developed. Therefore, I would suggest that let a Commission be appointed to study the diversification of resources of the railways under different heads in the various States of India and to suggest means for improving the less developed areas more quickly and bringing them on par with the developed States of India.

Now I come to the difficulties faced by the third class passengers. Many hon. Members of this House from both sides have mentioned the difficulties of the third class passengers. Some sort of study has been made by the Government to show that the congestion in the third class is reduced to some extent. It is only those who travel in the third class they know

the real difficulties of the third class passengers. I am sure the hon. Minister of Railways and the hon. Minister of State for Railways have never travelled in the third class during the past few years, perhaps after independence. If they really want to know the difficulties of those who travel in third class, the first thing I would suggest is that every month they must travel at least once in third class without disclosing their identity. Then alone will they know how difficult it is for the people to travel in third class in this country.

In the report for 1965-66, which has been presented by the Railway Board, on page 66 it has been said—the statement is really dubious and written in a cryptic manner—

'Excess occupation over and above 80 per cent of the seating capacity is considered as overcrowding and is expressed as percentage to the total seating capacity'

This is something strange and I fail to understand what it actually means. "Excess occupation over and above 80 per cent of the seating capacity" is considered as some sort of congestion or overcrowding, is something fantastic. Statistics have been given for 1963, 1964 and 1965 and I find that between 1964 and 1965 on the broad gauge railway there was only 1 per cent relief in overcrowding. In 1964 it was 12.9 per cent overcrowding and in 1965 it was 12.8 per cent. I do not want to go into this jugglery of statistics. In India statistics are sometimes created or manufactured to suit the fancies of the top bureaucrats and the ministers because they have to say in the House that they have achieved marvellous results during their tenure. But as I have been travelling with friends for so many years I know the conditions. The defects remain for the last 20 years, the congestion in the third class has not eased, rather it has increased. Therefore I want to know

what categorical suggestion the hon. Minister has to give before this House to ameliorate the miserable travelling condition of the third class passengers.

The III class sleepers which have been given in these trains are enjoyed only by the white-collared, rich people. It is a fact. Poor people are driven out of the third class sleepers, they do not get a chance. This could be done only by giving more trains and frequent service on the local lines spread over 100 miles. I want that the Minister must promise in this House that whoever buys a ticket will get a seat in the railway, otherwise, this would be some sort of treachery or misappropriation of the money or a violation of the contract when you take the money but you do not promise him a seat. It is not my business to point out how you do it. As a taxpayer and as a representative of the people I want that you must do it and you must promise that you will do it during these few years.

I would like to end my speech with a suggestion for some new lines in my State at some places. As I have made out the case, the hon. Minister would see that during the days of the rajas there was a small narrow gauge line going from Rupsa in the District of Balasore towards Baripada and I want, as a principle, that all the narrow gauge lines must be removed. They do not serve any purpose; only, we spend more money. This should be the first criterion that all narrow gauge lines must be removed and replaced by broad gauge. This line, which needs extension of 30 miles, should be connected to Tata with Baripada. There are some suggestions that Talcher-Rourkela should be connected with Paradip which exports iron ore. I want that Datari mines should be connected with Talcher and Rourkela. From Rourkela to Talcher will need about 80 miles of new lines. In the district of Keonjhar and Phulbani there is no railway line. Some friends from my side

have suggested that some line should be taken from Talcher passing through the district of Phulbani, Ahmabi etc. and connecting Titlagar on the line of Raipur to Vijyanagram. All these should be done.

We have been speaking about the staff amenities. Some of my friends correctly said that the staff is coerced by the big officers and sometimes also by the Ministers. It is staggering to know that since 1962, the checking staff of this Division have been filing representations and they have never been heard. I was shocked to know, when there are big bungalows and saloons for the big officers, that even the lady checking staff are denied 'small quarters. Can such a thing be tolerated?' The checking staff who travel in railways on duty are not considered as running staff because that will involve some more amenities for them and the officers want to fool us by saying that they save large sums of money by denying the reasonable demands of the railwaymen.

I would very much like the hon. Minister to go into all this and promise next time, when he comes in May, to offer a better Budget.

Mr. Chairman: The hon. Railway Minister

Dr Karni Singh (Bikaner): May I request you to kindly enlighten the House as to when the Rajasthan Budget will be taken up? I believe there will be a guillotine at 5-30 p.m. The people of Rajasthan have been deprived of their democratic right. Are we also going to lose our right of speaking on the Rajasthan Budget?

