

Advisory Committee presented to the House on the 26th March, 1970."

The motion was adopted.

11.05½ hrs.

DEMANDS FOR GRANTS (RAILWAYS),
1970-71—Contd.

MR. SPEAKER : The House will now take up further discussion on the Railway Demands. Mr. Onkar Lal Berwa was on his legs. He is absent.

श्री शिवनारायण (बस्ती) : अध्यक्ष महोदय, उस दिन हमने रेलवे गजट पर बोलने के लिये अपने दल की तरफ से तीन नाम दिये थे, तीनों मेम्बर दिन भर यहाँ बैठे रहे, लेकिन किसी को नहीं बुलाया गया।

अध्यक्ष महोदय : आज जितना मर्जी आये, बोलिये।

श्री शिवनारायण : लेकिन हमारे साथ डिस्ट्रिक्मिनेशन क्यों होता है, उस दिन हमारे किसी मेम्बर को क्यों नहीं बुलाया गया।

SHRI SURENDRANATH DWIVEDI (Kendrapara) : Sir, I will confine my remarks to the cut motions that I have tabled, which actually speaking are small local matters. But before I do so, I want to know whether the present Railway Minister is in a position at least to give an assurance to the House that decisions taken by the ministers would be obeyed and acted upon by the Railway Board. I am saying this purposely. As will be evident from the cut motion that I have given, the House might remember that in this House, when the supplementary demands for the railways were discussed, we raised the question about the delay in the construction of the Cuttack-Paradip railway line. Although on the day of inauguration the Railway Minister himself announced that it would be completed by April, 1971, by some machinations or other, the railway authorities delayed it, as a result of which the port paradeep would actually be affected. There

was a special conference convened by the Railway Minister to discuss this question, where the railway officials and myself were present. There the minister rebuked the officials and said, "After you have made my predecessor to announce like that at the Inaugural ceremony, you had no business to raise other questions, trying to explain the causes for the delay." After a great deal of discussion, it was decided that they would try to complete this construction by the end of 1971. After this assurance was given in my presence. Mr. Nanda has replied in the other House saying that it will be completed by the end of 1972. We discussed this matter in great detail. They said, two monsoons are necessary for the earth to settle, over which the rails are to be laid. It was also decided that they would divide it into 14 zones; they would employ small local contractors for the earth work. They would persuade the local cultivators so that the work may be completed before the monsoon this year. All this was decided. Now, not only have they delayed it but even in the procedure, they are awarding contracts to contractors from outside. The value of each contract is fixed at Rs. 40 to 50 lakhs, so that the local contractors would not be able to come forward to take up the job, with the result the whole process is being delayed. I do not know what is the purpose of having a Railway Minister at all, if the Railway Board can undo anything. Can we take cognizance of anything that the minister says here?

I really fail to understand how this is happening and who is responsible for it. Even though I have been repeatedly demanding it, it has not been done. Let us know who is the person, who is the interested railway officer who is behind all this. At the same time, if the Railway Board want to do something, they see to it that it is executed almost immediately.

Then I will refer to another case. I find that Dr. Ram Subhag Singh is not present in the House. When he was the Railway Minister he gave the assurance that the demands of the train controllers would be sympathetically considered and conceded to the extent possible. This is an issue which is hanging fire for the last several years. I have personally met them and discussed these matters with them. I have also enumerated them in my cut motions.

[Shri Surendranath Dwivedy]

The demands are reasonable ones. They want weekly holidays. Then, if the Deputy Chief Controller is officiating as Chief Controller he should get the officiating salary. As their work is so important, their rooms should be air-conditioned. Even though orders have been passed about air-conditioning, nothing has been done. These are small matters with very little financial commitments; they are continuing unresolved even now.

Then there is the question of the integration of Grade I and Grade II train controllers which was recommended by the Pay Commission. Yet, it has not been implemented by the administration. They are only 2,500 in number and the financial commitment will not be much. If one analyses their salary one will notice that they are now getting less what they were getting prior to 1931 as their basic salary. Even though these small matters could be attended to by administrative orders, the Railway Board do not want to do them and the Minister feels helpless in the hands of the Railway Board. The third pay commission is also not likely to go into this question. It is all the more reason why it should be attended to by the Railway Board.

