

I then stated that the Director-General, Mines Safety, was on leave on the day of the accident, as he was reported to have had a heart attack. I find, however, that this is based on a misunderstanding of the facts. I am authoritatively informed that the Director-General, Mines Safety, was on casual leave from 21-2-1973 on account of heart trouble and resumed duty on 5-3-1973. On the day of the accident, he was on duty but has been advised by the doctors to avoid strenuous work. Hence the Deputy-Director General, Mines Safety, is at present carrying out the duties of the Director-General, Mines Safety, in the field, under the immediate guidance and instructions of the Director-General. He was present at the scene of the accident as I had already informed the House. I thought I should inform the House of the correct position as soon as I came to know of it.

16.13 hrs.

[SHRIMATI SHEILA KAUL in the Chair]
DEMANDS FOR GRANTS (RAILWAYS), 1973-74—Contd.

SHRI B. R. SHUKLA (Bahraich): Mr. Chairman, while supporting the demands of the Railway Ministry, I would like to focus the attention of the hon. Minister on the longstanding demand of the people of Bahraich for the stopping of 80 Dn Avadh-Tirhut Mail at Jarwal Road station. All the trains which start in the night from Delhi reach Lucknow in the morning, and the only train which is available after the arrival of these trains from Delhi which could enable passengers to reach Bahraich is the Avadh-Tirhut Mail. The Avadh-Tirhut Mail passes through the district of Bara Banki and then through the territory of the district of Bahraich and then it reaches Gonda. So, a certain part of the Bahraich district falls in between Bara Banki and Gonda, but unfortunately, this train while passing through the only railway station in the district of Bahraich does not stop there. The

result is that the persons who start from Delhi and reach Lucknow in the morning, can reach Bahraich and other parts only in the evening by 5 p.m. by getting another train at Gonda and not earlier than that. This point has been repeatedly brought to the notice of the Minister, while Shri Hanumanthaiya was the Railway Minister, but I regret to submit that the railway bureaucracy is entirely wooden and irresponsible and the Minister only signs on the dotted line. He does not go through the reports of the departmental officers who are adamant not to listen.

Mr. Chairman, my previous point of view was not listened to when I brought the matter to the notice of the then Railway Minister, and in spite of my loud voice it is still being ignored. The hon. Minister is busy with some important work. From my point of view this is the only important point relating to my district. When the main railway line touches only certain outlying areas in a district, and not the district head quarters, it is in the fitness of things that the mail trains should stop atleast in one or two outlying railway stations in order to enable the passengers to go to the district head quarters... (Interruptions) The head quarters of the districts in which Khurja is situated is Bulandshahar while that of Shikohabad is Mainpuri. In order to cater to the needs of the head quarters of Bulandshahar and Mainpuri, the trains stop at Khurja and Shikohabad. Similar should be the case for stoppage at Jarwal road.

If the hon. Minister is not inclined to agree to my request, I humbly request him atleast to give me an opportunity to discuss the matter, because I fear that the Railway department is very adamant and is not prepared to listen to my request at all.

During Parliament Sessions certain number of free air journeys are allowed to hon. Members of Parliament. The cost of journey by air and by air

[Shri B. R. Shukla]

conditioned coach is almost the same and therefore the railway department should consider this matter. If any hon. Member wants to utilise the air conditioned coach in lieu of the free air trip which is permissible under the rules he should be allowed to do so.

This backward regions can be identified by the lack of railway services. The whole of Terai that is the eastern Uttar Pradesh, is without proper and adequate railway facilities. The railway line which starts from Gorakhpur via Badni and Tulsipur, should go to Bhinga in the district of Bahraich. It should be connected to Bahraich headquarters. There should be a railway line connecting Maghar via Bhakhira, Mehdaival, Sangha, Bassi, Dumariaganj, reaching Nowgarh. This is all I want to submit.

SHRI BIRENDER SINGH RAO (Mahendragarh): Madam, Chairman, within the short time at my disposal, I would like to make a brief mention on certain points. There is no doubt that the Railways have given a marvellous account of themselves during the last Indo-Pak conflict. In no small measure our success was due to the efficiency displayed by the railways in rushing men and materials where they were needed. I would also like to give due credit to the former Minister, Shri Hanumanthayya. But, I am sorry to say that for quite some time past the Administration has failed to maintain the same standard of efficiency. It has deteriorated.

The performance of an engine does not depend upon its weight. Its power to push and pull counts. The present minister may be sturdy looking. The question is whether he will be able to do what Shri Hanumanthayya has done when he was the Minister. He could kick hard at the bureaucracy which is again raising its head. Of late we notice that the trains have again started running late. Rail travel has become insecure. Corruption

that was rampant in the Department is still going on. There is a great need for changing the policy of the department in the present context.

Method of recruitment to any post remains the same as before. It has not been streamlined. Without bribery not a single job can be secured in the railways, particularly, in Class III and Class IV as also in Class II. The contractors, caterers or vendors are getting their licences for money. There is very little control that the Railway Ministry exercises over the working of the caterers. Most of them have sub-let their licences.

