

MR. SPEAKER: On the question of privilege, I have given my verdict.

(Interruptions)

MR. SPEAKER: I have already given my ruling. I have called Mr. Yadav. I have passed on to item 10 of the List of Business—Discussion of the railway budget.

(Interruptions)

MR. SPEAKER: I have given my ruling that it is not a matter of privilege.

(Interruptions)

MR. SPEAKER: Otherwise, on the facts, you can have a discussion. On the facts you can have a discussion, but not on the question of privilege. I cannot give a ruling on the question of interpretation or legality. I do not think it is for me to do it. You can differ. But you can have a discussion on the facts.

(Interruptions)

SHRI SHYAMNANDAN MISHRA: As a protest, we would walk out of the House.

(Interruptions)

MR. SPEAKER: Everybody is speaking. How can it go on record?

14.30 hrs.

RAILWAY BUDGET, 1973-74—
GENERAL DISCUSSION—Contd.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) :
उपाध्यक्ष महोदय, मैं माननीय रेल मंत्री द्वारा प्रस्तुत रेलवे बजट के समर्थन में खड़ा हुआ हूँ। सब से पहले मैं नये रेल मंत्री का स्वागत करता हूँ और साथ ही धन्यवाद देता हूँ कि उन के कार्य में सहायता के 15 दिन के अन्दर ही उन्हें रेल बजट पेश

करने को कहा गया जो बहुत ही उत्तरदायित्व का काम है और जिसे मंत्री जी ने बखूबी निभाया है।

14.31 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

इसी संदर्भ में मैं कहना चाहूंगा कि इस विभाग का यह दुर्भाग्य सा रहा है कि कोई भी मंत्री पूरे टर्म भर रह नहीं पाते हैं जिससे वह अपने विचारों को इम्प्लीमेंट नहीं कर पाते हैं। मैं आशा करता हूँ और मुझे विश्वास है कि वर्तमान मंत्री महोदय को पूरे टर्म तक रहने का मौका मिलेगा जिससे वह अपने विचारों को वास्तविकता में बदल सकें।

इस से पहले कि 1973-74 के बजट पर विस्तृत रूप से विचार हो सके मेरे विचार से यह जरूरी होगा कि 1971-72 तथा 1972-73 के बजट पर विहंगम दृष्टि डाली जाये। 1971-72 के शुरू में यद्यपि घाटा दिखाया गया था लेकिन साल के अन्त तक 17.84 करोड़ मुनाफे का बजट सिद्ध हुआ। 1972-73 में 32.53 करोड़ मुनाफे का बजट पेश किया गया लेकिन देश की विपन्न परिस्थिति, विजली की कमी तथा विभिन्न प्रकार के ट्रिब्युनल पर अनुमानित खर्चों को मदे-नजर रखते हुए यह केवल 12.40 करोड़ रुपये के मुनाफे का बजट सिद्ध हो पाया।

1973-74 में विभिन्न प्रकार के खर्चों का दायित्व 19.34 करोड़ तथा उस के अलावा के दायित्व जैसे मूद बगैरह 33.66 करोड़ को मिला कर 53 करोड़ का गैप रह जाता था जिसे पाटने के लिए विभिन्न मदों जैसे यात्री भाड़ा में वृद्धि तथा माल भाड़ा में वृद्धि की गई है। फिर भी सारे दायित्वों को देखते हुए अन्त में 8.65 करोड़ का गैप रह ही जाता है जिसे साल के अन्त तक रेलवे द्वारा मेहनत तथा सिरफत से पाटने की आशा व्यक्त की गई है।

[श्री राजेश्वर साद यादव]

इस रेलवे बजट में बहुत सी सर्वथा नई बातें कही गई हैं जिस के लिए मंत्री महोदय बधाई के पात्र हो जाते हैं। मगर विरोधी दोस्तों ने इसे घिसा पिटा पुराने तरीके का बजट कहा है जो सर्वथा असय है। या तो मेरे विरोधी मित्रों ने ठीक से वर्तमान बजट पर विचार ही नहीं किया या फिर समझ ही नहीं पाए या फिर दृष्टि दोष ही कहा जा सकता है जो देख कर भी नहीं देख सकते। मैं वर्तमान बजट में वर्णित चन्द्र एक मुख्य मुद्दों की ओर सदन का ध्यान दिलाना चाहता हूँ ताकि हमारी बातों की मन्यता आंकी जा सके।

इस बजट में माल तथा यात्री भाड़े पर बढ़ोतरी की गई है और उस पर चन्द्र एक माननीय सदस्यों ने आपत्ति जाहिर की है। पर गौर से देखने से पता चलेगा कि जीवन की परम आवश्यक वस्तुओं जैसे खाद्यान्न, तमक, कैरोमीन आयल वगैरह पर छूट दी गई है जो अत्यन्त ही सूझबूझ का परिचायक है। यात्री भाड़े में भी तृतीय श्रेणी में कम से कम तथा उच्च श्रेणी में ज्यादा से ज्यादा भाड़े की बढ़ोतरी की गई है। अतः इस दृष्टि से इसे मैं समाजवादी बजट कहता हूँ।

देश की विषम परिस्थिति को अच्छी तरह ध्यान में रखते हुए यह बजट पेश किया गया है। मंत्री जी ने युवकों तथा विद्यार्थियों के लिए विशेष सुविधा की व्यवस्था की है जिससे देश के एक भाग से दूसरे भाग में वे आसानी से जा सकें। और इस प्रकार राष्ट्रीय एकता को बढ़ावा मिले।

धोवर कार्गोडग पर गहराई से विचार करने के फलस्वरूप ही नए ट्रेन की व्यवस्था, यात्री गाड़ी में डीजल इंजनों की व्यवस्था जिससे वर्तमान गाड़ियों में ज्यादा डिब्बे लगाए जाएं, इत्यादि वास्तव में सराहनीय कदम हैं।

भारत के हिन्दुस्तान की सबसे बड़ी समस्या है लेबर की। यदि लेबर सन्तुष्ट हों तो देश का उत्पादन बढ़ेगा और देश आगे जाएगा। मंत्री जी ने लेबर पार्टिसिपेशन इन मैनेजमेंट की बात करके लेबर को बहुत बड़ा संतोष दिया है। इतना ही नहीं उन्होंने विभिन्न ट्रेड्यूनलों जैसे मियां भाई ट्रेड्यूनल वगैरह पर अमल का बचन दिया है जिस के लिए वे धन्यवाद के पात्र हो जाते हैं।

बिजली की कमी के संदर्भ में माननीय मंत्री जी का विचार कि रेलवे अपने लिए खुद बिजली पैदा करने स्वागत के काबिल है।

मंत्री महोदय ने विदेश व्यापार विभाग के अपने अनुभव से रेल मंत्रालय को भी लाभान्वित करने की दिशा में निर्यात बढ़ाने के लिए एक सैल खोलने की बात की है जो अत्यन्त ही सूझ-बूझ का परिचायक है।

आज रेल यात्रा दिनों दिन असुरक्षित होती जा रही है। हमारी तरफ तो रात को लोग यात्रा नहीं करना चाहते कारण कि चोरी-डाका-लूट-पाट काफी पैमाने पर बढ़ रही है। रेल मंत्री महोदय ने आर० पी० एफ० को रीआर्गनाइज करने की बात की है। पर इस मसले का दूसरा पहलू भी है। अभी ज्यादा दिन नहीं हुए मैं बस्ती से आ रहा था। रात में चलने का मौका मुझे मिला। आर० पी० एफ० के एक सज्जन से मेरी बात हुई। मैंने कहा कि आप तो रायल ले कर चलते हैं क्यों इस तरह से चोरी-डाका-लूट-पाट वगैरह रोज बढ़ता चला जा रहा है उस का जवाब था वह अत्यन्त ही दुखद भी है और उस पर विचार करना बहुत जरूरी है, उस ने कहा कि आज के जितने क्रिमिनल होते हैं वे बड़े आदमियों के लडके, भतीजे और सम्बन्धी होते हैं। यदि मैंने कभी कानूनी ढंग से

कार्यवाही की तो उन पर गोली चलायी
पड़ेगी और यदि वह संयोग से मर गया तो
उस के बाद हमारे ऊपर कैसे चलेगा और
हमारी जान मुसीबत में आएगी। मैंने
पूछा कि आप क्या करने हो तो उस ने कहा
कि एक तरफ से हल्ला होता है तो मैं दूसरी
तरफ दौड़ता हूँ और जब उधर से वह भाग
जाते हैं तब उस तरफ जाता हूँ। इस से
मेरा काम भी चल गया, मेरी नौकरी भी
बनी रही और मेरे बालबच्चों का पालन
पोषण भी चलता रहा। इस पर विचार
करने की जरूरत है। जब आप की
प्रोटेक्टिव फोर्स की यह हालत होगी तो आप
समझ सकते हैं कि आप कहां तक इस स्थिति
में मुधार ला सकते हैं? हम दिशा में
संवालय मोचे और मही कदम उठाये। मंत्री
जी ने स्टेट होम मिनिस्टर्स की कान्फरेंस
करने की बात कही है। मैं इतना अवश्य
चाहता कि जिम तरह भी हो इस लालिमेम
को खत्म किया जाय।

इस के अलावा मंत्री जी ने देश की
दुर्दशा के मूल कारण रीजनल इम्बैलन्स
को भी ध्यान में रखते हुए देश के पिछड़े
इलाके पर विशेष ध्यान दिया है तथा
उस इलाके को ज्यादा रेलवे लाइन देने
का वादा किया है। उन्होंने अपने बजट
अभिभाषण के मूठ संख्या 17 पर कहा
है :

"I intend to discuss with my
colleagues, the Finance and Plan-
ning Ministers how we can initiate
new railway projects or open new
lines upto 60 KMs where the
development of the area would be
greatly facilitated, without viewing
this expenditure too closely in
terms of the prospects of immediate
returns on investment."

इन्हीं पक्तियों से जाहिर हो जायगा कि
'किस प्रकार रेलवे मंत्री जी रीजनल
इम्बैलन्स को दूर करना चाहते हैं।

इसी संदर्भ में मैं बन्द एक बाँधें रखना
चाहूँगा। मैं गत दो बार्नों में संसद में तथा
उससे पहले वैयक्तिक रूप से बाहर भी
अपने क्षेत्र मधेपुरा जो बिहार जैसे पिछड़े
प्रदेश का सबसे पिछड़ा भाग है, के बारे में
निम्नांकित बातें उठाता रहा हूँ और उसे
आज भी उठाना चाहता हूँ। मैं समझता
हूँ आज के रेल मंत्री महोदय को हमारी
समस्याओं को समझने में तनिक भी दिक्कत
नहीं होगी, क्योंकि वे हमारे जिले से ही
आते हैं।

(1) मैं बहुत समय से चाहता रहा
हूँ कि दौरम मधेपुरा को वीरपुर जो कोशी
हेडक्वार्टर है, से मिलाया जाय। यह
लाइन मरुखा तथा अन्तर्राष्ट्रीय दृष्टिकोण
से भी उपयोगी सिद्ध होगी।

(2) भारत सरकार का यह दृष्टिकोण
रहा है कि जहां तक हो सके प्रमुख धार्मिक
स्थान को रेलवे लाइन से मिलाया जाय।
सिद्धेश्वर भारत के प्रमुख धार्मिक स्थानों
में से एक है जहां शिवरात्रि के अवसर
पर लाखों लोग एकत्रित होते हैं।

वहां बहुत बड़ा मेला महीनों चलता है।
भारत के सभी भागों से दूकानें आती हैं
और हाथी तो बहुत बड़ी संख्या में आते हैं।
यदि वीरपुर का मिलाया जाना किसी कारण
से अभी संभव नहीं हो तो कम से कम
सिद्धेश्वर को दौरम मधेपुरा से तत्काल मिला
दिया जाय जो मधेपुरा से केवल 5 मी.
की दूरी पर अवस्थित है।

तीसरी बात जो सब से महत्वपूर्ण है वह
यह है कि बिहारी गंज रेलवे स्टेशन को सिमरी-
बख्तियारपुर या फिर मानसी से मिलाया
जाय। बिहारीगंज एक ऐसा रेलवे स्टेशन
है जहां से हर साल 5 से 7 लाख मन जूट
और 2 से 4 लाख मन अनाज बाहर भेजा जाता
है। अभी भी व्यवस्था के भूताधिक उस
मानसी तक, जो मेन-लाइन पर पड़ता है,

[श्री राजेन्द्र प्रसाद यादव]

पहुँचने में करीब 170 किलोमीटर का चक्कर काटना पड़ता है और यदि बिहारीगंज को मानसी से मिला जायेगा तो केवल 60 किलोमीटर की दूरी तय करनी होगी और हिन्दुस्तान के सब से पिछड़े भाग से होकर बह लाइन गुजरेगी जहाँ के ज्यादातर लोगों ने बड़े-बूढ़ों ने भी अभी तक ट्रेन नहीं देखी है।

हमारे जिला सहरसा को रेलवे मैप पर देखने से पता चनेगा कि यह जिला किस कदर उपेक्षित रहा है। कोशी को बांध दिये जाने के बावजूद भी वहाँ की पुरानी लाइन फिर से चालू नहीं हो पाई है, जिस के कारण जनता को काफी तकलीफ उठानी पड़ रही है। अतः मैं सरकार से अनुरोध करना चाहूँगा कि जितनी भी कोशी से पहले की लाइन थी उसे फिर से चालू किया जाय, जैसे सरायगढ़ से दरभंगा, निर्मली हो कर सरायगढ़ से फारबिसगंज वगैरह।

उपाध्यक्ष जी आपको आश्चर्य होगा कि सहरसा कमिश्नरी मुख्यालय होने के बाद भी अभी तक मेल या एक्सप्रेस ट्रेन का मुँह नहीं देख पाया है। अतः मैं अर्ज करना चाहूँगा कि कम से कम एक एक्सप्रेस ट्रेन मानसी से सहरसा पूर्णिया हो कर कटिहार जाय ताकि वहाँ के लोगों को सुविधा मिल सके।

मैं रेल मंत्री को फिर से धन्यवाद देना चाहता हूँ कि उन्होंने बरौनी से कटिहार तक बड़ी लाइन में परिवर्तित करने की घोषणा की है लेकिन मैं चाहूँगा कि यह काम जल्द से जल्द पूरा हो।

उपाध्यक्ष जी सहरसा जब कोशी कमिश्नरी बन गया है और वर्तमान सभा-सदस्य से सहरसा जंक्शन लगभग को मेल की दूरी पर है। सहरसा सभासदरपालय के नजदीक ही पुलिस अधीक्षक

कार्यालय, डी.आई.जी. कार्यालय, जेल अस्पताल, जतकार्य विभाग, जिला कांग्रेस कार्यालय, कोशी नहरमंडल, कोशी डिवीजनन, डेनेज डिवीजन, आदि अनेक सरकारी कार्यालय कार्यरत हैं। रेलवे स्टेशन दूर होने से लोगों को काफी दिक्कत होती है। अतः वहाँ सहरसा कोर्ट स्टेशन की स्थापना अत्यावश्यक है।