Shri Nanda might travel third class or make surprise visits of railway offices to satisfy himself. That will not solve the problem. We have to see how the Railway Board is sitting over the good policies enunciated by Parliament and the Railway Minister.

The Railway Minister must have observed that there is a general demand for the abolition of the Railway Board. If the general temper of the people is against the Railway Board, it is not because people do not want such a board to manage the railways. They are only against the bureaucratic functioning and attitude of the Railway board. It would be a real test for Shri Nanda whether he would be able to solve this problem.

Now I come to two or three small matters pertaining to Orissa. We have seen repeatedly urging the construction of the Talcher-Bimalaghat line, the missing link, between Rourkela and Talcher. If we want to increase our export trade, if we want to

transport any material from Rourkela to Paradip or Vizag, it now takes a long time which could be reduced considerably if we connect this 80 kilometer link. This would save the transport charges considerably and the exporters, specially from Japan, would be more willing to take our goods from Paradip port. I want to know from the Railway Minister when this survey is going to be completed. I also want an assurance from him that this line will be taken up in the Fourth Plan as soon as the survey is completed.

There are several other small matters about which I have written to the railways. I will mention one point which has some relation with food production also.

There are lands near the railway stations. I particularly mention two railway stations, Haridaspur and Garh-Madhupur, on the South Eastern Railway. Agricultural lands there can very well be cultivated by local agriculturists. The railways can lease out those lands to them. But it is found that this is done by the railway authorities at Calcutta and local cultivators are not given any chance to cultivate those lands. Some others who have nothing to do with cultivation, who are not agriculturists themselves, are given these lands as a result of which actually the local people suffer. They have made several representations and some inquiries have been made but I do not know who manages all these things. In spite of all these inquiries, the real beneficiary, the person who gets it, is not the local man but somebody who sits in Calcutta or some other place. I would like the hon. Minister to look into these things. I will be happy if at least a man of the experience of Shri Nanda goes into the details of the administration so that the people feel that the railways are moving in the right direction.

SHRI M. S. MURTI (Anakapalli): Mr. Speaker, Sir, I wish to speak in support of my cut motions Nos. 1024 to 1027. First of all, I wish to bring to the notice of the hon. Minister the deplorable conditions under which Class III employees, specially the ministerial staff, in the railways are working. There are no promotion avenues for this category of staff. People are stagnating at the maximum of the initial grade of recruit-

ment. There are cases in which staff is stagnated for more than 10 years and in certain categories for more than 15 years. Certain anomalies have been pointed out by the Second Pay Commission which have not yet been removed and the Third Pay Commission is in the offing. Unless these anomalies are removed, these will be carried over to the Third Pay Commission and it will be very difficult then to remove them.

The hon. Minister has announced some relief to these Class III employees who are stagnated at the maximum but it has been twisted by the Railway Board by giving a different interpretation to the intention of this announcement. The instructions issued by the Railway Board to the General Managers and Divisional Superintendents say :

"Have decided that Class III and Class IV railway employees of all grades who have been or may hereafter stagnate at the maximum of their pay scales for two years or more be granted a personal pay equivalent to the rate of increment last drawn by them. Railway employees in Scale Rs. 450-75 or Rs. 435-575 (AS) who have been at the maximum of their scales for two years or more, be granted a personal pay of Rs. 30/- p.m."

Then, the interpretation is :—

"Only such of the staff will be granted the personal pay who have been declared fit for promotion but could not get promotion for want of vacancies. The personal pay should not be counted for determining the class of railway passes and PTO's."

These are the instructions given by the Railway Board to the various General Managers and Divisional Superintendents. The intention of the Railway Minister was to give relief to all persons who were stagnated at that level for two years or more but certain conditions have been placed by the Railway Board. They have taken away with the other hand what the Railway Minister had given with one hand. This is how the intentions of the Railway Minister are circumvented.

The Second Pay Commission recommended the classification of the ministerial staff on the basis of the nature of work and kind of responsibilities that are to be distributed

among different levels of the ministerial cadre. The Railway Ministry has accepted these recommendations but the implementation has not been done till today. It has resulted in heavy workload on all levels of this category. The principle of equal pay for equal work has been thrown to the winds. In spite of loyal and hard work put in by these employees their grievances have not been redressed. The need for upgradation of this category of railway employees is very much there and they have been representing this matter for the last so many years. Even in 1965 when Shri Lal Bahadur Shastri was the Railway Minister, in his Budget speech of 23rd February, 1956, he had made a mention of these things and had declared that it would be taken up as early as possible. But till today that has not been done.