Just before the former Minister left the Department, he sanctioned about eight new lines for South India. I have no grievance against that. I would not even grudge it if the present Railway Minister sanctions new lines for Bihar where they are needed. But what I want to say is this. We have not learnt any lesson from our experience from the last Indo-Pakistan war of 1971. We have not given priority to our defence needs. You know, Madam, that beyond Delhi towards the west extends our Western Front. The country is connected with the Rajasthan, Gujarat and Kutch sectors by Meter Gauge only. In times of war it is absolutely necessary for men and war materials to be rushed from any part of the country i.e., from the East or the South to our Western Front. It is therefore, important that the railway lines to Bikaner, Jodhpur, Ahmedabad etc. should be converted into broad gauge lines because the transshipment will become very difficult in times of war. Also there must be an alternate route for the defence needs of the country on the Pakistan frontiers. I hope the hon. Minister will pay due attention to that.

There has not been a single line sanctioned for Haryana in the post-independence period. There is need for new railway lines. Rewari should be connected with Rohtak, a very important district headquarter. The

State Government has been demanding a line from Rohtak to Gaubana. It would be better if it can be from Rewari to Rohtak and then to Gaubana as that would serve a very large area which has not got any railway line.

I would suggest that to remove regional imbalances, it is necessary to bring railwaylines into areas which are underdeveloped. There should be some formula—that should be on population-cum-area-cum mileage basis—for construction of new railway line. And wherever the State is deficient in the matter of railwaylines, that should be brought on par with the other developed areas. I hope that the hon. Minister will find out as to which areas have got sufficient length of railwaylines and which of them are short of them.

There is another point about my constituency. Mahendragarh, Narnaul and Khetri have large iron ore and copper deposits. To exploit these resources fully, it is essential that they should be connected by BG line so that coal could come directly to these areas and iron ore and copper also could be taken out. Now they are only on small MG lines and only about 100 KM from Delhi. I would suggest that immediately Delhi should be connected with Narnaul, Rewari and Khetri with BG line. There is the Nizampur railhead already for Khetri. The line should be extended upto Khetri.

I hope the minister would think of stopping the leakages. If leakages had been stopped, there would have been no need to increase passenger fares. They could bag Rs. 31 crores of additional revenue last year over and above their estimates. There is scope for further increase by ending ticketless travel. They have given a relief of Rs. 12 crores to third class passengers with one hand and they have taken Rs. 21 crores with the other hand. There should be no need to increase freights on fertilisers and things like that needed for agriculture. I

would suggest that leakages should be stopped and economy effected.

The minister should also reconsider his decision to increase fare for ACC to the level of air fare. I am sure the railways would suffer immensely in revenue because nobody would then like to travel by ACC if he has to pay the air fare. He should drop this increase if he wants that the railways should continue to have ACC coaches.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Sir, I rise to support the Railway Demands for 1973-74. Andhra Pradesh is one of the neglected areas in the railway map. Since independence, during the last 25 years, not a single line of even 1 KM has been granted to the whole of Andhra Pradesh. When Telengana was under the Nizam's railways, there was a surplus of Rs. 6 crores and an assurance has been given that from this amount new lines from the erstwhile Hyderabad State will be laid down, as for example, the line from Nadikude to Bibinagar. If you have any objection to start from Nadikude, you can start from Bibinagar, which also lies in the erstwhile Hyderabad State. All MPs from Andhra Pradesh have represented jointly to the then Railway Minister, Mr. Pai, and the Prime Minister and they were kind enough to agree to take up this line. The present Railway Minister showed a dynamic approach and considering the importance of this line, he was good enough to say in his budget speech that this line also is under active consideration of the Government and he would be coming before Parliament again for supplementary grants. I pay my hearty thanks to Mr. Mishra and I request him to start work on this line immediately. The Railway Board has also written a letter to the Government of Andhra Pradesh to provide land free of cost and not to issue fresh bus permits on this line.

Even though there was no popular government in that region, Shri H. C. Sarin took active part and agreed to

[Shri K. Ramakrishna Reddy]

the proposal of the Railway Board. As Shri Venkatasubbaiah has just now said, it is not only Maharashtra that is donating land. Andhra Pradesh is also donating land for this purpose. I hope the hon. Railway Minister will pay special attention to this line from Nadikude to Bibinagar and the conversion of the line from Macherla to Guntur, which would reduce the distance from Hyderabad to Madras by 75 km.

There is only one Railway Service Commission for two regions, namely, Madras and Hyderabad. The result is that the Andhra region is receiving step-motherly treatment from the Railway Service Commission located at Madras. There should be a separate Railway Service Commission at Secunderabad. If they are not agreeable to this immediately, at least there should be a member in Secunderabad, if the Chairman is in Madras, so that he can make recruitment for posts carrying a salary of Rs. 375 and below till permanent commission is arranged at Secunderabad.

My hon. friend, Shri Daschowdhury refers to the destruction of railway property. I would say that the property destroyed would not be Rs. 20 crores or 5 crores or even 1 crore; it would be less than that. As against that, consider the profits made by the Southern and South Central Railways. So, you should not consider only the loss.

