

There are a number of Substitute Motions. If any Member wishes to withdraw his Motion, he can ask for the pleasure of the House to withdraw it. Unless any Member wishes any particular motion to be put separately, I will put all the Substitute Motions together to the vote of the House.

SHRI K. S. CHAVDA: There is Substitute Motion No. 2 in my name.

MR. DEPUTY-SPEAKER: You have not moved it. You were not here when the Substitute Motions were moved.

SHRI RAMAVATAR SHASTRI: I want Substitute Motion No. 10 to be put to vote separately.

SHRI SHAMBHU NATH (Saidpur): I would like to withdraw my Substitute Motion No. 11.

SHRI S. M. SIDDAYYA: I do not want to press my Substitute Motion No. 8.

MR. DEPUTY-SPEAKER: Now, I am first dealing with Substitute Motions of those Members who want to withdraw them. Does Mr. Shambhu Nath wish to withdraw his substitute motion, No. 11?

SHRI SHAMBHU NATH: Yes, Sir.

The substitute motion No. 11 was, by leave, withdrawn.

SHRI RAJDEO SINGH (Jaunpur): I also want to withdraw my substitute motion No. 5.

The substitute motion No. 5 was, by leave, withdrawn.

SHRI ANANT PRASAD DHUSIA (Basti): I would also like to withdraw my substitute motion, No. 4.

The substitute motion No. 4 was, by leave, withdrawn.

SHRI CHANDRIKA PRASAD: I would also like to withdraw my substitute motion No. 9.

The substitute motion No. 9 was, by leave, withdrawn.

SHRI S. M. SIDDAYYA: I am also not pressing my motion, No. 8.

The substitute motion No. 8 was by leave, withdrawn.

MR. DEPUTY-SPEAKER: Mr. Dasaratha Deb is not here.

Mr. D. K. Panda is also not here.

I shall now put Substitute Motion No. 10, moved by Shri Ramavatar Shastri, to the vote of the House.

Substitute motion No. 10 was put and negatived.

MR. DEPUTY-SPEAKER: There are three more Substitute Motions moved by Mr. Dasaratha Deb, Mr. D. K. Panda and Mr. Sakti Kumar Sarkar. I shall now put all of them together to the vote of the House.

Substitute motions No. 3, 6 and 13 were put and negatived.

MR. DEPUTY-SPEAKER: Now we take up Supplementary Demands...

AN HON. MEMBER: What about the main Motion?

MR. DEPUTY-SPEAKER: The main Motion for consideration is never put to the vote of the House. The House has considered it. That is over.

15.48 hrs.

SUPPLEMENTARY DEMANDS* FOR GRANTS (RAILWAYS), 1972-73

MR. DEPUTY-SPEAKER: Now we take up discussion on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1972-73.

*Moved with the recommendation of the President.

DEMAND No. 1—RAILWAY BOARD

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 88,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Railway Board'."

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,28,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Administration'."

DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,52,35,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—WORKING EXPENSES—OPERATING STAFF

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,14,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operating Staff'."

DEMAND No. 7—WORKING EXPENSES—OPERATION (FUEL)

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,85,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND No. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 13,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,80,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10—WORKING EXPENSES—
STAFF WELFARE**

MR. DEPUTY-SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 39,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Working Expenses—Staff Welfare.’”

**DEMAND No. 14—CONSTRUCTION OF
NEW LINES—CAPITAL AND DEPRECIATION
RESERVE FUND**

MR. DEPUTY-SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 2,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Construction of New Lines—Capital and Depreciation Reserve Fund.’”

**DEMAND No. 15—OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE FUND
AND DEVELOPMENT FUND**

MR. DEPUTY-SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 4,53,85,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.’”

SHRI JAGADISH BHATTACHARYYA (Ghatal): Mr. Deputy-Speaker, Sir, it has become a practice for the Government to come to this House every year with Supplementary Demands for Grants. But the thing is

that most of the items of expenditure have already been incurred and so, this discussion on the Supplementary Budget becomes merely a ceremonial and we have only to give legal sanction to it.

The Supplementary Budget has made Demands for Grants to the extent of Rs. 15.16 crores. This is not a trifling sum. But in comparison with the huge sum that has been sanctioned in the General Budget of the Railways for this year, the Railways could have met this much of expenditure had it practised economy, had it succeeded in stopping extravagance, wastage and theft.

15.49 hrs.

[**SHRI K. N. TIWARY** in the Chair]

But I am constrained to say, Sir, that the performance of the Railway Ministry in this matter is not at all commendable, and that is why they have come with this Supplementary Budget. In the Budget there has been so much of expenditure for implementing the interim report or recommendation of the Third Pay Commission. According to this recommendation, there has been increase in dearness allowance. But this increase has not been upto the mark; it has not been in keeping with the rise in the prices of commodities, with the rise in the cost of living index. But, in this connection, I would like to point out that the policy of the Government ought to have been to stabilise the prices instead of being compelled to go in for enhancement of the DA because the increase in the DA actually becomes neither helpful nor advantageous to the workers when it is granted because meanwhile the prices of things go up so much that it necessitates a further rise in the DA. This is a policy which leads us nowhere. This is something like moving in a vicious circle. So, the actual thing that ought to have been done—of course, it is not for the Railway Ministry, it is for the whole Government—is to stabilise the price line. That is the primary duty of the Government.

[Shri Jagdish Bhattacharyya]

The budget shows an expenditure on the maintenance of tracks and engines. but it has never been upto the mark. Break-down of railway traffic is a regular feature in the Indian Railways. Very often we find that the speed of the trains is slowed down because the tracks are not in order and the result is inordinate delay in the trains arriving at the destination. There are occasions when we find that the engines are not in a proper order but are being used without proper examination. Very recently, I had one personal experience. I was travelling from Delhi to Howrah and on the way, near Karmatar Railway Station, a huge iron rod attached to the piston on the right wheel of the engine got broken in such a manner that it appeared that it has been severed into two by a sword. Fortunately, no untoward thing happened, but there was a delay of some four or five hours for the train to reach its destination. All these things ought to have been avoided.

Another thing is that there is a mention of development of some lines in the Supplementary Budget. But I am bound to say that the Eastern Region is conspicuously absent here. We should not be under the impression that there is no necessity for development of railway lines in the Eastern Region. In this connection, I would like to bring to the notice of the hon. Railway Minister that there has been a consistent demand by the people of West Bengal, irrespective of any political affiliation, that the Martin Burn railway should be taken over by the Government, to the relief of some 2000 workers who have been thrown out of employment and to the relief of the large number of people who daily visit Calcutta. Even at the time of the last elections, no less a person than the Prime Minister herself promised that this will be taken over; but no promise or no proposal of taking over this Martin Burn railway is there.

Another very important thing I

would like to bring to the notice of the hon. Railway Minister is that the loco running staff of the Southern and South Central Railway have their longstanding demands and they proposed to resort to agitation. But their agitation, as usual, was not considered with sympathy, but the Railway authorities came out with vindictiveness. They came out with all the weapons in their hand to strike at the workers who resorted to strike. In this connection, I would like to read a portion of the circular issued by the Divisional Superintendent, Southern Railway, Tiruchirappally. Here, he has stated the steps to be taken against the participants in the strike.

1. Forfeiture of all leave earned upto the date of strike;
2. Forfeiture of passes standing to employees' credit on the date of strike;
3. Postponment of date of increment;
4. Forfeiture of services rendered prior to the date of illegal strike for the purpose of grant of PF, Pension, etc.
5. For all purposes of benefits, concessions and privileges, which are determined on the basis of length of service should be reckoned only from the date of resumption to duty after the strike.

Sir, only the passing of a death sentence on the workers has been left out. Everything else has been done. Sir, this is not the way that the Government should treat its own employees.

A similar treatment has been given to the loco workers in Chittaranjan. There have been indiscriminate arrests, suspensions and arbitrary transfers. The cases of some transfers have been referred to the Calcutta High Court and the ruling of the High Court was that they were malafide but in spite of all this, the workers are not allowed to resume their duties.

Their families are being put under pressure; they are threatened with action for not shifting from the quarters which they occupy. This is the condition.

In this connection, I would like to refer to the incidents at Katihar. The workers of the Railway demanded transfer of two persons, a railway police official and a D.S. of the area so that the workers may work under peaceful atmosphere. That has not been done, whereas at Chittaranjan, some arbitrary, unwarranted and illegal transfers have been made.

Our Deputy Leader in the Lok Sabha (Shri Samar Mukherjee) brought this point to the notice of the hon. Railway Minister. We also saw him on one occasion and he also wrote to him. But, I am constrained to say this, we have not been favoured with a reply.

I hope, Sir, that when the hon. Minister replies to the debate, he will categorically mention the steps which he is going to take in the matters which I have referred to in my speech. Thank you.

श्री विभूति मिश्र (मोतिहारी) : सभापति महोदय, मैं श्री कुरेशी को धन्यवाद देता हूँ कि उन्होंने रेडियो भाषण

श्री महादीपक सिंह शास्त्री (कासगंज) : सभापति महोदय, मेरा व्यवस्था का प्रश्न है। सदन में कोरम नहीं है।

सभ्यशक्ति महोदय : कोरम क लिए बंकी बन्दई जा रही है। —अब कोरम हो गया। माननीय सत्य, प्रपना भाषण जारी रखें।

श्री विभूति मिश्र : सभापति महोदय, मैं कुरेशी जी को धन्यवाद देता हूँ कि उन्होंने

एक रेडियो भाषण में यह कहा है कि नारायणा पुल जो 1923 में बह गया था, गंडक नदी पर जो था उसको वह फिर बनाने की बात सोच रहे हैं। इस पुल के बनने से 48 किलोमीटर की दूरी और कम हो सकती है। मेरा एक सुझाव है। मुजफ्फरपुर से गोरखपुर तक और प्राग् बाराबंकी तक बड़ी लाइन बनाई जा रही है। अच्छा हो कि मुजफ्फरपुर से मोतिहारी, बेतिया होते प्राप नारायणा पुल बना कर इसको गोरखपुर ले जायें ताकि 48 किलोमीटर की दूरी कम हो जाये। यह बोर्डर एरिया है। हमारा बोर्डर नेपाल से लगता है और उधर चीन पड़ता है। इसकी हालत सबको मालूम है। राज बहादुर जी नेपाल में हमारे राजदूत रह चुके हैं और वहां की परिस्थिति से वह भली प्रकार परिचित हैं। बोर्डर रोड पर एक ब्राड गेज लाइन बनना बहुत जरूरी है। मैं चाहता हूँ कि सरकार इसकी जांच कराये और अगर जांच करा रही है तो वहां पर पुल बनाया जाये। लेकिन यह जो मैंने प्रापको सुझाव दिया है इसको कार्यान्वित किया जाये तो दूरी और भी कम हो जाती है और खर्च भी कम प्रापका प्रायेगा और प्राग् इस लाइन से लाभ भी प्रापको होगा।

हम जो उत्तर बिहार के वाली हैं या जो चम्पारन में रहते हैं हम को असम मेल पकड़ने के लिए दिल्ली घाने के लिए उस लाइन पर बगहा से लेकर मुजफ्फरपुर तक कोई भी एक भी एक्सप्रेस गाड़ी नहीं है। अगर हम को असम मेल पकड़नी हो तो सुबह दस बजे हम चलते हैं और हम को शाम को बरौनी पहुँचना पड़ता है। दूरी केवल भी मवा सी

[श्री विमूति मिश्र]

मील की है। जरूरत इस बात की है कि प्रसम मेल पकड़ने के लिए हमें सुविधा हो इस वास्ते हमें आप एक एक्सप्रेस ट्रेन दें।

हमारी एक बहुत पुरानी मांग है और वह बिहार में रेलवे पब्लिक सर्विस कमीशन प्रलग बनाने की है। साठे पांव करोड़ की प्रबारी का हमारा सूबा है। वह सैकिड लार्जस्ट स्टेट है। लेकिन वहां एक भी पब्लिक सर्विस कमीशन नहीं है। हमारे बच्चों को या तो कलकत्ता जाना पड़ता है या फिर इलाहाबाद आना पड़ता है। आज सर्विस को लेकर आंध्र में जो झगड़े हो रहे हैं उसको देख ही रहे हैं। हमारे बच्चों का खयाल आप रखें और वहां के बच्चों को सर्विस में आने का मौका मिले, इसके लिए बहुत आवश्यक है कि आप वहां पर रेलवे पब्लिक सर्विस कमीशन दें।

16.00 hrs.

आजकल सब रेल गाड़ियां लेट चलने लगी हैं। पहले कुछ गाड़ियां समय पर चलती थीं। पहले कुछ भय था। लेकिन आज नहीं रहा है। कुछ डिसिप्लिन की कमी भी हो गई है और इस कारण से भी गाड़ियां देर से चलने लगी हैं। स्टीमर ने काफी सुधार किया है लेकिन उसमें और सुधार की जरूरत है। महेन्द्रगुहाट और पालेजाघाट के बीच स्टीमर चलता है। बारिश के दिनों में वह चूने लग जाता है और पैसंजर्ज को इसकी वजह से बड़ी दिक्कत होती है। इसको भी ठीक किया जाये। सुबह स्टीमर जाता है और उसमें एक ही लैट्रिन है। उसमें दो होनी चाहियें। जो लोग सुबह छः बजे उसमें बैठते हैं उनकी कठिनाई को दूर करने के लिए यह बहुत जरूरी है। मैंने वहां के

जो अधिकारी हैं उनसे इसका जिक्र किया था लेकिन कुछ नहीं हुआ है। सरकार ने पहले यह तय किया था कि बगहघाट में पैसंजर एक तरफ से उतरें और दूसरी तरह से चढ़ें। लेकिन ऐसा नहीं होता है। उतरने वालों और चढ़ने वालों को इससे बहुत कठिनाई हो रही है। पहले जो सिस्टम था कि पहले पैसंजर उतर जाये और बाद में जो चढ़ने वाले हैं वे चढ़ें, इसको अग्रर लागू किया जाये तो ठीक होगा। इस सिस्टम को तोड़ दिया गया है। इस और आपका ध्यान जाना चाहिए।

हम लोग जो उत्तर बिहार के रहने वाले हैं हम लोगों के बच्चों को क्लास 4 और क्लास तीन में नौकरियां नहीं मिलती हैं तो सैकिड और फस्ट क्लास की नौकरियां उनको कैसे मिल सकती हैं। ये लोग चाहे जितनी योग्यता रखते हों लेकिन इनको लिया नहीं जाता है और जो बहाल करने वाले आदमी हैं उन तक इनकी सही सिफारिश नहीं हो पाती है। इनको या तो कलकत्ता या इलाहाबाद जाना पड़ता है। हम बिहार वालों की इन दोनों ही जगह पर कोई गुंजाइश नहीं है। हम सब आखिर मनुष्य हैं। ह्यूमन एलीमेंट आखिर अपना काम करता ही है। इस वास्ते मेरा सुझाव है कि सर्विस में कोटा सूबों की पापुलेशन के आधार पर तय कर दिया जाये और उसके अनुपात से बहालियां हों। ऐसा अग्रर होता है तो यह सर्वोत्तम होगा। इस तरह से सूबों के आदमियों को अपनी पापुलेशन के अनुपात से जगह मिल सकेगी। अग्रर ऐसा आप नहीं करते हैं तो आज नहीं तो तो-चार या दस बरस के बाद आपको नक्सलाइट मूवमेंट का हर जगह

