

तक बात है यूनिवर्सिटी ग्रान्ट्स कमिशन जिस प्रकार से मैचिंग ग्रान्ट्स साइंस और होस्टल के लिये दे रहा था उसी प्रकार से मैचिंग ग्रान्ट्स दे रहा है और कोठारी कमिशन की सिफारिशों को लागू करने में जितनी समर्थता हो सकी है वह यूनिवर्सिटी ग्रान्ट्स कमिशन के माध्यम से लागू करने का प्रयास हुआ है। उसमें यू० जी० सी० बाधक नहीं हुई है। कुछ स्टेट गवर्नमेंट ने जानबूझकर उसको इम्प्लाइमेंट नहीं होने दिया है। स्टेट गवर्नमेंट्स से भी फाइनेशियल हेल्प मागी जाय।

एग्जामिनेशन रिफार्म का जहां तक सवाल है यह फिर एक बहुत लम्बा चौड़ा विषय आ जाता है। जैसा प्रोफेसर साहब ने कहा है एग्जामिनेशन का रिफार्म होना चाहिए। एग्जामिनेशन के रिफार्म में सभी लोग ऐग्रीड है। सेमेस्टर टाइप का एग्जामिनेशन हो या क्या हो, इसमें कुछ लोग अमेरिकन पैटर्न चाहते हैं और कुछ इंग्लिश पैटर्न चाहते हैं। उस पर भी हम लोग सीरियसली गौर कर रहे हैं और यूनिवर्सिटी ग्रान्ट्स कमिशन भी इस पर बहुत जोरों से गौर कर रहा है। कुछ लोगों को सलाह करके फिर जो अन्तिम फैसला होगा वह लिया जायगा और उसके अनुसार किया जायगा। लेकिन हमारे यहाँ की लम्बाई चौड़ाई जो देश की है 8 हजार मील लम्बाई और चौड़ाई जो है, इसमें आसाम में कुछ सिस्टम लागू करते हैं तो वह बम्बई में फिट नहीं करता है। और कन्या कुमारी में लागू करते हैं तो वह काश्मीर में फिट नहीं करता है। इसलिए एग्जामिनेशन रिफार्म में यूनिवर्सिटी की आटोनामी को भी ध्यान में रखा जाय और हम लोगों से जो सलाह की बात होगी, हम जो सेमिनार्स करेगे, यूनिस्को के लोगों को भी हम बुलाते हैं, और लोगों को भी बुलाते हैं, उनकी जो सलाह होगी वह भी हम देंगे।

स्टूडेंट्स ऐडवाइजरी ब्यूरो के बारे में बहुत लोगों ने कहा है। इसको सरकार बहुत

गहराई से सोच रही है कि हर यूनिवर्सिटी में स्टूडेंट्स इन्फार्मेशन ब्यूरो खोले जहाँ कि स्टूडेंट्स को बी० एस० सी० या एम० ए, एम० एस० सी० पास करने के बाद एम्प्लायमेंट कहाँ है उसकी इन्फार्मेशन दी जा सके। इस पर सरकार बहुत गहराई से सोच रही है।

अभी एक विद्वान सभा परिषद् ने कहा कि हम लोग मेडिकल की तरह से इंजीनियरिंग में भी एक साल का ऐसा कोर्स रखें जिससे कि लोगों को यह हो कि इंजीनियरिंग सिर्फ पास करने से नहीं बल्कि सीखने से होगी तो बेसी स्थिति में हम लोगों में बहुत आगे कदम बढ़ा लिया है और करीब-करीब 14 हजार इंजीनियरिंग के शिक्षार्थियों को जो कालेज में है या जो डिप्लोमा में है उनको हमने इंस्टीट्यूट एस्टैब्लिशमेंट्स में ट्रेनिंग दी है। अभी हम तीन महीने या दो महीने की ट्रेनिंग दे रहे हैं। इसका खर्चा भी पूरा वहन करते हैं, किसी को तीन सौ, किसी को चार सौ रुपया महीना देते हैं। लेकिन इतना बड़ा लम्बा चौड़ा देश है, उसमें कुछ पता नहीं चल रहा है। यह जो 14 हजार के लिए हमने इस तरह पढ़ाने की व्यवस्था की है, इसको जो रिप्रोप्रियेटेड किया है उसका कुछ पता नहीं चल रहा है। फिर भी तीन चार साल के बाद इसका कुछ रिजल्ट निकलेगा। आप लोग इस में अपनी सलाह हम लोगों को बराबर देते रहें।

इन्ही शब्दों के साथ मैं इसका समावर्तन करना चाहता हूँ और आप लोगों से बिनीत आग्रह करना चाहता हूँ कि जो भी ठोस और रचनात्मक सुझाव हों वह हमें या हमारे मन्त्री महोदय को आप आ कर प्रबन्ध दें।

MR. CHAIRMAN : The discussion is over...