When it comes to the question of trains, all consideration is shown to Madras as compared to Hyderabad. All the trains like GT, Janata and Jayanti Janata go to Madras. There is no exclusive train to Hyderabad. In the Dakhin Express or Link Express only half the bogies are up to Hyderabad; the rest go to Madras. Even though we are not expecting a Rajdhani Express to Hyderabad in the near future, at least the Link Express should be exclusively to Hyderabad. A Jayanti Janata express may also be started to Hyderabad in course of time.

In the history of the railways no importance is given to the twin cities of Hyderabad and Secunderabad. In order to meet the metropolitan needs of these twin cities, there should be a circular line. I hope the Railway Minister will look into this and sanction it at an early date.

Lastly, I will repeat the demand for the line from Nadikude to Bibinagar and conversion of the line from Macherla to Guntur. I hope the Railway Minister will announce them in his reply to the discussion on the Demands for Grants.

डा० कौलास (बम्बई दक्षिण) : रेलवे की 1973-74 की मांगों के प्रस्तावों का समर्थन करते हुए कुछ बातों की और मन्त्री जी का ध्यान खीचना चाहता हूँ : पहली मांग रेलवे बोर्ड की 1 करोड़ 75 लाख 16 हजार की है। जब मैं इस पृष्ठ पर देखता हूँ तो पाता हूँ कि चेयरमैन की तनख्वाह 3500, फाइनेंशियल कमिश्नर की तनख्वाह 3500, तीन मेम्बर्स है जिनकी तनख्वाह 3500, इसी प्रकार दो मेम्बर्स है जिनकी तनख्वाह तीन तीन हजार है और रेडिश्यल चार मेम्बर्स जो इसी वर्ष 2 बढ़ाये गये है क्योंकि पिछले वर्ष ये दो ही थे, अब वह चार कर दिए गए है, उनकी तनख्वाह तीन तीन हजार रुपये है। डायरेक्टर की तरफ देखें तो छः डायरेक्टर ढाई हजार मे 2750 पाते हैं। छः डायरेक्टर 1800 से 2250 और 250 रुपया एम पी एलाबंस पाते है, छः डायरेक्टर 1800-2250+250 ए० पी०। सबकी संख्या मिलाकर 43 हो जाती मेरी मन्त्री जी से प्रार्थना है कि हम रेलवे बोर्ड को हटाने की मांग नहीं कर रहे है लेकिन इसका रीभोर्गनाइजेशन तो अवश्य होना चाहिए। इतना ज्यादा खर्चा रेलवे बोर्ड पर हो रहा है तो वह ठीक नहीं लगता।

सैलून के बारे में भी यहाँ काफी चर्चा हुई। हनुमन्तीया जी ने कहा था कि उसको हटा नहीं सकते क्योंकि आफिसर्स को काम

करना पड़ता है। मेरी तो यह प्रार्थना होगी रेलवे बोर्ड के चैयरमैन और उसके मेम्बरो से कि उनको खुद ही सेलून का त्याग देना चाहिए। इस प्रकार की चीजे जब मन्नामद कहते हैं तो उनको खुद इसका उपयोग करना ठोड देना चाहिए जिमसे मन्त्री जी को ऐसा उत्तर देना फिर पड जाए। मन्त्री जी कुछ कठिनाई मे पड जाए वह भी ठीक नही लगता।

रेलवे सर्विस कमीशन का ग्राफिम बम्बई मे है, कलकत्ते मे है, इलाहबाद मे है और मद्रास मे है। मैं डिमान्ड न० चार की बात कह रहा हूँ। क्या ही अच्छा होता कि रेलवे सर्विस कमीशन श्रीनगर मे भी रखा जाता, गोहाटी मे भी रखा जाए और चन्डीगढ मे भी रखा जाए क्योंकि दिल्ली का उममे नाम नही है जिससे वहा के भी विद्यार्थी और अर्जी देने वाले लोग ग्रामानी से आ मके और उनको भी फायदा हो सके।

श्री भागबल झा आजाब (भागलपुर)
एक पटना भी जोड दीजिए।

डा० कैलास मै पटना भी जाडना चाहता था। लेकिन इलाहबाद मे है इमलिए मैने पटना का नाम लिखकर भी काट दिया। इलाहबाद और पटना का अन्तर अगर ज्यादा है तो मैं ऐसा मानता हूँ कि पटना मे भी जरूर होना चाहिए। इलाहबाद का नाम देखकर मैने उसका नाम काटा था।

टिकटलेस ट्रेवलिंग की बात हम करते है। लेकिन मेरी समझ मे नही आता कि दस साल पूर्व जो हमारे टी टी ई थे या टी टी सी थे, उनकी संख्या तो उतनी ही है लेकिन आने जाने वाले पैसजर्स की संख्या दसगुनी बढ़ गई है। तो उनकी संख्या क्यों नही बढ़ायी जा रही है? हम बात कर रहे हैं कि हम बेकारी को दूर करना चाहते है। जब पडे