इसके बाद मैं बिहार के अन्य भागों के बारे में दो-एक बातें कहूँगा और फिर देश के अन्य भागों के बारे में और अन्त में कुछ सुझाव दे कर अपना वक्तव्य समाप्त करूँगा। बिहार में जब तक रेल कारखाने का सवाल है, कि सिर्फ जमालपुर में एक रेल कारखाना है, जो पहले स्टीम लोकोमोटिव के रिपैरर का काम करता था। उस समय काम करने वालों की संख्या 20 हजार थी। धीरे धीरे स्टीम लोकोमोटिव की जगह डीजल और विजली का इन्जिन चालू हो गया, इन डीजल और विजली के इंजिनों के रिपैरर का काम जमालपुर को मिलना चाहिए था, लेकिन वैसा नहीं हुआ। नतीजा यह हुआ कि कि वहाँ मजदूरों की संख्या घट कर 9 हजार हो गई। मैं रेल मंत्री महोदय से अपील करूँगा कि "व्हील एण्ड एक्सल प्लांट" जमालपुर में स्थापित करें ताकि वहाँ के बेरोजगार लोगों को रोजी मिल सके, जिस पर रेलवे का अनुमानित व्यय से आधा भी खर्च आयेगा।

उपाध्यक्ष जी, बिहार के समतल भाग को जब तक बड़ी लाइन द्वारा खनिज तथा उद्योग वाले इलाके से जोड़ा नहीं जायगा तब तक समतल इलाके की तरक्की नहीं हो सकती। इस संदर्भ में हम चाहेंगे कि पटना-गया सिंगल लाइन को डबल लाइन में परिवर्तित किया जाय।

हिमाचल प्रदेश और उत्तरी पंजाब में नैंगल-डैम से तलवाड़ा और मुकेरिया तक

रेलवे लाइन का सर्वे लगभग पूरा हो चुका है। अतः हम चाहेंगे कि इस लाइन का शीघ्र निर्माण हो, कारण कि यह सुरक्षा की दृष्टि से बहुत महत्वपूर्ण लाइन है।

अन्त में मैं कुछ सुझाव देना चाहता हूँ। रेलवे दिन-प्रति-दिन तरक्की कर रही है। आज उस के पास 7090 स्टेशन हैं। प्रथम पंच वर्षीय योजना के अन्तर्गत यात्रियों की सुविधा पर 0.24 करोड़ रुपया प्रति वर्ष खर्च किया जाता था, जब कि आज चतुर्थ पंच वर्षीय योजना के अन्त तक में वह खर्च बढ़ कर 4 करोड़ रुपये सालाना कर दिया गया है। मैं चाहूंगा कि दिन-प्रति-दिन यात्रियों की सुविधा पर, विशेष कर तृतीय श्रेणी के यात्रियों की सुविधा पर ज्यादा ध्यान दिया जाय।

अभी रेलवे ने एक योजना बनाई है जिस का नाम है "इन्टेन्सिव इम्प्रवमेन्ट प्रोग्राम," जिस के अन्तर्गत बड़े बड़े स्टेशनों की सफाई के दृष्टिकोण से, बिजली के दृष्टिकोण से, लाया जायगा, जिस में दिल्ली और नई दिल्ली रेलवे स्टेशन हैं। मैं चाहूंगा कि यह प्रोग्राम छोटे-छोटे स्टेशनों पर भी चलाया जाय ताकि छोटे छोटे स्टेशनों पर भी यह सुविधा लोगों को मिल सके और वे भी अनुभव कर सकें कि ये हम देश के रहने वाले हैं।

यद्यपि सुविधा की व्यवस्था हर साल रेलवे द्वारा की जाती है, लेकिन कार्य रूप में उसको परिणत नहीं किया जाता है क्योंकि पर्याप्त मशीनरी की कमी होती है। मैं चाहूंगा कि इस के लिये इफेक्टिव मशीनरी की व्यवस्था की जाय।

आज जब हम रेलवे में सुविधा की बात करते हैं पर अभी भी ऐसे बहुत से स्टेशन जहाँ पीने के पानी की व्यवस्था नहीं है। हम चाहेंगे कि रेलवे प्रशासन इस तरफ विशेष ध्यान दे ताकि प्रत्येक स्टेशन पर यात्रियों के लिये पीने के पानी की व्यवस्था हो जाय।

अभी तक सारे स्टेशनों को शेड से ढका नहीं जा सका है और शायद अभी सम्भव भी नहीं है। लेकिन इतना अवश्य किया जा सकता है कि हर स्टेशन पर छायादार वृक्ष लगाये जायें ताकि यात्रियों को शेड के अभाव में बूझों की छाया मिल सके।

बड़े शहरों में जहाँ बड़े बड़े यार्ड हैं दोनों तरफ से फुट-ओवर ब्रिज के रास्ते की व्यवस्था होनी चाहिये। रेलवे को या तो उसी प्रकार के फुट-ओवर-ब्रिज बनाने चाहिये या फिर वर्तमान फुट-ओवर ब्रिज को इस प्रकार बढ़ाना चाहिए ताकि दोनों तरफ से रास्ता बन सके और लोगों को इधर उधर जाने की सुविधा हो।

आज देश में जहाँ भी कोई गड़बड़ी होती है, चाहे स्टूडेंट्स एजीटेशन हो, साम्प्रदायिक झगड़े हों या भा। या प्रदेश के विभाजन का गुस्सा हो, सब से पहले गुस्से का टारगेट रेलवे बनती है। ऐसी हालत में जरूरी है कि जनता को इस दृष्टिकोण में शिक्षित किया जाय तथा बताया जाय कि रेलवे राष्ट्र की सम्पत्ति है। इसके लिये कान्फ्रेंस करें, मीटिंग्स करें, सेमिनार्स हों।

आज रेलवे में 14 लाख श्रमिक काम करते हैं तथा यह देश का सब से बड़ा पब्लिक एम्प्लॉयमेंट प्रोग्राम है। अगर इस में और ज्यादा एम्प्लायमेंट प्रापचुनिटीज क्रिएट की जाय तो और ज्यादा श्रमिकों को रोजगार दिया जा सकता है। इस दृष्टिकोण से भी हम पर विचार किया जाय।

केटरिंग कांटेक्ट ज्यादा से ज्यादा को-ऑपरेटिव तथा सिटिजन कान्सल्ट को दिए जाने चाहिये, जो इस समय प्राइवेट लोगों को दिये जाने हैं तथा कुछ रेलवे के लोगों को दिये जाने हैं।

कान्फ्रेन्स-लेबर का खाल्सा किया जाना चाहिये।

[श्री राजेश्वर प्रसाद यादव]

जो आदमी तीन वर्ष से ज्यादा समय से काम कर रहा है, उन को कन्फर्म कर दिया जाना चाहिये।

मैं यह भी चाहूंगा कि रेलवे बोर्ड जिसे लोम व्हाइट एलीफेंट कहते हैं, उस का खात्मा किया जाना चाहिये, क्योंकि ये लोग रेस-कोर्स के घोड़े की तरह से हैं। जब तक वहां नहीं पहुंच जाते तब तक तो पूरे लगन से काम करते हैं। लेकिन वहां पहुंचने के बाद सब कुछ भूल जाते हैं और आराम में पड़ जाते हैं। किसी भी दूसरे विभाग में ऐसा नहीं है; इसलिये मैं चाहता हूँ कि इस का खात्मा किया जाय।

इन शब्दों के साथ मैं रेलवे बजट का भी स्वागत करता हूँ और आशा करता हूँ कि मंत्री महोदय हमारी मांगों पर ध्यान देंगे और उनकी पूर्ति की तरफ कदम उठावेंगे।

श्री हरकृष्ण चन्द कच्छवाय (मुरैना)

उपाध्यक्ष जी, रेलवे का जो बजट हमारे सामने आया है तथा इस में जो किराये बढ़ाये गये हैं, मैं उन का विरोध करता हूँ। मैं समझता हूँ—यदि रेलवे प्रशासन ठीक प्रकार से सतर्क रहे तो रेलवे में चल रहे नाना-प्रकार के जो भ्रष्टाचार हैं, जिन के कारण रेलवे को करोड़ों रुपये की हानि हो रही है, यदि यह बच जाय तो किराये बढ़ाने की आवश्यकता ही नहीं रहेगी। बिना टिकट चलने वाले माल की चोरी, कोयले की चोरी, इन सब का जो क्लेम देना पड़ता है, वह इतनी बड़ी संख्या में देना पड़ता है कि रेलवे का सारा कमाया हुआ पैसा उस में चला जाता है। अभी पी० ए० कमेटी की जो रिपोर्ट हमारे सामने आई है, उस में आंकड़े दिये गये हैं कि कितना नुटाला और गबन इस में किया गया है। इस लिये मेरा कहना है कि रेलवे तथा सरकार यदि सतर्क रहे तो बार बार टैक्स लगाने की जरूरत ही न पड़े। हर साल टैक्स लगते

हैं, किराये बढ़ाये जाते हैं, इस को रोका जा सकता है। आप की भ्रसावधानी के कारण काफी माल चोरी जाता है, वर्कशाप से बड़े बड़े अफसर माल खिसका कर बाजार में बेचते हैं। उनका अपना शेर होता है। इसलिए यदि आम इस पर नजर रखें तो आपको किराया बढ़ाने की जरूरत ही नहीं होगी। जितना पैसा आप इस समय कमाते हैं उसी से रेलों का विस्तार कर सकते हैं और नई रेलवे लाइनों बिछा सकते हैं।

दूसरी बात यह है कि योजना आयोग ने इन्हें सलाह दी कि कुछ वर्षों के बाद आपको बहुत अधिक माल ढोना होगा और बहुत अधिक भाड़ा आपको मिलेगा। योजना आयोग की सलाह पर रेलवे ने पूर्वी के माध्यम से बहुत बड़ा फैलाव कर दिया रेलों का लेकिन आज उतनी ठुलाई नहीं हो रही है जितना पैसा लगाया गया है। रेलवे को उम अनुपात में रिटर्न नहीं मिल रहा है। ऐसा मालूम होता है कि योजना आयोग और रेल मंत्रालय में कोई ताल मेल नहीं है जिसके कारण जैसी योजना बना दी गई उसी को लागू कर दिया गया और उससे काफी पैसे की बर्बादी हुई। रेलवे को पहले से जितनी आशा थी उतना माल ढोने के लिए आज नहीं मिलता है। इसके अतिरिक्त रेलवे की सर्विस इतनी खराब है कि हर व्यक्ति और हर व्यापारी यह कोशिश करता है कि अपना माल ट्रक से ले जाये क्योंकि ट्रक से उसका सामान समय से और सुरक्षित पहुंचता है। यही कारण है कि अधिक माल लेकर कोई व्यापारी आपके पास नहीं आता है। रेलवे में उसको नाना प्रकार की परेशानियां उठानी पड़ती हैं इसीलिए आपके द्वारा वह अपने माल को भेजना नहीं चाहता है।

पुरानी परम्परा के अनुसार रेलवे का बजट अलग से पेश किया जाता है लेकिन यह पुरानी परम्परा है और अंग्रेजों की छोड़ी हुई एक निशानी है। आज आपके पास बड़े बड़े उद्योग हैं लेकिन उनका बजट आप अलग

से पेश नहीं करते हैं। इसलिए मेरा सुझाव है कि रेलवे बजट भ्रमण से न होकर सामूहिक रूप में सारा बजट एक साथ आना चाहिए ताकि समग्र रूप में उस पर ठीक से चर्चा की जा सके।

आज नाना प्रकार की यूनियनों बनी हुई हैं लेकिन केवल दो यूनियनों को मान्यता प्राप्त है। मेरा कहना है कि यह तो आप बैलट प्रथा को चालू करें या फिर सदस्य संख्या की जांच करके मान्यता दें या जो भ्रमण भ्रमण कैंटगरीज की यूनियनों हैं उनको मान्यता प्रदान करें। लेकिन यह सरकार कुछ भी नहीं करना चाहती। जो भी निर्णय आप ले वह, जिन यूनियनों का रजिस्ट्रेशन उनकी सलाह से निर्णय करें। आज केवल दो यूनियनों जो है जिनकी सदस्य संख्या कोई खास नहीं है, दलाल जैसी जिनकी प्रवृत्ति है, जिनकी आपके अफसरों से साठ गांठ है वह मजदूरों का कोई भी हित नहीं करती है। सिवाय दलाली और चापलूसी के वे और कोई काम नहीं करती हैं। उनके भाई भतीजों को कितना लाभ होता है और अफसरों से उसकी कैंसी पटती है यही मनोवृत्ति उनकी हमेशा रहती है। इसलिए मेरा कहना है या तो आप बैलट प्रथा चालू करें या जिनका रजिस्ट्रेशन है उनकी सहमति से कोई निर्णय लें या जो भ्रमण भ्रमण कैंटगरीज की यूनियनों हैं उनको मान्यता प्रदान करें।

एक समिति बनी है— शिक्षा और पुनर्रोजगार दिलाउ समिति जिसने सिफारिश की है कि अवकाश प्राप्ति की 58 साल की उम्र को घटाकर 55 साल कर दिया जाये जिस पर शायद आप विचार कर रहे हैं। मैं उसका विरोध करता हूँ। 58 साल से घटाकर 55 साल नहीं किया जाना चाहिए। सम्भवतः यह सुझाव दिया गया होगा कि इससे पैसे की बचत होगी, रेलवे का पैसा बचेगा और नये लोगों को काम दिया जा सकेगा कम तनख्वाह पर। लेकिन मेरा ऐसा कहना है कि उससे कोई खास पैसे की

बचत नहीं होगी। दूसरा मेरा कहना यह है कि आज जो स्थान रिक्त हैं उनकी पूर्ति नहीं की जा रही है। ऐसी प्रथा आपने चला रखी है। ऐसी हालत में इससे कोई लाभ नहीं होगा। जो इस समय 58 साल की उम्र हैं उसको ही चालू रखना चाहिए।

आपने पेन्शन निधि में 16 करोड़ लिया पिछले साल भी 16 करोड़ और उसके पहले भी 16 करोड़ लिया था और उसके पहले 12 करोड़ लिया था जब कि आपका खर्चा है कम और आपने पैसा अधिक लिया। आपका खर्चा है साढ़े 12 करोड़ और आपने साढ़े 3 करोड़ ज्यादा लिया। आप शुद्ध आय के अन्दर दिखाना नहीं चाहते हैं। यदि आप अधिक दिखायेंगे तो कर्मचारी भी आपसे मांग करने लगेंगे इस आय के पास 50 करोड़ रुपया पेन्शन एकाउन्ट में पड़ा हुआ है। इसके सम्बन्ध में मेरा कहना है कि जितनी आपकी आवश्यकता है उतना ही पैसा आप लें, अधिक पैसा न लें। आपने साढ़े तीन करोड़ रुपया ज्यादा लिया है इसलिए मेरा कहना है कि जितनी आवश्यकता हो उतना ही पैसा लें।