Mr. Chairman: The hon. Railway Minister will now reply to the debate.

Shri C. M. Poomscha: Mr. Chairman, Sir, I am very thankful to the hon. Members and this House and to you, Sir, for the time that has been given to exercise a careful scrutiny of the set of papers I

[Shri C. M. Poonacha]

placed before this House in connection with the Railway Budget and the performance of the Railways over a period of time. It is very heartening that the discussions were both objective and critical. Such of those who were a bit more critical. I am afraid, were one-sided because the material as supplied to the hon. Members provided the entire picture of the working of the Railways during the current year and then it gave an idea of what is likely to happen in the coming year.

I have attempted to give a faithful and correct picture of the working of the Railways and, in my speech, I have also attempted to give as correct a performance figure as possible which was available to me according to the material supplied. It is perfectly open for certain inferences to be drawn that, because there happens to be a deficit, an increase in freight rates and fares is round the corner. Well, at this moment, I do not want to dwell on the inferences but I say the attempt was purely to seek the assistance of the hon. House and the hon. Members of their valuable suggestions by giving a correct and a true picture of the working of the Railways. I expected that constructive suggestions would be forthcoming which would be helpful to us to frame the final Budget which has been promised to be laid before this House later. We were looking round for helpful and objective suggestions to come forward. At the same time, we did except some pointed references or certain shortfalls here and there or to certain operational defects or administrative shortcomings.

I am glad that all these things have been covered and my present duty lies in broadly touching a few main points that have been specifically made and then plead for the Vote on Account for a short period, during which time we will go into the whole thing in a greater detail and come

before this House with a final budget for the coming year.

Shri Nambiar: There will be an increase in railway fares and freights. That is the point which is agitating our minds and the country's mind.

Shri C. M. Poonacha: That is the very point. The picture is there. Every attempt will be made to see how far we will be able to bridge the gap and in that, no efforts will be spared. I can promise the hon. Members and the House that utmost scrutiny will be exercised with reference to economies in areas where they could be effected without, of course, in any way reducing the efficiency of the Railways and we will see how far we could improve upon the earnings. But the position as it stands now indicates that there are certain difficulties. The Railway budget, after all, is an index of the economic activities of the country as a whole; it cannot be very much different. In essence, it reflects what is our economic activity as we are experiencing a general recession; certain anticipations have not materialised and due to that, certain shortfalls have become inescapable. In that background we are trying to formulate our ideas as to how best we can bridge the gap and put before you a correct statement of the affairs of the Indian Railways and ask for necessary approval. I will now refer briefly to some pointed references made by the hon. Members during the course of the debate.

I should refer to the criticisms levelled by my hon. friend Mr. Biswas. Coming as he does with the experience of the working of the Railways, as he himself belonged to the Railways for a long period of time, his observations were very helpful, but in some respects I was inclined to believe that he was swayed away by certain impulses. He referred to the various commissions and committees that were constituted to go into the working conditions of the staff in general and made a point to say

that the Government had not implemented their recommendations; while the Government broadly accepted the recommendations, the implementation part of it had been grossly neglected. That is not the case. The two Pay Commissions' recommendations have been not only accepted but also given full effect. In the same way, Rajadhyaksha Commission's report and Shankar Saran Tribunal's recommendations have also been accepted and implemented. I do not know how my hon. friend came to the conclusion that they have not been implemented. So far as Shankar Saran Tribunal's recommendations are concerned, the point is that there is a formula, the formula to classify skilled, semi-skilled and highly-skilled labour. In regard to those things, certain exercises have to be done now, as per the recommendations, and they are being done. It is not as if the implementation of those things can be done immediately or overnight. Government have accepted the recommendation but there is bound to be a time-lag and the matter is in the process of being implemented. In spirit, Government have accepted the recommendations. That being the position, I was wondering how my hon. friend Shri J. M. Biswas who has such vast knowledge of the working of the railways could make this charge on the floor of this House that the recommendations have not been implemented.

Shri J. M. Biswas: On a point of information. I believe the hon. Minister was not very much attentive while I was speaking. I mentioned categorically about the New Deal, the Shankar Saran tribunal, the classification tribunal, and the recommendations of the Class IV staff promotion committee. I never spoke about the Pay Commission or the Rajadhyaksha award which the hon. Minister has referred to. I had not said that the recommendations of these bodies had not been implemented. I believe the hon. Minister had not heard me correctly. I referred

particularly to the classification tribunal award and the class IV staff promotion committee's award which have only been partially implemented. I think the hon. Minister is just giving out whatever information has been given to him by his advisers.