लिखे लोग अर्जी देते हैं तो बेकारी भी दूर होगी। क्या संख्या यात्रियों की बढ़ जाने के बाद भी दस वर्ष पहले की संख्या टी टी ईज की रही है उसमे वृद्धि क्यों नही की जा रही है। मन्त्री जी कृपा करके अपने उत्तर मे वह संख्या बताने की कृपा करेंगे। यही नही टी टी ई और टी टी सी को एक स्पेशल ट्रेनिंग होती है उसके बाद रिफ्रेशर कोर्स में भी जाना पडता है। लेकिन ग्राफिम क्लर्क्स और स्टेशनरी स्टाफ को भंजा जाना है टी टी ई का काम करने के लिए। ऐसा क्यों किया जाता है यह मेरी समझ मे नही आता। मेरी प्रार्थना है कि इस आवश्यक सूचना पर अवश्य ध्यान रखा जाएगा।

एक दूसरी बात की तरफ मैं मन्त्री जी का ध्यान खींचना चाहता हूँ। वूलेन यूनिफार्म की बात है। बम्बई डिवीजन की बात मैं कर सकता हूँ। सेट्रल रेलवे मे बम्बई मे काम करने वाले कर्मचारियों को गर्म कपडे जाते है जबकि वेस्टर्न रेलवे मे बम्बई मे काम करने वालो को नही दिए जाने हैं मुझे ऐसा लगता है कि कि सूरत मे, बलमार मे और अहमदाबाद मे ठन्ड नही पडती। बम्बई डिवीजन मे सेट्रल रेलवे भी आती हैं और वेस्टर्न रेलवे भी आती है। जब दीनो रेलवे आती हैं तो नासिक तक आने मे जब उनको ठन्ड लग सकती है तो सूरत तक जाने मे भी ठन्ड लग सकती है। इतलिए एक यूनिफार्मिटी को भी ध्यान मे रखते हुए विचार करना चाहिए। मैं यह बात यूनिफार्मिटी के लिहाज से भी कह रहा हूँ। अगर गर्मी पडती है तो दोना रेलवे मे गर्म कपडे न दिए जाए। इसलिए मैं यह कह रहा हूँ कि अनहोनी बात खत्म करे।

टीटीज को रात को सोने के लिए पहले बर्थ रखी जानी थी, लेकिन अब वह बन्द कर दी गई है और अब उनको टट्टी के पास, सन्डास के पास, वासबेसिन के पास बैठाय

[डा० कैलाश]

जाता है—मेरी समझ में नहीं आता कि यह कहा का म्याम है... (अवबवाल)....

मैं बम्बई में कई वर्षों से रह रहा हूँ जब सबवेन ट्रेन्ड में चलता हूँ तो देखता हूँ कि कई गेट्स ऐसे हैं जो अन-मैन्ड हैं। मैं नहीं समझता कि इनका प्लानिंग कब तक होगा। इन पर कोई बहुत ज्यादा खर्च आने वाला नहीं है, डेढ़-दो लाख रुपये से यह काम हो सकता है, लेकिन अगर ज्यादा खर्च भी आए तो भी इसके लिए सोचना चाहिए। आप कब तक इन दर्वाजों को खुला रखेंगे और कब तक जानवर और आदमी कटते चले जाएँ ऐसा होने देगे।

बम्बई डिवीजन में डी० टी० ई० का न्यूनतम परसेन्टेज ग्रेड में 130 रु० से 210 रुपया रखा गया है और वहाँ पर सब स्टेगेंट भी गए हैं। 44 व्यक्ति ऐसे हैं जो अपनी अवधि में पहुँच गए हैं और आगे नहीं बढ़ पाते हैं—इसके लिए आपको देखना चाहिए, ताकि सब लोगों की तरक्की मिल सके। इस ग्रेड को बढ़ाया जाना चाहिए।

टी० टी० ई० जब अपनी नौकरी पर जाते हैं तो बलसाड, सूरत नन्दुरबार स्थानों पर रात को पहुँच कर उनके सोने का ठिकाना नहीं रहता। प्लेटफार्म पर बैठे या दूसरे यात्रियों की तरह बँचो पर सो जाँ। इन के लिए उन स्थानों पर कमरे बना दिए जाएँ तो बहुत अच्छा होगा।

जहाँ तक मीटर-गेज कनवर्शन का सम्बन्ध है, मैं चाहता हूँ कि सर्वाईमाधोपुर से लेकर झुम्नु तक या कम से कम जयपुर तक तो ब्राड गेज में परिणित की जाएँ। मेरे से पूर्व वक्ता ने कहा कि हमें डिफेन्स की दृष्टि से कार्य करना चाहिए—इस दृष्टि से भी इस कनवर्शन का बहुत महत्व है। आपको दिल्ली से अहमदाबाद का कनवर्शन सुरन्त करना चाहिए। उस समय इस लाइन

