

[श्री रुद्र प्रतापसिंह]

विषय तक सीमित रखना चाहता हूँ। मेरे पूर्व वक्ता माननीय सदस्य शिक्षा जगत की समस्याओं और उन के निराकरण के सम्बन्ध में विस्तारपूर्वक प्रकाश डाल चुके हैं। इस लिए मैं उस की पुनरावृत्ति नहीं करना चाहता हूँ और मैं केवल सांस्कृतिक विभाग तक अपने को सीमित रखूंगा।

राष्ट्र के पुरावशेष, भग्नावशेष, अवशेष तथा उस की बहुमूल्य कलाकृतियां देश के इतिहास पर प्रकाश डालती हैं। इतिहास इस बात का साक्षी है कि भारत पर सदैव आक्रमण होते रहे हैं और यहां सदैव युद्ध होते रहे हैं। इस कारण से हमारे देश के भग्नावशेषों और पुरावशेषों का विध्वंस और नष्ट हो जाना बहुत ही स्वाभाविक है। इतिहास इस बात का भी साक्षी है कि हमारे देश का तमाम साहित्य युद्धों की विभीषिका में समाप्त हो गया है। इस लिए अपने देश के पुरावशेषों और भग्नावशेषों से हम को अपनी संस्कृति की खोज करनी पड़ती है।

18.00 hrs.

मैं प्रधान मंत्री जी, शिक्षा मंत्री जी तथा उन के मंत्रालय को इस बात के लिए बधाई देना चाहता हूँ कि स्मारकों के संरक्षण के कार्य में उन्होंने धर्म-निरपेक्षता की नीति को अपनाया है। जैसा कि इस माननीय सदन को ज्ञात है, हमारे पुराने पुरावशेष विभाग के द्वारा जिस प्रकार से मन्दिरों का संरक्षण किया जाता है, उसी प्रकार मस्जिदों का भी संरक्षण किया जाता है। तो हमारी जो नीति है धर्म-निरपेक्षता की उसी के अनुसार यह कार्य हो रहा है।

मैं इस संबंध में यह कहना चाहता हूँ कि जहां अपने देश के इतिहास की खोज करनी है जिन पुरावशेषों और भग्नावशेषों के द्वारा उन के लिए जो यहां पर अनुदान का प्रावधान किया गया है वह उस खोज के अनुरूप नहीं है, वह बहुत कम है। उस को

और अधिक होना चाहिए। तभी हम अपने वास्तविक इतिहास की खोज कर सकेंगे।

जहां तक उद्यानों के अनुरक्षण की बात है इस बात की व्यवस्था की जानी चाहिए कि स्मारकों के साथ के जो उद्यान हैं उन को इस प्रकार से सजाया जाय कि जिस से जिस समय का वह स्मारक है उसी समय का वह उद्यान भी हो। खोजों और खुदाई के सम्बन्ध में अब तक जो कार्य हुआ है उसी की सराहना करते हुए मैं इस बात को पुनः दोहराना चाहता हूँ कि खोजों और खुदाई के लिए अधिक धन के प्रावधान की आवश्यकता है। जो कुछ भी प्रावधान किया गया है वह बहुत कम है।

सभापति महोदय : माननीय सदस्य अब अपना भाषण कल जारी रखें।

18.02 hrs.

HALF AN HOUR DISCUSSION

EARNING BY SPECIAL TRAINS ON
Sealdah Division

Eastern Railway

MR. CHAIRMAN: The House will now take up Half-an-Hour discussion by Dr. Saradish Roy.

*DR. SARADISH ROY (Bolepur): Mr. Chairman, Sir, on 27-2-73 I had put a question to the hon. Railway Minister. In part (a) of that question I had asked for the number of special trains run on the Sealdah Division of the Eastern Railway during the week ending 31-12-72. In reply the hon. Minister had stated 424 special train were run. In part (b) I had asked what amount of extra passenger fare was earned by such special trains; In reply the hon. Minister had stated that figures of earning are not maintained train wise. In part (c) I had asked how earnings from passenger fare in the

Division during the week compares with earnings during the previous week. The words previous week may please be noted. In the reply the hon. Minister had stated that the earnings during the period ending 31-12-72 were about Rs. 54 thousands more as compared to the corresponding figures for the period ending 20-12-72.