आपके पास एक दल है प्रादेशिक सेना। इस सरकार के खिलाफ जब जब जन आन्दोलन देश के विभिन्न भागों में खड़े होते हैं तो उनको दबाने के लिए दल का उपयोग किया जाता है। आप अपने हित में ही ज्यादातर उसका लाभ उठाते हैं। जब बंगला देश में लड़ाई हुई तो आपने उसको बंगला देश भी भेजा पाकिस्तान के विरुद्ध लड़ने के लिए। जब उनको आप अपने हित में उपयोग करते हैं तब उनको भत्ता देते हैं लेकिन जब उनको सीमा पर भेजा तो उनको भत्ता दिया परन्तु वह भत्ता अब वापिस लिया जा रहा है। क्यों वापिस लिया जा रहा है? इससे उनके मन में यह भावना पैदा होगी कि जब कांग्रेस सरकार के खिलाफ जन आन्दोलन होता है तो हमें भत्ता दिया जाता है लेकिन पाकिस्तान के खिलाफ बंगला देश की लड़ाई

[श्री हुकम चन्द कठवाय]

में जो भत्ता दिया गया वह वापिस काटा जा रहा है। इससे क्या उनका मनोबल बढ़ेगा? यह अच्छी बात नहीं है। यह भत्ता जो वापिस लिया जा रहा है उसको रोका जाय और जो कुछ वापिस लिया जा चुका है उसको फिर से वापिस दिया जाये। इससे उनका मारल बढ़ेगा और अधिक साहस के साथ वे काम कर सकेंगे।

पदोन्नति जो होती है एडहाक बेसिस के द्वारा उसमें अफसरों तथा मान्यता प्राप्त यूनियनों द्वारा ही निर्णय लिया जाता है जिसके कारण योग्य और पुराने लोग रह जाते हैं। उनके हक मारे जाते हैं। उसमें आफिसर होते हैं और यूनियन के प्रतिनिधि होते हैं। वे मिलकर फंसला कर लेते हैं और अधिकार होता है वे वंचित रह जाते हैं। इसलिए ऐसी कमेटी बनाई जाये जिसमें कर्मचारियों के भी प्रतिनिधि हों और उसमें इस बात का विशेष ध्यान रखा जाये कि कौन योग्य है, किसकी कितनी सविस है और किसको लिया जाना चाहिए। उसके ढांचे में परिवर्तन करना बहुत आवश्यक है।

आपने घाषणा की है कि हम द्वितीय श्रेणी समाप्त करने जा रहे हैं। अगले साल से समाप्त करेंगे। यदि समाप्त करना ही है तो एयर कन्डीशन और फर्स्ट क्लास को समाप्त कीजिए क्योंकि इन डिब्बों को बनाने में पैसा ज्यादा लगता है परन्तु आमदनी कम होती है। थर्ड क्लास के डिब्बों को बनाने में पैसा कम लगता है लेकिन इनकम ज्यादा होती है। दूसरे यदि द्वितीय श्रेणी समाप्त करनी है तो जिन लोगों को पास दिए जाते हैं उनके पास भी आप वापिस ले लेंगे तो क्या उन्हें आप फर्स्ट क्लास के या थर्ड क्लास के पास देंगे इसका निर्णय आपको करना है।

जहां तक रेलवे कर्मचारियों को बोनस देने की बात है, सभी यूनियनों की तरफ से यह बात उठाई जा रही है कि उनको

बोनस दिया जाये। उन को बोनस अवश्य मिलना चाहिए। हम इस की मांग इसलिए करते हैं कि देश में हर चीज की कीमत बढ़ गई है और आप कर्मचारियों को जीवन बेतन देते नहीं हैं। इसलिए जब तक उन को जीवन बेतन नहीं मिलता है तब तक उन को बोनस मिलना चाहिए। जब आप उन को जीवन बेतन दे देंगे तब हम मांग करेंगे कि मुनाफे का बोनस दिया जाये। लेकिन आज जितने बेतन की उनको आवश्यकता है, जितने व्यक्ति उनके परिवार में होते हैं और जिस प्रकार से तमाम चीजों के दाम बढ़ते जा रहे हैं, वे अपना काम उस में चला नहीं सकते हैं। इसलिए जो सरकार ने घोषणा की है 8.33 प्रतिशत की, उतना बोनस उनको मिलना चाहिए ताकि वे किसी तरह से अपना काम चला सकें।

इसके साथ साथ जो कुछ गाड़ियां चलती हैं जैसे जनता और ताज एक्सप्रेस है। ताज एक्सप्रेस आगरे में दिन भर खड़ी रहती है क्यों नहीं इसको आप ग्वालियार तक बढ़ा देते। लोगों को लाभ भी होगा और आप की आमदनी बढ़ेगी। इसी तरह से जयन्ती एक्सप्रेस ग्वालियर नहीं रुकती है। लोगों की मांग है कि वहां यह गाड़ी रुकनी चाहिये।

15.00 hrs.

रेलवे के जो उत्तर भारत में निर्माण कार्य हो रहे हैं उन पर जितना भी खर्चा बिश्वा जा रहा है उसका 25 प्रतिशत उत्तर भारत में खर्च होता है और 75 परसेंट दक्षिण भारत में किया जा रहा है। यह भेदभाव क्यों है? मेरा निवेदन है कि इस में समानता होनी चाहिए। भाशा है कि मंत्री जी इसका विशेष ध्यान रखेंगे।

प्रधान मंत्री जी ने पिछली बार घोषणा की थी कि महाराष्ट्र में चार रेलवे लाइनें देनी चाहिए। लेकिन रेलवे बोर्ड के चैयरमैन महोदय कहते हैं कि हमारे पास पैसा ही नहीं है। जब प्रधान मंत्री ने घोषणा की है तो यह उम्मीद इज्जत का सवाल है, जो जनता को बचन दिए हुए पूरे होने चाहिए। इसलिये प्रधान मंत्री की घोषणा का पूरा पालन किया जाना चाहिये।

रेलवे बोर्ड और सैलून के बारे में पिछले अनेक सालों से यह मांग उठाई जा रही है कि सैलून वापस लिए जायें और रेलवे बोर्ड समाप्त किया जाये। लेकिन मेरा विश्वास है कि रेलवे बोर्ड इस प्रकार आप को पंजे में जकड़े हुए है कि आप उस को समाप्त करने का निर्णय लेने की हिम्मत नहीं कर सकते। क्योंकि आप जानते हैं कि अगर उनके खिलाफ निर्णय लिया तो आप का पता भी कट जायेगा। कई मंत्री आये और चले गये क्योंकि वे टे.पोरेरी हैं और रेलवे बोर्ड स्थायी है इसलिए वह उन को टिकने नहीं देता। इसलिए मेरा निवेदन है कि आप थोड़ी हिम्मत करें।

MR. DEPUTY-SPEAKER: Do you want to take up the whole this of your party?

श्री हुकम चन्द कठवाय : मैं दो, तीन मिनट में समाप्त कर रहा हूँ, रेलवे बोर्ड पर करोड़ों रुपये खर्च किया जाता है, लेकिन काम क्या करता है? कुछ नहीं। मैं जानना चाहता हूँ कि क्या सरकार ने अन्य मंत्रालयों में बोर्ड कायम कर रखे हैं? अगर नहीं, तो रेलवे में ही क्यों बोर्ड बना रखा है। इस को समाप्त किया जाय।

मेरी मांग है कि रेलवे कर्मचारियों के लिये एक अलग से बेज बोर्ड बनाया जाये, उस का हम स्वागत करेंगे। टी० टी० और टी० ई० को रनिंग स्टाफ में लेने की बात इस सदन में अनेक बार कही गयी है लेकिन उस बारे में अभी तक कुछ नहीं किया गया। जब रेलवे में चलने वाले गाँव, डाइवर और पार्सल

बाबू को रनिंग स्टाफ में लिया है तो इन को भी रनिंग स्टाफ में लेने में कौन सी दिक्कत आप को पेश आती है? अंग्रेजों ने किसी जमाने में इनके बारे में जो निर्णय लिया था वही आप भी कर रहे हैं, जो कि नहीं होना चाहिए एक टी० टी० ने अंग्रेजों के खिलाफ कोई काम किया था जिस की सजा अंग्रेजों ने उन को दी थी उसी सजा को आज तक टी० टी० भोग रहे हैं, जो कि अनुसूचित है। इसलिये मेरी प्रार्थना है कि उन को रनिंग स्टाफ में लिया जाय।

रेलवे में नाना प्रकार की कैंटीन चलती है, वहाँ जो बँरे काम करते हैं कभी आप ने उन की दशा का ख्याल किया है? बम्बई में उन को टे.पोरेरी नौकरी दी जाती है जिस के लिए आप के अधिकारी 500 रु. विश्वत का लेते हैं, और दो, तीन महीने की नौकरी उन को देते हैं। रेलवे कैंटीन के ठेके आपने दिये हुए हैं, लाइसेंस किसी को मिला है और काम कोई और कर रहा है। आज भी ऐसे लोग हैं जिन्हें 30 रु. महीना मिलता है और वह ठेकेदार के नौकर हैं। आप कल्पना कर सकते हैं कि 30 रु. में वह क्या कर सकता है? और जब तनख्वाह कम मिलती है तो वह आदमी बेईमानी अवश्य करेगा। कुछ लोग ऐसे हैं जिनके नाम पर लाइसेंस है लेकिन वह खुद काम नहीं करते, और अपना लाइसेंस खोमचे वालों को दे देते हैं और उनसे 200, 300, 400 रु. महीना लेते हैं। मेरा कहना है कि जो 20, 25 साल से यह काम कर रहे हैं उन्हीं के नाम पर लाइसेंस को ट्रांसफर कर दिया जाय।

आप के यहाँ काफी बड़े पैमाने पर प्रिन्टा-चार फैला हुआ है जितने रिटायर्ड अधिकारी हैं या जिनके पास लेन देन का काम है, या बड़े अफसर हैं उन की सम्पत्ति की जांच की जाय कि कितनी सम्पत्ति उन की पत्नी और बच्चे के नाम पर है। अगर आप जांच करें तो पता लगेगा कि करोड़ों रुपये इन अधिकारियों

[श्री हुकम चन्द कछवाय]

बनाये हैं मैं यह नहीं कहता कि सभी अधिकारी बेईमान हैं, कुछ अफसर ईमानदार भी हैं, लेकिन अधिकतर लोग ऐसे हैं जो इस प्रकार की सम्पत्ति बनाये हुए हैं और किसी न किसी प्रकार बड़े बड़े लोगों को लाभ पहुंचाते हैं।

रेलवे बोर्ड के जो वर्तमान चेयरमैन, श्री बालिगा हैं, उन का लड़का बिड़ला जी के यहां नौकर है। कितना लाभ बिड़ला जी को मिल सकता है इस का संकेत अपने पिता को देकर वह बिड़ला जी को लाभ कराता है। इसी तरह से उन का साला भी किसी बड़ी फर्म में नौकरी करता है और उसका भी इस प्रकार का कार्य है और वह उस फर्म को लाभ पहुंचाता रहता है।

MR. DEPUTY-SPEAKER: To speakers from the Congress Benches, I would like to say that I have received a request from their Chief Whip that since there are a large number of Members who want to speak, they may be given five minutes each. So, let them try to co-operate with their Chief Whip. I am merely giving them this information. (Interruptions.)

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI KEDAR NATH SINGH): Let it be seven minutes each.

MR. DEPUTY-SPEAKER: Now, hon. Members have agreed to seven minutes. I shall try to co-operate, at the end of seven minutes, I shall ring the bell, and let the hon. Member who is speaking also try to co-operate.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): After seven minutes, you may ring the bell and then give two minutes more.

MR. DEPUTY-SPEAKER: The hon. Member should discipline

himself. I do not want to come in the affairs of his party. Now, Shri C. D. Gautam.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मेरा एक प्वाइंट रह गया है। एक गाड़ी चलती है जिस में लाइट नहीं, बत्ती नहीं

MR. DEPUTY-SPEAKER: The hon. Member cannot make a second speech. There are rules to the effect that after he has completed his speech, he cannot make a second speech. That is not permissible under the rules.

श्री सी० डी० गौतम (बालाघाट): उपाध्यक्ष महोदय, जो रेलवे बज प्रस्तुत किया गया है उसका मैं समर्थन करता हूँ। उस में कुछ महत्वपूर्ण मुद्दाव मैं देना चाहता हूँ। हमारे मध्य प्रदेश के बालाघाट जिले में मलन्ज-खंड में ताम्र भण्डार निकला है जो दुनिया में दूसरे नम्बर का भण्डार है वहां पर मलन्ज खंड से रेलवे लाइन बेहर, उकमा, मानेगांव, बालाघाट और गोंदिया तक ले जाना जरूरी है। बालाघाट से गोंदिया रेलवे लाइन है जो कि नैरो गेज है उस को ब्रोडगेज में परिवर्तित करना होगा। यह लाइन मलन्ज-खंड से बाला घाट तक अगर हो जाएगी तो वहां का बहुत विकास हो जायगा मलजखंड से बालाघाट तक ज्यादातर आबादी आदिवासियों की है। उकवा में मंगनीज की खान है, और आसपास भी बहुत सी खानें हैं। वहां पर खदाने और वनोपज बहुत हैं। उस का भी ट्रांसपोर्ट वहां से हो सकेगा। इस तरह से बेहर तहसील जहां से यह रूट जायेगा उस की भी समृद्धि हो जायेगी।

हमारे माननीय मित्र श्री हनुमन्तैया जब रेलवे मंत्री थे तब वह जबलपुर पधारे है और उन्होंने आस पास का दौरा किया था उन्होंने भी यह पाया था कि जबलपुर से गोंदिया तक जो नैरो गेज लाइन उस को ब्राडगेज बनाना ठीक होगा। वैसे ही जबलपुर से नयनपुर और नागपुर तक ब्राडगेज करना

आवश्यक है। गोंदिया से चन्द्रपुर तक भी ट्राइगेज बनाने की बात थी इन सब लाइनों का सर्वे भी हुआ था। लेकिन उस के बाद हम को पता नहीं है कि इस पर क्या कार्रवाई हुई। मैं निवेदन करना चाहता हूँ कि यह इलाका बहुत पिछड़ा हुआ है इन जगहों पर ट्राइगेज बना देने से इस क्षेत्र की उन्नति हो सकेगी।