के कनवर्शन से डिफेन्स के लिए भी सुविधा होगी और यात्रियों को भी सुविधा होगी।

यहाँ क्लास सीजन पास होल्डर जो बोरिगलो बम्बई में रहते हैं अर्थात् जो 20 किलोमीटर से ज्यादा है, उनका किराया नहीं बढ़ाया जाना चाहिए, उनको उसी भाड़े में चलने दिया जाए तो अच्छा होगा।

फ्रान्टीयर मेल में पहले डार्किनग कार चलती थी, लेकिन अब उसे बन्द कर दिया गया है। मैं चाहता हूँ कि उसे फिर से चालू किया जाए। आज जो बच्चा हुआ खाना आप देते हैं, वह ठीक नहीं होता है तथा उसमें स्वाद नहीं है।

राजघाबी एक्सप्रेस जो दिल्ली से बम्बई और बम्बई से दिल्ली आती है, उसके लिए पहले कहा गया था कि 17 घण्टे में पहुँचेगी इस समय वह 19 घण्टे ले रही है। मैं जानना चाहता हूँ कि वह 17 घण्टे में पहुँचना कब शुरू करेगी?

बम्बई में अन्डर-ग्राउन्ड रेलवे की बहुत आवश्यकता है। उसका सर्वे कब तक हो पावेगा—इसका भी मन्त्री जी उत्तर दें।

श्री इरबाबा सिंह (होशियारपुर) मंडम बेयरमन, मुझे कुछ ज्यादा नहीं कहना है, कुछ प्वाइन्ट्स ही आप के सामने रखना चाहता हूँ। हमारे यहाँ बदकिस्मती से पञ्जाब के तकसीम के बाद जितनी रेलवे रह गई, उससे कहीं ज्यादा रेलवे दूसरी तरफ चली गई, लेकिन उसका कोई भी कम्पेन्सेशन पञ्जाब को नहीं मिला। मैं उस इलाके की बात कह रहा हूँ—जहाँ अग्नेजो ने अपनी मर्जी से रेल बनाई लेकिन सही तरीके से कनेक्ट नहीं किया, मिक्सड लिक्स रह गए। मैं एक उदाहरण देता हूँ—बहा यक्षकर एक जगह है, जो मेरे जिन होशियारपुर में है। निहायत ही बँकबर्न है, उसके साथ

अंशों में सैतिली मां का सा मुलुक इस लिए किया कि वहाँ के लोग आबादी के लिए हथारों की तादाद में जेलों में ही नहीं गए, बल्कि फांसी के तख्ते पर चढ़े। उसको बँकवर्द्ध रखने के लिए उन्होंने कोई दकीका-फर्द-न्यास्त नहीं रखा। क्या आप उसकी तरफ ध्यान देंगे? जिस घरती ने इतने बहादुर सपूत पैदा किए हैं, उसके लिए यह 10-20 मील की रेलवे लाइन जरूर दें जालंधर से होशियारपुर तक लाइन गई और वहीं खत्म हो गई, शङ्कर से होशियारपुर को नहीं मिलाया, उसको दरमियान में ही छोड़ दिया। ऐसी बात में आपके नोटिस में इसलिए ला रहा हूँ कि रेल मन्त्री जी नये आए हैं, उम्मीद है कि वह नई चीजें लाएंगे ... (ध्वनिबध्दान) ... अगर आप इस तरफ ध्यान नहीं देंगे तो लोग मल्लसूस करेंगे। उन्हें सियासी शऊर बहुत है, वह लड भी सकते हैं, काम भी कर सकते हैं, इसलिए कुछ तो कम्पेन्सेशन दीजिए।

एक बात मैंने पाई महाब को भी कही थी और शफो सहाब को भी कही थी कि एक डिब्बा कश्मीर मेल में होशियारपुर के लिए लगा दें, उन्होंने थर्ड क्लास का डिब्बा लगा भी दिया, लेकिन दूसरे क्लास के लोगों के लिए ऐसी सङ्गलियत नहीं है। मैं यह भी अज करना चाहता हूँ कि कई हजार लोग जो होशियारपुर जिले के हैं, बल्कि सारा हिमाचल इस तरफ से जाता है, पठानकोट की तरफ से इतना नहीं जाता है। जो लोग अपनी जिन्दगी मिलिट्री को देते हैं जब वह 10 दिन की छुट्टी पर आते हैं और पठानकोट होकर उनको जाना पड़ता है, तो 6 दिन तो उनके सफर में ही खर्च हो जाते हैं, मुश्किल से चार दिन घर पर रह पाते हैं। मैं चाहता हूँ कि आप इस तरफ खास तौर से ध्यान दीजिए।

एक मूल सराय स्टेशन है नाम उस का मूगलों के नाम पर है, साथ में सराय भी है हर गाड़ी वहाँ ठहरती है और जितनी