The All India Railway Ministerial Staff Associations in their various memoranda presented to the successive Railways Ministers pointedly drew their attention to the need of implementing the recommendations of the Second Pay Commission and upgrading the posts on the basis of job analysis. The Second Pay Commission defined the duties of upper division clerks entitled to Rs. 130-300 who are required to deal with cases involving nothing and drafting and dealing with rules and regulations for the implementation of major policies and executive orders issued from time to time by the Railway Administration. The recommendations was not implemented which resulted in stagnation at the maximum of the initial grade of recruitment and reduced the chances of promotions. The rigidity of fixing 50 per cent in the lowest grade blocked the chances of promotions to higher grade. The plea of this association to keep 4 per cent in the lowest grade, 60 per cent in the next grade of Rs. 130-300, 25 per cent in the grade of Rs. 210-380 and 8 per cent in the next grade of Rs. 304-75 clubbing the two grades and 2 per cent in the highest grade of Rs. 450-575 has not been conceded to till today. Until this is done, the injustice done to this category cannot be removed.

As if this injustice is not sufficient, a ban on recruitment to this category alone was introduced. In 1966, when Mr. Hathri was the Minister of State of Home Affairs, he said that there was no ban on the recruitment as such. This is what he said in

[Shri M. S. Murti]

reply to a question put to him. During the same year, in reply to a question put to the Railways, the Minister said that there was a ban on recruitment. I do not understand the contradictory statements made by both the Ministers.

This is what Mr. Hathi said when the Opposition was asking persistently how much had been saved as a result of the ban on recruitment. Mr. Hathi said that Government servants retired had to be replaced and so there could not be any ban and that a committee scrutinised the man-power position in each Ministry and declared those who could not be justified on grounds of work as surplus. During the same year, in August, 1966, the Railway Board issued orders to all the General Managers of Indian Railways saying that the Government have decided that in order to effect reduction in administrative expenditure, a complete ban should be imposed on the recruitment of staff in administrative office, and that even wastages on account of retirements, discharges, etc. should not be made up by recruitment. The Railway Board says that this total ban applies to all posts in Headquarters, Divisional or District Offices, and also to ministerial posts in Construction Offices and Production Units.

These are the orders issued by the Railway Board. I do not understand the contradictory statements made by both Ministers. The ban is still there in this category of employees. This ban is not applied to any other category except to this category. The number of posts of officers have been doubled and their pay structure rationalised by upgrading their grades. Can this be called economy? I cannot understand why this has been done.

In reply to Unstarred Question No. 8649 put by me on the 6-5-19 9, that is, "whether it is a fact that vacancies caused due to death, resignation, promotion and retirement in the Ministerial cadre of the Railways are not being filled, but the work is distributed among the residual strength", the answer that I got was, "With a view to effect economy in administrative expenditure, a ban has been imposed on filling up of vacancies occurring on account of normal wastage, retirements, discharges, etc." This is the reply given to me. This is the only category

where this ban is imposed and not to other categories of employees.

With the implementation of successive Five Year Plans, there is an increase in the running staff and some other categories as a result of which the workload on this class III category has increased many fold. There are no yardsticks for the work to be done by this category of employees. The work is increasing day by day. Even the vacancies caused by retirement, death and resignation have not so far been filled up. With all this, computerisation has been introduced in this category with the result that there will be a complete ban on the recruitment in future. I do not know how this problem of unemployment is going to be solved. The element of computerisation reduces the chances of employment. The future recruitment is being blocked by the introduction of computerisation and mechanisation.

Class III employees form part and parcel of the administration. They have got certain responsibilities and they have to work under certain service conditions. They cannot be treated as other classes of employees. They cannot take to any agitational methods but this should not be exploited by the railway administration. The Railway Administration should meet their representatives so that their grievances can be discussed across the table and redressed. It has been said here to my question that they might join anyone of the unions and agitate for redressal of their grievances. But this is a special type of category and they have got special responsibility. They cannot join others. If they join anyone of the unions, then when they go on strike, these people also will be obliged to go on strike and the administration will be paralysed. I request they should be treated as a separate category. Officers have got their own associations and they are carrying on their work through associations and administration has recognized them. Why not the administration recognize these Class III Employees Union? There need be no objection to it. They are a special category which forms part and parcel of the administration. When they sit together and work together, naturally their grievances can be discussed across the table. So I request these things may be considered. They cannot be left to the whims and fancies of other unions. It is only in the

interests of the railway administration which will, otherwise, be at a disadvantage.