साउथ ईस्टर्न रेलवे पर बालाघाट से कटंगी तक एक तरफ रेल लाइन है लेकिन दूसरी तरफ तुमसर से सिरोड़ी तक ही रेल लाइन है। सिरोड़ी से कटंगी तक एक छोटा सा ग्राठ मील का टुकड़ा है जहाँ रेल नहीं है। वहाँ आस पास में मंगनीज की माइन्स इस और अनाज का भी काफी बड़ा व्यापार होता है। इस लिये इस छोटे से टुकड़े में रेलवे लाइन का होना बहुत जरूरी है और चूकि सिरोड़ी तक ट्राइगेज है इस लिए सिरोड़ी से कटंगी तक ट्राइगेज बनाना चाहिए। मैं इसके बारे में पहले भी अर्ज कर चुका हूँ और लोगों का जो खयाल है वह भी बतला चुका हूँ। इस के लिए कई मीटिंग हुई और आन्दोलन हुए। मैं आज फिर इस को दोहराना चाहता हूँ कि वहाँ के लोगों की बड़ी प्रबल मांग है कि कटंगी से सिरोड़ी तक रेलवे लाइन बनाई जाये। मेरे पास मंत्रालय से एक पत्र आया था जिस में बतलाया गया था कि इस लाइन को बनाने की जरूरत नहीं है क्योंकि इस पर ट्रैफिक नहीं होगा और न पैसेन्जर्स ही मिलेंगे। लेकिन यह बिल्कुल गलत बात है। मैं यहाँ पर इस सवाल को उठा चुका हूँ। रेलवे विभाग के कोई अधिकारी हमारे यहाँ गए थे लेकिन उन्होंने हमसे कोई सम्पर्क कायम करने की आवश्यकता नहीं समझी। जो व्यक्ति ग्राठ लाख भ्रामियों का प्रतिनिधि है उस की कीमत सरकार की नजर में कितनी होती है यह आप और हम सब देख रहे हैं। ग्राठ लाख भ्रामियों के प्रतिनिधि को कोई पत्र तक नहीं लिखा गया उन्होंने मुझ को यह भी मौका नहीं दिया

कि मैं उनके साथ जाऊँ और उस के बारे में बातलाऊँ। किसी को विभाग से भेज दिया गया। उन्होंने जा कर किन्हीं बाबू साहब से पूछ ताछ कर ली होगी और वह एक दम इस नतीजे पर पहुँच गये कि वहाँ पर ट्रैफिक नहीं होगा और न पैसेन्जर्स ही मिलेंगे। मैं कहना चाहता हूँ कि यह गलत रिपोर्ट है। मैं मंत्री महोदय से आशा करूँगा कि वह अपने किसी खास भ्राममी को वहाँ भेजेंगे। मैं उनके साथ जाऊँगा और उनकी तसल्ली करा दूँगा कि कि वहाँ पर ट्रैफिक भी काफी है और पैसेन्जर्स भी काफी हैं।

बालाघाट के एक तरफ मरारी मुहल्ला है और दूसरी तरफ सरेखा है। इन दोनों जगहों पर रेलवे लाइन रोड से कती है। अक्सर वहाँ पर इतना ट्रैफिक जैम हो जाता है कि आधा आधा घंटा तक रुकना पड़ता है। वह मेन रोड है। बालाघाट से गोंदिया जो रोड जाती है वह रायपुर और नागपुर तक जाती है। दूसरी तरफ मरारी मुहल्ला के पास जो ट्रैफिक जैम हो जाता है वह बैपर रोड है। इन दोनों जगहों पर भोवर ब्रिज बनना बहुत जरूरी है। गोंदिया रोड के बारे में तो श्री हनुमन्तैया का पत्र आया था कि हमारी यह मांग बिल्कुल ठीक है। कम से कम सरेखा के पास तो भोवर ब्रिज बनना बहुत जरूरी है ताकि जो ट्रैफिक जैम हो जाता है उस में कुछ सुविधा हो जाये।

गोंदिया से जबलपुर नैरोगेज लाइन है। यह करीब 145 मील लम्बी है और एक जगह से दूसरी जगह जाने में दस घंटे लगते हैं। इस लाइन पर एक फास्ट पैसेन्जर चलाना बहुत जरूरी है। कुछ रेलवे कर्मचारी भी आये थे उन्होंने भी यही कहा कि यहाँ फास्ट पैसेन्जर चलाना बहुत जरूरी है। लेकिन यह अभी तक कार्यान्वित नहीं हुआ है। इस के लिए भी जल्दी करना चाहिए।

SHRI RANABAHADUR SINGH (Sidhi): Sir, back during the days when the railway, had not yet been nationalised, and the subject must have been discussed in this very House—I am certain that at that time one of the arguments that must have weighed heavily with the decision of the House must have been that the railways are an essential service and they are very instrumental in uplifting our country's backwardness. In this context, it is surprising to see that at the present budget, the sole consideration in the expansion of the railway services has been financial. If the railways are a utility service with a responsibility for social uplift, why finance becomes an obstacle in this service is hard to understand. I feel that the time has come, when we are talking about the development of the backward regions of our country, when the railways should not shirk this responsibility of being instrumental in bringing about the development in the backward regions.

As for the finances, I feel that when our country and our Government sets apart a very substantial chunk of the revenues for uplifting the people, what is there to stop the Government from providing sufficient funds to the railways also so that they could carry out an expansion of their service in areas which are backward. It has been a very sad experience for us who belong to the backward regions, like the north-eastern part of Madhya Pradesh, that when we go to the Ministry of Industrial Development and request them that we need some industries in our regions, we are given a flat reply that the infra-structure for the setting up of industries does not exist. When in turn we approach the railways, they do comply and heed our request; they set up a traffic survey, but eventually, and invariably, the traffic survey produces a very sorry report and says that the feasibility is not justified. I do not know where this magic circle can be broken. I wish that at this point, the railways, considering

their major contribution that is possible in the uplift of our backward regions, would consider requesting the Central Government for some aid for such areas which are backward, and through that aid, to set up the lines without first taking into consideration the economic feasibility.

In this respect I would make a submission or a suggestion, that there must be a sort of Commission which could be manned by the technical staff of the railways and some of the people from the Planning Commission which could cover the whole country, as the Ministry of Industrial Development has done, in pinpointing those areas where such Central Government aid to the railways for expansion could be utilised and to set up a priority for such a job.

I am surprised to see that in the present budget the allotment that has been made for the traffic survey of the newly proposed line, Satna-Rewa line, had been substantially reduced. It is hard to understand why this has been done when the report itself is not yet come. In the same context, I should say that instead of Satna-Rewa line, a more feasible line would have been Harpalpur-Chartarpur- Panna- Satna-Rewa-Hanumana-Mirzapur line. If this is done a lateral area of more than 150 miles and the substantial amounts of limestone deposits could be served. At the same time those regions which had been identified by the Industrial Development Ministry could be given the infra-structure which they so badly need. I would draw the attention of the Ministry to the delay that is taking place in providing regular goods and passenger traffic on the new Katni-Morwa line. In the same line, there are two places, one called Madwas and the other Joba. There is a controversy as to which of these should be made into A class station. I had written to the Ministry in this context and I still await their reply. Madwas has all the buildings necessary for a big station, but I am afraid

that Joba has been selected. Madwas is close to Sidhi, the district HQ of the district, through which the line passes; at the same time Joba offers the closest reach for a big town, Majhauli. I wish the Railways undertook a study of this matter in an objective manner and reached a decision soon. If possible, both Joba and Madwas could be made into A class station which could service this area.

Satna overbridge has been under construction for more than six years; it is still to be completed. I would draw the attention of the Railway Minister to the fact that this happens to be very important overbridge; the sooner it is completed, the greater help it would be to the traffic.

Finally the national highway No. 7 crosses the Central Railways at a place called Maihar; it is a major arterial road connecting Allahabad and Jabalpur and the down south. If one were to see that place, a long line of trucks almost a mile long is invariably waiting because the level crossing is closed. I request the Ministry to consider the provision of an overbridge at that point so that traffic congestion could ease.

SHRI DHARNIDHAR DAS (Mangaldai): The Railway Budget may be viewed from the standpoint of different classes. But viewed from the point of the masses, the Budget does not virtually touch the common man in regard to the fares and freights of most essential commodities. On the whole, the Railway Budget is an exercise in arithmetic balancing the receipts with the expenditures. (*Interruptions*) Of course there are some commendable features mentioned by the Railway Minister in his speech, such as labour participation in management, involvement of M.Ps and MLAs in solving regional problems and such other things.

But what I want to emphasise more, from the point of view of our party's socialist commitment to the people, is that the railway system run by the State is a nationalised enterprise. It is the biggest public sector undertaking

and as such it should be able to serve as a model of socialism. The railways should have definite policies regarding wages, development, employment and business connected with the railways conforming to the socialist policies adopted by the Government. The Railway Minister has mentioned in the budget speech that the railways are to play a positive role in our country's economic development. But our economy has been planned with a certain objective, namely, socialism. The nationalised enterprises, particularly railways being the biggest public undertaking, should be the instrument of this socialist transformation. But I am sorry to say that it is very difficult to understand the difference between the nationalised enterprises and the private enterprises. This nationalised enterprise is also guided by the same capitalist principles in regard to wages, development, etc. But the only hope is that this budget has been presented by a new Railway Minister who is known for his socialist views and concern for the people. Therefore I expect that the Railway Minister will reshape the whole railway system as an instrument of socialist transformation.

But I am afraid that with the existing Railway Board, the Railway Minister cannot function effectively to fulfil that role of this nationalised undertaking. The Railway Board is a highly bureaucratic set-up composed of persons who are averse to socialism and apathetic to the masses, even to the working class serving in the railways. I called this Board a white elephant and stiff-necked bureaucracy in my speech on the railway budget year before last. Let me substantiate this charge.

The budget provides about Rs. 1.70 crores for the pay of officers and establishment of the Railway Board Out of 1600 and odd employees in the Board, 22 officials including the Chairman, Members and Directors of the Board, constituting 1.3 per cent of the total number of employees, eat up

[Shri Dharnidhar Das]

more than Rs. 34,000 annually each. At the same time 25 per cent of the workers at the bottom are getting only Rs. 998 each annually. So, the cream of nationalisation goes to the top-most few, the privileged few, leaving the sour taste of nationalisation to the masses of the people, 22 crores of whom are below the poverty level. The low-paid workers in the railways have to tighten their belts. So, I want to suggest that this Railway Board has no utility; it does not have the character as its swaggering manner and talk indicate, to transform the railway system as nationalisation and socialism want it to be consistent with socialist principle of nationalisation. The present pay structure should be radically changed so that the workers can be given the need-based minimum.

SHRI D. N. TIWARY: (Gopalganj): What other organisation would he suggest in place of the Railway Board?

SHRI DHARNIDHAR DAS: The Railway Ministry can directly run the railways through the General Managers of the different railways. It should be experimented. I am saying this because the Railway Board does not implement even the decisions of the Minister.

The Railway Board is responsible for creating a regional disparity and imbalance. The railways have to provide the necessary infra-structural complex for the balanced development of our economy so as to establish a uniform socialist economy. Here I should say that there are States in India which are completely outside the railway map, like Meghalaya from which our Deputy-Speaker comes, Arunachal Pradesh and Manipur. At the same time, there is greater concentration of development of railways in some advanced areas, widening regional disparity in economic development. Since the government policy is to remove economic imbalances and regional disparities,

there should be provision of more railway lines in this backward region with Assam as the base for developing a Railway network in the region.

Here I would say that the Railway Board and the bureaucrats in general are responsible for many of the agitations, being mentioned in the speech of Rly. Minister. They are indifferent to the demands of the people and so the people are virtually forced to resort to agitation, even for a simple legitimate demand. Because of the transport bottleneck in Assam and the frontier area, people are languishing in extreme backwardness amidst abundant natural resources, industrial and general economic development being greatly held up by the bottleneck. The Assam Government approached the Central Government and even the Prime Minister with proposals for removing this bottleneck but such proposals are turned down.

For a long time Assam has been demanding the conversion of the line from Bongaigam to Tinsukia via Gauhati from metre-gauge into broad-gauge. Yet, this persistent demand has been ignored. I am happy to note from the speech of the Railway Minister that the portion from Bongaigam to Gauhati will be converted into broadgauge. I want the Railway Minister to see that it materialises and it is taken up very soon so that within a year or so conversion can be effected.

Another very urgent matter which is hanging fire for the last three years is the demand for setting up the Divisional Headquarters at Rangia. The decision is that the Divisional Headquarters should be located at Rangia was announced by Shri Gulzari Lal Nanda when he was Railway Minister. He wanted to inaugurate it on 2nd October 1971 and thereafter, we pressed the demand with the next Railway Minister, Mr. Hanumanthaiya and our present Deputy Minister was also there all along. A committee was set up to

select the site and the site has been selected. Now, I have received a letter from Chief Minister of Assam saying that the land has been handed over to the railway authorities at the site which has been selected by a joint committee set up by the Railways and the Assam Government. Then why this inordinate delay? There is an indication that it is facing opposition from the officers and that the Railway Board does not like the officers to come here from a place like Gauhati. They are a privileged class enamoured of city life and they do not want to serve the backward areas. We are talking so much about developing backward areas but here is an instance how these railway officers and the Railway Board are standing in the way of implementation of the decision given by the Railway Minister, to meet the requirement of the backward areas.

MR. DEPUTY-SPEAKER: The Minister must look into this.

SHRI DHARINDHAR DAS: So, I will request the Minister to immediately take steps for starting construction work of the Divisional Headquarters at Rangia.

Then with regard to employment. There has been regional disparity in the matter of employment also. Three-fourths of the total route mileage of NEF Railway line falls in the State of Assam but only 15 per cent of the staff are the local people.

MR. DEPUTY-SPEAKER: The Minister will take note of it.

SHRI DHARINDHAR DAS: There was an assurance given by the former Railway Minister at Gauhati that at least 80 per cent of the railway jobs would go to the local people. So, far nothing has been done to that effect. I would ask the Minister to kindly look into it and see that our railways serve as an instrument of uniform development of the whole country in keeping with the declared socialist policy laying greater emphasis on backward areas.

SHRI S. A. SHAMIM (Srinagar): I am for the first time participating in the railway Budget...

MR. DEPUTY-SPEAKER: Now, there are two names from your Group of Unattached Members. There is one member who seldom spoke, Shri Shiv Kumar Shastri, who comes before you.

SHRI S. A. SHAMIM: I am speaking for the first time in the Railway Budget.

MR. DEPUTY-SPEAKER: I am not concerned with the railway budget. You have spoken many a time. His name comes first and if you want me to break the queue and call unattached members, I will then call Shri Shiv Kumar Shastri.

SHRI S. A. SHAMIM: Sir, quite often members are accommodated if they have any urgent business to attend to. I am making the same request, nothing extra-ordinary.

MR. DEPUTY-SPEAKER: Just sit down, please. If you were the only speaker nominated by your Party, that is a different matter.

SHRI S. A. SHAMIM: I have no Party. That is the tragedy.

MR. DEPUTY-SPEAKER: It is a tragedy for me also because when there are so many unattached Members, I have to pick and choose and when there are some Unattached Members who have seldom spoken...

SHRI S. A. SHAMIM: We are going to share—five minutes for him and five minutes for me.

MR. DEPUTY-SPEAKER: Yes, I give you five minutes.

SHRI S. A. SHAMIM: Four minutes are enough for me. We should be very grateful even for small mercies and I am grateful to the Government of India that it has taken 26 years only to complete 67 miles of the railway track from Pathankot to Jammu...

AN HON. MEMBER: That is a hilly area.

SHRI S. A. SHAMIM: But, according to this time-table, I am afraid, the first train will reach Srinagar after about 100 years and I am sure many of us in this country will not be there to have a ride in it but only our grand-children will be able to have a ride. Meantime, we have been given a toy train which was given by the Japanese to the Asia 1972 Fair. The Government did nothing extra-ordinary in laying the railway line from Pathankot to Jammu because we already had it in 1947 and you have only retained it because due to Partition we had lost that track. Therefore, if you really wanted to do something for Kashmir, then take the railway track to Srinagar. People of Kashmir have been promised this line a number of times. The hon. Deputy Minister for Railways who comes from Kashmir where there is no railway line is in charge of railways. He should now take interest and see that the railway track is extended to Srinagar soon.