चोरी वहाँ होती है काबज जहाँन-भर में नहीं होती होगी। इसका इन्तजाम कीजिए। कोयला वहाँ उतरता है, गाड़ी में ताला लगा होता है, मोहर लगी होती है, वह टूटती है और सब कुछ निकल जाता है। फिर मोहर लग जाती है लेकिन माल गायब हो जाता है। एक तो इसका नाम ही बदल दीजिए—मूगलों के जमाने की बात मूगलों के साथ चली गई, यह मीजुदा जमाना साइंस का जमाना है इसलिए इसका नाम बदल दीजिए। अगर आप वहाँ पर सही इन्तजाम कर दें तो यह लाखों रुपये की चोरी से निजात मिल सकती है और लोगों को लकड़ी, कोयला, लोहा, सीमेन्ट वक्त पर मिल जाएगा, सही वक्त पर गांव में खरबे में, शहर में पहुँच सकेगा। चीजों के भाव क्यों बढ़ते हैं—आप इंटों के भाव को देखिए—वे लोग कहते हैं कि एक तो पैसा ज्यादा देना पड़ता है, उसके बाद जब गाड़ी आती है तो माल कम उतरता है, इन सब के दाम जोड़ कर वे दाम वसूल करते हैं और इसका असर कन्व्यूमर पर पड़ता है।

मैं इन बातों को आपकी नोटिस में इसलिए ला रहा हूँ कि यह महकमा एक ऐसा महकमा है जिसमें आप कुछ पैसा सरकार को देते हैं, दूसरे इखराजात को पूरा करने के लिए, लेकिन जो सङ्गलियत लोगों को भी जानी चाहिए, वे उनको नहीं मिलती हैं। आप स्टेशनों पर सैनिटेशन की हालत को देखिए, इस कदर बदल आती है कि दूर से ही पता लग जाता है कि सैनिटेशन उम तरफ है, वहाँ इन्डिकेशन की जरूरत ही नहीं रहती इस तरफ आपको ध्यान देना चाहिए। थर्ड क्लास पैसन्जर्स की सङ्गलियत की तरफ आपको ध्यान देना है, मुझे फर्स्ट क्लास की उतनी परवाह नहीं है। क्योंकि हैब-नोट्स गरीब हैं जो वेहातो और कस्बों में बसते हैं और ज्यादातर रेलों में वही लोग सफर करते हैं। उनकी सङ्गलियतों के लिए आप जितना दे सकें, जरूर दीजिए। अपना

[श्री वरबारा सिंह]

अबों को मद्देनजर रखते हुए सफर करने वाले लोग बर्ड क्लास में सफर करते हैं। फर्स्ट क्लास और हवाई जहाज में तो मुफ्त के पैसेन्जर ज्यादा होते हैं, क्योंकि सरकारी अफसर इन्हीं क्लासों से सफर करते हैं, मैं एम० पी० को नहीं कहता हूँ, लेकिन एम० पी० का मतलब भी "मुफ्त के पैसेन्जर" बन जाता है। मेरा मकसद यही है कि अफसर जाने वाला हो या एम० पी० जाने वाला हो, जिसका पैसा सरकार के खजाने से जाता है, वे इन क्लासों में सफर करते हैं। मैं मेम्बर पार्लियामेन्ट हूँ इसलिए मैं भी उसमें शामिल हूँ। आपको यह ख्याल रखना चाहिए कि हमें भी अपने नीचे देखना चाहिए—यह हमारी सहुलियत का ही सबाल नहीं है, बल्कि जो लोग बर्ड क्लास से सफर करते हैं उनको अच्छी सर्विस मिल सके।

इन अलफाज के साथ मैं आपका श्रुधिया बदा करता हूँ।

PROF. NARAIN CHAND PARASHAR (Hamirpur): Madam Chairman, I rise to support the Demands presented to the House by the hon. Minister of Railways. There are a few interesting revelations made by the Deputy Minister of Railways yesterday. In the answer to Unstarred Question No. 3894, he has given a list of 21 Railway lines or which the surveys were conducted in the last three years. The House will be shocked to know that out of this total number of 21 railway lines, 16 are the ones for which the findings are that they are unremunerative.

Earlier in answer to Question No. 3768, the hon. Deputy Minister for Railways stated that there are new criteria laid down for the setting up of new railway lines in the backward regions of the country. Now, he demands some sort of cooperation and contribution from these backward States. But, may I pose a simple

question: Who is responsible for the backwardness of these States? And, are they not taxing the already existing backwardness further by demanding this contribution also from these States? Should not the rich and the prosperous States be taxed further?

It is some sort of injustice with us that those areas which have remained neglected so far should be further asked to contribute, the State Governments should be asked to contribute, the local authorities should be asked to contribute, that free land should be given, that the cost of manual labour should be borne, and then and then alone would the authorities of the Railway Department condescend to grant and sanction the railway lines to these areas.

Is this the way to treat these areas which have been industrially backward, which have been commercially backward, which have suffered much, which have sacrificed for defence of the country? Is this a fit answer to the sort of sacrifices which have been made by these areas?

My hon. friend Sardar Darbara Singh has brought to your notice how freedom-fighters from Punjab and Himachal Pradesh were ready to be handged for the sake of the country. But, still, there is no consideration given to their native areas.