Shri C. M. Pooacha: I am happy that the hon. Member is modifying his observations now. The records will show what has been correctly mentioned by my hon. friend and what I have been referring to. I have made very careful notes when he was making his observations. Therefore, this explanation is for the benefit of the House.

My hon. friend Shri George Fernandes quoted elaborately from the Audit Report. We have supplied the report to every Member of the House. There is a procedure to be followed so far as the audit reports are concerned. All the information has been provided to the Members. There is nothing that we want to hold back. That itself should clearly prove the *bona fides* of the Railway Administration and the Railway Ministry. Now, there have been certain audit observations. The procedure is that these audit reports will go before the PAC and the PAC which consists of Members of this House will call for comments on all those observations contained in the audit paragraphs and will go into every item in great detail and then place before this House its recommendations. It is only at that stage that we can discuss these things. So, it would be premature on my part or on anybody's part, for that matter, to make observations and comments on the audit reports now. The materials are supplied to every Member because we want to post hon. Members with every detail that is available with us. But, the actual stage of discussion on certain matters could only be reached after the PAC has gone into the audit report and highlighted certain specific issues therefrom. It may be that at

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that time quite a number of these audit paragraphs may not be there. Therefore, I do not wish to prejudice the PAC's observations. So, I plead that the material, which Shri George Fernandes has made use of for whatever purpose he has had in view, was intended only for information at this stage and it is only sometime later that he could make use of it at an opportune or appropriate time, it was not intended that we could draw upon that information now in the course of this debate on the railway budget.

There are a few points of a general character. Members referred to construction of new lines in some States, inefficient functioning of the railways, matters relating to labour and labour welfare, passenger amenities and so on and so forth. I would only say that in so far as the proposal to build new railway lines the matter is under consideration of the Government. Certain surveys have been taken up, but that will depend on the final shape and dimension of the Fourth Plan programme which is still a draft one. We would still await the final Fourth Plan programme and see what it would be and in that what would be the share of the railways, though tentatively we have drawn up a plan of Rs. 2094 crores. After all these proposals are given careful considerations such of them which get priority on economic considerations would be given due attention, and then we would be able to give a clearer picture about these matters, that is after sometime, not just at the moment.

Reference was also made that the railways should be mobile enough and there should be faster trains. At the same time, an hon. Member suggested that there should not be any modernisation because, in his view, it amounted to retrenching staff, thereby curtailing the employment potential that the railways would offer in general. These conflicting and divergent ideas, of course, will

have to be blended into a harmonious working arrangement, and that is the exercise at which we are continuously engaged. We will certainly give our most serious consideration to this aspect because the employment potential that the railways could offer to the people of the country is very vast and great and this should not be drastically reduced; at the same time, it could not be that we run the railways with a very high percentage of surplus staff thereby incurring heavy expenditure thereby not giving a good account of ourselves. After all, as some Members observed, this is purely a commercial concern and has to function on certain commercial lines. In consideration of that, operating costs, running costs and administrative costs, everything will have to be kept under proper limits. The possibility of augmenting our revenues should also be kept in view. While considering both these aspects, it would become necessary at times that modernisation should be accepted as inevitable. We have already taken up schemes for dieselisation. Dieselisation means what? It means reduction of running staff to some extent. It is inevitable. Keeping in view this question we have for the time being said that we need not have any fresh recruitment. We have put a ban on recruitment so that the staff rendered surplus could be usefully employed on other sectors; they will never be retrenched. But the ban is only to enable the railways to utilise the staff rendered surplus in the process of our modernisation in suitable and appropriate posts so that the hardship of retrenchment could be avoided to the maximum possible extent.

17 hrs.

There has been some reference made to passenger amenities. One hon. Member said that we have reduced the provision by Rs. 1 crore or so. I do not know where he got this information from. I have myself checked the figures. As regards the

committed expenditure programme for passenger amenities, there is an allotment of Rs. 4 crores for special passenger amenity programmes. That is given in the white paper. On page 46, the hon. Member will see that works costing about Rs. 3 crores are in progress and new works costing Rs. 90 lakhs are under consideration. The sum of Rs. 4 crores provided originally had been maintained in tact; nothing has been reduced. The hon. Member was so particular in highlighting that point and at the same time he was worried that the frontier mail was running 45 minutes earlier. These things have disturbed my hon. friend rather than the more important matters which were highlighted in these papers.