Now, I come to corruption. Corruption is very rampant in our body politic and as one Congress Member said it is there from top to bottom. If you want to see the classic example, then here is our railways. Here you can get any number of berths. But if you go through proper channels, you will never get it but if you go through the wrong channel and pay Rs. 5, you can get any number of berths.

The second important point that I would like to bring to your kind notice is the callous attitude of the railway authorities which was highlighted by the death of an Urdu poet by name Thakuri. You must have read it in the newspapers that this poor poet was recently travelling from Dhanbad. He was travelling in the third class. While on journey, he had a heart attack at three stations from Dhanbad to Banaras. The dis-

tressed passengers contacted the Railway Guard and the Station Master of the wayside stations for immediate medical help and to save this patient, but nobody, no railway official took the trouble of calling medical help to save this poet. Why? Because he was a third-class patient. If he were travelling in the First Class, naturally, the presumption would have been that he must be a big boss and he would have been attended to by half a dozen doctors. Had some attention been paid, he would have been saved and this murder really lies at the hand of the Railway officials and if I may say so, on the Railway Minister.

Now, to stop corruption on the railways, I would not talk very high, that this should be done and that should be done. The common man knows that every time you go and ask for a third class sleeper ten days before, you are told that there is no vacancy. Then, how is it that after paying Rs. 5 or Rs. 10, any number of berths become available? Therefore, within the short time at my disposal, I am making three remarks.

Firstly, to eradicate corruption from the railways, we must start from the Third Class because the First Class and the Air-conditioned class passengers can afford and stand corruption quite for some time, but the Third Class passengers cannot stand any longer.

Secondly, the Railway line should be extended to Srinagar. In the absence of a railway line to Srinagar, people in Kashmir in general and the masses in particular will be constrained to believe that probably the emotional integration the Government of India and the Central leaders are so much talking of is nothing but a slogan and we must get this railway, not according to the time already taken to take the railway to Jammu but at a much speedier manner than that.

Thirdly, an inquiry should be held into this the death of Poet Thakuri who has died because of the sheer negligence of the railway authorities.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): I rise to support the Railway Budget. I whole-heartedly congratulate our new Railway Minister, Shri L. N. Mishra for getting some new lines, particularly, in the backward areas where till now no lines are existing.

The Railway Minister has laid down certain norms for laying new railway lines. Accordingly, the Railway Board has asked the Government of Andhra Pradesh to allot land free of cost and not to issue bus permits in the area through which the railway line Nadikude to Bibinagar will pass. As you are aware, in our region, there is no popular government at this juncture and in spite of it, Mr. Sarin, Adviser to the Governor, has taken up this Nadikude to Bibinagar new railway line and conversion of Macherb to Guntur very seriously as it is aimed to develop that backward area extending to Nagarjunasagar area where crores of rupees worth of crops are being grown and the line touches the backward district of Nalgonda.

Under his advice the Governor was kind enough to accept the conditions which have been laid down by the Railway Board. I heartily thank the Governor as well as the Adviser for considering this issue very seriously. Considering the importance of this line the Railway Board has also taken cognisance of its importance and the Railway Minister in his Railway Budget speech has mentioned that this line is also under the 'active consideration' of the Government. He said he will come before the House again under the supplementary grants for getting the funds necessary.

I think it is not out of place to mention this point that when there was the Nizams Railway before the merger with the Indian Railways

there was a surplus of Rs. 6 crores at their disposal. At that time an assurance was given that from this amount of Rs. 6 crores new railway lines will be opened in the area of erstwhile Hyderabad State. I am pained to see Sir that since the date of our independence, for the past 25 years, not a single line, not even one mile, has been constructed in the whole of Andhra Pradesh.

I know the hon. Minister has taken up the portfolio of Railways only very recently. At least he could give top priority to this line. Also he should take steps to include it in the supplementary grants which he promised to bring before the House.

The Government of Andhra Pradesh, in their Budget provided Rs. 50 lakhs for acquisition of land and 50 per cent of cost for the construction of railway-cum-road bridge at Vadapalli. As Government of Andhra Pradesh has allotted funds for the above purpose there should be no difficulty for the land and the Railway Board should start this work as early as possible.

There are some more lines which are important in Andhra Pradesh. One line is Ramagundam to Nizamabad. Ramagundam is an industrial area. There is a thermal station. Nizamabad is district headquarters. In between there is Karim Nagar district headquarters. For passengers coming from Bombay, if this line is constructed, it will minimise the travelling time. It will shorten the length of the distance to be travelled. Survey has to be ordered immediately.

Badrachalam to Kovur is also an important line. There is the famous temple of Sri Ramachandra and thousands of pilgrims are coming there. By connecting Badrachalam to Kovur you will be connecting the east belt of Andhra Pradesh i.e. Vizag area. It is learnt that survey has been done. Necessarily further steps have to be immediately taken up on hand.

Discussion

[Shri K. Ramakrishna Reddy]

Regarding Janata Express, at present Janata Express runs in various parts of our country. They charge high rates of express fares for third class passengers for this train. It goes very slowly just like a passenger train and not an express train. Increased fare is not at all justified. Instead of this, Jayanti Janata Express trains should be introduced in the various parts of the country. This is my submission.

About reservation of seats, if the berth is not available for particular train on particular date the reservation clerk should be permitted to allot seat in some other train on the same day,—that is, for the same train or any other train. If a passenger in waiting list is not provided it should be exchanged for reservation on a subsequent day. There should be no time-limit for reservation.

Now, I take up goods traffic. The system of granting priority requires to be thoroughly overhauled. There are five categories of priorities—(a) Defence; (b) Central Government; (c) State Govt. and important industries; (d) Export and small industries; and (e) Others. Suppose there are two neighbouring stations, X and Y. X has 'A' priority traffic and whereas Y has lowest priority 'E' traffic. Y station has inward traffic and X has got no inward traffic. If wagons at Y station are allowed, the movement of lower type priority 'E' will get chance, then the higher priority 'A' traffic X suffers. As such, the detailed examination be taken and it should be overhauled. The system should be looked into in such a way that even the small manufacturers can get equal priority with bigger ones.

The problem of shortage of wagons should be tackled squarely. Wagon orders are being curtailed merely because of the presumption that the Convention Committee or the P.A.C. or the Auditor General may object thinking there are too many wagons available. In fact, there is a deficit

and inadequacy. Wagons are detained for want of locomotives and therefore their production must be adhered to the programme.

Every third-class passenger, who travels from 9. p.m. to 6 a.m. should automatically be provided with berths. All Express passenger trains should be dieselised. Metropolitan city trains be electrified. Catering arrangements should be modified. They are not upto mark now. Their standard should be raised.

At present Rajdhani Expresses are running from Delhi to Calcutta and Bombay. Similar trains be introduced to each headquarters of the States. There is no Rajdhani Express from Delhi to Hyderabad. I am not expecting that the Rajdhani Express will be introduced to Hyderabad in the next few months. Dakshin Express is the only train which goes to Hyderabad and back. For Madras there are G. T. Express, Janata and upto Gudur Jayanti Janata Express. At present half train is loaded by Hyderabad passengers and the other half is loaded by Madras side passengers. Therefore, an independent train should be introduced on this section like the Dakshin Express.

As regards the Convention Committee, I would say that they should do their work very firmly and they should also help in running the administration of the Railway Board or the Railway Ministry. They should also fix norms for giving new lines in the forward or backward areas. For the backward areas, they should not consider the question of the line being remunerative only, but they should think of the development of the areas and sanction railway lines. They should also think of exempting the capital invested on these lines from interest payment.

In conclusion, I would submit that the Narikuda-Bibinagar line which is under the active consideration and examination of the Railway Board

should be expedited. The hon. Minister of Railways is not here, but I hope that the hon. Deputy Minister who is here will take the necessary steps to see that that line is given top priority and I hope that this line will be included in the supplementary budget.

SHRI THA KIRUTTINAN (Sivaganga): I shall make the best of this opportunity to record my opinion on behalf of my party the DMK on the Railway Budget presented by the third Railway Minister of the Fifth Lok Sabha.

The budget is featureless, a sheer arithmetical feat and a bundle of paradoxes, devoid of intricacies of any accepted canons of public or railway finance and dispensing with justice to the travelling public or merchandise or satisfying the expectations of its employees or fulfilling the aspirations of the regions with new developmental activities.

The Government of India are boasting that the Indian Railways are the nation's largest undertaking with an investment of Rs. 43,335 million and a staff strength of 1.39 million in 1971-72. They have a fleet of about 11,150 locomotives, 35,000 coach vehicles and 3,82,000 goods wagons. About 10,900 trains run daily to serve nearly 7,090 stations, and more than 6.9 million passengers, that is, more than 1 per cent of the entire Indian population travels by rail every day. About 5,40,000 tonnes of goods are booked every day for carriage, and more than 33,000 wagons are allowed every day. The gross earnings amounted to Rs. 30.1 million per day in 1971-72. According to our present Railway Minister, the railways are the transport life-line of our country. But due importance is not given to the problems of the railways by the Government of India.

I should say that among the other portfolios, railway portfolio is considered to be the punishment area. It is very unfortunate that the Railway Ministers get derailed more often

than the trains get derailed in this country.

SHRI SEZHIYAN (Kumbakonam): But not the Deputy Minister.

SHRI THA KIRUTTINAN: Every railway budget is presented by a new Minister, but no Minister fails to increase fares and freights, whereas the existing problems of railway administration and railway staff are left untouched. The preparation of the budget is only an arithmetical calculation which will not in any way help to solve the problems. There must be a scientific approach. I could find, however, no difference between a school-boy and a Minister in preparing this budget.

16.00 hrs.

No doubt the railways are our national property. They are a valuable heritage of our country and an integral part of our economic and social life. Any damage to this property will ultimately harm the national economy. Damage includes not only destruction caused by agitations but there are other types of damage, invisible damage, being done by the administration to this integral part of our national economy and its employees in some other form, which will also cause destruction to our gross national economic growth. I hope this august House will agree with me that so far no action has been taken by this Ministry to stop the invisible damages caused by the administration.

I am at a loss to understand, specially with an imaginative Railway Minister at the helm of affairs, the absence of any reference to any long-term transport policy, particularly with regard to rail-road co-ordination. Such a perspective is essential if railway development is to become an integrated scheme of economic growth of the nation.

No mention has been made about toning up the administration. The

[Shri Tha Kiruttinan]

railway administration is now ineffective. The Railway Board at the top having no idea of the depth, breadth and urgency of the problems in different zones, fails to attend to and rectify them forthwith. For example, wagon shortage was an acute and urgent problem in the Southern Railway. But the Board did not concede it as it was conceded by the zonal officers. But the latter cannot act on their own without getting orders from the Board. The same is the case with employees' problems.

So it has been stressed time and again by many members and by me on the floor of the House that we should dispense with the Railway Board, an outmoded, outlived, bureaucratic set-up, paving the way for the establishment of need-oriented autonomous zonal corporations to resolve the problems as the working conditions in various zones are more prone to local and geographic conditions and problems are not identical all over the different zones. Hence decisions taken at the Board's level do not have any material impact on different zones, with the result that the grievances, instead of being solved, are only allowed to be nursed, to explode in dynamic proportions causing discontentment and impairing dedication to work. To harness labour for output, the motto should be a contented labour which can be achieved only by creating autonomous zonal corporations.

What about new lines, conversions and electrification in different zones? So far as Tamil Nadu is concerned, Rail Bhavan is treating us as second—and third—rate citizens. I would like to tell the Minister to kindly discontinue this type of attitude towards Tamil Nadu before the people of Tamil Nadu revolt against this step-motherly treatment.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): This is not correct.

SHRI THA KIRUTTINAN: I do not agree.

I would like to point out that developmental activities on the Southern Railway, barring the Tirunelveli-Kanyakumari-Trivandrum project which is proceeding at the proverbial snail's pace, are nil. The popular demand for the conversion of the Karur-Dindigal-Tuticorin to BG and construction of a new line Arantangi-Tondi-Mannamadurai-Dindigal Karaikudi via Tirupattur focussed by in my speech on the railway budget in 1969-70 is yet to be implemented. As the Salem Steel plant is taking shape, the railways also should plan and execute with foresight on a top priority basis the development of yards, strengthening of lines etc. What about the electrification of the Madras-Vijaywada and Madras-Arkonam line? What about conversion works between Madras-Dindigul-Pattukattai-Canjore-Chinnasalem-Chingleput?

A rapid transit system was thought of for four premier cities, Calcutta, Bombay, Madras and Delhi to meet the transport problems of the present day and the decades to come. It was taken up for execution only in Calcutta. The fate of the Madras City project is still under consideration, even though the necessity for the rapid transit system has been stressed with all details by the Tamil Nadu Government for early execution.

With regard to the wagons, the unimaginative decision of the railway administration in having tapered the production of wagons in the railway workshops has resulted in the paucity of supply of wagons commensurate with the increase in demand. To bridge the gap between demand and supply of wagons, it is needless to stress that the railway industry should look ahead with foresight in right earnest and embark on the expansion of the existing wagon building units by utilising the ITI trained artisans for productive purposes, and thus fetch good returns for the investment made

on their training and also for the industry. Instead, ironically, the Textile Machinery Corporation has been entrusted with the task of building CRT wagons.

The incidence of thefts and pilferages of booked consignments increases day by day. Thefts in major yards, goods sheds, workshops and other depots are on the increase, and the railways are paying heavy claims. I do not understand how the railway administration which is having a large contingent of protection force and police force could not put an end to, or at least minimise the thefts.

The value of compensation claims paid has shown a marked increase in the north-eastern north-east frontier, south-eastern and eastern railways which, among themselves, accounted for as much as Rs. 3.95 crores and Rs. 3.36 crores during 1971-72 and 1970-71 respectively.

16.08 hrs.

[SHRI SEZHIYAN in the Chair]

In all the Indian railways, the compensation paid in 1969-70 was Rs. 4.95 crores; in 1970-71, Rs. 5.43 crores in 1971-72, Rs. 5.85 crores. My impression is that the places and sections which are notorious for such nefarious activities and where the incidence of thefts and pilferages is endemic are well known to the railways. I find no reason why the railways cannot take effective measures to eradicate this evil from these wellknown places and section.

I understand that at present there is ample access for outsiders to enter into the workshops yards and goods-sheds. In this connection I suggest the following: firstly, the entry of unauthorised persons in the above said places should be totally prohibited. To ensure this, photo-identity breast badges, similar to the ones issued to the Integral Coach Factory employees should be issued to the *bona fide* employees of these pla-

ces. Secondly, the Ministry of Railways explore the possibility of providing electronic alarms in godowns and store-houses at important junction stations as a preventive measure. Thirdly, they may also study the measures taken and the scientific devices adopted by other foreign railways to detect thefts and pilferages and to apprehend the culprits with a view to their adoption on the railways.