सामना करना पड़ेगा, बेकारी की मूवमेंट जो है इस मूवमेंट के सामने तब आप टिक नहीं पायेंगे। आपको हर स्टेट की पापुलेशन के बेसिस पर उस स्टेट के लोगों को जगह देनी चाहिए।

स्प्लीमेंटरी डिमांड्स का मैं हार्दिक स्वागत करता हूँ। मैं चाहता हूँ कि कलकत्ता, बम्बई, मद्रास, बंगलौर आदि बड़ी जगहों का ही मंत्री महोदय दौरा न करें। वह इंटीरियर में जायें जहाँ पर पैसेंजर गाड़ियाँ चलती हैं। वहाँ के लोगों के कष्टों को देखें। उनको समझ और उनको दूर करने की कोशिश करें। आज लोगों के अन्दर जागृति पैदा हो गई है। आप देखें कि बैंकवर्ड एरियाज के अन्दर आजकल नक्सलाइट मूवमेंट चल रही है। फार्वर्ड एरिया में नहीं चल रही है। इसलिए आपको बैंकवर्ड एरियाज को फार्वर्ड एरियाज के मुकाबले में पहले लाना होगा और इसके वास्ते आप पहले प्रोग्राम बनायें। जितने बैंकवर्ड एरियाज हैं उनका आप दौरा करें, वहाँ रेलों की हालत को आप देखें। आप कहते हैं कि टिकटलैस ट्रेवल होता है और वह ज्यादातर पैसेंजर ट्रेजें में होता है, एक्सप्रेस ट्रेजें में कम होता है। हम लोग जो उत्तर बिहार में हैं, चम्पारन जिले में हैं हमारे यहाँ एक गाड़ी को छोड़ कर सब गाड़ियों में टिकटलैस ट्रेवल होता है। आप गंगा पर पुल बनाने जा रहे हैं। संयोग से राज बहादुर जी भी यहाँ बैठे हुए हैं। यह जो रोड ब्रिज आप बनाने जा रहे हैं इसको आप रेल कम रोड ब्रिज बनायें ताकि उत्तर बिहार का कल्याण हो। डम्ई करोड़ पापुलेशन उत्तर बिहार की है। आपने ऐसा किया तो

न केवल उत्तर बिहार वाले बल्कि असम वाले उत्तर प्रदेश वाले भी आपको धन्यवाद देंगे और भगवान की तरफ से आपको आशीर्वाद मिलेगा। मेरी प्रार्थना है कि रेल कम रोड ब्रिज आप गंगा पर बनायें ताकि उत्तर बिहार, दक्षिण बिहार आदि का कल्याण हो और पटना जो बिहार की राजधानी है उससे इन दोनों भागों को जुड़ने का मौका मिले।

श्री हुकम चन्द्र कछवाय (मुरेना) : दो माननीय सदस्यों ने रेलों की मांगों पर बोलते हुए अपने विचार व्यक्त किए हैं। रेलवे के अन्दर विजिलेंस विभाग है। इस विभाग के कर्मचारी हैं वे रेलवे बोर्ड के अधीन रहकर काम करते हैं। ये लोग इस कारण से आपके उन अफसरों के खिलाफ कोई कार्यवाही नहीं कर सकते हैं। इस वास्ते मेरी मांग है कि इस विभाग को बिल्कुल अलग कर दिया जाए। इसका सम्बन्ध रेलवे बोर्ड से बिल्कुल न हो ताकि ये ठीक प्रकार से जांच का काम कर सकें। इस विभाग में कर्मचारी तीन साल के लिए आते हैं और उसके बाद फिर अपने विभागों में चले जाते हैं। इसलिए वे अफसरों के खिलाफ कोई कार्यवाही नहीं कर सकते हैं। अफसरों में काफी भ्रष्टाचार फैला हुआ है। इसको दूर करने के लिए यह जरूरी है कि इस विभाग को अलग किया जाए।

रेलवे कर्मचारियों के लिए बोनस की बात भी आती है। यह चीज काफी जोर पकड़ती जा रही है सारे देश में। अधिक देर तक इस मांग की अवहेलना नहीं की जा सकती है। उनको दबा कर नहीं रखा जा सकता।

[श्री हुकम चन्द कच्छवाय]

है। आपको रेल कर्मचारियों को बोनस देने के लिए मजबूर होना पड़ेगा क्योंकि उनकी कमाई से उनकी मेहनत से आपको काफी मुनाफा होता है। यह अलग बात है कि आपकी व्यवस्था ठीक न होने के कारण मुनाफा कम होता है या कहीं घुस जाता है और उसकी अवाब देही हमारी नहीं है आपकी है। परन्तु यह सच है कि मुनाफा काफी होता है। इस बास्ते उनकी बोनस की मांग बहुत ही न्यायोचित मांग है। सभी विभागों से यह मांग उठ रही है। मैं चाहता हूँ कि उनको आप बोनस दें और उतना ही बोनस उनको मिलना चाहिए जितना बाकी उद्योगों में सरकार ने देना तय किया है।

तृतीय श्रेणी के यात्रियों से आपको बहुत ज्यादा मुनाफा होता है, अधिक से अधिक कमाई आपको उनसे ही होती है। फर्स्ट क्लास के यात्रियों से आपको कम कमाई होती है। लेकिन सहूलियत इनको ही अधिक आपने दे रखी है। मेरी मांग है कि तृतीय श्रेणी के यात्रियों को अधिक से अधिक सहूलियतें आप दें। उनके डिब्बों में दें। उनको आप रिजर्वेशन की, ठहरने की, बिश्राम गृहों की, पानी की, लैट्रिनज की जो सुविधायें हैं उनको आप विस्तार करें। इनकी ठीक प्रकार से व्यवस्था न होने के कारण उनमें काफी असंतोष व्याप्त है। जिन से आपको अधिक कमाई होती है उनको आप कम सहूलियतें देते हैं और जिनसे कम होती है उनको अधिक देते हैं। यह ठीक नहीं है। यह समाजवाद नहीं है। यह जो भेदभाव है उसको आप दूर करें।

रेलवे लाइनों और रेलवे स्टेशन बाड़ों के कारण काफी क्षतिग्रस्त होते हैं। देश में समय समय पर बाड़ें आती रहती हैं, हर साल आती रहती हैं। मेरा कहा यह है कि बाड़ों से रेलवे की सम्पत्ति को, रेलवे लाइनों को और रेलवे स्टेशनों को क्षति न हो, इसके लिए आपको स्थायी उपाय करना चाहिए। हर वर्ष जो बाड़ों की वजह से हानि होती है, इस हानि से हम को बचना चाहिए।

मध्य प्रदेश के जिन क्षेत्र में मैं आता हूँ, वहां मुरेना एक बड़ा प्रसिद्ध जिला है। मुरेना स्टेशन पर ऊपरी पुल की बहुत आवश्यकता है। मैं ने इस बारे में अनेकों पत्र लिखे हैं और कई सवाल पूछे हैं। इस बारे में सरकार की ओर से बचन दिया गया था, लेकिन उसको पूरा नहीं किया गया है। इस पुल के न होने से यात्रियों को बहुत परेशानी होती है।

ग्वालियर से सोपुर कला तक छोटी लाइन पर जो गाड़ी चलती है, उसमें बत्ती और पानी नहीं होता है। वह चाहे जहां खड़ी हो जाती है। वह गाड़ी इतनी धीमी गति से चलती है कि आदमी चलती गाड़ी से उतर कर पानी पी कर फिर चढ़ सकता है। श्री हनुमन्तया इस समय सदन में बैठे हुए हैं। उन्होंने घोषणा की थी कि वह देश भर में छोटी लाइनों को बड़ी लाइनों में बदलने जा रहे हैं। मैं ने उस समय कहा था कि यदि मंत्री महोदय इस कार्य को मेरे क्षेत्र से शुरू करें, तो मैं समझूंगा कि इस कार्य में अच्छी प्रगति होगी।

ग्वालियर संभाग में जितने भी स्टेशन हैं, पिछले पच्चीस सालों में उनमें से किसी का भी विकास नहीं हुआ है। वे सब स्टेशन

अंग्रेजों के जमाने के बने हुए हैं और उनकी हालत बहुत खराब है। मंत्री महोदय उनकी स्थिति में सुधार की तरफ ध्यान दें।

मुना-मक्सी लाइन को शिवपुरी से जोड़ा जाये और सोपुर कला को मबाई माधोपुर से जोड़ा जाये। इससे उस क्षेत्र का विकास होगा, दो राज्यों का सम्बन्ध जुड़ेगा, रेलवे को आमदनी होगी और लोगों को रोजगार मिलेगा।

भारत भी देश में बहुत बड़ी संख्या में निजी लाइनें चन रही हैं। पता नहीं, सरकार क्यों उनको अपने हाथ में लेने में हिचकचाती है। मैं चाहता हूँ कि सरकार उन सब निजी लाइनों को अपने हाथ में ले ले।

गाड़ियों में यात्रियों की सुरक्षा के लिए कोई ठीक व्यवस्था नहीं की गई है। आप ने 18 नवम्बर के दैनिक 'हिन्दुस्तान' में यह समाचार देखा होगा कि गाजियाबाद और मोदीनगर के बीच कुछ गुंडों ने चलती गाड़ी के डिब्बे में लड़कियों के साथ बलात्कार किया। यह बहुत शर्म की बात है। सरकार की ओर से कहा जाता है कि सुरक्षा का कड़ा प्रबन्ध है, गाड़ी के साथ गार्ड होते हैं, जिनके पास राइफलें होती हैं, आदि। लेकिन ये सब खोबी बातें हैं। उनमें कोई दम नहीं है। रेलगाड़ियों में यात्रियों की सुरक्षा की पूर्ण व्यवस्था के लिए क्षीघ्रातिशीघ्र कदम उठाये जाने चाहिए।

देश में कई ऐसी रेलवे यूनियनें हैं, जिनको मान्यता नहीं दी गई है। सरकार ने सब जी० एम्ब० को यह आदेश दे रखा है कि

अगर कोई पार्लियामेंट का मेम्बर भी किसी ऐसी यूनियन के साथ आता है, तो उमका आपन, मेमोरेंडम, न लिया जाये। इन नीति में बहुत हानि होती है। मैं इसका एक ताबूत उदाहरण देना चाहता हूँ। दक्षिण मध्य रेलवे के जेनेरल मैनेजर ने लोको के रनिंग स्टाफ का आपन लेने से इन्कार कर दिया। इससे लोग बहुत नाराज हो गये और वहाँ पर पूरी हड़ताल हो गई, जिनके कारण सरकार को करोड़ों रुपयों की हानि हुई। सरकार कहती है कि यह प्रजातंत्र है। प्रजातंत्र में चाहे जी० एम० हो और चाहे डी० एस०, उनको सबको सुननी चाहिए और लोगों की कठिनाइयों को दूर करने का प्रयत्न करना चाहिए, अन्यथा उनमें उत्तेजना फैलती है और उपद्रव होते हैं।

हम देखते हैं कि जी० एम० के आदेश का डी० एस० पालन नहीं करता है। मैं सिकंदराबाद की एक घटना आपके सामने रखना चाहता हूँ। जी० एम० ने विजयबाड़ा के डी० एस० को यह लिखित आदेश दिया कि फ्रान्स कर्मचारी को फ्रान्स स्थान पर रख दिया जाये, लेकिन डी० एस० ने इस आदेश की अवहेलना की। उसने इसको अपनी इज्जत का प्रश्न बना लिया है, जिसका प्रमाण मैं दे सकता हूँ।

संकेत तथा दूर संचार की नई प्रणाली तो लगाई जा रही है, लेकिन काम करने के लिए कुशल कर्मचारी एवं सुविधायें नहीं दी जा रही हैं, जिसके कारण विदेश से आया हुआ सामान खराब हो रहा है।

[श्री हुकम चन्द कच्छबाय]

मैं कुरेशी साहब को बताना चाहता हूँ कि खान-पान के बारे में सारे देश में बहुत गड़बड़ है। जिन लोगों को लाइसेंस दिये जाते हैं, वे स्वयं कभी ठेका नहीं चलते हैं। वे दूसरे व्यक्तियों को रख लेते हैं और उनसे चार पांच सौ रुपया कमाते हैं। एक एक व्यक्ति को दुकान, ट्राली और स्टाल के झाड़-भाड़ ठेके मिले हुए हैं, लेकिन वे स्वयं काम नहीं करते हैं। ऐसे पार्लियामेंट के मेम्बर भी हैं, जिन्होंने अपने नाम से ठेके लिये हुए हैं, लेकिन वे स्वयं काम नहीं करते हैं, कोई पैसा नहीं लगाते हैं, बल्कि दूसरे लोगों को काम दे कर पैसा कमाते हैं।

सरकार की ओर से यह व्यवस्था की गई है कि हम पास के द्वारा यात्रा कर सकते हैं। अगर किसी का पास गुम हो जाये या घर पर छूट जाये, तो उसको लिख कर देना चाहिए। यह कितने दुख और खेद की बात है कि अगर कोई टी० टी० एम० किसी सदस्य से किराया चार्ज करता है, तो उसके खिलाफ शिकायत कर दी जाती है कि उसने दुर्व्यवहार किया है। इससे अधिक दुर्भाग्य की बात क्या होगी कि जो पास परेशी के लिए दिया जाता है, उसके द्वारा कुछ सदस्य अपनी लड़की, बहन या किसी दूसरी महिला को साथ लेकर यात्रा करते हैं। अगर टी० टी० उनसे चार्ज करता है, तो उसको मारने की धमकी दी जाती है, उसको धोस दी जाती है, उसके खिलाफ नाना प्रकार की शिकायतें की जाती हैं। ऐसी घटनाएँ मंत्री महोदय के नोटिस में लाई गई हैं। मैं उनके बारे में प्रमाण दे सकता हूँ।

कुछ गाड़ियाँ टाइम टेबल में दी गई हैं, लेकिन वास्तव में वे चलती नहीं हैं। उदाहरण के लिए पटना से गया होते हुए धनबाद जाने वाली गाड़ी टाइम-टेबल में है, लेकिन वह आज तक नहीं चली है। मंत्री महोदय बतायें कि इसका क्या कारण है।

SHRI BHAGWAT JHA AZAD (Bhagalpur): Since 1952 when I joined this Parliament, I have been examining and studying the Railway Budgets and speaking on them, minus the last 4-5 years.

AN HON. MEMBER: You are young and handsome.