Then, nearly 2000 casual labourers have been retrenched recently in the Waltham Division. In view of the present unemployment position in the country, this arbitrary retrenchment of people should be stopped. I request the hon. Railway Minister that he may examine these things and take necessary action to redress their grievances.

Another point I would like to mention. There is the railway development. That development is going on in a lopsided manner. Where there exist already railways, they are improving them and wherever there are no railways, they are not opening new railway lines and the regional imbalance which is already there is aggravated. For example, in Andhra Pradesh there are only three lines running and there is a survey for introduction of another railway lines. Now many new projects come up and products from these projects have to be moved to the markets but there are no railway lines. They are left to the mercy of private transport operator. There is a proposal for a railway line from Ongole to Hyderabad via Nagarjunasagar but that is not taken up. When Mr. S. K. Patil was the Railway Minister he promised to take action for this new line. The Railway Minister should consider opening new lines so that the hinterland can be opened up and products of new projects can be transported by these lines.

श्री चन्द्रिका प्रसाद (बलिया) : अध्यक्ष महोदय, बजट (रेलवे) सम्बन्धी अनुदानों की मांगों पर चर्चा के दौरान मुझे जो बोलने का अवसर दिया है उसके लिए मैं आभारी हूँ। मैं सीमित समय के अन्दर संक्षेप में अपनी बातें शीघ्र-शीघ्र रखने का प्रयत्न करूँगा। अगर कुछ अधिक समय ले लूँ तो मुझे क्षमा किया जाय।

हमारे रेल मंत्री जी ने रेलों में विद्यमान वास्तविक स्थिति का पता लगाने के लिए रेलों के तीसरे दर्जे में जो घूमना शुरू किया है वह बिलाशक एक बड़ी प्रसन्नता व स्वागत योग्य चीज है क्योंकि इससे उन्हें पता लग सकेगा कि आज तीसरे दर्जे के यात्रियों को किन-किन कठिनाइयों का सामना करना पड़ता है।

यह भी बड़ी प्रसन्नता की बात है कि तीसरे दर्जे के यात्रियों के किरायों में प्रस्तावित वृद्धि को उन्होंने वापस ले लिया है और यह कि तीसरे दर्जे के किराये में कोई वृद्धि नहीं होगी। इसके लिए हम रेलवे मंत्री जी के आभारी हैं।

यह बतलाया गया है कि रेलवे भाड़े में इस वृद्धि को वापिस लेने के परिणामस्वरूप रेलवे को 13 करोड़ रुपये का घाटा होगा। मैं समझता हूँ कि यह 13 करोड़ रुपये की कमी रेलवेज में जो लीकेंज होती है, जो चोरियाँ आदि होती हैं उनको रोक कर पूरी की जा सकती है। जैसे मुगलमराय में जो कोयले की चोरी होती है या इसी तरीके में मड़ुवाडीह और गड़हरा यार्ड में छोटी लाइन से बड़ी लाइन में जो माल भेजा जाता है वहाँ जो चोरियाँ होती हैं और जो क्लेम दिये जा रहे हैं अगर वहाँ होने वाली उन चोरियों आदि को रोका जा सके तो यह 13 करोड़ ही नहीं अपितु कई 13 करोड़ रुपये की कमी हम पूरी कर सकेंगे।

आज देश में जिस समाजवादी समाज की स्थापना के लिए हम कृतसंकल्प हैं और देश से गरीबी मिटाने का जो हम ने नारा दिया है उस को साकार करने के लिए रेल मंत्री जी को विशेष रूप से तीसरे दर्जे के यात्रियों की कठिनाइयों को दूर करने के लिए सक्रिय प्रयास करना चाहिए।

रेलवेज में जो चोरियाँ होती हैं यह अगर पी एफ के लोग करवाते हैं। रेलवेज के बड़े अफसर अफ्ट हैं जिसके कारण भी यह चोरियाँ होती हैं। मैं आशा करता हूँ कि हमारे नन्दा जी इस और विशेष ध्यान देंगे और रेलवेज में व्याप्त इन चोरियों और अफ्टाचार को समाप्त करेंगे।