I would also like to remind you that behind thefts and pilferages, some other gang is also working in the "compensation" business with the collusion of high officers in the railways. Compensation are being paid fully on bogus claims for bogus consignments. Some closed boxes full of scraps or mud are booked, saying that they are engineering goods or spare parts or any other valuable material. In the name of thefts and pilferages, full compensation is being paid to these bogus consignments.

So far as the employees' problems are concerned, nothing has been thought of by the administration. As the Board is not in a position to understand the urgency of the problem, the All-India Federations are also not in a position to understand the breadth and depth of a particular problem of a particular zone or of a particular division. As the administration is ineffective, the approaches of the federations are also defective. I therefore plead that a rethinking over this matter is urgently needed.

Not even a single problem has been solved by the administrators. Daily eight hours duty and forty hours duty per week as accepted by ILO have not been implemented by the Railway. Still there are employees who work for 12 hours, 14 hours and even for all the 24 hours.

The casual labour problems are there. They are being sent out even

Discussion

[Shri Tha Kiruttinan]

after 8 or 10 years or even 15 years of service. Daily wage of the railway labourer is far below the wage of a CLR who is working outside or in the State Electricity Board. Their demand of minimum 7 per day has not been accepted by the Railway Administration.

While the D.A has been increased to the State Government, Bank and other employees, the Railway employees are not thought of.

Need based minimum wage has become the dream of the Railway employees.

Recommendations of several committees, like Railway Convention Committee awards of the tribunals like Miabhoy have not been implemented in letter and spirit.

Demands of the running staff are not even considered by this administration even after their successful strike recently.

Demands of other categories like station masters, Assistant Station Masters, Guards, commercial clerks, gangmen pointsmen and other class IV employees have not been heard by the administration.

Problems of Loco-running staff are there. During the recent agitation in September 1972, DIR cases were registered. Orders of break in service were issued. Now they have withdrawn their agitation on the assurances given by the then Minister. But the DIR cases are yet to be withdrawn and the break in service is to be condoned fully. I would like to bring this to the notice of the Minister. New recruitments have been banned in Southern Railway with the result the Railway department does not render any help in solving unemployment problem.

It was announced and applications were called for 1500 or more vacancies in Perambur Workshop in

Southern Railway. These vacancies have not been filled up so far.

There are more than 1500 vacancies in Golden Rock workshop and more than 1500 vacancies in Podanoor workshop for which applications were called for but the vacancies remain unfilled. I do not know the reasons.

In the name of economy thousands of vacancies in Southern Railway have not been filled up with the result work load has enormously increased on the employees. Demands of the employees at Tambaram near Madras and Podanur near Coimbatore for HRA and CCA have not been considered even on humanitarian grounds. In these two places the state Government employees are getting their H.R.A. and C.C.A.

Employees are not provided with quarters. They do not have even drinking water facilities. They are not provided with uniforms periodically.

I can add any number of problems for which I shall find no time here.

My first request is that since "The Railways" are declared as an industry, this should be brought under the purview of the Industrial disputes Act, Bonus Act and Factory Act.

Railway is a productive, commercial industry. I record my great disappointment to point out the marked absence of an announcement in the Railway Budget regarding the payment of bonus to the employees of the railways, a great national productive, competitive, commercial industry when contrasted with other public undertakings who declare a bonus for their employees even though some of them are running on loss. It is high time that an early announcement is made on this issue; it will have a salutary effect in toning up the morale of the employees.

It is beyond one's comprehension to vouch for the inordinate delay for over three years in the submission

and announcement of the recommendations of the third Central Pay Commission and as such the railway employees are all depressed mentally and recessed financially.

If this state of suspense and waiting is allowed to continue unabated I am afraid the Nation, leave alone the momentary "New Wave" personalities, will have to endure very serious repercussions. It is imperative on the part of the Government and the Ministers to assuage the feelings of the employees by pronouncing a marked date for the announcement as was done by State Governments with limited financial resources.

About recognition of unions, the existing formula for extending recognition to organised labour on railways confers hereditary right to federating All India bodies and in turn to zonal units irrespective of their held over the labour and in many cases they confine to very limited factions much to the disadvantage and detriment of popular demands. To avoid this suitable machinery should be evolved empowering zonal General Managers to invite the organised labour organisations also for taking decisions. In this context, I would like to mention the assurance given by the then Railway Minister during the budget discussion in 1971-72.

The assurances given in regard to filling up of Class IV vacancies by the casual labour khalasis on CPC scales of pay do not appear to have been implemented fully.

The railway employees' provident fund contribution governed by State Provident Fund Rules which is accruing is nothing short of recurring deposits and the rate of interest now paid to such fund is very meagre when compared to the rate of interest paid by nationalised banks on recurring deposits. Therefore, the rate of interest paid to PF deposits should be enhanced suitably.

Artisans recruited on casual labour basis since brought on to authorised scales of pay (Rs. 110-180) are kept in the same position without being absorbed against regular vacancies for indefinite periods and even after reaching near terminal pay in the time-scale. This should be dispensed with and special provision made to absorb them against permanent vacancies without any monetary loss and seniority. To illustrate it, blacksmiths, carpenters and bricklayers under IOs and PWIs of the Engineering Department and painters in Signal and Telecommunication and Electrical Branches are working for ever 15 years without being absorbed against regular vacancies even though their services are considered indispensable.

Despite the workload all round, multiplied beyond reasoning in technical and ministerial disciplines in the railways, no proper evaluation of various jobs has been undertaken for the past many years to have a rationalised strength of staff to cope up with the present needs and thus the railwaymen who are under heavy stress and strain are to be salvaged to improve efficiency and create job opportunities.

Train lighting fitters working in open line viz., Madras Central, Madras Egmore, etc. are overburdened with work consequent to the introduction of sectional bogies in long distance trains and strengthening of trains with more feeders progressively since 1964. No corresponding staff strength has been made even though their work load correlated to the number of feeders tackled. In this connection, I would like to draw the attention of the hon. Minister to the brief given to me in the Consultative Committee of MPs for Railways on 30.10.72.

The long pending demand for the bifurcation of Olavakkot division and formation of a separate division with Salem as headquarters is hanging in

[Shri Tha Kiruttinan]

balance. The interests of the Tamil-speaking population is badly affected in the areas in Kerala, the State in which the major portion of Olavakkot division of Southern Railway is situated.

In the railway Printing Press in Southern Railways the binding works are tackled by two sets of staff, one called binders and the other juniors binders, even though their work and outturn are identical. The junior binders are denied the skilled grade, which is nothing but exploitation of labour. It is high time that this problem is settled early by up-garding all the junior binders.

The undemocratic and unstatesman like handling of problems in Andhra Pradesh has resulted in the tragic death of many a duty conscious and dedicated railwaymen. On behalf of my party, the DMK and the Union, the Railway Employees' Progressive Union, I condole the death. In this context, I fervently plead with the powers that be to protect the railwaymen from the vagaries of imprudent policies and their effects in future.

The fringe benefit of the second class pass privilege enjoyed by employees after two decades of service is on the verge of being lost due to the contemplated abolition of second class accommodation. While this curtailment will certainly affect a privilege enjoyed by the employees, it will in no way augment the finances of the railways appreciably. So, I would suggest that these second class pass-holders should be given first-class passes.

SHRI MUHAMMED KHUDA BUKHSH (Murshidabad): Sir, I tender my most grateful thanks to the chair for granting my request to speak. I rise to support the budget presented by the hon. Railway Minister. It is indeed a creditable performance on the part of the Minister, who has presented a budget within a

very short time after assuming office which clearly bears the unmistakable stamp and impress of this grasp and thinking.

The keynote of the budget is a realistic appraisal of the incomes and outgoes of the Indian railways. It has been frankly stated that the outgoes outstrip the incomes, resulting, in the need for raising a sum of Rs. 44.35 crores by way of additional revenue. It is natural, therefore, that fares and freights would increase. The House knows that air-conditioned travel would cost as much as or even more than, air travel over comparable distances. Fares of all classes have suffered an upward revision. People who travel in the upper-classes may be taken to possess the capacity to pay more, but the Rs. 9.25 crores sought to be realised from third-class travel may well be the proverbial last straw that broke the camel's back in the current rising prices. And the steep increase in air-conditioned fares might well result in a decline in that class of travel.

The re-classification of freights of certain commodities is also calculated to augment revenue. Among such commodities have been included fertilizers and oil cakes. Their prices are, therefore bound to go up adversely affecting the capacity of the kisans to put adequate inputs for increased Agricultural Productivity. Further, oilcakes are an important cattle feed. I should, therefore, feel happy if these items are taken off the list.

As mentioned by my predecessors, the budget speech is totally silent about ticketless travel which, over the years, has assumed alarming proportions. If this leakage of revenue is effectively plugged, much of the woes of the railways would be over. While on the subject I cannot but mention the invasion by students and youngmen of first class compartments. This class of ticketless travellers is a source of great inconvenience to the paying commuters and other passengers.

I had once registered a complaint in a Guards Complaint Book, the gravamen of which was eve-teasing, and worse and abusing the father of the young girls by the youngmen into the bargain. I also made a suggestion along with the complaint which I wish to repeat here for the consideration of the House. In view of the fact that students would like to be together—it is understandable that they are gregarious by their habits—I suggest that two compartments, one general and one ladies be set apart for students alone and it should be made the duty of the R.P.F. to gently but firmly show the students their respective compartments and prevent them from straying into others.

We all know that the stars of students and youth in politics are in such ascendance today that no railway employee dare ask the youth or their tickets or even mildly remonstrate with them. If it is the intention of the Government that the students should travel free, they should issue an appropriate notification to that effect about identity cards from the heads of institutions etc. and also impose other conditions that may be found necessary in this connection. Let them be given the privilege of travelling free but with the condition that they will not be allowed to invade other compartments. They should be herded into the compartments that rightfully belong to them. If they are to be charged at concessional rate it is upto the Government to give further concessions to them. They already enjoy student concession. If the Government want to give them more concession because they seem to be a predominant element in politics today, let them do so. We are getting on in years and becoming old and we are no more to be compared with youth. If this is done, it would help greatly the ticket-checking staff to increase their effectiveness with and save their face before the paying passengers.

The Budget provides for making all seats in important Mail trains re-

servable. If follows, therefore, that day passengers travelling in those important Mail trains would henceforth be required to reserve their seats which, in turn would mean that a passenger travelling in the First Class would pay one rupee more for his ticket irrespective of the distance travelled. Lower class tickets would also pay the reservation fees applicable over and above the enhanced fares. This point was brought to the notice of the House. This will again add to the rampant corruption that obtains in the railways.

In the matter of revised monthly ticket fare structure, I am very sorry to point out to the hon. Railway Minister that Third Class has been discriminated against whereas for the first five miles for First and Second Class the fares are the same respectively, only in respect of Third Class there is a substantial increase from the fourth mile onwards. It is to be hoped that the hon. Minister would see his way to do away with this odious discrimination.

"Inflation of chargeable mileage" in respect of new works plainly tantamounts to receiving payment for services not rendered and doing the public in the eye. It is to be thoroughly discouraged.

What surprised me, and I am sure all West Bengal Members share my feelings is the deliberate silence over the future of Howrah-Amta-Sheakhala Railway, popularly known as Martin Railway. Thousands of commuters are suffering untold hardship ever since the withdrawal of this service. The hon. Railway Minister would earn the grateful thanks of West Bengal if he would assure the House that he would device ways and means in consultation with the Government of West Bengal to resume and restore this service.

The Railway Minister is deserving of congratulations for the new lines he is opening in different parts of the country—some with the active co-operation of the State Governments.

[Shri Muhammed Khuda Bakhsh]

But the electrification of the Krishan-nagar-Lalgola section for accelerating the Sealdah-Lalgola service finds no mention. There is a needless delay of over half an hour, nearly three quarters of an hour sometimes, at Ranaghat for the change-over from electric to steam traction.

Another important work which has escaped the attention of the hon. Minister is the doubling of track between Dum Dum and Bongaon. In view of our very close relations with Bangladesh and the prospect of increase in trade and commerce between us this should be taken in hand as early as possible.

There is a shortage of domestic coal and other coal in the country. The people are attributing this to the take-over by the Government of private coal interests. But the concerned Minister has assured us that there is no shortage at the pit-heads and that the production has not fallen. While we appreciate the pressure on the railways for reaching coal to electric generating power stations and other power plants and other essential consumers, namely, the Railways themselves, I would request the hon. Minister to allocate more wagons for coal for private consumption.

One good word for the Railway Ministry and I have done. The Railways programme in the field of safety is steadily improving with a continuously decreasing number of accidents with continuously growing traffic. The total accident index has dropped from 42 to 10.5 which is one-fourth in the course of 20 years. The Railway Minister can claim his due share of praise in this respect.

But what causes heart-burning both figuratively and literally is railway catering. The quality and the quantity and service of food in relation to the over-increasing charges have so deteriorated that the time has now come to think seriously whether we should keep departmental catering or whether we should go back to the

olden days of catering to the days of Kellvers and Sorabjees and consider the re-introduction of the contractual system.

Lastly, the Railway Board has come in for some criticism. I have also heard the chorus from both sides of the House for the abolition of the Railway Board. I am very sorry to say that I cannot join the chorus because the Railway Board is a highly specialised body and any attempt to re-organise it, much less to replace it, will need a lot of in-depth thinking, reorganisation and preparation before "Scrap the Railway Board" can be uttered on the floor of the House.

With these words, I commend the Budget to the House for its acceptance.

SHRI PRAVINSINH SOLANKI (Anand): Mr. Chairman, Sir, the present Railway Budget, as it has been presented to this House, is a Budget of forced circumstances. The circumstances are well known to the House as well as to the public outside.

Because of heavy floods many railway tracks were damaged and completely new reconstruction had to be done. During the Indo-Pakistan war also, the railways played a very important role. In fact, I would like to congratulate the Railway Minister and the entire railway administration for the magnificent performance they put up during the crisis.

The railways have become a target of attack whenever there is any violence. It is forgotten at that time that it is our own property and that is being destroyed by ourselves. Many railway stations were burnt; many tracks were destroyed. So much damage must have caused considerable loss to the railways. Therefore, the present Budget is a Budget of forced circumstances and I reserve my criticism due to these reasons.

I have certain suggestions to make now. During this stage, there are certain conversion programmes going

on in Gujarat. That is, the metre gauge railway lines are being converted into broad gauge railway lines. I would like to make one request here, on behalf of myself and other Members that this programme should not be curtailed. If you can't give a new railway line please don't give it. But, at least this conversion programme should be completed according to the announcement. No cut should be made in this programme. Maharashtra and many other States have also got a gift of railway line. We are not asking for a gift for Gujarat though Gujarat is equally hard hit by famine. We only want to put before you the persistent demand which has been put before this House for many years together. One is Kapadwanj Modasa line. Another is Bhavnagar Tarapur line. Several representations have been made in this regard. Even this time a delegation is coming from Gujarat to meet the hon. Railway Minister to present their case about Kapadwanj Modasa railway line.