SHRI BHAGWAT JHA AZAD: I am still handsome, I hope. As long as one decade before, I had suggested by my constructive criticism that the Railway would definitely go into the red because it is run at the official level by most irresponsible officers to the public demands. These days I have had the privilege of seeing them at close quarters in the Public Accounts Committee, to which I shall not refer now. For the present I could say that my idea has still more been confirmed that if this undertaking, the largest of the Government's, is going into the red and is growing every day inefficient, it is due to the duds and dunces who are running this Ministry. I am saying this very frankly and I hope the new Minister will not toe the line of the duds and dunces. The sharp ones are there; I have seen some of them working honestly and trying to understand. My words may be harsh but the results will be good if the new Minister tries to understand and improve things. See the kind of new lines that are being laid and see the demands for new tracks and track renewals. The time is short and I would not go into details of all these; for the present I shall confine myself to very few ones. Mr. Bibhuti Mishra said something which we are demanding for a pretty long time. We gave

1972-73

1972-73

our land for the Mokameh bridge. Even coolies and mates must come from the other parts of the State because the Service Commission is at the other part of the State, not in Bihar. Since long we, A. P. Sharma, myself and Mishra and others said that we must have a service commission in the State of Bihar, which is the second largest State in the country but the Railway Ministry is not hearing because it is a Ministry of vested interests.

After this larger issue, I come to smaller issues. I come from Bhagalpur, one of the four divisional towns of Bihar State. All the trains that start from Delhi and join Howrah or even beyond, say, Assam and all those places pass through Moghalsarai. Half of the mail and fast trains go via Gaya and the others come to Patna and go to Kiul and from Kiul all the mail and express and fast trains go via Jesidih. For the last many years we are saying: via Bhagalpur give us a fast train. They want to give me a lollipop; these people understand that we are fools in Bhagalpur. So they introduced a fast passenger and wrote me a letter: you wanted Assam Mail; we have given a fast passenger; we have given you a lollipop. These gentlemen do not understand—there is no difference between express, mail and other trains. All the Members from Assam, Bihar, Manipur and Tripura wrote unanimously to the Minister saying, "You yourself announced that the Assam Mail would be diverted through Bhagalpur". Some of my friends would not agree, but I do not mind. Let it be examined on merits. Everytime since Mr. Hanumanthaiyya's time this has been raised and the last one I got from Mr. Qureshi Mr. Pai was perhaps too busy and did not have the time to reply. He is a full Cabinet Minister, but probably he is not aware of the courtesy and convention laid down by Shri Jawaharlal Nehru that the Minister always takes time, at least half a second, to sign the letter in reply to the Members of Parliament. He has introduced a new convention; let him do it.

Now I can give up my demand of Assam Mail; let the Assam members take care of this. But what about the Delhi Express? What about Toofan Express? What about Bombay Bi-weekly? What about the Janata Express? They go from Kiul to Jasidih but they do not serve an area right from Kiul to Howrah. These gentlemen travelling in air-conditioned saloons never had the courtesy to visit that part of the country and see things for themselves.

I want to sound a note of warning Mr. Qureshi has said in his letter that Assam Mail could not be diverted seeing the feelings and sentiments of the people in that part. I understand it. For the last one year, I am trying somehow to suppress this agitational attitude in that part of the country. Now the people of Bhagalpur and that area have formed a Nagarik Parishad consisting of CPI, CPM, Cong(O), Cong(R), SSP, etc. Every party has joined it. They had given a call on 9th August and I persuaded them not to do. If the new Railway Minister wants to see it in action, I have no objection. I will be silent and he will understand what is dharna and bandh. If because of one agitation at Katihar he has changed the decision about diverting the Assam Mail let him face the other music. But I do not believe in this approach and I hope Mr. Pai does not believe in this. I hope he will call the members from that part of the country and try to understand our feelings. But if he only understands the language of agitation, I can assure him, he will have plenty of it; whenever he wants it, he will have it.

MR. CHAIRMAN: Please desist from doing it.

SHRI BHAGWAT JHA AZAD: That is what I have been doing all these months, but now things have gone out of my control and the parties have formed a parishad. Let him examine our demand and point out which is wrong, so that I can explain to my people that Mr. Pai is right. But how can the Railway Board dare

[Shri Bhagwat Jha Azad]

say, I have given Upper India Express; I have given you a fast-passenger, a lollypop! From Patna to Jasidih and from Patna to Bhagalpur, the distance is the same—140 miles. But from Patna to Jasidih, it takes 3½ hours whereas from Patna to Bhagalpur it takes about 7 hours and the whole day is consumed. Is it actually an Express? If so, let him divert the Upper India Express via Jasidih and the Toofan via Bhagalpur, if it is all the same. I am not pleading for one small area I am pleading for a big area right from Patna to Sealdah and I hope the Minister will go into the matter, call us and discuss about it.

I wanted to say about many other points, but I do not have the time now. By now I have been able to digest so much about the working of the railways, thanks to the Railway Board members who appeared before the P.A.C. I know what wonderful things they have done in the country and I will take some other time to enlighten the House as to what the railways are doing in this country. I have got one or two dozens of cases with facts and figures. But the fact is that these are only supplementary demands and your bell compels me to stop here and I would request Mr. Pai to consider those things. Each member of the Public Accounts Committee during the course of the examination of the Railway Board found the callous treatment meted out to the public exchequer by the railways. We were tempted to go to Shri Pai and report it to him. But under our convention we have to report to Parliament and so we did not report to the Minister. Since the present Railway Minister is a new man, a good man and, I am told, an efficient man, he should not allow them to lead him; he should lead them. I hope he will take into consideration my pleas about the feelings of the people of that area and give sympathetic con-

sideration to what I have said. In the end I will say that this is only the first instalment, to be followed by subsequent instalments later on.

श्री राजावतार शास्त्री (पटना) :
सभापति महोदय, यह जो रेलवे की पूरक डिमांड प्लेन की गई है उस में 15 करोड़ 16 लाख पये की मांग की गई है जिसमें से 9 करोड़ 55 लाख रुपये की राशि केन्द्रीय सरकारी कर्मचारियों को अन्तरिम सहायता के रूप में देने की बात है। यह जो अन्तरिम सहायता के नाम पर राशि हम लोग बढ़ा रहे हैं वह और भी ज्यादा बढ़ानी चाहिए थी महंगाई को देखते हुए। लेकिन उस से भी आवश्यक बात यह है कि तृतीय बेटन प्रयोग की रिपोर्ट भी प्रकाशित हो ताकि यहां के सरकारी कर्मचारी जिस में रेलवे के कर्मचारी भी शामिल हैं, उन में जो असंतोष है वह असंतोष दूर हो सके और उस के लिए सही रास्ता निकल सके। यह बात अभी तक नहीं की गई। दो साल से ज्यादा हो गया मामूम नहीं और कितना समय सरकार लेना चाहती है। लेकिन इस तरह देर करना उचित नहीं होगा, नुकसानदेह होगा। इसलिए जल्दी से जल्दी इस को प्रकाशित किया जाना चाहिए। इसी क्रम में मैं इस बात की तरफ भी सरकार का ध्यान धाप के मार्फत खींचना चाहता हूँ कि बोनस की बात बहुत जोरों से रेल कर्मचारियों के बीच में उठ खड़ी हुई है और कोई बजह नहीं है कि जब धाप औरों को दे रहे हैं तो रेल के कर्मचारी और पी०एण्ड टी० के कर्मचारी जो केन्द्रीय सरकार के ही कर्मचारी हैं उन को क्यों न दें? धाप ने प्रबन्धनों में देखा होगा कि, अलग इंडिया रेलवे मेन्स फेडरेशन प्रवर्धन की तयारी कर रहा है। एन०एफ०आई०आर०

स्ट्राइक के लिये बिल्ट लेने जा रहा है और जो कैटेगरी की यूनियन हैं उनका जो कन्फेडरेशन है वह अपने तरीके से इन आन्दोलनों में शरीक होगा या और आन्दोलन करेगा । इन आन्दोलनों से बचने के लिए, आन्दोलन इन लोगों को न करना पड़े, इसके लिए उन की मांगों की तरफ आप का ध्यान क्यों नहीं जाता? तो, अगर आप चाहते हैं कि बहुत हंगामा न हो तो आप का ध्यान इधर भी जाना चाहिए । रेल कर्मचारी जो 15 लाख से ऊपर हैं उन की मांग को आप नजरअन्दाज नहीं कर सकते हैं नहीं तो प्रखंड आन्दोलन का मुकाबला करना पड़ सकता है । एन० एरू० आई० आर० के लोग बोनस नहीं मिलने पर हड़ताल करने को तैयार होंगे तो तमाम रेलवे एम्प्लॉईज ऊन के साथ होंगे । अगर सब की एकता हो गई तो 19 सितम्बर, 1968 की जो स्थिति थी उस से कहीं विकराल स्थिति हो जायगी । इस तरफ मैं आप का ध्यान खीचना चाहता हूँ ।

आप अधिक पैसा मांग रहे हैं और आप को पैसा चाहिए भी, तो एक ही किसी सदस्य ने कहा कि भ्रष्टाचार बहुत ज्यादा है । हम कन्फेडरेशन के अन्दर काम करने वाले लोगों ने और कैटेगरी की यूनियनों में काम करने वाले लोगों ने दो बार आप का ध्यान इस हाउस के अन्दर और कन्वेल्टिव कमेटी के अन्दर इस ओर दिलाया कि भ्रष्टाचार का सवाल किसी पार्टी का सवाल नहीं है, किसी एक यूनियन का सवाल नहीं है, पूरे हिन्दुस्तान का सवाल है, तमाम रेल मजदूरों

का सवाल है, इसलिए इस पर सब को मिला कर काम करना चाहिए ।

उस समय हमें श्री हनुमंतबा जी ने विश्वास दिलाया था कि वह सब लोगों से बात करेंगे और भ्रष्टाचार उन्मूलन के सिलसिले में सब का सहयोग लेंगे, लेकिन दुख है कि हमारी यूनियन ने जो धनबाब में भ्रष्टाचार के विरुद्ध काम करने बातों की यूनियन है, उस ने कई बार ध्यान दिलाया, बारबार भ्रष्टाचार दूर करने के लिये सुझाव दिये, सम्मेलन भी किया, लेकिन उस के बावजूद उन की बातों की तरफ आप का ध्यान नहीं गया, बल्कि आप के अहसरों ने आप का ध्यान दूसरी तरफ खींचने की कोशिश की और यह कहा कि अगर आप इस तरह से काम करेंगे तो इन की ताकत बढ़ जायगी । ये अन-रिकग्नाइज्ड यूनियन के लोग हैं । सभापति महोदय, यह सवाल एक राष्ट्रीय सवाल है, इस लिये आप से अनुरोध करना चाहता हूँ कि आप सब यूनियनों को बुलाइये और रेलवे का जो करोड़ों रुपया देश के अन्दर बरबाद हो रहा है, उस को बचाने के लिये सब को साथ लेकर आगे बढ़िये ।

सभापति जी, मैं भी और सदस्यों की तरह कुरेशी साहब का ध्यान रेलवे के अन्दर जो कन्टीन चलती है, उन की तरफ दिनाना चाहता हूँ । कन्टीनों में बहुत ज्यादा गड़बड़ी है और खास तौर से जो निजी कन्टीन हैं, उन में बहुत ज्यादा गड़बड़ी है । अभी हाल में कटिहार के अन्दर एन० एरू० रेलवे के जनरल मैनेजर ने मिनिस्टर साहब

[श्री रामावतार शास्त्री]

के आर्डर के खिलाफ पुराने कांटेक्टोर का लाइसेंस फिर से रिन्यू कर दिया—यह कहाँ का तरीका है ? क्या रेलवे बोर्ड और रेलवे अधिकारी मिनिस्ट्रों से ऊँचे हैं ? वह कांटेक्टोर बहुत बदनाम है । मैं आप के पास सारी बातें लिख कर भेज चुका हूँ ।

लाइन मरम्मत की बात कही गई है— आप ने 2 करोड़ 67 लाख रुपये की मांग की है जो केवल वेस्टर्न रेलवे के लिये है । क्या दूसरी जगहों पर बाढ़ नहीं आई थी, क्या बिहार में, उत्तर प्रदेश में बाढ़ नहीं आई थी, क्या पूर्वी इलाकों में डम की जरूरत नहीं है, क्या वहाँ पर नई पटड़ियों के बनाने की आवश्यकता नहीं है ? एक प्लांड योजना बनाइये ताकि पिछड़े इलाकों में भी मरम्मत का काम हो सके, नई रेलवे लाइन बनाई जाय, और ऐमा नहीं करेंगे तो काम नहीं चलेगा ।

अभी आप ने राजधानी एक्सप्रेस चलाई है, आप बहुत तेज गाड़ियाँ चलाते हैं, लेकिन इस का इन्तजाम करने के लिये, पटड़ियों को दुरुस्त करने के लिये क्या गैंगमनों की तादाद बढ़ाई गई है । आप जरा पता लगाइये पहले कितने गैंगमन काम करते थे और अब कितने गैंगमन काम करते हैं, क्या उन की संख्या बढ़ाने की आवश्यकता नहीं है — इस तरफ भी आपका ध्यान जाना चाहिए ।

आर० पी० एफ० वाले क्या जुल्म कर रहे हैं — आप ने अभी सुना । ताजा मिसाल आप के सामने काटहार की है, वहाँ पर क्या हंगामा हुआ, हड़ताल हुई ।

इस समय रेलवे में कई यूनियनों काम कर रही हैं, आप कहते हैं कि जो अन-रिकगनाइज्ड यूनियन है, उनका मैमोरेण्डम भी नहीं लेंगे । इस में आप को क्या कठिनाई है ? उन का मैमोरेण्डम लीजिए और अगर उन की बात पसन्द आये तो मानिये, वरना नहीं मानिये । लेकिन आप मैमोरेण्डम भी नहीं लेते हैं—जिसका नतीजा है कि सदरन रेलवे में 111 दिनों की हड़ताल हुई, क्योंकि डी० एस० न मैमोरेण्डम लेने से इन्कार कर दिया था । इस तरह का रुख रहेगा तो हड़तालें होंगी और आप उन को रोक नहीं सकते हैं । रनिंग स्टाफ 8 घण्टे की ड्यूटी करन को कहता है, लेकिन आप नहीं मानते । दक्षिण रेलवे में हड़ताल के कारण 6 हजार लोगों की सर्बिस में ब्रेक है—सब से पहले आप उन के खिलाफ तमाम कार्यवाही को खत्म कीजिए, तब ही आप लोगों का सहयोग ले सकते हैं ।

हम ने हनुमन्तैया जी से भी बार बार कहा है, ए० पी० शर्मा से कहा है; आल इण्डिया रेलवे मैन्ज फीडरेशन के श्री प्रिय गुप्ता जी से भी कहा है, आप के अधिकारियों से भी कहा है कि आप रेलवे की तमाम यूनियन्ज को एक बनाइये । इस में क्या दिक्कत है ? हम लोग तैयार हैं, आप सब को इकट्ठा करें । कन्फेडरेशन एवं फीडरेशनों के सब लोगों को मिला कर एक यूनियन बनाइये, चुनाव का डेमोक्रेटिक तरीका निकालिये, जिस के साथ मजदूर होंगे, उन के साथ हम चलेंगे—लेकिन आप ऐसा नहीं करते — इस के लिए कौन जवाब देह है मैं तो समझता हूँ कि आल इण्डिया रेलवे

मैन्ज फेडरेशन के लोग, नेशनल फेडरेशन आफ इण्डियन रेलवे मैन के लोग एकता नहीं चाहते । अगर वे चाहते हैं तो हमारा अनुरोध है कि तमाम को एक जगह मिलाइये, तब आप को डील करने में सहूलियत होगी । जब तक आप ऐसा नहीं करते तब तक हमारी कन्फेडरेशन को मान्यता देने में क्या कठिनाई है ? सब को मान्यता दे सकते हैं उन के मैमोरेण्डम लीजिए और उस पर विचार कीजिए । जिनके खिलाफ कार्यवाही चल रही है उस को खत्म कीजिए उन सबों को मिला कर जो सब से बड़ा राष्ट्रीय सवाल है — भ्रष्टाचार के खिलाफ लड़ने का, रेलवे की करोड़ों रुपये की संपत्ति की रक्षा करने का प्रयास करें । हम सब उस में आप के साथ सहयोग करने को तैयार हैं ।

SHRI S. R. DAMANI (Sholapur):
I rise to support the Supplementay Demands. There are 11 Demands totalling about Rs. 15.11 crores; and I support all of them. There are various items, but I would like to deal with only two items.