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[श्री चन्द्रिका प्रसाद]

नाइनों को दूर करने के लिए सक्रिय प्रयास करना चाहिए। आज तीसरे दर्जे के डिब्बों में पानी, बिजली और सफाई की व्यवस्था माकूल नहीं है। आवश्यक सुविधाओं की उनके लिए व्यवस्था कराई जाय और कम से कम हर एक बड़े जंक्शन पर तीसरे दर्जे के डिब्बों, पालानों आदि की सफाई करवा दी जाय करे साथ ही बिजली व पानी को भी देल लिया जाय और अगर उसका भ्रभाव हा तो उसे भी पूरा कर दिया जाय करे।

तीसरे दर्जे में अत्यधिक भीड़भाड़ को कम करने के लिए रेलवे मंत्रालय और अधिक बोगियां उसमें लगाये या फिर गाड़ियां बढ़ा दे। साथ ही तीसरे दर्जे के मुसाफिरों के वास्ते स्लीपर्स की व्यवस्था की जाय ताकि वह रात में सो सकें। यह स्लीपर्स की व्यवस्था क्या ही अच्छा हो कि उनके लिए निःशुल्क हो सके लेकिन अगर वह सम्भव न हो तो थोड़ा लेकर उसकी व्यवस्था की जा सकती है। जिस तरह से रात में फर्स्ट क्लास के मुसाफिरों के लिए सोने की उचित व्यवस्था होती है उसी तरह की कोई व्यवस्था रात्रि के वास्ते तीसरे दर्जे के मुसाफिरों के लिए भी होनी चाहिए तभी हमारा यह समाजवादी समाज का नारा लगाना सार्थक हो सकता है।

रेलवेज हमारे पब्लिक सैक्टर की एक बड़ी इन्टरप्राइज है और देश में एकता लाने के लिए इसका एक बड़ा हाथ हो सकता है। देश में एकता लाने के लिए और नेशनल इन्टिग्रेशन करने के लिए रेलवेज के कर्मचारी बड़े सहायक सिद्ध हो सकते हैं। उदाहरण के लिए एक उत्तर का हमारे यहां का रेलवे कर्मचारी, क्लर्क दक्षिण में रेलवेज में काम कर रहा है जाहिर है कि अगर उसे वहां की भाषा आदि पढ़ने के लिए सुविधा दी जाय, उसे विशेष भत्ता इसके लिए दिया जाय और नार्थ में अपने घर आने जाने के लिए विशेष छुट्टी दी जाय, टी ए आदि दिया जाय और इसी तरह की सुविधा यहां नार्थ में काम कर रहे रेलवेज कर्मचारियों को जोकि

साउथ को बिलांग करते हैं उन्हें पढ़ाई और छुट्टी आदि की विशेष सुविधा और भत्ता आदि प्रदान किया जाय तो जहां इस तरह से उनमें एक संतोष पैदा होगा और वह अपने घर आकर बच्चों से मिल-जुल सकेंगे वहां एक नेशनल इन्टिग्रेशन मुमकिन हो सकेगा।

देश में एकता की भावना पैदा करने के लिए स्पेशल टूरस का भी रेलवे मंत्रालय आयोजन करे। इसके लिए आवश्यक है कि ऐसे टूरस आयोजित किये जाय ताकि यहां के यू पी के हमारे पंतनगर के आई टी आई में जो ऐग्रीकलचर और वेटेनरी का कोर्स करते हैं उनको आसाम ले जाया जाय और आसाम वाले पढ़ने वाले लड़कों को इधर ले आया जाय और यह व्यवस्था उनके लिए निःशुल्क होनी चाहिए। इससे देश के हर एक भाग में रहने वाले बच्चों को तमाम देश की जानकारी होगी और सही मायनों में नेशनल इन्टिग्रेशन हो सकेगा। यह लड़के बिना शक देश में एक राष्ट्रीय भावना व एकता की भावना पैदा करने वाले होंगे।