Sir, it must be noted here that replying to the third part of my question the hon. Minister had tried to evade the answer. I wanted the figures for the week ending on 31-12-72. This was a Sunday. The previous Sunday had fallen on 24-12-72 but the Minister's reply has given the position only as on 20-12-72 and the amount of extra earning was shown Rs. 54,000. My contention is that had the hon. Minister indicated the figures of earning upto 24-12-72, the total amount would have been far less than Rs. 54,000 and consequently the earnings per special trains would have also been far less and in order to cover up the whole matter the hon. Minister had indicated the position as on 20-12-72. If we divide this earning only on the special train then the earning per special train comes to less than Rs. 127 but as I have stated earlier, if the figures upto 24-12-72 were taken into consideration then this figure would fall further. This is the crux of the matter. Now, Sir, all these special trains were run in the Sealdah Division. In this Division 209 pair of trains run every day out of which only 4 are long distance trains and the rest are local trains. Apart from acute overcrowding, the passenger traffic in this division is so excessive that the passengers have to travel on foot boards or cling precariously to the compartment doors and make a peri-

ous journey to their destination. Accidents are common occurrences in this division. When this is the condition of the general public, we find that during the 7 days 30 pairs of special trains daily, which came to 15 per cent more than the total number of trains were run by the Railways in this division. From this am I to conclude that Government had an experiment for 7 days. From the experiment it has now been shown that at least 15 per cent more trains can be run easily in this division and in a division where the pressure of passenger traffic is so high and in order to relieve the difficulties of the travelling passengers, on the basis of their own experiment, will the Government now consider the question of increasing the number of regular trains in this Division? I think this is essential. I would therefore demand that Government should furnish the figures of earnings for the railways for the week ending on 24-12-72. If the Government gives this figure I am sure the earnings will be shown much less than Rs. 54,000|- I would like to know how many of more special trains were long distance trains. Why the 424 special trains were run? Some newspapers have said that they were intended for a "Tamasha", while other have said it was for a "Circus" but we know that all these trains were arranged to see that more persons could go and attend the annual session of a political party now ruling which was held in the last week of December on the outskirts of Calcutta. We have already discussed in this House on 28-3-73 how trains were arranged to facilitate the arrival of the demonstrators to a demonstration at Delhi of a political party which is an ally of the ruling party where people had travelled free. But, Sir, the present discussion highlights how the ruling party itself had used

[Dr. Saradish Roy]
 rather misused their power and the facility of the railway for their own party interests. (*interruption*). I will not discuss here, how the ruling party had galvanised its various departments both at the centre and in the States for the success of this session; I will not discuss how the public undertakings had helped this ruling party for this session and how an exhibition organised by the ruling party was helped with financial donations amounting to thousands of rupees from the industrialists and Public Undertakings. I will also not discuss how this party had taken the assistance of nearly 15,000 police personnel as volunteers to make the session a success. I will also not discuss how an over bridge was specially constructed with the help of the army. I would like to know the real reason for providing these special trains. What I would like to stress is that not only in Sealdah but in Howrah division also, special trains were run only to see that more people could come to attend the session and make it a success. There was no other objective behind it. Sir, even the cost of running a bus comes to more than Rs. 127/- per bus. But I am surprised that special trains were provided which fetched revenue for less than that. Not only this, the name of the Railway station where the session was held was changed from Uttodanga to "Bidhan Nagar Station" and the obvious objective was to make the session a success. This is one side of the picture and now let us turn to the other side of it. Sir, when the democratic opposition parties organised their meetings at Calcutta on the 4th October and 28th November 1972 to voice their grievances against the ruling Congress in West Bengal, then with the help of Police and CRP the railway authorities forcibly detained the ticket holding delegates at the different railway stat-