SHRI K. MALLANNA : The hon. Minister did not answer in regard to my suggestions about private colleges.

RAILWAY BUDGET 1971-72,— GENERAL DISCUSSION

MR. CHAIRMAN : Now, we shall take up general discussion on the Budget (Railways) for 1971-72.

SHRI S. M. BANERJEE (Kanpur) : I would like to know how much time has been allotted for this discussion. Since the Business Advisory Committee is not meeting at all, I do not know what the position is. I do not know whether it has been abolished. Earlier, it had been constituted, and I used to attend it. In the absence of any knowledge about the time allotted, it is difficult for us to fix up the speakers. I would request you to convey our feelings to the Speaker, and let him call a meeting tomorrow so that we may also fix up our speakers accordingly. As it is, we do not know how many hours have been allotted.

MR. CHAIRMAN : The time likely to be available for this is about 10 hours.

SHRI S. M. BANERJEE : That is the time fixed up by the Minister of Parliamentary Affairs. But it is for us to fix up the time.

MR. CHAIRMAN : What the hon. Member has said has gone on record, and the hon. Minister will see it.

SHRI DINEN BHATTACHARYA (Serampore) : I am glad that I have the privilege to open the debate on the railway budget placed before the House by the hon. Minister of Railways. From the budget papers, I do not find any change in the policy of the Government at all. So far as is evident from the whole of the budget speech and the other documents that have been placed before us—the same old outlook and the same old policy have been placed before us once again. It is a mere balance-sheeting of the railway accounts and a typical way of putting up things, namely a shortfall in earnings and rise in working expenses, as a consequence of which there will be a net deficit of Rs. 33.12 crores on the revenue account. The reasons adduced for this are: rise in the staff bill, unremunerative position of certain lines and the loss due to haulage of low-rated and bulky goods traffic. I am thankful that the hon. Railway Minister has by his railway budget indicated the shape of things to come and as such this budget is a precursor of the things to come. An illusion had been created just on the eve of the elections that certain steps will be taken by the Government to fight against the poverty of the people. But I find that instead of

'Gareebi hatao' Government have adopted the policy of 'Gareebon ko Hatao'...

'Gareebon ko hatao and looto'. That is what has come out from the facts placed before us.

The people had expected that at least there would be a reorientation in the policy and at least the assurance given before the elections would be respected and honoured to a certain extent. But we find that after cataloguing the reasons for the failure of the railways to cope with the situation, the hon. Minister has come forward with a proposal to increase passenger fares and to make readjustment of the freight on goods traffic and an increase in freight. Even now, I would request hon. Members of the House to judge things for themselves. From the budget speech we find that there is a proposal for an increase of passenger fares, and even here, we find that the total amount that will be realised from third class passengers is Rs. 11.60 crores.

From the upper class passengers, it is Rs. 1.60 crores. This is your socialism; this is your *garibi hatao*. The maximum number of people travel by the third class. On them falls the heaviest burden. The Minister will graciously say that he is not charging any extra fare for short distance passengers. 15 kms; what is 15 kms? Just between two stations. I know this from my experience. At the same time, he poses as if he is doing much service to the poorer people. He has cited the examples of the daily passengers in the big cities, Calcutta, Bombay and Madras, lakhs of them, purchasing monthly tickets, and the railways losing Rs. 12 crores on that account. Has he got any knowledge of the conditions under which these daily passengers travel during the peak hours in the morning and evening? I have personal experience of Calcutta. I have seen that they have to board the train even at the risk of their life. Has the hon. Minister calculated how many passengers can be accommodated in the coaches that are provided morning and evening, and how many actually travel in them? Then you will find that this talk of concession is nothing but a stunt. The trains are always overcrowded in these suburban sections. Many times I have seen that for petty reasons trouble starts and there is a train dislocation.

THE MINISTER OF EDUCATION AND SOCIAL WELFARE AND MINISTER OF DEPARTMENT OF CULTURE (SHIKSHA AUR SAMAJ KALYAN MANTRI AUR SANSKRITI VIBHAG MANTRI) (SHRI SIDDHARTHA SHANKAR RAY) : Who starts it ?

SHRI DINEN BHATTACHARYYA :

The people, because of the conditions they have to face. After spending 8 or 10 hours in their places of work, they have to literally fight with those who are inside the train to get inside. Lakhs of them have to do it. You will say that they may wait for the next train. But that is not so easy. You will have to wait longer hours. These things have a psychological reaction on the people. These things must be taken into consideration and remedied.