Now I would like to refer to commercial clerks who are working in the Indian Railways since the beginning of the introduction of Indian Railways. There are various parcel clerks, goods clerks and booking clerks. It is unfortunate that even though they have been working from the beginning of the Indian Railways they have been treated as temporary staff. Their grievances are not heard. They have been told that their grievances cannot be considered because they did not belong to any recognised union. The Railway Administration says: You come through the proper channel. I am sure the only proper channel is to become member of recognised union. There may be persons who do not belong to any union at all. I do not know why this step-motherly treatment is given to these employees. If the union threatens to strike or stop work then their grievances are immediately heard. There is the person who does not belong to either of the unions, but he is also a Railway employee. His case is not heard. Administration only bows down to such political blackmail. I will

tell you about one instance. I attended a meeting at Ahmedabad only last month, to hear the grievances of the commercial clerks. The superintendent of the Ahmedabad railway station threatened to suspend the railway employees who have attended the meeting and who have invited a Member of Parliament. This is one example I would like to give.

About the loco staff, during the Southern Railway strike recently, the previous Railway Minister had given some assurance to them. They were:

Reduction of working hours from 14 hours to 8 hours.

Full protection to medically de-categorised running staff in seniority and wages which have been withdrawn since 1960.

Allotment of accommodation as per the Report of the Accidents Enquiry Committee.

There have been many accidents on Railways but when loco staff and drivers report certain faults and lapses they are all ignored.

Now I come to another point and that is about the Voluntary Help Committee which was formed during the time when Mr. Gulzarilal Nanda was the Railway Minister. There is a very serious case which has come up recently. The Chairman of the Voluntary Help Committee was travelling with his two daughters without ticket. The Ticket Examiner who started from Bombay, insisted on seeing the pass or the ticket. At that time the Chairman of the Voluntary Help Committee said: It is enough for you to know that I am Chairman of the Voluntary Help Committee. He refused to show the pass or ticket. The Ticket Collector showed courage which is a wrong thing to do in the present time because the man who shows courage might be suspended for challenging a higher authority like this. But however he persisted and he found out that he and his family were travelling without ticket. He got them caught red-handed. A case has been filed in the

[Shri Pravinsinh Solanki]

Court. Immediately after that—I must congratulate the last Railway Minister, Mr. Pai for suspending all these committees. Now, it has come to my notice that the last Chairman who travelled in this manner is again trying to put pressure on the present Railway Minister to re-form this committee. My point is that all these silly committees which are misusing the railways should be abolished. It is no use having the committees which are misusing the railways. These are responsible people and they should not have behaved like this.

Now, I take up the reservation problem. I have travelled by Rajdhani several times. As Rajdhani has become a very popular train, so there is blackmarket of tickets. In fact, many a time when we had asked for tickets at the reservation counters we were told that it was full yet we find when the train takes off about fifty to sixty seats are still vacant and all those tickets are sold in the blackmarket. The reason for this is that the quota on Rajdhani has been given to private agents and these people are dealing in the black-market. It is a popular black-market racket and the Minister can easily find it.

Another problem on these trains is the luggage problem. Many passengers carry huge luggage by chair-car coaches. Rajdhani train is under the Western Railway and the Northern Railway staff does not cooperate with them. When they point out that such and such passenger is carrying huge luggage and be stopped from carrying such a big luggage they do not cooperate. An incident happened in my presence. A United Nations lady doctor was travelling from Bombay to Delhi but there was no room where she could even put her handbag. She gave a written complaint. At that time the railway staff said at least some Members of Parliament should visit the Rajdhani train and see for themselves what is the situation. Unfortunately, the Delhi railway staff are not helpful in this matter. This should

be taken care of so that the Rajdhani may become a popular train and there is less trouble to the passengers.

Lastly, I would like to request to you regarding the commercial and the loco running staff. Their problems should be looked into. Some hon. Members suggested that the Railway Board should be removed. I am not one to say that Railway Board has its own special function. But Railway Board is to be made available to the grievances of the lower categories of staff working in the railways. So, you make it more humane. At least one Railway Minister will have to be bold enough to see to it that the Railway Board does not control him but they work together and solve the problems of the railways.

SHRI VIKRAM MAHAJAN (Kan-
gra): The railway budget has again undergone the same ritual of raising of fares and freights. The budget should have met the needs of the developing economy of our country. Government should have seen that the economy gains by the budget which they present. But to my utmost surprise I find that no effort has been made to see that it helps in the development of the economy.

For example, we find that there is shortage of coal and cement in many parts and regions of the country. The reason is that no effort has been made to rationalise the goods trains. For example, the distance between Pathankot and Delhi is 250 miles, but it takes one complete month for the goods to reach Delhi from Pathankot by goods train, and even I have got receipts which will show that more than a month has passed before the goods could reach Delhi. This is the state of affairs which we are facing so far as the railways are concerned.

Further, the railways have ignored the backward regions completely. In Himachal Pradesh, there is a small narrow gauge line, and it was known ten years back that this line had to be dismantled, and an alternative route

had to be provided, because about three to four k.m. of this line had to be submerged in a dam which was being built. But nothing has been done by the Railway Ministry. In the month of June or July this year, the water would be impounded in the dam, and the railways have decided to dismantle this railway line without providing an alternative route to that region. This is the only source of communication for that region during the rainy season. But in spite of our best efforts, nothing could persuade the railway authorities to develop an alternative route, the total mileage which the railways had to build was only 22 k.m. because it had to take a circuitous route, though the merging part was only 3 k.m. Now, they are saying that they would dismantle the railway line and they will not provide an alternative route and we would have to wait for two years before the railways would be able to build an alternative line.

I tried my best to persuade the Ministry pointing out that this is a backward region, there is no alternative route for this particular region, potato crop comes by this railway line, it serves the agriculturists of that region and the armed forces personnel go to that region, because they provide the base for about 10 per cent of the armed forces, and yet nothing has been done and now the railway line will be dismantled. The backward regions would suffer as a result of this, and this is how the economy is being hampered. Even the period of two years could be reduced to a period of six months if they could provide three shifts, but nothing has been done to help the backward regions. If the railway line, let us say, between Delhi and Bombay were to be dismantled on a particular section, they would definitely have provided an alternative route before they would have touched that line, because these regions are developed and they will make a hue and cry. But this being a backward region, the people there cannot make a hue and cry to that extent, and, therefore, this backward region has been ignored.

That is why I am submitting that in the developing economy, the railways are contributing nothing either to develop the backward regions or to help the economy as such.

Then, let us take the example of the goods trains. There is a lot of pilferage in most of the railway stations. Not only is there pilferage but the booking clerks would not book the goods unless their palms are greased. Similarly, the movement of goods is very slow, and even the export industries which have to catch the ships have not been provided with amenities. Nor have the railways woken up even after 25 years of Independence to start new railway trains.

Further, a developing economy needs economy in railway expenditure and saving various aspects of working of the railways.

But no effort has been made to effect economy or save public revenue. This revenue could have helped in providing better amenities to passengers, in providing more bogies and in providing better facilities. But no heed is being paid to economy in public expenditure.

I will give a few examples. Now every first class bogie is provided with an attendant. He can look after at least 4-5 bogies if they are attached together. But deliberately the first class bogies are kept separate with a separate attendant for each. I wish somebody could give thought to it and put all the first class bogies together so that there is only one attendant required to look after them all. Similarly third-class bogies could be joined together in lots of five or six so that one attendant could do the job.

Then take the booking office windows. In New Delhi, you have a separate third class booking office in Connaught Place and separate booking offices for first and second class passengers. Why cannot the railways have one booking office—to cater to

[Shri Vikram Mahajan]

the third, second and first-class passengers? We believe in socialism. Our party is committed to it. Therefore, I submit that there should be no discrimination between the weaker and the wealthier sections of society and they should all be catered to from the same place.

Similarly, we find there are air-conditioned coaches. The Railway Minister has said so often that these coaches are running at a loss. Instead of having air-conditioned coaches which carry much less number of passengers, if you have air-conditioned chair cars, they would, first, carry more passengers, and second, be more profitable. But in order to provide a very limited section of society with more comfort, you are depriving the major section of society of the benefits of the railways.

Not only this. Now they are doing away with dining cars. I have no quarrel with that step provided the expense for the alternate arrangement made does not exceed what the railways are incurring now. I will give an example. What they are doing is to do the catering from the stations. A particular train will reach a particular station at 8 A.M. The second train will reach there at 12 noon and a third train will touch it at 4 P.M. How will that particular railway station kitchen meet the needs of all these trains which reach there at different times? It means you will again have to provide a part of a bogie for the purpose of stocking the breakfast, lunch and dinner which will be prepared by the railway station kitchen. Or will you have three or four different railway kitchens to cater to three or four trains arriving at different times? This is obviously bound to raise your cost. Not only that. You will be providing stale food to passengers. So the quality of the food will go down.

Then again you have nationalised catering at the Old Delhi station. Government is running it at a loss.

What is happening is that the person who is appointed to cater has further sublet the contract. Government is losing on that and the beneficiaries are those railway employees who are appointed to do the catering.

I would like the Railway Minister to go through it and have a surprise check and find out how many Government employees are still doing the job and how many are non-Government employees.

MR. CHAIRMAN: The hon. Member's time is up. You have already taken 10 minutes.

SHRI VIKRAM MAHAJAN: Two minutes more, Sir.

MR. CHAIRMAN: No please.

SHRI VIKRAM MAHAJAN: I will conclude now. There are two points which I wish to make. One is, you have decided to open the Nangal-Talwara railway line. It is a defence project, and you should expedite the project and extend it to about five miles more so that it reaches Terrace which is in Himachal Pradesh; that will give a station to Himachal Pradesh also.

Secondly, the rail-motor that goes to Simla is running at a loss. You do not allow the passengers to carry luggage in the rail-motor. Also, the fare is much higher than the first-class fare. So, I would request the Ministry, firstly, to allow luggage to be carried in the rail-motor, and secondly, reduce the fare and increase the number of seats so that, firstly, the fare goes down and secondly, the number of passengers who can utilise the service goes up.

Lastly, I want that on the Railway Board there should be representation for workers, because the workers should also have a say in the running of the railways; and I hope that these suggestions will be considered.

PROF. MADHU DANDAVATE (Rajapur): Mr. Chairman, Sir, this railway budget debate provides ample opportunity to focus the attention of the Government as well as Parliament

on the failure of this vital industry and make some concrete suggestions for the improvement of the industry. One of the most dominant factors that is responsible for the obstacles in the path of the expansion programme of the railways is the severe power crisis in the country, and if this power crisis is to be resolved effectively, my suggestion is this. If they could introduce an effectively-functioning national grid system that will try to give power transmitters in different parts of the country, and if we adopt the programmes and the perspective of ensuring that high-grade coal from various mines and places like Bihar and Bengal is actually transported to different places and the low-grade coal is actually utilised by the thermal power stations in the vicinity of these mines, and then the electricity generated is transmitted to different places, probably this power crisis can be resolved to a very great extent. Once the power crisis is resolved effectively, probably the expansion programme of the railways can be undertaken in a more ambitious manner.

Sir, I would like to point out to you that a very wide disparity exists between the standards of first-class railway compartments and the third-class compartments. I do not think there is any part of the world in which the disparity between the third-class and the first-class is of the extent to which it exists in our country. Therefore, following the European pattern, it should be possible for us to remove the disparity between these two types of classes so that the common man can avail himself of better facilities of travel.

I will immediately come to a very important aspect of the problem of this important industry. The railway industry, which is to build up communication and transport, provides really the infra-structure for the development of our country. It is high time that we took note of the fact that unless priority is given to correct the

regional imbalances in the country, these imbalances will continue. Unless we give priority to build up the infra-structure of the railways, communication and transport, probably the regional economic imbalances in the country can never be corrected. The developments in Telengana are an indication of the fact that if such regional imbalances exist in different parts of the country, they have to be corrected by providing the necessary infra-structure in the form of railways, transport and communications.

Therefore, referring to the situation that exists in my State—Maharashtra—there are regions like Konkan on the west coast and also regions like Marathwada which are comparatively backward regions in our State. Unless they are developed adequately and the regional economic imbalances removed, by an ambitious programme on certain routes of the railways, probably these economic imbalances can never be reduced.

I am very sorry to state that the Prime Minister of our country and the Chief Minister of our State made certain pronouncements without taking cognizance of the fact that for certain routes the final signal was not given by the Planning Commission and the economic resources were not properly examined. The Cabinet decision also was not taken. But probably guided by political considerations, the Prime Minister of our country made a pronouncement about the inauguration of the Konkan railway project on the west coast of Maharashtra.

17.00 hrs.

In addition to that the Maharashtra Chief Minister also announced the date on which this new project would be inaugurated in Rathnagiri. Unfortunately because budgetary provisions were not obtained, Planning Commission's sanction was not available and final Cabinet decision was not taken, in spite of announcement by the Prime Minister in this House, the Railway Minister had to make a statement that only earth work on a small strip of land from Apta to Das-

[Shri Madhu Dandavate]

gaon would be taken up as a famine relief work in co-operation with the Maharashtra Government and that the major railway project will have to await the final budgetary provision and final sanction and examination of various priorities, yet to be worked out.

It was stated correctly that the West Coast Railway project which touches Maharashtra, Mysore and Kerala is a really vital link in the development of the entire West Coast. That project is pending implementation.

If regional economic imbalances are to be removed it is necessary that in Maharashtra, Konkan and Marathwada regions, these railway lines should be undertaken.

West Coast Konkan Railway.

Barshi-Osmanabad-Latur broad gauge route.

Ahmednagar-Bir-Parali route

Sholapur-Aurangabad route.

Manmad-Mudkhed route.

Unless these routes are undertaken, the Marathwada and Konkan regions can never develop.

In the context of Telengana development I must say there is a feeling in Vidarba that development is taking place at a slow pace. Here again, if development of Vidarba is to take place the necessary *intra-structure* has to be built up.

13.23 hrs.

[SHRI K. N. TIWARY in the Chair]

The railways should give priority to build the *infra-structure* in Marathwada, Konkan and Vidarba.

We have been insisting that atleast in the case of industrial labour there must not be any discrimination in the application of the Bonus Act. Unfortunately, a large number of workers

in the Railway Industry have been deprived of the application of the Bonus Act. The Bonus Act should be applied to them immediately.

The delay in the publication of the report of the Pay Commission is creating restlessness among the railway workers. Cutting across all the political ideologies the various railway federations in the country have already taken a strike ballot. The Government should take due note of this and should not force a strike on the railway employees.

The functioning of the joint consultative machinery for the Central Government employees and the permanent negotiative machinery *vis-a-vis* industrial relations has to be made more efficient. There has been consistent trouble regarding the representative character of the various unions in the country. There should be well defined norms to determine the representative character of the unions.

Those norms should be applied without fear or favour and on the basis of a ballot the representative status should be ascertained. Similarly the atrocious practice of casual labour has to be discarded. It is a feudal practice. In the modern society casual labour must be given up and it should be regularised by a proper system. The dwindling employment situation in Jamalpur Railway workshop in Bihar has to be checked. In the end I want to say that the increase in freight charges on coal will put a strain on our economy and it will contribute towards spiralling of prices and the increase in the railway fare will also affect the common man, particularly lower middle class. Therefore, this also has to be scrapped.