An hon. Member suggested that the CLW labour union had not been recognised and he went to the extent of saying that if X was changed from the presidentship, the union would be recognised. I have nothing to show that there was any such undertaking or assurance given. I wonder from where the hon. Member collected that information. Our policy is not to have any labour union there because it is a production unit of the railways where they have elected staff councils through which their grievances are ventilated and there is a close and harmonious relationship with the management and anything that arises by way of labour grievances comes immediately before the management for settlement.

Shri Nambar: Why should there not be a recognised union as in other units, workshops of the railways? The repair shops also are production units.

Shri J. M. Biswas: I believe the hon. Minister is not well informed. In the workshops at Kharagpur, Lilooa, Jagadhri and Banaras—everywhere there are unions except at Chittaranjan. I believe his reason should be because the CLW union is controlled

by political parties other than Congress, it is not given recognition.

Shri C. M. Poonacha: I totally deny that charge; it is not so. We are trying a unique experiment here and we find it works very well and ensures smooth relationship between labour and management and the production programme has been kept much ahead of schedule. The CLW is by any standards the pride of the Indian Railways and that position should be maintained. It is because of this procedure that labour relations are good there. Let not my hon. friend go away with the idea that if only there was a union, things will be normal.

Shri Umanath (Pudukkottai): Trade unionism is a fundamental right. Why should it be prevented?

Shri C. M. Poonacha: It is for the labour to say, not for you here to say.

Shri Umanath: As a Member of Parliament I have got a right to say that.

Shri C. M. Poonacha: This is not the way to argue..... (Interruptions).

An Hon. Member: The hon. Minister is not giving us correct information.

Shri J. M. Biswas: Are the relations so good as to avoid giving a strike notice? (Interruption).

Shri C. M. Poonacha: I have to complete my observations in this regard.

Shri V. Krishnamoorthi (Cuddalore): Sir, I am raising a point of order.

Shri C. M. Poonacha: What is the rule under which he is raising the point of order? Merely standing up on a point of order does not work. What is the point of order?

Shri V. Krishnamoorthi: You must follow the rules; when I am standing on a point of order, you must first sit down.

Shri C. M. Poonacha: By merely raising a point of order, what will it lead to? Which is the rule, which is

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the point on which you would like to raise a point of order? If he quotes the rule, I would certainly listen.

Shri V. Krishnamoorthi: He should first sit down. I am raising a point of order. (Interruption)

Mr. Chairman: Order, order. Let us hear his point of order.

Shri V. Krishnamoorthi: I am raising a point of order. It is up to you to either allow it or disallow it. The hon. Minister must first obey the rules and then hear what I am going to say. The point is this: the hon. Minister, while replying to the budget debate, said "I do not want any railway labour union; do not want any labour union to work." (Interruption)

Shri Baidhir Singh: Sit down.

Shri Umanath: You sit down. He has got the right to make his point (Interruption).

Shri V. Krishnamoorthi: It is a constitutional right given to the labourers to form unions. Is the Minister entitled to say that the labour union is not at all necessary? Is the Minister of Railways entitled to say so? I am raising this point of order for your decision. (Interruption).

Mr. Chairman: It is not a point of order. It is a question of the right of unions, the right to form unions.

Shri Nambiar: Without excitement, the hon. Minister must reconsider his statement.

Some hon. Members rose—

Shri Umanath: Please sit down.

Shri Baidhir Singh: Please sit down.

Shri Umanath: You sit down first. You are not the Speaker; you sit down first. Who are you to dictate here? We are not here at your mercy. You sit down.

17.37 hrs.

[MR. SPEAKER in the Chair]

Mr. Speaker: Order, order. Let both sides sit down first. Let all sit down. Please sit down, all of you. The Minister may continue his speech.

Shri C. M. Poonacha: Sir, I was explaining the point that in so far as the production units are concerned, relating to the railway administration, we have by and large tried to work them on a pattern where the staff councils are constituted, and through them healthy and happy relationship with the managements is being maintained. And that is so in so far as the Diesel Locomotive Works at Varanasi, the Chittaranjan Locomotive Works at Chittaranjan and the Integral Coach Factory at Perambur are concerned. This is a fact, and I was trying to explain that, when some hon. Members wanted to interrupt me.