मैं चाहूंगा कि अभी जो रिआयत रेलवेज द्वारा 12 वर्ष तक की उम्र के बच्चों को दी जा रही है वह बच्चों की उम्र उस रिआयत की प्राप्ति के लिए 15 वर्ष कर दी जाय। आज दुनिया भर में 15 वर्ष की आयु है तो हमारे देश में भी इस रियायत के हासिल कर सकने की आयु 15 वर्ष हो।

देश के अन्दर जब यह प्रतिवृष्टि, बाढ़ या सूखे का प्रकोप होता है तो वहां के रेलवे के लोगों को कम-से-कम तीन महीने का बेतन बतौर ऐडवांस के दे देना चाहिए।

हमारे क्षेत्र में यह रेलवे लाइन जोकि बनारस से लेकर छपरा तक जाती है इस लाइन में पढ़ने वाला क्षेत्र जोकि गंगा और घाघरा के बीच में पड़ता है उसको बचाने के लिए रेलवेज को व्यवस्था करनी चाहिए। साथ ही बाढ़ से पीड़ित लोगों को तीन महीने की वे भी ऐडवांस

कर देनी चाहिए। वहां रेलवे मंत्रालय के सम्बन्धित अधिकारी सहायता आदि कार्य में लापरवाही बर्तते हैं और सुस्ती से काम लेते हैं। मंत्री महोदय को इस और विशेष रूप से ध्यान देना चाहिए और यह देखना चाहिए कि ऐडवांस वेतन आदि देने में देरी न हो और राहत कार्य भी समय पर सम्पन्न हो जाय। देश के किसी भी भाग में जहां इस तरह का दैवी प्रकोप हो वहां के पीड़ित रेलवे कर्मचारियों को तीन महीने का अग्रिम वेतन तत्काल देने की व्यवस्था की जाय। इसमें किसी तरह की काहिली न बर्ती जाय।

यदि हम वास्तव में देश में समाजवादी समाज की स्थापना करना चाहते हैं और जिसके लिए कि हम आये दिन नारे लगाते हैं तो यह आवश्यक है कि देश के ऐसे अविकसित, पिछड़े और उपेक्षित भाग जो कि छोटी लाइन्स पर हैं उनका हम विकास करें, छोटी लाइनों को बड़ी लाइन में तब्दील करें। उदाहरण के लिए मैं आपको बतलाऊं कि छोटी लाइन जो कि मड़वाडीह से मऊ, इन्दारा, भटनी, गोंडा होती हुई बाराबंकी को जाती है उस छोटी लाइन को बड़ी लाइन करने के लिए सर्वे किया गया है लेकिन यह खेद का विषय है कि आज तक उस पर काम नहीं आरम्भ किया गया है और मैं चाहता हूं कि इसका काम अति शीघ्र प्रारम्भ कराया जाय। इसी तरह मऊ से लेकर शाहगंज तक जो छोटी लाइन है अगर वह बनारस से छपरा और मऊ से शाहगंज इन्दारा और बलिया को जोड़ दिया जाय तो इससे शाहगंज से हंडलूम कपड़ा दिल्ली तथा पश्चिम यू. पी. से हंडलूम के सामान के जाने के लिए सुविधा हो जायगी। बनारस छपरा के बीच का वह 120 मील का अविकसित क्षेत्र गाजीपुर, बलिया की छोटी लाइन को बड़ी लाइन कर दिया जाय। चूंकि यह मिलेटरी और लेबर ऐरिया है और अभी इसके कारण हमारे यहां के फौजियों तथा मजदूरों को बहुत समय तक कठिहार रुकना पड़ता है। इसके लिए मेरा सुझाव है कि यह

37 अप्रैल और 37 डाऊन को एक्सप्रेस किया जाय तथा सीधे गोहाटी तक किया जाये ताकि कम समय लगे और अभी कठिहार में जो 72 घंटे तक रुकना पड़ता है वह न रुकना पड़े।