Even after these proposals for increase in the fares and freight, the Minister is not in a position to cover the deficit ; there will still be a balance of Rs. 6 crores odd left uncovered. He has hopes that this will be made up by a top-to-bottom economy effort, that is, beginning from the Chairman of the Railway Board down to the gangman. That is good, no doubt. But I would remind the House of the proverb: charity begins at home. If you really want to improve the condition of the railways, you have to remove the 'white elephant', the Railway Board. Until and unless this is done, there is no chance of real improvement in railway operations. So my first point is that the Railway Board must be abolished. I know the Minister will hesitate because it is a legacy from the old British days. They have no courage to take this step because there is a den of vested interests in the form of the Railway Board, The Demand for Grant No. 1 gives a picture of how the Board is constituted and what is its structure. So far as I know, there are three or four members.

Along with them there are five Additional Directors. I do not know what their function is. There are so many Directors, Deputy Directors, Secretaris and Assistant Secretaries. In this way a hierarchy has been created in the Railway Board. At the present moment you can abolish the posts of five Additional Members. There is no necessity for Additional Members and this will reduce the expenditure of the Railways. There is one Additional Director for Establishment. There are two Joint Directors, one Deputy Secretary, Director (Mechanical Engineering

and Production) and Director (Finance Accounts). These are not necessary and can be easily done away with. Actually, the real work is done by the lower ranks, either clerks or technical persons, and the person at the head simply signs and passes the papers, and for this lakhs of rupees are spent.

SHRI A. P. SHARMA (Buxar) : What is the change you are suggesting ?

SHRI DINEN BHATTACHARYYA : I am suggesting the total abolition of the Railway Board, and if it is not immediately possible, at least you can do away with the posts that I have mentioned.

In the Southern Eastern Railway there are four Engineers. I know that two Engineers can do the whole job.

I do not know what extra facilities the ordinary passengers will get after this Budget, but from the report it appears that the Railway is incurring losses on the Rajdhani Express and Deluxe trains. So, it is better to introduce more ordinary Janta passengers and expresses. This will facilitate travel by the ordinary public and will save the expenditure of the Railways.

The Railway must establish human relationship between the top officers and the ordinary employees and natural justice must be done to the Railway workers. Eight hours a day was assured in this Parliament long ago, but still I know that loco drivers have to work for 14 hours. The Minister must look into this and see that the eight hour day is introduced.

The Railway refused to implement certain things which are agreed to and implemented by certain other public sector undertakings. It happened in Barauni in respect of project allowance and the workers went on strike. The P and T Department and the Fertiliser Corporation gave that allowance ; the railways did not. Because of strike the railways had to incur heavy losses and ultimately the railways had to settle the matter.

While the Railway Board itself certified that the Railway Electrification Organisation had done good work, it suddenly decided, for reasons best known to itself, to split it up. They planned to electrify 75 per cent of the railway lines ; it was progressing well and the department could efficiently undertake all sorts of electrification work. But

[Shri Dinan Bhattacharyya]

this was suddenly changed and contractors were given the work. I do not know how a particular contract or is connected with high-ups in the Government or the Congress Party but he was given the contract for Kanpur to Tundia electrification. He was given more than Rs. 90 lakhs but did not complete the work of 30 lakhs. The work is still incomplete and the line is not in operation.

There are a group of contractors and when tenders are called for they combine together in a surreptitious way and give tenders. If one is accepted, the other contractors help the person who gets the contract. In this way they decide among themselves who should get the contract. This goes on merrily under the Railway Board.

There is a proposal in the Railways that contract labour should be abolished; still the practice is continued even in respect of certain works which are of a permanent nature. In the Loco shed in Bandil some workers are appointed to remove the ashes; this is a regular job. Still these men are not absorbed directly by the Railways.

MR. CHAIRMAN: It is time you wound up your speech. You have taken 20 minutes while the total time to which your party was entitled is 26-27 minutes; there are two speakers from your party.

SHRI DINAN BHATTACHARYYA: I come to my other proposals. There should be no increase in the fares. No new deluxe or Rajdhani type coaches should be introduced. I also want to ask the hon. Minister: what happened in regard to the Calcutta underground railways? I was a Member of this House in 1965-66. This issue was taken up then, and a dispersal line from Dum Dum to Princep Ghat was decided to be taken up for completion. In the last year, there was a big conference of Parliament Members with the Managers, etc., etc., and there it was adopted. I know that a certain amount has been sanctioned for that dispersal line. But it is still in the air. Nobody knows what is the fate of that. In the meantime, the Soviet experts who really have a knowledge of underground railways—because in Leningrad where there are nearabout 40 tunnels they have built an underground railway—came

here, and gave their recommendations that an underground railway may be built in Calcutta. That is still in the shelves of the Railway Board. I do not know what is the real fate of it. My submission is that the matter should not be delayed any more. It should be taken up with due earnestness.