Shri Nambiar: It is not interruption. I request the hon. Minister reconsider this question; it is worth reconsideration because the labour unions must be recognised. That is all.

Shri C. M. Poonacha: We are conscious of the fact that so far as labour is concerned, we should give the utmost consideration for their welfare, for their benefits and for the maintenance of very good and happy relationship; and this is our main concern, and we are continuously at it. I am happy, as I had mentioned in my speech already, that we have had a uniformly good relationship maintained with labour. The personnel engaged in the labour force has gone up by leaps and bounds; we are now employing as many as 1.3 million in labour, and then, it is a mammoth effort, so far as the Indian railways are concerned, to look after the welfare, their well-being. The various amenities which have been provided, medical, educational and social, and a variety of other things, I must say, are not all too complete by themselves.

In stages we are trying to do it. (Interruptions). We will certainly do our very best try to improve upon them. But so far as the railways are concerned, it is a happy feature that we have been able to maintain these cordial relations. I have already referred to passenger amenities and the conditions of third class passengers. We should bear in mind that the railways is one of the biggest Government concerns in our country and one of the biggest so far as the world is concerned. We operate about 10,000 trains per day. It is a colossal effort. The number of passengers per day is 5.7 million. So, in the very nature of things, there would be certain flaws and shortcomings here and there. I do not claim that it is cent per cent perfect. But it would be the continuous effort of the railway administration and my colleagues here to see that we try our utmost and give a good account of ourselves. In this I seek the cooperation, help and the valuable suggestions of the House as a whole and particularly my friends on the other side.

Shri S. S. Kothari (Mandsaur): May I know what percentage of the normal orders you have been placing with the wagon-building industry?

Shri C. M. Poonacha: We have been placing orders at the rate of over 25000 waggons every year. For the coming year, we have not yet down up our precise programme. That is under consideration.

श्री वसन्त सिंह कुम्हार (निड): माननीय अध्यक्ष महोदय, अभी बहुत के समय आसन को यह सुझाव दिया गया था कि वैरोवेज लाईस को ब्रीडवेज लाईस में तब्दील करने के कार्यक्रम को फस्ट प्रायोरिटी देनी चाहिए लेकिन इसके बारे में रेलवे मंत्री महोदय ने कुछ नहीं बतलाया और न इसके बारे में नीति सम्बन्धी बात की है।

Shri C. M. Poonacha: Regarding narrow gauge lines, most of them are private companies on whose behalf we are operating them. They are not paying their way yet. They have not been economically sound propositions. We have been still subsidising them. The matter is engaging our attention and if we can get the valuable suggestions of the hon. members in this matter, I would be happy to consider them.

Shri P. Venkatasubbaiah (Nandyal): Are there any criteria laid down for laying new lines? Is there any priority fixed? What is the method adopted by Government? We find that when new lines are laid there is no definite set pattern.

Shri C. M. Poonacha: Certain broad guidelines have been laid down by the Planning Commission. It has been indicated there that we should give top priority to new lines which connect big projects in the first instance and secondly to areas which have rich iron ore and minerals for export. Lines which satisfy these conditions should be given fairly high priority.

An hon. Member: What about avoiding railway accidents.

श्री इच्छाक संजली (अमरोहा): अध्यक्ष महोदय, एक बहुत महत्वपूर्ण प्वाएंट मिस हो गया है। गवर्नमेंट पालिसी बार बार यह डिक्लेयर की गई है कि प्राइवेट कंट्रैक्ट सिस्टम को ऐंजलिश किया जायगा लेकिन जो हमको उस बारे में सामग्री दी गई है उस में यही लिखा हुआ है कि रेलवे द्वारा कंट्रैक्ट सिस्टम को बढ़ाया जायगा तो उस के बारे में आनरेबल मिनिस्टर ने कुछ नहीं बतलाया।

Shri C. M. Poonacha: Is the hon. Member referring to open line contracts or others (Interruption). If he is referring to open line works, we have organised some of these cooperatives and that is still in the experimental stage. A few of them have done very

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well, but by and large we are not satisfied with the performance.

Dr. Karni Singh: Sir, while we appreciate the anxiety of hon. Members to ask questions about railways, the Members from Rajasthan are anxious because the budget time is being eaten up and they will not get a chance to discuss the Rajasthan Budget.