It is a fact that the working of the Railways since the last five or six years cannot be considered very satisfactory. I do not mean to say that there is no improvement in the working of the Railways. There has been improvement, but it is not as much as we expected. There has been improvement in respect of punctuality of trains; the amenities to passengers have also improved. But if we see the other side, we are not very happy with its working.

Every year it is being claimed by the Railways that their expenditure is increasing. They say that the goods

traffic and passenger traffic are not coming up as expected by them and, therefore, to meet the increased expenditure, they have to increase the railway fares and freights every year. But now they have come to such a stage when diminishing return has already set in. That is evident from the fact that the traffic in the country has increased, the production in the country has increased. Our agricultural production has gone up, our industrial production has gone up, but the railways are not able to cater to the increased needs. What are the reasons? Supply of wagons is not being properly organized. On the one hand the Railways complain that they are not getting proper load, but on the other hand the iron ore industry, for example, which is exporting, claims that they are not getting wagons at the proper time and as such their exports suffer, they cannot fulfil the export targets. Similarly the coal industry also complains that their stores are piling up, they cannot despatch the stocks because they are not getting wagons. Similarly the cement industry is also complaining that they are not getting wagons. But, on the other hand, the Railways say that they have surplus capacity! I do not understand this at all. Somewhere closed wagons are demanded; they are not available and open wagons are supplied. When open wagons are demanded, closed wagons are supplied. There is this anomaly; there is some kind of disorganisation. Unless this is improved, the economy of the Railways is not going to improve. I am confident that the hon. Railway Minister is a good administrator and he will look into all those matters and will try to remove the difficulties. Our Deputy Railway Minister is also very able and experienced. They should combine and should reorganize the working of the Railways as well as handling of the goods traffic, so that the grievances of the public can be removed and we can control the expenditure by getting increased loads.

[SHRI S. R. DAMANI]

The most important point to which I want to draw the attention of the hon. Railway Minister is this. About six years back, South-Central Zone was created from October 1966—on the plea of operational efficiency and economy. Now six years have passed and I would like to know within these six years how much of their objectives they have achieved and how much economy they have achieved. But, according to the figures published, this zone has created more complications and has cost the railways to a great extent. According to my information, efficiency has gone down and the Sholapur Division which was tagged on to it after taking it away from the Central Railway, by bifurcating it and adding some portions of the Bombay Division and some to Bhusaval Division has suffered greatly. What is the position? The Division which was already smaller has become still smaller. The route Kms which was 1155 has come down to 914. Now, there are four Divisions, viz., Vijayawada, Hubli, Secunderabad and Sholapur and Sholapur is the smallest Division. Similarly, the total strength of the staff of the Division is only 14,180 which is just a little over half of the average of the four divisions. Most of the higher grade positions are being held by persons from outside the Division.

It is also a fact that the flow of goods traffic has suffered considerably. The originating traffic has come down to as low as 18 per cent of what it was in 1964-65. That is the result and these are the achievements and I think the hon. Railway Minister will consider all these points. Representations were made. People are very much agitated. They have gone on a hunger strike. They wanted to resort to all sorts of things but we persuaded them that the hon. Railway Minister agreed to give

sympathetic consideration to their grievances. Now, it is very difficult. Neither it is in the interests of the Railways to keep separate four Divisions nor is it in the interests of the public nor it is in the interests of that area. Therefore, my submission is that the Railway Minister should consider this matter or refer it to an expert committee of the Railway Board and some Members of that area so that we can sit together and find a solution. In conclusion, I hope my requests will get proper attention by the Minister.

*SHRI J. MATHA GOWDER (Nilgiris): Mr. Chairman, Sir, on the Supplementary Demands for Grants of the Railways I would like to say a few words on behalf of my party, the Dravida Munnetra Kazhagam.

Sir, under Demand No. 15, a reference has been made to the Miabhoy Tribunal Award and it is also stated that action towards the implementation of various items of the Award is in process. The additional funds that would be necessary will be asked for through the Supplementary Demands to be presented along with the budget for 1973-74. I am happy that this Award will be implemented next year. I want to point out here that immediately after the announcement of this Award, the Deputy Minister of Railways issued a statement to the Press in which he expressed his view point that the Award was not binding on the Railways and that the existing circumstances were also not favourable for the implementation of the Award. You can well imagine the discontent of the Railway workers due to this kind of premature announcement of the Deputy Minister of Railways. This statement was just contradictory to all the efforts being made by Shri Khadilkar, the Labour Minister in getting greater financial benefits like 8.33 per cent bonus for

*The original speech was delivered in Tamil.

the workers of the country. On the one hand the Labour Minister of the Central Council of Ministers is trying to bring in labour welfare measures and on the other the Deputy Minister of the same Central Council of Ministers is taking anti-labour stand by stating that the Tribunal Award is not binding on the Railway Administration. I am unable to appreciate this kind of contradictory approach to labour welfare measures in the Central Council of Ministers.

As I started, I am happy that, in spite of the views expressed by the Deputy Minister of Railways, the Award is going to be implemented next year. I would only request the hon. Minister of Railways that there should not be any change in this approach in the intervening period and it should be ensured that this Award is fully implemented during 1973-74. I am constrained to emphasise this point because of the statement of the Deputy Railway Minister immediately after the announcement of the Award. When the Central Government have made statutory provision for the payment of 8.33 per cent bonus to the workers by the private sector, I do not know whether the Railway workers can be denied their rightful share in the profit earnings of the Railways for which they give their blood and sweat. If the Railways are incurring loss, it is not due to lack of cooperation on the part of workers. It is mainly due to mismanagement and inefficient functioning of the Railways. I would strongly plead with the Railway Minister that the workers of the Railways should be given greater financial incentives because they are serving the most vital sector of our economy. At least, the Mahaboy Award should be implemented in full during 1973-74.

Sir, the charged expenditure of Rs. 71.59 lakhs under Demand No. 8 consists of court decrees for compensation for goods lost or damaged. This is not a small sum, Sir, especially when the Railway Ministry spends an

equal amount on the Railway Protection Force. In spite of the Railway Protection Force, the value of railway property stolen and the value of compensation paid due to loss and damage caused to the goods sent through Railways run to several lakhs of rupees. I have no doubt that if efforts are made to eliminate these losses, the Railway Ministry will be in a position to pay bonus to the workers. I would appeal to the Minister of Railways that effective steps should be taken in this regard so that these losses are minimised.

I would like to convey on behalf of the people of Tamil Nadu our thanks to the Railway Minister for undertaking the expansion of Tondiarpet Marshalling Yard, the Erode Loco Works, the S. & T. workshops, Podanur and the electrification of Madras-Trivellore line. Here, I would like to point out the long standing demand of the people of Tamil Nadu for dieselisation of Nilgiris Express. Sir, the Nilgiris is known as the queen of Hill resorts in our country and during the current year's Budget discussions I made this request and the then Railway Minister, Shri Hanumanthaiya accepted this suggestion. Generally speaking, mainly for want of coal many trains in South India were not run recently. So it would be better to attach diesel engines to as many trains as possible and more particularly to the Nilgiris Express.

MR. CHAIRMAN: Mr. Gowder, this is not a general discussion on the Railway Budget.

SHRI J. MATHA GOWDER: Except for the last point, I have been touching only the Supplementary Demands. Sir, the Members of this House have been pointing out year after year that the powers, which are now concentrated in the hands of the Railway Board, should be decentralised so that the General Managers who are entrusted with the duty of running the trains efficiently are able to do so without looking up to the

[SHRI J. MATHA GOWDER]

Railway Board for directions on matters of day to day administration. I am happy that a beginning has at least been made now in convening a Conference of the General Managers on November 30 to discuss this issue. I request that the decisions which will be taken by this Conference should be implemented in full. I have no doubt that this will lead to efficient running of trains in our country.

Here, I would also like to refer to the underground railway system in Madras city. An Officer has been appointed to undertake the preliminary survey work. But I am sorry to say that very little progress has been made in this direction because of the inefficiency of this particular officer. This Officer was originally entrusted with a similar project in Bombay. He had to be transferred from there because of his inability to cope with the task assigned to him. Now he is the Officer responsible for the unconscionable delay in completing even the preliminary survey work for the underground train system in Madras city. I would urge upon the Railway Minister that this Officer must be immediately transferred from Madras so that the work can start in right earnest.

Finally, I would like to refer to the deplorable quality of food served in the dining cars of the trains. I wonder whether the Railway Minister has any personal experience of tasting the food served to the public in these dining cars. It is reported that the catering department of the Railways is incurring losses. A solution to this problem should not be sought in winding up the catering services but in improving the quality of food and serving it at reasonable rates. I would request the Railway Minister to bestow his personal attention to this problem and do the needful.

I thank you for giving me an opportunity to say these few words on the Supplementary Demands of Railways.

श्रीमती सहोबराबाई राय (सागर): सभापति महोदय, रेलवे मंत्रालय की जो मांगें हैं उन का समर्थन करती हूँ। लेकिन साथ-साथ यह भी कहना चाहती हूँ कि जब हमारे भूतपूर्व रेलवे मंत्री श्री हनुमन्तैया थे

SHRI MADHURYYA HALDAR (Mathurapur): There is no quorum in the House.

सभापति महोदय : कोरम के लिए घंटी बज रही है। अब कोरम हो गया। आमनीक सदस्या अगला भाषण जारी रखें।

श्रीमती सहोबराबाई राय : सब से पहली बात मैं यह कहना चाहती हूँ कि सागर से हीरापुर तक रेलवे लाइन ले जाकर उस को छतरपुर होते हुए पन्ना तक मिला दिया जाये। सागर में यह एक नई कमिश्नरी बनी है। यह एक डकैती एरिया है। मैंने कई बार मिनिस्टर साहब से कहा कि यहां पर रेलवे लाइन बिछानी चाहिए लेकिन मेरी बात वह सुनते ही नहीं।

मैंने यह भी कई बार लिखा है कि ईश्वरवारा रेलवे स्टेशन पर गाड़ी खड़ी होनी चाहिये। वहां पर काफी लोग चढ़ते उतरते हैं। वह भी एक डकैती एरिया है। मैंने बार बार कहा कि वहां पर स्टेशन बनना चाहिये, लेकिन कोई सुनता नहीं। जब बीना से सागर से कस्टनी जाते हैं तब रास्ते में यह स्थान पड़ता है। यह मेरा क्षेत्र है। जब वहां के लोगों की सुनवाई नहीं होती तो जनता हमारे पीछे पड़ती है। हम रोटियां खाने भी बैठते हैं तो हम को गालियां दी जाती हैं। हम ने कई बार लिख कर दिया है लेकिन न तो कुरेशी साहब सुनते हैं और न पई साहब सुनते हैं। हम ने पहले श्री हनुमन्तैया से इस के लिये प्रार्थना की थी और उन्होंने आश्वासन भी दिया था। अबर पता नहीं क्या हुआ कि वह इस मिनिस्ट्री से ही चले गये। इस पर ध्यान दिया जाना चाहिये।

सागर दमोह के बीच में जो गाड़ी चलती है उस के डब्बे बड़े खराब हैं। न तो उन में उजियाला रहता है और न शौचालय और पानी आदि की ही कोई व्यवस्था है। उस के रास्ते में बीना, खुरई, सागर और दमोह आदि पड़ते हैं जहां से भूसा, कोयला, लकड़ी और मूंगफली काफी भेजी जाती है। लेकिन कठिनाई यह है कि उस के लिये लोगों को डब्बे नहीं मिलते हैं। हमारे क्षेत्र के लोग हम से बारबार कहते हैं कि उन को मालगाड़ियों के डब्बे मिलने चाहिये जिस में वह लोग भूसा और दूसरे सामान भेज सकें और वहां के मवेशियों को चारा और घास मिल सके। यह भी मेरे क्षेत्र में पड़ता है। वहां से जो भी एम० पी० चुन कर यहां आता है उस की बड़ी मुसीबत होती है। कभी वह हमारे लिये काले झंडे दिखलाते हैं और कभी गालियां देते हैं। मुझ से कहते हैं कि तुम्हारे पालियामेंट में होने से भी हमारी मांगें पूरी नहीं होती तो फिर तुम को चुनने का क्या फायदा है। मैं रेलवे मंत्री महोदय से प्रार्थना करना चाहती हूँ कि वह इस के लिये जल्दी से जल्दी कदम उठाये।

सागर से थोड़ी दूर पर मकरोनिया स्टेशन है। वहां पर कोई भी ब्रिज नहीं है। वहां पर पाकिस्तान के काफी सैनिक रखे गये हैं और काफी मिलिटरी चलती है। मैं चाहती हूँ कि उस स्थान पर जल्दी से जल्दी ओवर ब्रिज बनाया जाये।

ये कमिशन रिपोर्ट जल्दी से जल्दी आनी चाहिये ताकि उन के वेतन बढ़ें और

उन को बोनस मिले। हर एक कर्मचारी हम से पूछता है कि आखिर बोनस कब बंटेगा। मैं उन का क्या उत्तर दूँ? मैं आप से मांग करती हूँ कि जल्दी से जल्दी इस के लिये कदम उठाया जाये ताकि कर्मचारी लोग भड़कें नहीं और आन्दोलन न करें। अगर इस में देर होगी तो फिर गड़बड़ियां शुरू हो जायेंगी और पटरियां उखड़नी शुरू हो जायेंगी।

हमारे यहां जो पैसेन्जर गाड़ियां चलती हैं उन की हालत बहुत खराब है। उन में कोई भी सुविधा नहीं है, न लाइट है और न पानी है। लोग फर्स्ट क्लास के डब्बों में से भी चीजें निकाल ले जाते हैं। इस की ओर सरकार को ध्यान देना चाहिये।

इस के साथ ही हम चाहते हैं कि जो गरीब लोग रेलवे पटरियों आदि को बनाने और सड़कों को ठीक करने का काम करते हैं उन को रेलवे में पक्की जोकरियां दी जायें। जो लाबों की संख्या में हरिजन और आदि-बासी लोग काम करते हैं उन की मजदूरी बढ़ाई जाती चाहिये। एम० पी० लोगों के लिए बड़ी मुश्किल है। उनके लिए बड़ी मजबूरी है। आप तो हट्टे कट्टे हैं लेकिन हम से जब कोई बात कही जाती है और हम उसका समाधान नहीं कर पाते हैं तो हमारे सामने बड़ी कठिनाई पैदा आती है। आप खब दौरे करें और लोगों की कठिनाइयों का पता लगाए और उनको दूर करने की कोशिश करें। इससे रेलवे विभाग का काम भी ठीक तरीके से होगा। आपको देखना चाहिये कि हर एम० पी० के क्षेत्र में काम हो, हर क्षेत्र में काम हो।

[श्रीमती सहोदराबाई शर्मा]

इन शब्दों के साथ मैं प्रायना करती हूँ कि सागर से बड़ी देवरी तक लाइन बना कर उसको बरमान होते हुए नरसिंहपुर तक आया मिला दें। इस से हम लोगों को बहुत लाभ होगा।

17 hrs.