The greatest gift that the hon. Railway Minister has brought to Himachal Pradesh and the northern Punjab is the hope that the Railway line from Nangal Dam to Talwara would be constructed. But, with it, there is another shock which he has given to us and that is, that the Kangra Valley Railway line is going to be submerged under the rising waters of the Pong Dam. With this, the whole economy of Himachal Pradesh would be ruined, for years to come. This cannot be rehabilitated within two years or three years simply because the Railway authorities

would be ready to construct new lines only if the lines are dismantled, if the railway stations are set on fire, if the guards are murdered etc. and then alone, would they be ready to give a green signal! This is a strange thing indeed. The soldiers of those areas have died for the defence of our country. Those freedom-fighters have sacrificed their lives for the freedom of the country. Their areas are being treated in this way and no railway line could be constructed within the last three years. I ask: Why do you mete out this sort of treatment.

And then, he was given us a clear warning to the effect that the new lines would be constructed only if the five conditions mentioned in answer to Q. No. 3768 are fulfilled by the State Governments. These State Governments have been poor, these areas have been backward because the men from these areas went to the army. This is point number one which I would like to mention. This is the first reason. The second reason is this. Most of the people from these areas had been fighting for freedom of this country, whether it was in Canada, in the case of Kamagatamaru or in Singapore and Burma in the case of I.N.A. and they were sacrificing themselves for the country.

So, I think, some consideration should be paid to this aspect of the matter in respect of those areas which have remained industrially backward.

I specifically demand one important change in outlook. I demand that the railway lines which are to pass through the 286 industrially backward areas of the country, identified by the Planning Commission, should be sanctioned immediately, without any sort of contribution from the local areas or Governments of the States. Because, if you want to remove the

backwardness of these areas, if you want to really lessen the regional imbalances and to promote regional development, you will have to do this. There is no need for starting a suburban railway for Bombay or a suburban railway for Delhi. There is no fun in giving new lines and converting metre gauge into broad gauge and electrifying other tracks. There are many people in some of the backward areas who have not even seen the face of a railway train. They want the green signal and they want that they should also be treated at par. There is a feeling in the country that the Railway authorities show a red signal, and I want to mention that whenever any proposal is brought forward by a Member of Parliament, the Railway authorities have taken the greatest pleasure in rejecting that proposal. We have made a proposal that a direct train may be started from Hoshiarpur to Delhi because the railway line from Pathankot to Jogindernagar is being submerged under water. That request has been turned down. We made a request that a direct first-class coach may be attached from Hoshiarpur to Delhi. That request has been turned down. We made a request that the timings of attaching the direct III class railway coach at Jullundur City may be adjusted so that the passengers may not be stranded for two hours. But we have seen this, that the railway authorities of the Northern Railway take sadistic pleasure in seeing to it that the Hoshiarpur-bound passengers are stranded at Jullundur City for two hours. Nobody has paid any attention to this demand.

Not only this. I want to point out another thing also. A train from Ambala Cantonment to Nangal Dam was there two years ago and the Railway authorities saw to it that this was discontinued. There was a great demand that this train should be there and the traffic justified it also. So, we want that all these matters should be given their due priority. The railway timings at Jullundur City for direct coach for Hoshiarpur be re-adjusted, so that

[Shri Narain Chand Parashar]

the delay by half-an-hour or so would actually save two hours for the passengers most of whom are ex-servicemen or active servicemen.

There is also an important thing which I wish to mention for the attention of the hon. Minister. This is about the S.S. Light Railway, from Shadra to Saharanpur. A promise was given by his predecessor, the hon. Minister, earlier about this and we were told that that the trains will be started. But now, there is no mention at all about this. We want to know about this and we request him to make a special mention about this when he replied to the Debate.

I request that the Railway authorities should change their attitude because, everywhere in the country a feeling has grown that in respect of whatever the public representatives demand, the authorities show a red signal to these demands, saying 'This cannot be done, that cannot be done' etc. We do not try anything for simply getting a negative answer. We write to the Minister and we give suggestions for the convenience of the public and the convenience of the public should be the first consideration. We should give priority to industrial development and defence of the country. Those lines which are justified on defence grounds should be given urgent heed. Top priority should be given to the construction of Nangal Dam to Talwara railway line in Northern Punjab and Himachal Pradesh as it is very important for strategic reasons of defence communication systems.

Also, the project railway from Talwara to Mukerian should be taken over by the Railways, so as to extend the line upto Mukerian

With these words I conclude.