Mr. Speaker: Yes, only 15 minutes are left for the whole of Goa, Rajasthan and other matters.

Shri Brijendra Singh (Bharatpur): Mr. Speaker, Sir, I have had the privilege of being in touch with the railways and the Ministry of Defence in connection with the railways in Mathura and Bharatpur area and also Alwar area covered by certain railways which are of commercial utility for oil and also for military purposes from Mathura to Pakistan border. I would like, if possible, that these railways should be re-investigated into. The work was initiated by my late father and taken up by military and railway authorities of the present regime. If these lines are put in, I can convince you that they will be beneficial.

Mr. Speaker: It is a suggestion, not a clarification.

श्री रजवीर सिंह: क्या रेलवे मंत्री जी बतलायेंगे कि लड़ाई से पहले हिन्दुस्तान आजाद होने से पहले जिन इलाकों में रेल की पटरियां बिछी हुई थीं और रेल चालू हावत में थी, हिन्दुस्तान आजाद होने के बाद कुछ जगहों की चलने लगीं लेकिन वहां अब तक बिछी हुई थी वहां अब तक रेल नहीं बनी है तो वह कब तक बन जायगी ?

मिसाल के तौर पर रोहतक से पानीपत की रेलवे लाइन आजादी से पहले थी अब रोहतक से गोंडाना तक है जो यह गोंडाना से पानीपत तक कब तक हो जायगी ?

Mr. Speaker: The hon. Member is going into details. I do not think the Minister can answer now about laying of a new railway line.

श्री रजवीर सिंह: वह लाइन होगी बहुत जरूरी है। प्रश्नों के बख्त में जो लाइन थीं कम से कम उन लाइनों को तो अभी बिछा दिया जाय।

Several hon. Members rose—

Mr. Speaker: All of you are naturally anxious to ask questions and get the answers. But we have to take up the other two Budgets also relating to Goa and Rajasthan. We have hardly 15 minutes. I can go on allowing you to put questions, but at 5.30 I shall put everything to the vote of the House. If I allow one hon. Member to put a question I will have to allow a dozen.

श्री नथु सिन्घे (मुंगेर): राजस्वान के लिये जो बस मिनट बचे हैं तो उस में हमें कुछ सवालात पूछने की इजाजत दी जायेगी ?

Mr. Speaker: That is why I am putting the Railway Demands to vote now so that at least we can have ten minutes for the other two. I shall now put all the cut motions together.

All the cut motions were put and negatived.

Mr. Speaker: I shall now put the Demands to the vote of the House. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges during the year ending the 31st day of March, 1958, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 11, 11A, 12 to 16.

The motion was adopted.

Mr. Speaker: I will now put all the cut motions to the Supplementary Demands for Grants (Railways) to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: I will now put the Supplementary Demands for Grants (Railways) to the vote of the House. The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of Demands Nos. 2, 4 to 9, 16 and 20 entered in the second column thereof subject to the following modifications:

- (1) that in respect of Demand No. 4 instead of Rs. 3,08,13,000, Rs. 3,01,36,000 only be granted;
- (2) that in respect of Demand No. 5 instead of Rs. 10,89,79,000, Rs. 9,61,24,000 only be granted;
- (3) that in respect of Demand No. 6 instead of Rs. 4,58,96,000, Rs. 4,19,29,000 only be granted;
- (4) that in respect of Demand No. 7 instead of Rs. 7,80,82,000, Rs. 7,08,91,000 only be granted;
- (5) that in respect of Demand No. 8 instead of Rs. 2,81,92,000, Rs. 2,32,71,000 only be granted;
- (6) that in respect of Demand No. 9 instead of Rs. 86,87,000, Rs. 67,78,000 only be granted;
- (7) that in respect of Demand No. 16 instead of Rs. 42,41,000,

Rs. 36,62,000 only be granted."
The motion was adopted.

17.22 hrs.

APPROPRIATION (RAILWAYS)
VOTE ON ACCOUNT BILL*, 1967

The Minister of Railways (Shri C. M. Poonacha): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1967-68 for the purposes of Railways".

The motion was adopted.

Shri C. M. Poonacha: I introduce
**the Bill.

17.22½ hrs.

APPROPRIATION (RAILWAYS)
BILL*, 1967

The Minister of Railways (Shri C. M. Poonacha): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways."

The motion was adopted.

Shri C. M. Poonacha: I introduce**
the Bill.

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**Introduced with the recommendation of the President.