MR. CHAIRMAN: MR. A. P. Sharma.

SHRI S. B. GIRI (Warangal): Sir, just now a Congress Member has spoken. So, let an Opposition Member speak alternately. (Interruptions) Prof. Dandavate is already there.

MR. CHAIRMAN: I am sorry, but I have called Mr. Sharma. Please allow him to speak, and then I will call from the Opposition.

SHRI A. P. SHARMA (Buxar): Mr. Chairman, Sir, I take this opportunity to congratulate the Railway Minister on his introducing a new scheme of working in the railways, known as the workers' participation in management. Sir, there has been a long pending demand from the railway employees in this country that their representative should be associated with the management of the railways. Under this new scheme, the Railway Board and the Railway Ministry would be able to take the representatives of the workers into confidence so far as the management of the railway is concerned. Since this debate is on the supplementary demands, I do not like to dilate on this scheme, and I am quite sure that under this new scheme, the railway will definitely register all-round improvement in its working.

While congratulating the Railway Minister on this occasion for introducing this new scheme of working, I want also to request him to apply his mind very seriously to some

of the burning demands of the railway workers. I would like especially to draw his attention to the demand of the railway workers for a minimum bonus of 8.33 per cent. My friends have pointed out earlier that a new situation is emerging in the country, and all sections of the railway workers belonging to different trade unions are now preparing for a countrywide—not only agitation—but direct action. Therefore, I hope that the Railway Minister will not remain as a silent spectator in this matter, but as the biggest employer in this country he will definitely apply his mind seriously to this problem before it is too late.

There is no reason why this discrimination should be practised between the employees of a public sector undertaking and the employees of a private sector undertaking and the industrial employees of those departments of the Government which are managed by the Government directly. Therefore, I again say that while I do not like to take much time of this House, I simply want to sound a note of warning that if the Railway Minister shows any reluctance in the matter, he will have to face the challenge and the difficulties, and not the Labour Minister who is always trying to confuse this issue inside this House and outside.

I would like to mention one or two small points and then I will come to the third point which my hon. friend Shri Ramavtar Shastri mentioned. I will not take much time. I am myself conscious of the time, and I shall finish as quickly as possible. There has been a long-pending demand about the establishment of a Service Commission in Bihar. (Interruptions) Almost all the hon. Members of Bihar belonging to different parties and also those from Uttar Pradesh and Assam—people from this area—have made a demand that there should be one more Railway Service Commission located somewhere in

Bihar, especially at Patna. This demand, I know from my personal knowledge, was considered by the Railway Ministry and it was almost conceded. I would like to draw the attention of the hon. Railway Minister, Mr. Pai, to the fact that if he goes deeply into this subject he will find that the Railway Ministry was almost going to concede it, but I am sorry to say that the change in the Ministry has changed the whole plan. If this is going to be the way of looking at a serious problem, in future I am quite sure that instead of earning good name, the railway management will earn a bad name both in the eyes of the Members of Parliament and the public. Therefore, I request him to heed this long standing demand. When Mr. S. K. Patil was the Railway Minister, he made the promise; so also Shri Hanumanthaiya. Therefore, I request that this long-pending demand should be considered by them forthwith.

My friend Mr. Bhagwat Jha Azad mentioned about the express train via Sahibganj loop, that is Bhagalpur I do not want to say much about it. Many of us gave a written petition to the Railway Minister. I have also received a similar reply from the Deputy Minister of Railways, that instead of an express train they have given a passenger train and that too between Kiul and Howrah; it is not between Delhi and Howrah. In view of the emphasis laid on this point, I hope that the new Minister will consider this question and see that one of the express trains is diverted through Sahibganj loop.

My last point is—one union, one industry. My friend Shri Ramavatar Shastri has the habit of doubting the honesty of everybody; while talking on this subject he doubted the honesty and intentions of the NFIR. Honest people do not doubt anybody's intentions. NFIR has taken this decision in all seriousness. Mr. Shastri appears to have ventured on a new scheme of

working the trade union; he does not know the history of trade unionism. (Interruptions). We had already experimented with two federations and the Indian Railway workers were brought into one Federation, the NFIR whose intentions he is doubting. When we brought about one federations, and when some of the friends who are supporters of Mr. Shastri found in this National Federation of Railwaymen that they could not have a majority and on the contrary, his opponents like me have the majority, they walked out of the joint federation and revived the All India Railwaymen's Federation again and after reviving they gave a strike threat to the Railways and the Railways succumbed to their threat and they recognised the federation. The history of the trade union movement in this country goes to prove that those who talk about unity never accept unity, unless that unity turns exclusively to their advantage. I want to assure Mr. Shastri that that time is not going to come....(Interruptions). All the workers have a right to work in the united federation and if Mr. Shastri wants unity in the trade union movement, he is welcome to work in the National Federation of Railwaymen; that will be real unity, and not mere talk about unity....(Interruptions).

SHRI RAMAVATAR SHASTRI (Patna): Dissolve all unions and form one union on the basis of democratic elections and secret ballot.

MR. CHAIRMAN: Order, I have called Prof. Dandavate. Before he begins, I may tell the House that I shall call the hon. Minister at 5.30. The time allotted for this discussion is two hours; we started at quarter to four we should end at quarter to six but for 15 minutes we can go on. I suggest that you put questions to the Minister; he will make notes and give reply.

SHRI D. BASUMATARI (Kokra-ghar): Nobody spoke from Assam.

PROF. MADHU DANDAVATE (Rajapur): Sir, I am participating in this discussion on supplementary demands of railways with the specific objective of focussing the attention of the House and the Government on a very important and burning issue—the issue of the West Coast Konkan Railway. I do not want to look at the problem from a regional angle. At the very outset let me say that I have looked at the problem from the national perspective. It has been one of the national objectives of our planning that we should correct regional imbalances. Whether it is the backward areas of Bihar or Maharashtra or for that matter Telengana or Orissa, we are basically concerned with correcting regional and economic imbalances. If the super-structure of development is to be laid, it is necessary that we build the necessary infra-structure and one essential element of this infra-structure is the availability of railway communications.

It is the tragedy of our time that though we are living in an age in which space-ships have reached the moon, there are areas to which railways have not reached in our country. I have come to this House from a constituency in which we are not able to have the implementation of the scheme for the West Coast Railway. It is very necessary for the development of the backward regions like Konkan and other parts of the western coast that we are able to provide the necessary railway facilities. The industrialists whose capital is shy in the developmental activities in western coast always argue that whether it is for importing raw materials or exporting finished products, railways are not available there. This is the most important aspect. Unless that is done, it will not be possible for us to build up the necessary super-structure of industrial development. From that point of view, I would demand priority and proper expenditure on implementing the scheme of the West Coast Konkan Railway. Whenever we have put forward this

point of view from a national perspective, we are always told that there are financial difficulties, that this scheme is not going to be taken up even in the fifth Plan.

Let me draw the attention to the recent development that has taken place. In this Konkan area there is famine condition and I reliably know—it has been published in the press also—that the Chief Minister of Maharashtra has already written to the Prime Minister that as a famine relief work, the construction of the West Coast Konkan Railway should be undertaken. I do feel that through this proposal we are undermining the national aspect of this problem and treating it as if it is a regional problem. Even if we are not able to take a national approach about Konkan railway which involves Maharashtra, Mysore and Kerala States, as the second solution and as a lesser evil, I would fully support the proposal made by the Chief Minister of Maharashtra to the Prime Minister and urge that the Railway Minister gives us a categorical assurance on the floor of the House that at least as a famine relief measure, the construction of this railway will be undertaken.

Sharmaji and others have referred to bonus. If we accept that bonus is a device to partially fill up the gap between the existing actual wage and the living wage, it is necessary that we should not try to deny this benefit to a particular section of workers while giving it to others. Therefore, railway employees should be brought under this category for payment of bonus.

In 1960 when there was a general strike of Central Government employees, fortunately ultimately due to the pressure of public opinion, the disciplinary actions against railway employees were withdrawn. But still in the South Central Railway, in the Secunderabad Division, there are 5 employees against whom disciplinary actions have not been withdrawn. I urge that they should be withdrawn.

It was my esteemed colleague, the late Barrister Nath Pai who focussed attention on the Konkan Railway in this House. If one Nath Pai had initiated this move, let another Pai—the Railway Minister, T. A. Pai—complete it. This is my appeal to the Railway Minister.

SHRI DHAMANKAR (Bhiwandi): Instead of asking question, I will make a few suggestions in hardly two minutes. I fully endorse the views expressed by my hon. friend, Prof. Madhu Dandavate about the Konkan railways. In Maharashtra drought conditions are prevailing and about 15 lakhs of people are working on roads and other projects. But it would be difficult to give them work by January or so. Now the Konkan railways are upto Apatha. If they are extended upto Kudal they will connect the two districts of Kolaba and Ratnagiri.

Secondly, there will be scarcity of water in the drought affected areas in the coming months. The State Government have mobilised all the tankers that are available with the jilla parishads and the PWD. The railways can also help by carrying water from the surplus water areas to the drought affected areas.

Thirdly, the survey of the Diwa-Basin railway line has been completed. When this work is taken up, I would request the Minister to see that no agricultural land is taken up for the alignment of this work. It should be avoided as far as possible. It will minimise the cost; it will also minimise the discontent. While making these few suggestions, I thank you for giving me an opportunity to speak.

श्री अनशाह प्रभू (शहडोल) : सभापति महोदय, टीवा संभाग में एक लम्बे अरसे से रेल मार्ग की कमी महसूस की जा रही है। दो बार सर्वेक्षण होने के पश्चात् भी किन्हीं विशेष कारणों से रेल मार्ग का निर्माण नहीं हो सका है और अधिकांश जनता बाहरी

दुनिया के अनभिज्ञ और अलग-थलग पड़ी हुई है। अतः वहां पर सतता से रीचा, व्योहारी, सिंगरोली तक रेल मार्ग बनाया जाये।

जिन रेलवे कर्मचारियों को सामान खरीदने के लिए रायपुर जाना पड़ता है, उनके लिए रायपुर में रेस्ट हाउस बनाया जाना चाहिए।

साउथ-ईस्टर्न रेलवे में क्लास फोर में भर्ती होने के लिए पांच साल की सर्विस का सर्टिफिकेट मांगा जाता है। लेकिन बहुत से लोग बोगस सर्टिफिकेट पेश करते हैं। इसलिए यह व्यवस्था की जाये कि सर्टिफिकेटों की यथोचित जांच हो सके।

अनुसूचित जातियों और अनुसूचित जनजातियों को रेलवे में कोई प्रोमोशन नहीं मिलता है। मंत्री महोदय इस तरफ ध्यान दें कि उनको प्रोमोशन दिया जाये।

शहडोल में ओवरब्रिज बनाने के सम्बन्ध में काफी पहले सर्वे हुआ था, लेकिन अभी तक वह नहीं बन पाया है। अब वह ओवरब्रिज बनाने की व्यवस्था की जाये।

शहडोल एक कोयला क्षेत्र है, लेकिन बैंगनों की कमी के कारण सारा काम ठप्प पड़ा हुआ है। इसलिए वहां पर बैंगन दिये जायें, ताकि बन्द उद्योग फिर से चल सकें। तथा लोगों को व्यवसाय मिले।

श्री राजेन्द्र प्रसाद तावब (मधेपुरा) : सभापति महोदय, मैं कुछ सजेसन देना चाहता हूं। सबसे पहले मांग को देखने से पता चलेगा कि रेलवे बोर्ड के बारे में मांग है। रेलवे बोर्ड एक ऐसी संस्था है जो रेल मंत्रालय के काम को आगे ले जाने के बजाय पीछे घसीट रही है। मैं बहुत सी समितियों से सम्बन्धित हूं, इसलिए मैं जानता हूं कि इस डेढ़ दो वर्ष के दौरान हजारों एजेंड पर बहस

[श्री राजेन्द्र प्रसाद यादव]

हुई लेकिन रेलवे बोर्ड ने एक को भी नहीं माना। आज के हिन्दुस्तान में सब से बड़ा खतरा अफसरशाही से है। उसका एक छोटा सा नमूना मैं देना चाहूंगा। श्री वी० सी० गांगुली जो भूतपूर्व चेयरमैन रेलवे बोर्ड के थे वह जब सराय रुहेला स्टेशन पर बैठे हुए थे अपने डिब्बे में तो प्रैस के लोगों ने उनसे कांटेक्ट किया और पूछा कि क्या कानून यह प्रोवाइड करता है कि आप मिनिस्टर के आदेश के बाद इस तरह ही से यहां बैठे रहें? उन्होंने कहा कि

What law? What I say and what I write are laws.

इस तरह के बदमिजाज लोग जहां हों वहां पर हम नहीं समझते कि इस प्रशासन से क्या लाभ हो सकता है? इसलिए रेलवे बोर्ड को खत्म किया जाय। इस तरह के बोर्ड की व्यवस्था और किसी मंत्रालय या विभाग में नहीं है तो रेलवे में ही क्यों हो? इस तरह की व्यवस्था कहीं नहीं है कि ऐसा कोई बोर्ड हो जो कि मंत्री के ऊपर हो तो यहां ऐसी व्यवस्था क्यों हो?