ions though they were holding valid tickets and they were told that they could only go to the opposite direction and not towards Sealdah and that no tickets will be needed for the return journey. Not only this Sir, on the 28-3-73 the Marxist and other leftist democratic parties held a rally in Calcutta to protest against rising prices, unemployment etc., and the news appearing in the *Times of India* of 28-3-73 will show how the authorities had tried their best to foil this move. Comrade Jyoti Bosu says, I quote, "Mr. Bosu alleged that people coming to join the rally had been prevented by the police at some places. He made particular reference to a group coming from Murishadabad to allege that "people on the side of the administration" had sought to derail the train by removing fish plates. Fortunately the driver detected it and could avoid a disaster."

This is the true face of the ruling party. On the one hand they are exploiting the railway facilities and running special trains to make their own session a success and on the other hand the Congress ruled Governments are using CRP and RPF to detain the opposition demonstrators proceed to attend their meetings. They are also trying to see that even with tickets the opposition delegates are not able to travel and fish plates are being removed and attempts are made to derail the train. On the 4th October last two MPs had sent telegrams to the Government drawing their attention to all these but nothing was done and even persons who are permitted to travel as attendants to MPs were prevented to proceed. This is what is happening in West Bengal. Sir, special trains were run from Patna and during the discussion on ticketless travel held on 28-3-73 in this House the Railway Minister had stated that the party concerned had de-

posited money for the use of special trains. I would like to know whether the Congress Party had deposited any money for this 424 special trains and if so the break up of this deposit for each train. Sir I have tried to find out the rules which govern the running of these special trains. I have not been able to get any. Either there is no rule and even if there be any they are twisted only to suit the interest of the ruling party when the opposition parties want the facility they are made to deposit some advance but when the Congress party wants the facility the deposit becomes redundant. I would also like to know from the hon. Minister how many Railway officials were deputed to Sealdah from other places and how many officials from the Railway Board were detailed on duty at Sealdah during this week and how much was spent on them. How many among the 424 trains were long distance trains and how much was earned by Railway for the week ending 24-12-72. We know Sir that the Government is run by the party but here we see that Government is run for the party. The trains are also run for the interest of the party. I will charge this Government that all these special trains were run only to serve the interest of the Congress party. I would like to have categorical answers to all the questions that I have raised particularly the earnings of the railways from running these special trains for the week ending 24-12-72 as compared to the earnings for the preceding and succeeding week.

*SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Chairman, Sir, I would like to raise a few points in this connection. I would like to know from the hon. Minister, just as Government had run 424 special trains for the Congress Session, whether the same facility is given to other political parties when their sessions are held and if so, the names of the political parties and the number of trains that were run. I

would also like to know whether the Congress party had deposited any advance money for availing the benefit of the special trains and if so, the total amount deposited. I would also like to know whether it is a fact that when the CPI(M) party held its meetings on 4-10-72 and 21-11-72 in Calcutta then the railway authorities with the help of the CRP and RPF de-trained the ticket holding passengers who were proceeding to attend the session at different railway stations in West Bengal. For running the special trains, the railway authorities had deputed a large number of officers at Calcutta. I would like to know the number of such officers and the total amount spent on them for their stay in Calcutta and finally, Sir, I would like to know the number of extra tickets sold during the period under question as compared to the sale of tickets during the first week of January.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): When the hon. Member tabled this question and later on when the half an hour discussion was allowed, I was under the impression that he was very much concerned with the finances of Railways. But after hearing him, I see that his worry is not about the finances of the Indian Railways; his worry seems to be about the immense popularity of the Indian National Congress. I want to clear the impression that these were not special trains in the sense that they were not booked by any party. These trains were run after seeing the vast sea of people moving from one place to another and money was paid by those people.

The hon. Member calculated correctly that since Rs. 54,000 were collected from these 424 trains, each train has given Rs. 127. He forgets that these were short distance trains and we have calculated that nearly 350000

*The original speech has delivered in Bengali.