As far as the railway industry is concerned, here is the Railway Board which is almost functioning as a State within a State. The overall perspective of the Railway Ministry is sometimes completely sabotaged by a bureaucracy functioning at the level

of the Railway Board. Therefore, the time has come when we must revise our entire attitude about the structure of the Railway Board. We must not permit the functioning of a State within a State, a ministry within a ministry, a Government within a Government as far as railways are concerned.

Only when these fundamental measures and reforms are undertaken, we will be able to put the railways on a proper footing.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Sir, I take this opportunity to congratulate the Minister on elevation. We assure him our full cooperation for the empire over which he is presiding. For long long years, the railway, which is licking its red wound, requires a physician, or possibly a surgeon, who can give it a panacea. We do not want a Railway Minister who is like Hamlet, always torn between split minds, to do or not to do, to be or not to be. Unfortunately, the Minister changes so quickly that it is very difficult to pinpoint the failures next year.

This budget is a conventional exercise in tinkering with the oft done problem of fare and freight, picking up odds and ends, just to square up the account. We find a hike in prices without any corresponding increase in the services. We find a few new railway lines here and there, for which I congratulate him. We find emphasis on dieselisation, which I support. But there are no fresh ideas to tell us about so many studies which have emphasised on the reorientation of the fuel and energy policy on petroleum about which the country is in a very tight position. There has been an 8 paise increase even this year. So, we find only emphasis but no light on it. There is no thinking on the question of road, river and rail transport coordination. There is not even a mention. We find there is no mention of the development of the backward

areas and the commitment of the previous Minister, Mr. Pai, to have an express train in the Bhagalpur-Kiul line.

There are a few mentions. The Minister says, there is an in-built potentiality for export. We welcome it. He has set up a unit of consultancy. He has set up, on the basis of his experience in the Foreign Trade Ministry, an operational efficiency cell. These are the few mentions. I have mentioned the other disadvantages.

Let us take first things first. About the hike in price, every Railway Minister says that his package is very modest and the effect of the hike will be very marginal. What the Minister fails to note is that every successive increase in fares has left the third class passenger with no room of man euvrability. It may be the last straw on the camel's back. I would request the Railway Minister even now not to increase the third class fares. He will ask the counter question: How shall I adjust my budget? For that, I will give a dozen ways. They are not my ideas which may be called imaginative. They are contained in the reports of the PAC, the Railway Convention Committee and the Comptroller and Auditor General's Report. The abolition of passenger tax is a cruel joke. It will be added to the permanent structure of fares with some further addition into it. But we have been asked to swallow the fact that the passenger tax is abolished.

We find that the railways have now spared freight on foodgrains, pulses and essential commodities. Thanks for the mercy. But what about the hike? It is on coal, cement, fertilizer etc. I wish these commodities would have the mouth to say what they feel. Then they would have rebutted the argument that there will be no inflation or higher cost. What would happen to a person living in an urban juggi or in a hut in a village who

[Shri Bhagwat Jha Azad.]

wants to build a house? He would be needing cement which would cost more. Or, take coal, which is the base for all preparations. Because of the increase in the price of coal, the cost of production of almost every item of the rise in price of coal. What happens to Shri F. A. Ahmed's crash programme and increased production of foodgrains with this increase in the price of fertilizers? Naturally, there will be a chain reaction and the prices will rise all round. Because of the increase in freights, the prices of all these commodities will go up, there will definitely be inflation in the country and the railways will be the first to be affected by that. I am in this House since 1952 and has participated in the railway budget. So, I say that next year if he is in the same Ministry, he will come and say that it has hit the railways.

The yield will be Rs. 44.35 crores but the deficit will be Rs. 8 crores. This is a sad commentary on the total incapability of predicting reasonably the growth in the revenue. We find that there will be a loss of revenue of Rs. 14 crores from the fares. There shall be 5.64 million traffic against the projected traffic of 9.50 million. Yet, with all this fall, the railways shall get more than Rs. 16 crores, as projected before within current year. What does this show? How do you account for this? How do you prepare the railway budget? With such a huge loss in fare and freight, yet you will have an increase of Rs. 16 crores or more in revenue. Then, there is great variation between the estimate and actuals. It does not give us any confidence to understand the Minister when he says that in 1973 and 1974 he shall be able to carry 10 million tonnes of traffic. I do not believe this. Because, in the last decade the railways were able to handle not more than 4 million tonnes of traffic on the average per year. Therefore, on the past performance, this figure of 10 million tonnes is not justified.

Here I am supported by the Public Accounts Committee Report which says:

"there is no scientific system on the railways to evaluate the impact of the budgetary measures. Such a study is, in the opinion of the Committee, essential to know how far the traffic would bear."

This variation was as high as 17 per cent. I can quote example after example from both the PAC and the Railway Convention Committee Reports.

The Railway Convention Committee says:

"There is no effective system of modern management in the railways."

I find that the PAC and the Railway Convention Committee support my argument that the railways have got no adequate instrument of predicting their own revenue, either passenger or goods traffic. So much so that every year the country is misled into a set of figures which is jugglery, nothing more and nothing less, not based on scientific figures.

This brings me to the operational efficiency of the railways. What is the operational efficiency of the railways? It is not commendable. I can again quote that operational cost is going up every day. The Railway Convention Committee Report and the Report of the Comptroller and Auditor General also support me in my arguments. Whenever we ask for new lines for developing the backward areas, they have no money. When my people have been asking for the last 25 years after Independence that we want a fast train and an Express train like Delhi Express or Toofan Express from Delhi to Howrah via Bhagalpur, the answer is 'No'. All the trains, Delhi Express, Toofan Express, Deluxe, etc. all go from Delhi to Patna and then to Kiul. From Kiul, all these trains go to

Howrah via Jasidih, not via Bhagalpur. There is not even one train that goes via Bhagalpur, Mr. Pai promised me last time. The permanent Deputy Minister knows it. This is a commitment made. It becomes a commitment of even the present Minister. Imagine, the train from Kiul goes to Howrah via Jasidih, not via Bhagalpur. They are in the same area. There is not even one fast express train that goes via Bhagalpur.

Last time also, I mentioned it in this House that the people in that area can no longer tolerate this. Why should you not run a fast train, Toofan Express from Delhi to Howrah via Bhagalpur? I give an ultimatum to the Railway Board. If from 1st April, the train does not go via Bhagalpur, I will withdraw my conviction with them. The Communist party, the Congress (O), the Jana Sangh, all these parties, have combined and formed a committee. Only I have been standing in their way to say that I shall be able to carry conviction with the Railway Minister. If from 1st April, I do not get the train, I shall withdraw my conviction with them. Let a train run between Delhi and Howrah via Bhagalpur.

How shall we tolerate the Railway Board which is a monopolistic, monolithic, preposterous bureaucratic organisation which does not seem to carry conviction with us. Who are these persons? I have seen each one of them in the Public Accounts Committee. How much conviction, how much wisdom, how much public sympathy they can command, I say, is the least to be spoken of in this House. Therefore, I say, the operational efficiency of the railways is zero.

I can quote from the Railway Convention Committee Report and also from the Comptroller and Auditor General's Report on their operational efficiency. What about Miraj-Pune line? What about Tuticorin Harbour project made to be built with a huge cost? What for? To give you

revenue? This project will annually have a loss of Rs. 2 crores. The Committee of Secretaries had reviewed the project and said, "Stop it." They could not do that. This is their operational efficiency. It should be put on a sound basis. Something is wrong with the Railway system definitely. If it is not, why is it that the largest public sector undertaking in this country, every year, goes into a loss? The surplus that they have shown is only a gimmick. It is not a surplus. If they would not have cut Rs. 20 crores annual development from the annual plan, the loss would have been much higher.

What about the Railway Protection Force? I can tell you from where you can get money. This is what the Railway Convention Committee and also the Public Accounts Committee say about the Railway Protection Force. They say that "the Railway Protection Force has yet to prove its worth as an effective instrument for the protection of railway property". It further says that it is not worth Rs. 12 crores expenditure. Take, for example, the consumption of petrol on the Eastern Railway. They introduced a ration quota. What happened to that? Their economy is only a lip-service economy. No avoidance of waste, no economy, no efficiency whatsoever in the railways. The railways, the biggest undertaking of this country, is going into red every year. Only by a jugglery of figures and by putting odd ends together, they are doing it.

To conclude, I will say that there are chances still for the railways to come into surplus and serve the country. Look at the Chittaranjan and Perambur. Look at the Railway Protection Force, not for inefficiency, but for efficiency. Mr. Chairman, I would, therefore, say that now that the railways which were once the *Kamadhenu* want other *Dhenus* to support it and now that that *Kamadhenu* has absolutely dried up, I would give one advice to Mr. Mishraji and his friends. Instead of lining the

[Shri Bhagwat Jha Azad.]

wallets and the walls, please streamline the administration. That will give you enough revenue, enough surplus in the railways.

Therefore, I would say that the railway budget does not inspire me. It is a conventional budget putting odd ends together. There is no fresh idea in this, there is nothing and no planning, in the railway Budget. It is just a mediocre budget. I would not blame the railway Minister. He hardly took fifteen days before and before poking one's nose into the railway budget, be careful of this preposterous monolithic monopolistic railway Board. I appreciate the Railway Minister did not try to do that at this particular point of time I do hope that in the coming months and years, he would be able to set things right and give this biggest public undertaking of the country a better look, a better shape, a better revenue and a better service to the people of this country.

SHRI C. H. MOHAMED KOYA (Manjeri): I thank you for giving me this opportunity to take part in this debate.

Sir, we are changing the Railway Minister so frequently that they do not find time to sit down and attend to his work. For example, Mr. Pai hardly announced the taking up of the Konkan Railway and before he could settle it, he was transferred. I hope at least the present railway Minister will hold the portfolio for quite some time.

The Konkan Railway is very important so far as Maharashtra and Kerala are concerned as it connects Bombay with Mangalore. Sir, I will confine myself to some of the points concerning my State of Kerala.

Sir, Kerala State is neglected with regard to loco shed, railway workshop and wagon factory. As far as States in the South are concerned, I think every State has got either a

loco workshop or a railway workshop or a wagon factory. In this respect, Kerala, with its problem of educated unemployment is neglected and I wonder why the Railway Ministry should take such an attitude towards Kerala.

With regard to new lines also, only day before yesterday the Minister gave us the figures about the development of new lines doubling and other things. There was some meagre allotment to Kerala. For the last 20 years, we did not get a single new line except Ernakulam-Quilon railway and the Malabar part of Kerala is very much neglected. There was a proposal that Tellichery and Mysore should be connected by a railway line. I do not know in what cold storage it lies now

Then, there was a proposal to make the Nilambur-Shoranur line that we think is the only uneconomic railway in Kerala, economic by extending it to Calicut. My illustrious predecessor, Mr. Mohd. Ismail Saheb for the last ten years was voicing the grievance of the area of Malappuram District about this railway line in this House, but so far no heed has been paid to his proposal. One fine morning they will say, Nilambur-Shoranur line is un-economic and they will abolish it. The only way to make it economic is to extend it to Calicut or from Melattor to Feroke.

Regarding Tellicherry-Mysore line, my information is that a survey has already been ordered. But, later on it was given up. I do now know why. The Olavakot division is to be divided. One more division with Trivandrum as headquarters has to be established, in view of the proposal for Trivandrum-Kanyakumari Railway.

I must say that the Railway is trying to kill the goose that lays the golden eggs by increasing their freight rates and passenger fares every year.

Road transport and lorries are gradually taking the place of the Railways. Railway transport is also very slow and they must run faster goods service to take the raw materials to the industrial areas. But this aspect of the matter is neglected. I think there is no scientific research on passenger traffic or on goods traffic.

With every budget you will find an increase in fares and freights. It is just like filarial fever. There is a swelling with every fever. Just like that, with every budget this also increases.

The Janata Express from Delhi to Mangalore has been stopped. I appeal to the Railway Minister that this Janata Express must be restarted.

Regarding dieselisation of the railway line, this is another thing which has been neglected for long. I do not know why we in the south are treated like this. We have got a feeling that all worn-out and old model engines are being shunted on to the south. We don't find many new engines there.

In the Rajya Sabha last year, Mr. Hanumanthaiya, the then Railway Minister gave an assurance that he will go into the question of under-representation of the Harijans and Muslims in the Railways. Muslims as a community are backward and I do not know why the Central Government has not appointed a commission to go into the whole question of their backwardness and the question of their adequate representation in the Services. This is very necessary. I request the Railway Minister to go into the question of the under-representation of Muslims in the Railways with all seriousness. They are educationally backward and they must be given every protection which is allowed by the Constitution also. I hope and trust that the Railway Minister will look into this important aspect of the matter.

श्री विभूति मिश्र (मोतीहारी): सभापति महोदय, नये रेल मंत्री को मैं हार्दिक वधाई देता हूँ और मैं उम्मीद करता हूँ कि नये रेल मंत्री सारे हिन्दुस्तान का दौरा करके जो वैकवर्ड एरिया है उस को आगे बढ़ाने के लिये कोशिश करेंगे; इस के साथ ही जो उन की डिमांड है उस का भी मैं समर्थन करता हूँ; एक बात मैं बताना चाहता हूँ कि विहार हिन्दुस्तान में सेकैंड लाजस्ट स्टेट है और वहाँ आज तक एक पब्लिक सर्विस कमीशन की स्थापना नहीं हो सकी; विहार के बच्चे कलकत्ता और इलाहाबाद जाते हैं जहाँ उन को ठहरने की जगह नहीं मिलती है, वहाँ की आबहवा से वह परिचित नहीं होते हैं, उस हालत में उन्हें परीक्षा देनी पड़ती है। मैं चाहूँगा कि रेल मंत्री बिहार में एक पब्लिक सर्विस कमीशन की स्थापना करें।

दूसरी बात यह है कि यह बहुत पुराना प्रपोजल है कि हाजीपुर, सुगौली या बैतिया या बरहा तक नई रेलवे लाइन निकाली जाय। उत्तर बिहार में 25 वर्षों के स्वाधीनता के काल में भी यह रेलवे लाइन नहीं निकाली गई।

श्री डी० एन० तिवारी: यह प्रपोजल है।

श्री विभूति मिश्र: ठीक है यह प्रपोजल है। मुजफरपुर तक बड़ी लाईन जा रही है करैशी साहब बड़े हुए हैं— इन्होंने कहा था यदि गण्डक नदी पर पुल बना दिया जाय तो मुजफरपुर झाया मोतिहारी, झाया बैतिया होत हुए गोरखपुर से जोड़ दिया जाय तो 50 मील की कमी हो जायेगी। आज सोनपुर होकर रेलवे लाइन जाती है, उस में 50 मील ज्यादा बढ़ जाता है। कुरेशी साहब ने कहा था कि हम इसको एग्जामिन करा रहें हैं। गण्डक पर नारायणपुर पुल टूट गया है, यदि उस को बना दिया जाय तो मुजफरपुर, झाया मोतिहारी बैतिया होते हुए गोरखपुर से जोड़ा जाय तो 50 मील की कमी हो जाती है।

सभापति महोदय: प्राप अपना भाषण कल जारी रखें।