दूसरी बात—मांग नं० 14-15 में नई नई रेलवे लाइनों के बारे में कहा गया है। उसमें नई रेलवे लाइनों के बारे में हम भी मांग करते आए हैं और बहुत पहले से कहते आए हैं हमारे यहां बिहारीगंज रेलवे स्टेशन है जहां से पांच सात लाख टन जूट और करीब 3 लाख टन अनाज हर साल बाहर जाता है। उसको सिमरी बख्तियार पुर से कनेक्ट करने के लिए बराबर कहा गया है लेकिन अभी तक वह कारगर नहीं हो सका। हम प्रार्थना करेंगे कि आप उस पर ध्यान दें क्योंकि वहां 106 मील टर्न लेना पड़ता है जब कि सीधी दूरी केवल 36 मील है।

तीसरी बात—दौरम मधे पुरा से वीरपुर बाया सिहेश्वर कनेक्ट किया जाय
(व्यवधान)

अन्त में मैं इतना और कहना चाहता हूँ कि आसाम मेल की बात आई। नार्थ बिहार को दिल्ली से मिलाने वाली एक ही ट्रेन है आसाम मेल। इसलिए उसको डाइवर्ट न किया जाय।

श्री विश्वनाथ रात (बखरिया) : सभा-पति महोदय रेलवे सम्बन्धी स्वीकृत नीति के अनुसार मीटर गेज को ब्राड गेज में बदलने का कार्यक्रम है। इस सम्बन्ध में मैं निवेदन करना चाहता हूँ कि बाराबंकी से समस्तीपुर तक ब्राड गेज बनाने के लिए भी इस साल के बजट में धन स्वीकृत किया गया था। लेकिन अभी तक उस सम्बन्ध में कुछ भी काम नहीं हुआ। मैं जानना चाहता हूँ कि कब काम शुरू होगा और कितने दिनों में समाप्त होगा। सुना है कि दस साल उसमें लगने वाले हैं। दस साल में तो फिर कोई झगड़ा अन्तर्राष्ट्रीय हो सकता है और देश के लिए संकट उत्पन्न हो सकता है। इसलिए जल्दी इसको लिया जाय। कब तक यह समाप्त होगा, यह मंत्री महोदय बताने की कृपा करें।

श्री कृष्ण चन्द्र पांडे (खलीलाबाद) : सभापति महोदय मैं आपके माध्यम से मंत्री महोदय से जानना चाहता हूँ कि क्या यह सत्य नहीं है कि देश में बढ़ती हुई महंगाई एवं बेरोजगारी का एकमात्र कारण रेलवे विभाग है? इसका कारण यह है कि रेल के डिब्बों के लिए एप्लीकेशन पड़ी रहती है समय से डिब्बे उपलब्ध नहीं किए जाते हैं माल सड़ जाता है। तब मैं आग्रह करना चाहता हूँ माननीय मंत्री जी से कि माल के डिब्बों की कमी नहीं रहनी चाहिए। अगर कमी रहेगी तो देश की उन्नति में बहुत बड़ा रोड़ा भटकेगा और उसकी पूरी जिम्मेदारी रेलवे विभाग पर भी होगी।

दूसरी बात—मैं जिस क्षेत्र से आता हूँ उस क्षेत्र की बहुत बड़ी जनता व्यवसाय करती

है बहुत बड़ा औद्योगिक स्थान वह है । मैं ने माननीय हनुमन्तैया जी से भी आग्रह किया था कि वहां पर दो गाड़ियां रुकनी चाहिएं । अप्र और 2 डाऊन मेल पूर्वोत्तर रेलवे की ये दो गाड़ियां खलीलाबाद में रोकनी चाहिएं । रेलवे कर्मचारी जो जवाब अभी तक दिए हैं उसमें वह लिखते हैं कि खलीलाबाद से कोई लाभ ही नहीं है गाड़ी रोकने में । तो मेरी प्रार्थना है कि खलीलाबाद एन ई आर का एक महत्वपूर्ण स्टेशन है और बहुत बड़ा औद्योगिक स्थान है । वहां पर 1 अप्र और 2 डाऊन मेल गाड़ियां अवश्य रुकनी चाहिएं । (व्यवधान) उत्तर प्रदेश के साथ बड़ा अन्याय होता है मान्यवर । उत्तर प्रदेश इतना बड़ा है 85 एम पी है अभी केवल मैं खड़ा हुआ हूं तो मुझे थोड़ा सा टाइम मिलना चाहिए ।

तीसरी प्रार्थना मेरी यह है कि रेलवे विभाग में रेलवे कर्मचारियों का इतना आधिपत्य है कि आज मंत्री लोगों के आदेश का पालन ही नहीं होता है । इसके उभार उदाहरण मेरे पास हैं । हमेशा मंत्री महोदय को गुमराह किया जाता है । मैंने एक निवेदन किया कि खलीलाबाद रेलवे स्टेशन का प्लेटफार्म जो दक्षिण तरफ है उसको उत्तर तरफ भी कर दिया जाय । अभी दो त न वर्ष पहले वहां करीब 11-12 आदमी रेल से कट कर मर गये । लेकिन एन ई आर के अधिकारियों ने रेलवे मंत्रालय को यह लिखा कि खलीलाबाद का पूरा कस्बा दक्षिण तरफ है इसलिए उत्तर तरफ नहीं किया जा सकता । अभी हनुमन्तैया साहब यहां बैठे हैं, उन्होंने वचन भी दिया था कि आप का जो प्लेटफार्म है वह उत्तर तरफ कर दिया जायगा । लेकिन कर्मचारियों ने किस तरह से गुमराह किया है कि पूरा कस्बा ही बता दिया कि दक्षिण तरफ है । जब कि यह एकदम गलत है । यह एकदम सत्य है कि पूरा कस्बा खलीलाबाद का उत्तर तरफ बसता है, तहसील उत्तर तरफ है, कालेज, बैंक, अस्पताल, सड़क ब्लाक उत्तर

तरफ हैं, तो प्लेटफार्म भी उत्तर तरफ कर दिया जाय तो जनता को बड़ी सहूलियत होगी ।

एक और सवाल है कि पूर्वोत्तर रेलवे का बुड़वल रेलवे स्टेशन एक है, वहां अवैध तरीके से एक कर्मचारी 18 साल से रह रहा है जो रेल कर्मचारी नहीं है । अभी मैंने रेल मंत्री महोदय को इस सम्बन्ध में पत्र नहीं लिखा लेकिन जी० एम० डी० एस०, पूर्वोत्तर रेलवे लखनऊ को पत्र लिखा है, अभी तक उसका जवाब नहीं मिला । 18 वर्ष से अवैध रूप से वह वहां रह रहा है । उसको वहां से हटाया जाय क्योंकि स्थानीय कर्मचारियों को उससे बहुत परेशानी है ।

अन्तिम बात मुझ यह निवेदन करनी है कि 29 तारीख को एन ई आर के स्टेशन मास्टर्स का एक प्रदर्शन होने जा रहा है । उनकी कुछ समस्याएं हैं । उनकी तरफ रेलवे मंत्री का ध्यान जाना चाहिए और पिछड़े हुए क्षेत्रों की तरफ उनका ध्यान जाना चाहिए । माल के डिब्बे इतने बढ़ा देने चाहिए कि किसी का काम न रुके नहीं तो पूरी जिम्मेदारी रेल मंत्रालय की है ।

PROF. NARAIN CHAND PARASHAR (Hamirpur): I want to ask the Railway Minister through you whether or not he has examined the demand put forward by the people of Himachal Pradesh for not closing down the Kangra Valley railway because of the failure of the Railway authorities to construct an alternative railway line covering 29.8 kilometres over two years. If there is a lapse on the part of the Railways on this issue the people should not be allowed to suffer. I want to ask what would be the future of Himachal Pradesh and its economy if the railway line is not allowed to remain open. I would request him to see that he coordinates his efforts with the Ministry of Irrigation and Power and either allows the dam not to rise up and get the

[Prof. Narain Chand Parashar]

people buried under it or takes up the construction of an alternative railway line expeditiously.

Secondly, there is a line from Talwara to Mukheria. It has not been handed over to the Railway Department so far and although the passengers travel freely, the Government is losing lakhs of rupees every year because the Railway is not going to take over that railway line.

Lastly, a direct railway link has been demanded by almost forty Members of Parliament from North-Western India for connecting the two dams, Talwara dam and the Nangal Dam. What is the reaction of the Government to that request?

SHRI PILOO MODY (Godhra): First of all, I would like the Minister to reply to my letters satisfactorily instead of to his own satisfaction.

Secondly, I would like the Minister to recognise the Firemen and the Drivers' Union on the Railways which refuses to affiliate itself with the other two main Railway Unions because it believes in independent trade unionism.

Thirdly, the Commercial Clerks of the Railways who have had a very large Union for so many years has totally been ignored and has not been recognised and has never been given an opportunity to putting forth its grievances so much so these two Unions are suffering for not having their pay-scales increased or brought in line with the other pay scales for the last twenty years.

Next, I would like that there should be a direct link between Godhra and Ahmedabad. I have already made a request to the Minister. I do not care what excuses he has got for not doing it. The line is there; everything is there; only a direct train is required. Now it takes six hours and a change on the way, to cover a distance of 80 miles.

Lastly, I would like the line going to Lunavada extended through Malpur and Medasa to Udaipur. I want him to do it and let him find the excuses for doing it.

MR. CHAIRMAN: Shri B. N. Roy—
not here.

Shri P. R. Shenoy.

SHRI P. R. SHENOY (Udipi): A major port is coming up in Mangalore. In view of the fact that it is ridiculous to have a major port in a State without linking it to the capital of the State by a railway line, will the Minister consider converting the metre gauge between Mangalore and Hasan into broad gauge and extending the same to Bangalore via Tiptur?

(2) There is some difficulty in the movement of fertilisers from North India to South India for want of wagons. Will the hon. Minister kindly release more wagons for the movement of fertilisers to the South so that the crash scheme for the Rabi crop in those States may be successful?

MR. CHAIRMAN: Mr. Basumatari—
not here.

Mr. Darbara Singh.

श्री दरबारा सिंह (होशियारपुर) :
मैं यह अर्ज करना चाहता हूँ कि रेलवे के बारे में एक 20 साला प्लानिंग होना चाहिए—जब बजट आयेगा तब मैं इस के बारे में बात करूँगा, फिनाइल तो मुझे यही कहना है कि जहाँ जहाँ इस वक्त कम्पोजिशन आफ होल्डिंग हो रहा है, वहाँ वहाँ रेलवे क्रॉसिंग का सवाल पैदा हो रहा है। जब इस के बारे में माँग आती है तो रेलवे की तरफ से कहा जाता है कि या तो अपनी गिरह से खर्च करो या स्टेट को कहो कि वह खर्च करे—इस के लिए हमारी जिम्मेदारी नहीं है। मैं चाहता हूँ कि लेवल-क्रॉसिंग के बारे में आप अपनी पालिसी बतलाइये।

दूसरा सवाल—जहां जहां ब्रिजिज हैं, वहां रेल-कम-रोड ब्रिजिज होने चाहिए।

तीसरी बात—मैं पूछना चाहता हूं कि क्या चण्डीगढ़ हिन्दुस्तान के नकशे पर नहीं है, उसको ब्राडगेज लाइन में मिलाया जा सकता है। यह समझ कर कि दो मुल्लाओं के बीच मुर्गी हराम होती है, वहां पर दो सरकारें बैठी हैं, क्या उनको अच्छा स्टेशन नहीं चाहिए, क्या उस को ब्राडगेज से नहीं मिलाया जा सकता है इसके बारे में भी आप जवाब दें। इस वक्त पापुलेशन बढ़ रही है, हमारा काम बढ़ रहा है, डवलपमेंट बढ़ रहा है—एग्रीकल्चर और इण्डस्ट्री में जो तरक्की हो रही है, उसको मद्देनजर रखते हुए हमें अपने ट्रेफिक प्राबलम को प्रायोरीटी बेसिज पर हल करना चाहिए।

SHRI D. BASUMATARI (Kokrajhar): I wanted to know one thing. The question has already been raised by Mr. Bhagwat Jha Azad and in a way it was opposed by Mr. Misra. The Assam Mail is meant for the people of Assam. I do not mind people other than of Assam availing of that train.

But, Assam people should not be deprived of this use. Mr. Bibhuti Mishra was suggesting that there should be one rail link to catch the Assam Mail from Motihari. I do not mind if one train is given to them, to catch the Assam mail to Delhi. But there are already 2 trains running to Assam. One is Lucknow mail and the other is A. T. Mail. They go to Assam on the same day. There is difference of only 2 hours gap in between. He may have another train for Delhi from Motihari. Mr. Hanumanthaiya announced about this and it was included in the time-table to divert the Assam Mail via Farakka Barrage; but this was subsequently drop-

ped. This Assam mail should go via Farakka Barrage to Assam to minimise the time of 8 hours. We don't object to more fare and longer distance as stated by the Minister in his letter to MPs from Assam. I do not know why this is dropped. Is it because there is a quarrel between Chairman of Railway Board Mr. Ganguli and Mr. Hanumanthaiya, former Railway Minister?

I want to know why Railway Ministers are generally tipped from Mysore State only. Is it the case that efficient persons are found only from that State? My friend Mr. Poonacha told me when he was Minister of Railways that it is difficult to lay a finger even at the administration of the Railway Board. We cannot penetrate our fingers at it, he said. It is such a water-tight compartment. Our hon. Minister Mr. Pai is a very energetic person, I suppose. I request that he should penetrate into it and meet the grievances of the people of Assam.

श्री नवल किशोर शर्मा (दीसा) :

चेयर मैन साहब मुझे कुछ सुझाव देने हैं, उन पर रेलवे मन्त्री महोदय या रेल मन्त्रालय ध्यान दे सकें तो बहुत अच्छा है। . . .

पहला सुझाव यह है कि जो चिट्ठियां एम० पी० की जाती हैं, उनका 90 फीसदी का जवाब "नो" में आता है। "नो" जवाब देने की आदत बदन दीजिए, उनको एग्जामिन कीजिए और देखिए कि कुछ हो सकता है या नहीं।

दूसरा निवेदन—मेरे अपने प्रान्त के बारे में मैंने सुझाव दिया था कि हमारे यहां एक रेलवे स्टेशन "बसी" है जो वेस्टर्न रेलवे पर जयपुर डिस्ट्रिक्ट में है। उस स्टेशन पर 3 अप और 4 डाउन के स्टापेज के लिए मैंने लिखा था, उसका आपने जवाब

[श्री नवल किशोर शर्मा]

दिया है कि वहां पेसेन्जर ट्रेफिक नहीं है। ट्रेन को वहां रोकने नहीं है और कहते हैं कि वहां पेसेन्जर ट्रेफिक नहीं है—पता नहीं इन्होंने कहां से पता लगा लिया।

तीसरी बात—जिसे मैं बार बार कहता आया हूँ और आज फिर रिपीट कर रहा हूँ कि अजमेर और दिल्ली के बीच इस समय दो सवारी गाड़ियां चलती हैं—दोनों मेल ट्रेन हैं एक चेतक और दूसरी 4 डाउन, दोनों का जो टाइम है उसमें एक घंटे का फर्क है। [इसमें पता नहीं कौन ही अकलमन्दी है जो आप इस तरह का टाइम टेबल रखते हैं, बराबर मांग करने के बाद भी उसको नहीं बदलते हैं।

चौथी बात—जयपुर राजधानी है—हर राजधानी में राज्य के चारों तरफ से सबेरे सवारी गाड़ियां पहुंचती हैं ताकि राज्य का सम्बन्ध राजधानी से बना रहे। लेकिन अलवर से जयपुर तक पहुंचने के लिए कई दफा मांग की गई है कि कोई शटल ट्रेन चलाई जाय, अभी तक ट्रेन नहीं चलाई गई है। अगर यह सम्भव नहीं है तो अन्य गाड़ियों का टाइम ऐसा कर दें कि सुबह 10 बजे तक गाड़ी वहां पहुंच जाए। “नो” का जबाब तो अब तक हमको मिलता आया है, अब मैं उम्मीद करता हूँ कि शायद सिम्प्लिफिकली आप इस पर विचार करेंगे।

सभापति महोदय: एक चीज आप लोग समझ लीजिए कि जितने सवाल रखे गये हैं या जितनी बातें शुरू से डिबेट में कही गई हैं, सब बातें रेलवे के जनरल बजट के

डिस्कशन से सम्बन्ध रखती हैं। इस समय आपके सामने सप्लीमेन्ट्री बजट है...