Then my point is regarding the Howrah-Amta railway. It concerns a large part of West Bengal. If to meet the needs, a narrow gauge line is not possible to be taken up by the Government, I suggest that you should at least build a new broad gauge line which will have a direct link from Santragachi to Bishnupur *via* Dhankuni and Tarkeshwar. If this line is taken up, lakhs of people who have no conveyance in that area—I come from that area—will be benefited. If the Minister visits that area, he will find that even a bullock-cart cannot pass through the road. The Government is saying that they will introduce buses. I do not know when they will introduce it and build proper roads for the buses to ply. Even if you want it, you cannot do it before two years, because you have to build the roads first. So, I humbly suggest to the Minister to reconsider the proposal of taking over the Howrah-Amta and Howrah-Sheakala light railways. If it is not possible, immediately, and ultimately they should see that a broad gauge line may be laid in that area.

Along with it, I also request the Minister one thing. He assured this House in his last budget speech also that the employees who are working in the Howrah-Amta railway would be absorbed. But it has not yet been done. So, I request him to expedite action in this matter.

Then I come to certain other suggestions which have been given to the railways in the form of a memorandum by the Passengers' Association there. The first suggestion is that a dispersal line from Dum Dum to Princep Ghat and a small link with the Bendel section near Bally with the Calcutta port should be taken up. A small link with the Calcutta Chord near Bally and the extension of the line up to the southern section may be taken up afterwards. In Balurghat, which is the only district headquarter in West Bengal which has got no railway, I want a railway line there. In Tripura, in reply to a question the minister said that from Dharamnagar to

Agartala, they have undertaken survey work. That should be completed immediately and construction should start forthwith.

Regarding subways and overbridges, the minister says, if the State Government contributes, we can take them up. I do not understand this. Year after year we are pointing out that people are suffering, but neither the railway nor the State Government takes up the construction of these subways or overbridges. In our State, there are so many subways requiring remodelling like Bandel and Konnagore. There were built long back and during rain, you cannot go through them. There are certain places like Serampore portion of the G. T. Road where overbridges are necessary. But the work has not been undertaken. From the minister's statement, it appears that Rs. 10 crores will be accumulated in this fund. I suggest that the railways should spend the whole amount and not depend on the State Governments' contribution for these small works, because the State Governments will say, "we do not have enough money."

18 00 hrs.

I am surprised to find from the minister's speech that in the eastern section, blame has been levelled against ordinary people for dislocation of trains. What have the poor people to do with it? I want to mention one incident. On 16th of this month, Mr. Mohammed Ismail, Member of Parliament, was travelling from Howrah to Ranchi. As soon as he boarded the train at Howrah and kept his bag, some four or five persons came there and snatched away his bag. He asked the policemen on the platform to catch them. But he was told, "You go to the thana and steps will be taken." He had to get down from the train because his purse, identity card and every-

thing was inside the bag. Later, he addressed a letter on 17th April to Mr. Hanumanthaiya. But he did not even reply to his letter. If this is the fate of an MP, you can imagine the state of things.

We are fully in agreement with the minister that these things should be stopped, but for that certain measures should be taken boldly. If you depend on the State police, they are in collusion with the waggon-breakers. They are all anti-social people. Now these anti-social people are ganging up with the Congress and the Congress people are standing as their saviours. Where are we? I humbly request that these things must be stopped by taking strong measures, in which case, the people will cooperate with the efforts of the minister. If the minister wants, we can give hundreds of cases of waggon-breaking.

MR. CHAIRMAN : Now he should conclude. Mr. R. N. Sharma.

श्री रामनारायण शर्मा (धनबाद) : सभा-पति जी, यह रेलवे सम्बन्धी जो बजट पेस हुआ है उसमें 33 करोड़ का घाटा दिखाया गया है इस साल के लिए और यह घाटा वैसे हालत में दिखाया गया है जब कि वे कमीशन के इन्टेरिम रिलीफ को लागू करने के लिए 36 करोड़ खर्च हुआ है और डेली एलावेंस के रूप में...

MR. CHAIRMAN : He may continue his speech tomorrow

18.03 hrs.

The Lak Sabha then adjourned till Eleven of the Clock on Thursday, May 27, 1971 Jyaistha 6, 1893 (Saka).