[Shri Mohd. Shafi Qureshi]
 extra journeys were performed by season ticket holders. There were about 8000 people travelling every day and 25000 commuters have made a large number of trips by these short distance trains. Nearly 1300 people were carried in one train. We have to look at the rush and also keep in view the convenience of the commuters, who were travelling by trains. Keeping these things in view we made an attempt to provide special trains. If the Congress is holding a session in any place and more trains are required we shall certainly run them. I want to make it clear that no discrimination has been made in favour of any party. Any political party which wants to hold meetings and wants train for this purpose in any part of the country has been allowed special trains.

DR. SARADISH ROY: Name one

SHRI MOHD. SHAFI QURESHI:
 C.P.M.

DR. SARADISH ROY: Money was deposited.

SHRI MOHD. SHAFI QURESHI:
 They wanted long distance special trains from Calcutta, from the South to Punjab and those were given. I took personal care to satisfy Mr. Bosu and he was all the time in contact with me on telephone to see that those trains were provided to his party. They are provided to every party without discrimination.

The hon. Member has raised one point and said that because of these trains much inconvenience was caused to the public and to the commuters.

As I have already made it clear these additional trains were put to clear the rush. Normally commuters are using these trains. Special care was taken to see that the officers were deployed specially to provide for the needs of this particular section. As and when the increase number of special trains, naturally, more people have to be employed. That happens

every where. To meet the emergency in connection with the fairs or any religious congregation or gathering we have to run more trains. Naturally we have to employ more men. We have not shown any special favour to any party in this regard.

The hon. Member raised another point. After giving him the commuters who have travelled in the trains, he would be convinced that it is not correct to say that we have lost revenue on account of this. In fact our earnings have been more. This was about Rs. 54,000 as compared to any other period. In the reply an error has crept in. Instead of 30-12-72 it was mentioned as 31-12-72. This error I want to correct.

DR. SARADISH ROY: My question was different. The answer given was for the period ending 20-12-1972. He is not correct.

SHRI MOHD. SHAFI QURESHI: I
 We are not getting income and expenditure statement trainwise. Tri-monthly accounts are submitted. The hon. Member wanted that we should give figures for a particular period. This we have tried to give. I can assure him that there is no loss to the railways and nobody has been allowed to travel without a ticket.

DR. SARADISH ROY: How can you say that?

SHRI MOHD. SHAFI QURESHI: I
 do not want to enter into any argument. I have tried to tell that no person has travelled in the trains without a ticket. If the hon. Member has got any proof to the contrary he is welcome to bring it to my notice. It was also stated that whenever any meeting is being held more people go there to attend it. But lesser people come back. Whatever may be the case we have to clear the rush and that was why those special trains were put. On 25th December thirty-eight trains were run. From 26th to 29th also thirty-eight trains were run each

day. On 30th December twenty-two trains were run in the UP direction, that is, 212 trains were run on the UP direction and the same number of trains were run on the DOWN direction. What the hon. Member is trying to make out is this namely that all these 424 trains were going in one direction.

That is not so. As regards our earning, I have already stated that our accounts are sent on a tri-monthly basis. We have taken out ten days' earnings. These are the figures which have been given to the hon. Member. I feel that there is nothing for me to add. I think the hon. Member should have a broader mind to appreciate my point. After all in this country there are millions of people living. It is not a small gathering or a small party meeting. I wish that you too can hold such a meeting and if you wish we shall provide you with more trains. If he gives one instance where persons travelling by a special train were arrested and harassed, I am to take

the blame. Simply making wild allegations is not correct.

SHRI DINEN BHATTACHARYYA (Serampore): On 4th October last, 50,000 passengers who were going to attend a meeting in Calcutta were forced to stay on the Howrah station platform.

SHRI MOHD. SHAFI QURESHI: In the end, I would like to refute all the allegations which have been made by the hon. member that the railways had connived at bringing more people to Bidhannagar without ticket or that railway officials were utilised at the session at Bidhannagar. These allegations are baseless and incorrect.

MR. CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

18.26 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Thursday, April 5, 1973/Chaitra 15, 1895 (Saka).