श्री नवल किशोर शर्मा: चेयर मेन साहब, मौका ही यह मिलता है, दूसरा कोई मौका नहीं मिलता है।

श्री राम धन (लालगंज): सभापति महोदय, मैं एक प्रश्न पूछ रहा हूँ जिसके बारे में किसी माननीय सदस्य ने नहीं पूछा है। श्री हनुमन्धाय जी ने रेलवे बोर्ड के कुछ अधिकारियों की पोस्ट खत्म कर दी थी लेकिन जब श्री पाई रेल मंत्री बने तो उन्होंने उन अधिकारियों की पोस्ट को पुनः चानू कर दिया। यह जो मन्त्रीनेटरी डिमान्डस हमारे सामने आई है, उसमें जो खर्चा बढ़ा है, मैं जानना चाहता हूँ उसका क्या कारण है? यह तो मोहम्मद तुगलक जैसे हुकूमत हो गई कि दिल्ली से दौलताबाद और दौलताबाद से फिर दिल्ली। मैं जानना चाहता हूँ कि इस तरह से रेलवे अधिकारियों को जो पुनः रखा गया है उसके क्या कारण थे?

(ख) देश में माल डिब्बों की वड़ी कमी है। इसके लिए कोई राष्ट्रीय नीति होनी चाहिए। माल डिब्बों की जो कमी हो रही है उस पर रेल मंत्रालय कोई ध्यान नहीं दे रहा है और इसमें बहुत जबरदस्त भ्रष्टाचार है।(व्यवधान)..... मैं जानना चाहता हूँ कि माल डिब्बों की जो कमी है उसको पूरा करने के लिए रेल मंत्रालय कौन से कदम उठा रहा है?

(ग) हमारे पूर्वी प्रदेश के लोगों की बहुत दिनों की मांग के बाद एक गाड़ी मिली

55 और 56 डाउन जो कि दिल्ली से बक्सर जाती है लेकिन वह ऐसी गाड़ी है जोकि 24 घंटे से ज्यादा टाइम लेती है इसलिए उसपर लोग जाना पसन्द नहीं करते हैं। लोगों को उस पर तरह तरह की मुश्किलें उठानी पड़ती हैं। मैं जानना चाहता हूँ कि क्या उन गाड़ी को तेज करने की कोशिश मंत्री महोदय करेंगे ?

SHRI P. M. SAYEED: (Laccadive, Minicoy and Amindivi Islands): Many may be wondering why I am speaking on the Railway Demands. I want to ask only one question of the hon. Minister. He knows my place very well and the products which form the life-line of the people of my area. I only want one question to be answered by the hon. Railway Minister. When is he going to link Mangalore and Bombay because that link is going to vitally affect us and the marketing of our products to Bombay?

DR. KAILAS (Bombay South): May I know when the railway line is going to be extended from Apta to Kudal in Ratnagiri District? May I also know why the survey for the underground railway for Bombay has not been completed as yet?

श्री अनंत प्रसाद घुसिया (बस्ती) : मैं जानना चाहता हूँ क्या एकचुपनी रेलवे बोर्ड ही सारे करप्शन की जड़ है इस डिपार्टमेंट में ? दूसरे मैं जानना चाहता हूँ कौन सी ट्रान्सफर और कौन सी मेडिकल लीव है जोकि बगैर रिश्तत के रेलवे डिपार्टमेंट में मिलनी है ? नौसरी बाज मुझे यह कहनी है कि इस विभाग में जितनी भी केटरिंग यूनिट्स हैं वह सब मरोडनेन को ही दी जाती है। मेरा मुद्दा है कि वह इंडिबीचुप्रत्य को दी जायें और इस कन्ट्रैक्ट सिस्टम को बिल्कुल बन्द कर दिया जाये।

SHRI B. K. DASCHOWDHURY (Cooch-Bihar): I would like to know from the Railway Minister when he is going to restore the flood-damaged railway lines, that is, the railway lines which were damaged in the great floods of 1968 in the N.F. Railway zone. I am particularly referring to two lines, namely the line from Jalpaiguri to Haldibari and the line from Latuguri to Changrabandha. Since 1969, on various occasions, the Railway Minister had said that they would be restored as early as possible, but that has not been done so far.

I would like to ask two more simple questions. As has been suggested by another hon. Member already in regard to the Assam Mail from Delhi to Assam, it should go via Farakka. As a matter of fact, it had been settled also. I do not know why it has been changed now.

Thirdly, from my constituency, the local Bar associations have represented to the Railway Minister that there should be a train from Sealdah or Howrah, that is, from Calcutta to Cooch-Bihar and onward. In our North Bengal area, there are good communications from Sealdah to New Jalpaiguri, but there are no good communications onward from New Jalpaiguri. I hope the Railway Minister will consider this suggestion also.

SHRI B. N. REDDY (Niryalguda): May I know whether a plan has been formulated to construct a new railway line in Andhra Pradesh from Bibinagar to Nadakude in the Telen-gana area?

I want to know whether this is a fact. In Nalgonda district in Telen-gana, my constituency, we are without any railway line. The demand for a line there was under consideration and it had been included in the Fourth Plan. But now I understand that it has been dropped in the Fifth Plan. In view of this, I make an earnest request to the Minister to take

up this railway line and give a Categorical reply on these lines in his reply.

SHRI S. B. GIRI (Warangal): I am grateful to the Railway Minister, Shri Pai, and the Deputy Minister, Shri Qureshi, for their prompt action regarding most of the grievances which we had communicated to them.

In 1960, there was a strike by Central Government employees. Then 25 workers of Secunderabad Division, S.C. Rly. were removed from service. After 12 years, 17 of them were taken back in 1971. There are only 5 workers left. Therefore, I would request the Minister to take back these workers also and remove the discrimination because the charge against them was the same.

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): The Railway Budget for 1972-73 envisages a surplus of Rs. 32.53 crores. The mid-year review indicates that earnings have improved by about Rs. 18 crores over the budgetary expectations; at the same time, expenditure has also run ahead of budgetary calculations by about Rs. 39 crores, repairs and maintenance account for Rs. 18.75 crores and operation and fuel account for Rs. 15.15 crores. You will agree that over a period of years the salaries of staff, the price of coal and other fuel and the cost of operation of the railway system—all these have been going up. While the primary responsibility of the Indian railway system, being a public carrier is the movement of goods and commodities in this country, let me also say that we also provide the means for easy mass transportation of the people. But unfortunately, it is the freight transport that has subsidised passenger transport in this country—passenger and other coaching transport is being subsidised to the extent of Rs. 61 crores of rupees. Nobody likes the fares to be increased. Everybody has been clamouring for more and more amenities for the passengers. I am seriously thinking of a society in which we

are now committed to removing poverty of the people of the country. That being so, how is it fair that the loss made by a transport system like the Railways should be borne by the people who do not travel by railway, people who walk along. Ultimately, therefore, we will have to make both ends meet.

This year we have to face the problem of the payment of extra wages according to the Miabhoj Award and the commitment arising out of the interim relief recommended by the Pay Commission. All these will have to be paid. The question has also been raised whether the railway employee is not as good as any other industrial employee in this country. I sympathise with our workers. If Parliament supports the raising of the fares and freight, there should be no hesitation in making payments of any kind. If on the other hand, it thinks that some kind of economy should be exercised, I am prepared to listen to any advice in this subject. I have said: let us look at the working of the railways. I have no option but to see that the Indian railway system carries more freight than it is able to do today. With that exercise, we have tried to make an all-out effort to improve the wagon position. We have tried to see that this year we do not condemn wagons except those unsafe to run. We used to condemn nearly 6,000 wagons a year. We have now tried to see that all these wagons which were overdue for repairs were sent to all the workshops; and we have tried to extend the capacity for repairs has been going on. I have revised the target for placing the order for wagons with the private sector as well as stepping up our wagon production within our own workshops. Even in spite of this, the order that we have placed for about 40,000 wagons will be fulfilled only over a period of three years.

So, after this, I have tried to see that the movement of the main commodities has been attempted by the railways. We were faced with the

problem of drought. As soon as we heard about the drought, we ourselves got into contingent planning because we knew that on account of the Food Corporation and the Ministry of Agriculture, we may have to move a large quantity of foodgrains to see that these foodgrains were put in possession of the State Governments so that there may not be any rise in prices. I think thanks to the railwaymen in this country we have done that job.

The second priority was the movement of fertilisers. We have done it successfully. The third was cement. We have moved 90 to 95 per cent. Except in Wadi and one other factory in the south, our movements have been handled satisfactorily.

We have tried to move coal. Here again, a lot of practices have come to our notice. I have requested the Ministry of Steel to examine why coal control should not be imposed so that the availability of coal in all parts of the country for all activities can be ensured.

Over a period, from April to September this year, compared with last year, we have moved more than nearly two million tonnes extra freight. In the month of October itself, we have moved one million tonnes more than what we did last October. This is in spite of the fact that whenever anything happens in this country, the railways become the victims; it is not only the loco strike in the south but the trouble in Punjab by the students over the cinema theatre; the language trouble in Assam and in Andhra Pradesh now, where we have had to cancel all the trains and where some of the stations have been set on fire. All these have now dislocated the traffic very considerably.

One of the hon. Members told us that we may have to be ready to move even wagons with drinking water. I may tell you that this time the Maharashtra Government asked us to move wagons with drinking water to

Ahmednagar, and the Indian railways did that expeditiously and to their satisfaction. We have used our wagons to carry fodder in Gujarat and in other parts of the country. Because all these extra movements about which we never worried in the past have become our responsibility now. We are trying to see what are the abuses that have crept in. We have found that these wagons were being used as storage places. We have found that large orders were being registered in the hope that they will get wagons, and when wagons were offered these orders were being cancelled. Only in Gujarat the other day, 80,000 registrations were cancelled the moment we started offering the wagons. So, we are now going into this question why we should not raise the registration fees so that there is no temptation to book these wagons and dislocate our movement.

We have also decided, from the 1st of December, that the wharfage as well as demurrage charges should be steeply raised from a maximum rate Rs. 155 to Rs. 211 per wagon per day, so that the people are not tempted to use them but give us our wagons back.

Again, I am coming before the House to see that the Railway Act is amended so that the bailee's responsibility of the railways which they are now carrying out, is reduced from 30 days to seven days. We are aware that we are earning Rs. 13 crores by way of wharfage and demurrage every year. But I do not consider that as a source of income. I think it is the responsibility of the trade and industry. Though that is the price they have to pay for inefficiency. Therefore, I would not very much like that. Instead of earning our income under demurrage and wharfage, I would very much like to see that we earn it under freight. Emphasis has been laid on theft. I do not want to justify theft. Looking at it purely from business i.e., insurance point of view, Rs. 13 crores is accounted for by way of theft year after year. The total quantity or value of goods that we

[SHRI T. A. PAI]

move is Rs. 7,500 crores and the freight that we earn is about Rs. 700 crores. But this is a poor country and even Rs. 14 crores is not a small amount; we should see if we can stop it as much as possible. It is also true that we are spending Rs. 18 crores on railway protection police to prevent this. Now, people may tell me that because of the police the loss is only Rs. 13 crores. I do not want to go into it. The first thing we have to do is to see and reorganise the police force.

SHRI PILOO MODY: Because of the police the loss is Rs. 14 crores.

SHRI T. A. PAI: I have been told that too. We have got to look into this aspect. Out of Rs. 13 crores, Rs. 5 or 6 crores is accounted for by thefts and the rest is by way of compensation that we have to pay because of the faulty handling of goods. We have got to be efficient in this country. For instance, take fruits and vegetables. We offer concessional rates for their movement. I do not think we are doing a satisfactory job of it. By the time fruits and vegetables reach their destination, fifty per cent gets rotten. I would rather offer commercial rates and make arrangements to move them fast so that they do not become rotten. Our country has to improve its packing and handling; it has got to be efficient and it can do it if it makes up its mind.

There was talk about ticketless travelling. We are told that we lose Rs. 2 to 25 crores. This has been worked out on some kind of calculation made by taking a few samples in some parts of the country during 1968. Let me not assume that all over the country people are now travelling without tickets. Even this analysis shows that nine per cent of the ticketless travellers were students, 12 per cent beggars, 32 per cent agriculturists and about 23 per cent small businessmen; I sometimes wonder. These are the very people whom we say sometimes economically backward people who have got to be supported

and who should be made to improve their lot....(Interruptions). They have been doing this to the railways. I think it is a question of changing the habits of the people because those who travel with tickets are called upon to pay more for those who do not buy tickets. We have heard sada-char samitis and any number of voluntary organisations telling me: we are prepared to stop it. My own fear is that unless the Railway Administration itself is given the responsibility of stopping it, outside agencies will not help me.

MR. CHAIRMAN: How long would you like to continue?... (Interruptions).

SHRI T. A. PAI: Twenty minutes . . . (Interruptions).

SOME HON. MEMBERS: Let him continue today.

MR. CHAIRMAN: If you are prepared to sit late, he may continue.

SHRI T. A. PAI: I am not minimising the loss on account of ticketless travelling. I am baffled by some of the problems we are facing.

You were good enough to amend the Railway Act last time to say that chain pulling was an offence punishable with a fine of Rs. 250 and imprisonment. Do you know the number of times trains are stopped, on an average, by chainpulling in India, every day? About 800 times.

SHRI PILOO MODY: They stop on their own, more often.

SHRI T. A. PAI: If they stop on their own, this will be in addition. In the past we have laid emphasis on the punctuality of only passenger trains. But when the cream of our income comes from freight, the concept will have to change and goods trains also will have to come in time, so that the movements of goods are faster. If hon. members have any suggestions on these matters, I would

welcome it. All the suggestions made by hon. members for additional railway lines or additional employment being created can be implemented provided we are able to take the railways from the red to what is justifiably to be earned by the railways.