श्री साधोराज झर्ना (करनाल) :
सभापति महोदय, मैं कोई बहुत ज्यादा बात नहीं करना चाहता हूँ, सिर्फ एक दो चीजें

ही कहने के लिए आ रहा हूँ। हमारे राक बीरेन्द्र सिंह ने जिक्र किया था पानीपत, गोहाना लाइन का लेकिन उन्हें कुछ गलतफहमी थी। गोहाना से पानीपत की लाइन बहुत पहले की बनी हुई है। पहले जंग के दरम्यान जब बिलोचिस्तान को ईरान से कनेक्ट करना था डिफेंस परपोज के लिए तो इस लाइन को उखाड़ दिया था और वहाँ लाइन बिछाने का प्रोग्राम बनाया गया था। रोहतक से पानीपत तक की सारी लाइन खत्म हो गई थी। इसके बाद रोहतक से गोहाना तक दोबारा लाइन तैयार कर दी गई और रेलगाड़ी आती जाती थी। लेकिन गोहाना से पानीपत तक के लिए आगे उस लाइन को पूरा नहीं किया गया आज शायद रोहतक से गोहाना तक वह लाइन नुकसान में भी रन कर रही होगी क्योंकि कम से कम 50 बसेज रोजाना पानीपत से रोहतक के लिए जाती है। जब एक लाइन रोहतक से पानीपत तक रेलवे की थी तब तो ठीक था लेकिन आज कौन ममाफिर होगा जो रोहतक से पानीपत आयेगा, वह रोहतक से गोहाना तक इनकी रेलगाड़ी में बैठेगा और फिर गोहाना से पानीपत तक बस में जायेगा ? या अगर पानीपत से रोहतक तक जाना है तो वह गोहाना तक बस में जायेगा और फिर इनकी रेलगाड़ी में बैठेगा ? इस तरह से वह रेलवे नुकसान से ही रहेगी।

17.00 hrs.

[SHRI K. N. TIWARI in the Chair]

कई साल हुए इसकी तरफ ध्यान भी दिया गया था। चतुर्वेदी साहब भी वहाँ गए थे और देख कर आगे थे। लेकिन जैसे सरकार का काम आहिस्ता आहिस्ता चलता है और सापरवाही से चलता है उसी तरह से यहाँ भी चला और तीन चार साल के बाद भी अब तक इस पर गौर नहीं हुआ और कुछ कार्यवाही इसके बाद में नहीं की गई। यह कोई नई लाइन नहीं आपको बिछानी

है। बल्कि पीछे जिस लाइन को उखाड़ दिया गया उसी को पूरा करना है। आज तक इस तरफ कोई ध्यान नहीं दिया गया है। मैं आप से प्रार्थना करता हूँ कि इस तरफ आप ध्यान दें।

इसके अलावा एक बात और मैं अर्ज करना चाहता हूँ। आप जानते ही हैं कि हरियाणा और पंजाब में पिछले दिनों अनाज की पैदावार बहुत काफी हुई है। उसको देखते हुए हरियाणा और पंजाब में स्कीम बनाई थी और कहा था कि दिल्ली से करनाल और अम्बाला तक की लाइन को डबल लाइन कर दिया जाए। इसी तरह से दिल्ली से बाया रोहतक भटिंडा लाइन को भी डबल कर दिया जाए। उस तरफ ध्यान नहीं दिया गया है, आप तो जानते ही हैं कि बहुत से आदमी दिल्ली के बहुत पास सोनीपत, पानीपत, रोहतक आदि में रहते हैं जोकि पचास साठ मील पर हैं। अगर इसको डबल लाइन कर दिया जाए तो गाड़िया जल्दी आएंगी और उन मुलाजिमों को तथा दूसरे लोगों को जो बाहर रहते हैं दिल्ली से उनको आने जाने में सहूलियत होगी। इसका अब तक प्रोग्राम नहीं बनाया गया है और वक्त आपका न लेते हुए यही प्रार्थना आप से करूँगा कि इन दो बातों की तरफ आप ध्यान दें।

17.02 hrs.

STATEMENT RE. STRIKE BY WORKING JOURNALISTS AND OTHER NEWSPAPER EMPLOYEES

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): The Indian Federation of working Journalists, the All India Newspaper Employees Federation and the U.N.I. Employees' Union had given on 24th February, 1973 a joint call for a country-wide token strike on 20th March, 1973 in order to focus attention on their demands. According to available information so far, the strike appears to have been

fairly widespread (Interruptions) It is understood that in Delhi except for one newspaper, employees of all others abstained from work. It is learnt that in Bombay the employees of all the newspapers except three abstained from work.

On 7th February 1973 I received a letter dated the 5th February, 1973 from the President of the Indian Federation of working Journalists suggesting that I should intervene and settle the outstanding demands of the newspaper employees. These demands relate primarily to the revision of the wage structure, interim relief, revision of the dearness allowance and diffusion of newspaper ownership.

I had invited the representatives of the Indian Federation of working Journalists and the All India Newspaper Employees Federation on 24th February, 1973 in order to ascertain their views in the matters that fall within the jurisdiction of the Department of Labour. The representatives of the Indian Federation of Working Journalists explained their case for the setting up of a third wage board which, they stated, was obligatory under the Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955. It was their contention that enough time had already elapsed since the last wage board gave its award in 1967. The newspaper industry, they added, had registered a phenomenal all-round growth, including their revenues, during the last decade.

The representatives of the All India Newspaper Employees' Association, representing the non-journalist employees of the newspapers, whom I also met later on the same day, did not press for a wage board but showed their preference for bilateral negotiations with the employers. They desired that Government should exert its influence on the employers for entering into negotiations with their employees.

I followed this up by meeting the