18 Mrs.

Everywhere people think that railways are going to remove backwardness. I am sure there are many parts of this country where there have been railway lines existing for 50 or 100 years but still backwardness continues. When the resources are limited, people have to decide whether they should have the railway line or some other things which are more productive. I do not know what the conclusion would be. If there is going to be planned development, certainly one should not hesitate to go in for the railway line. Take Konkan railway. I am personally interested in it. Whenever I see the gap in the railway map of India, I see no reason why it should not be filled. But can it be done overnight? I have asked the Maharashtra Government whether they would locate some industries like fertiliser plant or aluminium plant etc. in Ratnagiri district. So, let us take it up with a comprehensive plan. Otherwise, just having a railway line will not succeed. Ultimately Konkan Railway is bound to come, but not in one stretch. It is a long distance and may be the work has to be started from both Mangalore as well as from Apta. I am told it will take 20 years. But I do not believe in a scheme of 20 years. I would like to see it expedited as quickly as possible. At the same time, it is necessary that those members who have been emphasising the importance of this railway should help me to see that it becomes economic or it is not a heavily losing proposition. If the cost is Rs. 200 crores and if railways are to lose 5 per cent on it, loss comes to Rs. 10 crores which railways cannot afford. Where we have lines losing Rs. 10 crores a year. I have asked the

Railway Board not to take it for granted that this is a permanent loss and the solution is to dismantle it. Why should we not compete with the trucks on these routes by having special rates? Before we finally decide that a line is uneconomic, we must be satisfied that we have taken every possible step.

PROF. MADHU DANAVATE: The Chief Minister of Maharashtra has made a concrete proposal of starting it as a famine relief work.

SHRI T. A. PAI: Unfortunately the construction on that line cannot be started tomorrow and relief work has to be started immediately. I am also keen to take it up. In any scheme, one-third of the cost is labour. If it costs Rs. 5 crores, about Rs. 2 crores is on labour. If the Planning Commission says that those Rs. 2 crores can be debited to employment, the railway line may become more viable than at present. I have been trying to work it out as much as possible, because the meaning we give to this concept can perhaps accelerate development in different parts of the country. I am equally interested in seeing that not only these but many other projects are taken up, even for solving unemployment. But the only problem will be this: how can we organise this labour? Personally, I would not like to have the contractors and thus making the schemes expensive. We should try to organise the labour and reduce the cost as much as possible. Otherwise, none of the schemes would be employment-oriented. We have to give up the old concepts if we are to solve some of these problems.

I have heard criticism about the Railway Board. We have been demanding in this country that technocrats should take over the administration. I find that those who are in the Railway Board are technocrats. There is not even one IAS or ICS officer. Secondly, you want to develop the concept of holding Company where the Chairman of the company

[SHRI T. A. PAI]

will be the *ex-officio* Secretary so that they will have complete freedom. You have already developed this concept. But, while you are asking the other Ministries to develop this new concept, you are asking me to dismantle the one that is already in existence.

What is most important is not merely the framework but how exactly it functions. If it has to function, it is not merely the framework that is important but the attitude of all those who are working. In this Ministry I have been trying to see how many decisions of the Railway Board are operational and how many are policy-making. That is the reason why I am anxious to see that more and more powers are decentralised to the General Managers so that they may take the decisions on the spot and Railway Board becomes the policy-making body.

Today the Indian railway system is one of the biggest systems we have. We are now moving around 200 million tonnes. By the end of the Fifth Plan we are expected to move about 300 million tonnes, or a 50 per cent extra load. Therefore, we are facing new challenges. One of the biggest problems I have is 17½ lakhs of men who constitute the railway workers, both casual labourers as well as permanent workers, constituting perhaps the biggest force. We have all the manpower here. How shall we develop them, because the development of the railways is the development of the manpower? How shall we make the best use of them? How shall we make use of the wagons to the maximum capacity? These are some of the problems I have to face.

That is the reason why, when suggestions have come asking me to transfer some of the divisional offices or officers from one State to another, I have said "please do not ask me to do it now, that is not very important, because what you are asking me is to move people". My hon. friend from Sholapur pointed out that a mistake

has been made in taking Sholapur division away and attaching it to South Central Railway.

I notice that everyone who talks to me, though he does not say so in so many words, always backs it up by saying that if it is not acceded to, there will be agitation. How can we accede to everything? I ask them to be reasonable. We are not unreasonable. From my point of view, I look upon the railways as a source of income. As a business organisation I am interested in earning. Of course, I am prepared to examine all the suggestions made.

SHRI PILOO MODY: All this is blasphemy in this House?

SHRI T. A. PAI: Therefore, I am saying that I am prepared to look into the problems you have raised. Let me also assure you that I have tried to reply to every letter from a Member of Parliament. If replies have not been received, it is because I have not received the letter. If my colleague, Shri Qureshi, has replied to it, I hope the hon. Members of this House would not consider him in any way....

SHRI BHAGWAT JHA AZAD: The railways have adopted a new technique. Previously, the Minister used to sign the letter. Now they enclose a note. The Railway Board has spared the Minister even that work of writing a letter. This is the technique developed by the Railway Board.

SHRI T. A. PAI: That was the practice. After I came I changed it. In fact, my reply embodies all the difficulties that we have; of course, whether you agree or not is a different matter, but you have still the right to get a reply. I have been telling the officials in the railways that the Member of Parliament is a representative of the people of this country. So, whatever suggestions they give are always analysed by me. I have taken out the number of letters that I have received in one month and how many of the suggestions were negated. In this country, it is always easier to

give a negative reply. The moment you say yes, you take the responsibility for that. The administration has got into this habit and we have to take them out of it. I have been telling them, "Don't say, no; think over it and see how far it can be done. If necessary, you invite the Member concerned for a personal discussion because, our Members are quite reasonable, and you have to tell them what the implication of the decision will be." You just give me some time.....

SHRI PILOO MODY: I have received replies to all my letters from the Railways.

श्री हुकम चंद कछवाय : सिवाय इस के कि आप का पत्र मिल गया है, अफसर कोई जवाब नहीं देते हैं। जिस तरह आप जवाब देते हैं आप अफसरों को भी उनी तरह जवाब देने के लिए कहें।

SHRI T. A. PAI: After all, you please remember when the Parliament is in session, I get 4000 letters in a month. You want me to reply to 4000 letters which I cannot do only from the Railway Board. I have to send letters down to General Managers and even down below that level. Let me assure you that I shall see that every letter is replied to as if it has been written by me only. If any day you receive a letter from Mr. Qureshi, it may be because I am out of station, not because I do not want to sign it. I am prepared to sign any number of letters. Let it be understood that Mr. Qureshi and myself are not divided on this issue. Any letter that you may receive from him has the same importance as coming from the Railway Minister. Please do bear with me in trying to set matters right to your satisfaction. Ultimately, we have one of the biggest jobs to do with your cooperation. Without your cooperation, it is not possible.

Coming to the problem of un-recognised unions, you will agree with me, as representing the management, we

have a labour policy in this country to recognise major unions. It is upto the House to change that policy, if you do not like it....(Interruptions).

SHRI RAMAVATAR SHASTRI: How do you decide which is a major union and which is not a major union? (Interruptions).

SHRI T. A. PAI: All that I can say is, I have accepted it as a matter of policy, as a management philosophy, that if any individual, leave alone a group of people, has some grievance to write to me, I shall not say, "I shall not look into it." But please don't get a photographer and present it to me, and take a photograph showing that the Railway Minister is receiving it. (Interruptions).

SHRI PILOO MODY: Why do these two unions fight? I make a plea on behalf of the Independent union.

SHRI T. A. PAI: If there are any grievances, I am prepared to look into them. I being the Railway Minister represent all the men working in the Railways. I am not here to make a distinction between one worker and another. I am not here to build up any particular union with any political affiliation. I am here to see... (Interruptions).

श्री हुकम चंद कछवाय : **सभापति महोदय : जो सदस्य बिना चेयर की परमिशन के बोलते हैं, उन की बात न लिखी जाये।

SHRI T. A. PAI: The speeches have been made as if a few people alone are responsible or have greater concern for the employees working in the Railways. I hope, the hon. Members would concede that as long as I lead the Railways, I want the support and sympathy of all those who are working with me. I am as keen as anybody else about the welfare of the employees. But the difficulty is that I have to hold the balance equally well amongst all

[SHRI T. A. PAI]

sections of employees. It is not possible for me to build up one section of employees against another section of employees. I have got to see what is fair. If any injustice is brought to my notice by any Member, including any individual employee, I am willing to look into it. We have got two major unions. I have been trying to tell them to come together, let there be one union, so that one union might be able to handle the responsibility on behalf of the employees with the management very much better.

I hope this dream will true. (Interruptions).

SHRI FILOO MODY: Make it an independent union.

SHRI T. A. PAI: One of the points that was raised by hon. Member, Shri S. R. Damani, was this....

श्री हुकम चंद कश्यप : सभापति महोदय, हम यूनियनों में काम करते हैं। हमारे सामने जो कठिनाईयाँ आती हैं, क्या हम उन सब को गिकापों लेकर मंत्री महोदय के पास जायें ? इसी लिए हम झकमरो को लिखते हैं। हम उन का भार हल्का करना चाहते हैं।

सभापति महोदय : आप ने कुछ कहना था, वह कह दिया। अब आप मिनिस्टर को सुनिए।

SHRI T. A. PAI: Hon. Member, Shri Damani, has said that there is a lot of difficulty created as a result of the Solapur Division being attached to the South Central Railway. This decision was taken long ago. According to him, it was a hasty decision. I do not want to be responsible for taking a hasty decision to reverse it. All that I say is this. Let us see what exactly are the problems affecting the public, the problems affecting the trade, the problems affecting the employees. If the employees feel that their promotional opportunities are getting reduced, if the employees feel

that a particular region has no chance to get its people recruited, then let us look into it and see that nobody objects to these hurdles being removed. Whenever we make administrative changes of this type, it is necessary to see that minimum disturbance to the people is caused. I am prepared to accept the suggestion that Members of parliament coming from these areas as well as the Chairman, Railway Board, should sit together and sort out all the problems. Therefore, as long as the people's problems are solved, do not drag me to do it in a particular form.

Hon. members from Bihar are very much agitated over having a Public Service Commission in Patna. If it is only an office that you require there, then a branch of the Calcutta Public Service Commission is already sitting at Patna....

श्री बिभूति मिश्र : हम बिहार का अलग पब्लिक सर्विस कमिशन चाहते हैं, कलकत्ते का नहीं।

SHRI A. P. SHARMA: We do not want replacement of the Calcutta Commission. We want an additional Service Commission for Patna.

SHRI T. A. PAI: I would like the hon. members to have some personal discussions with me and tell me why they are insisting upon having a separate Public Service Commission there. I am not closing my mind on this. Either I convince you or get convinced by you on this issue. I have an open mind. (Interruption) If the idea is that you are not having sufficient recruitment from Bihar and if only a Public Service Commission is located in Bihar you will get more job, please convince me that it is so.

SHRI A. P. SHARMA: There are certain difficulties. We shall discuss with you.

SHRI T. A. PAI: The implication would be that the Members of the Public Service Commission will have to come from Bihar. I would like to

see that the all-India character of our organisation is also maintained. If your idea is...

SHRI A. P. SHARMA: The Minister has already offered to discuss all the difficulties in detail. I would say that we do not want replacement from Calcutta to Patna; we want an additional Service Commission for Patna.

SHRI PILOO MODY: He wants to make a secret deal with you separately and not on the floor of the House.

SHRI T. A. PAI: Another hon. Member wanted better representation for Scheduled Castes. That is really a problem. We are toying with the idea of achieving a certain percentage. This is not going to satisfy them. Personally I have also found that, at the lowest level, sometimes figures are given by taking even the scavengers into consideration and saying that the percentage of quota has been fulfilled. I wish we take the first step of removing the scavengers from the quota and achieving the quota as required. That will help the Scheduled Castes to get their rights established. It may not be hundred per cent foolproof; still we shall have taken the first step.

There is the problem of catering. Now suggestions have been given to me that catering requires to be improved. Instructions to improve the catering or criticisms from the Parliament all these years about catering are not wanting. But the problem really is that formerly when we thought of catering, we were only referring to the First Class passengers and the problem was limited. To-day again it is a problem of mass catering when a train arrives at a station with 3000 passengers and 6000 hot chap-patties have got to be served because I have seen complaints that the chap-patties are not hot. It has again become a challenge to us because none of these challenges exist in other coun-

tries. How are we going to meet it? Therefore, we are trying to have different experiments carried out on different Railways so that the greatest satisfaction is given.

You have been saying that the contractors do not serve you. If you give me specific instances, I shall deal with them firmly.

You now say, 'Replace it by official catering.' I have got my own views about it because I do not want to hold the whole community to ransom by having only one system of catering all over the country. Let us begin slowly. If co-operatives of workers come forward, I am prepared to give it to them rather than to an individual. I shall certainly look into the complaints that one man is having contracts at ten stations....(Interruption) I shall discourage it if that is the means of providing more opportunities to a larger number of people.

Other things that you have raised referred to some individual problems. I am unable to answer them straightaway, but I shall certainly reply to you.

SHRI RAM DHAN: What about my question that some officers who were removed by Mr. Hanumanthaiya have been taken back?

SHRI T. A. PAI: Mr. Hanumanthaiya did not say that he was going to dismiss any one of them. The ARC recommendations made by him even said that the Board could have advisers instead of Additional Members. He was doubting the necessity for additional Members. Now, my responsibility was that as soon as I came in, I had to give them larger responsibilities and fix up specific tasks to the members and if I have given them some assistance, you can take the assurance from me that their salaries will be earned. It is not a

[SHRI T. A. PAI]

damage that I have done by filling up the two vacancies. Therefore, there has been no Hold-bin Tughlak affair. Even Mr. Hanumanthaiya would have supported me if he was convinced that these people could earn their salaries by enlarging their tasks.

SHRI K. HANUMANTHAIYA (Bangalore): I want the hon. Members and the Minister not to drag my name into this controversy because there are records. My opinion is definite and I had written a letter to the Prime Minister also. I do not want to participate in complicated matters. I do not want to own any responsibility for any of the statements made by the Minister or the Members.

SHRI T. A. PAI: I take the entire responsibility for these appointments and I feel that I have done the right thing and I certify that these appointments will be in the best interests of administration.

श्री हुकम चंद कछवाय : मैं ने कंट्रॉलिंग स्टाल के बारे में पूछा था, उन के ठेके जो लोगों को दिए गए हैं वह ग्राउ-ग्राउ ठेके एक एक आदमी को दिए गए हैं और उन की मोनोपली है। रेलवे बोर्ड का आदेश है और पत्र गया है कि शेड्यूल्ड कास्ट के लोगों को यह दिए जाने चाहिए। उस के बारे में मैं मंत्री महोदय ने नहीं बताया।

सभापति महोदय : आप को जवाब वह देवेंगे।

बहुत से सवाल सदस्यों ने किए हैं। जिन के जवाब वह नहीं दे पाए हैं उन में जो

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 22-11-72.

इम्पॉर्टेंट सवाल होंगे उन के जवाब मंत्री महोदय आप लोगों को भेज देंगे।

Now, 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, 1973, in respect of the following demands entered in the second column thereof—

Demands Nos. 1, 2, 4 to 10, 14 and 15."

The motion was adopted.

18.25 hrs.

APPROPRIATION (RAILWAYS)
NO. 4 BILL* 1972

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): Sir, 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 services of the financial year 1972-73 for the purposes of Railways.

MR. CHAIRMAN: 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 services of the financial year 1972-73 for the purposes of Railways."

The motion was adopted.

SHRI T. A. PAI: Sir, I introduce the Bill.

†Introduced with the recommendation of the President.