अब मैं बहुत संक्षेप में कुछ अपने पिछड़े क्षेत्रों की बाबत निवेदन करना चाहता था। बलिया बनारस के लिए अभी दिन में केवल एक ही ट्रेन चलती है। हमारे बलिया से सुबह सात बजे गाड़ी चलती है और फिर दूसरी गाड़ी जाकर शाम का 5 बजे चलती है। इस बीच में कोई रेल नहीं है। इसके लिए मैंने कई बार सम्बद्ध अधिकारियों को लिखा है लेकिन कोई नतीजा नहीं निकला है। इस रूट पर प्राइवेट बसें चल रही हैं और काफी घामदनी रोड ट्रान्सपोर्ट की हो रही है। हालांकि सर्वे हो चुका है लेकिन हमारी समझ में नहीं आ रहा है कि बलिया से बनारस और बनारस से छपरा कोई गाड़ी क्यों नहीं चलाई जा रही है। इसके लिए मैं लिखते-लिखते परेशान हो गया हूं लेकिन वह गाड़ी अभी तक नहीं चलाई गई है। मैं रेलवे मंत्री जी से चाहूंगा कि इस गाड़ी को शीघ्र चलाने की व्यवस्था करें, बलिया से छपरा तक इस ट्रेन को बढ़ा दिया जाय।

हमारे यहां यू. पी. और बिहार को मिलाने के लिए माफ्ती का रेलवे पुल है। आप वहां पर गाड़ियों को तो चलाते हैं लेकिन उस पर पैदल यात्रियों को चलने की इजाजत नहीं देते हैं लाइट वैहिकल्स और पैदल यात्रियों को उस पुल पर इजाजत नहीं है। इसके विपरीत पीलीभीत में बेहवा नदी पर जो छोटी लाइन का रेलवे ब्रिज है उस पर ट्रक, रिक्शा और टांगे आदि सभी चलते रहते हैं। ऐसा माफ्ती पुल पर क्यों नहीं हो रहा है?

हमारे क्षेत्र में कोई भी इन्डस्ट्री नहीं है और हमारे वहां के लोग छोटे कर्मचारी वह भार पी एक आदि में काम करते हैं। शिक्षा के क्षेत्र में मेरठ नम्बर एक रहा है और दो नम्बर

[श्री चन्द्रिका प्रसाद]

पर हमारा क्षेत्र है। हमारे यहां आई टी आई और पोलिटेक्निक की पढ़ाई होती है लेकिन भ्राम्यवश हमारा इलाका बिल्कुल उपेक्षित रहा है और वहां पर कोई भी इन्डस्ट्री नहीं है। वहां पर डीजल लोकोमोटिव का एक छोटा कारखाना खोल दें और बलिया में एक शैड्स वर्कशॉप बना दी जाय तो हमारे लड़के जोकि आई टी आई में पढ़ते हैं उनको वहां पर प्रैक्टिकल ट्रेनिंग लेने का अवसर आसानी से प्राप्त हो सकेगा। इस तरह से हमारे वहां के लड़के अच्छे और दक्ष कारीगर बनकर निकलेंगे और साथ ही उन्हें रोजी के लिए इधर-उधर दौड़ना भी नहीं पड़ेगा और वह वहां पर रोजी कमा सकेंगे। रेलवे मंत्री महोदय को बलिया के विकास की ओर विशेष रूप से ध्यान देना चाहिए क्योंकि यह क्षेत्र सदा से ही अर्थात् सन् 1857 से लेकर 1947 तक के भारतीय स्वतन्त्रता संग्राम में अग्रणी रहा है और उसका योगदान महान रहा है। देश की आजादी के लिए बलिया के जितने लोग शहीद हुए हैं उतने देश के अन्य किसी भाग के नहीं हुए हैं। इसलिए मैं चाहूंगा कि रेलवेज की कोई छोटी-मोटी वर्कशॉप वहां अवश्य खुलवाने की कृपा की जाय।

मुझे खेद के साथ यह कहना पड़ता है कि फर्स्ट क्लास के रेलवे कर्मचारियों जोकि अफसरान हैं उनको मोटी-मोटी तनस्वाहें दी जाती हैं और साथ ही उनकी संख्या भी बढ़ाई जाती रहती है लेकिन इसके विपरीत फोर्थ क्लास के कर्मचारियों की तनस्वाहें भी बहुत थोड़ी हैं साथ ही उनमें रिट्रैचमेंट भी किया जाता रहता है जोकि उचित नहीं है। एक रेलवे का अफसर जिसकी कि तनस्वाहें बीस रेलवे के कर्मचारियों से भी कहीं अधिक होती है उन अफसरों की तादाद बढ़ा दी जाती है लेकिन छोटे कर्मचारियों की तादाद बढ़ाना तो दूर रहा उनकी छंटनी की जाती है। यह चीज समाजवादी समाज की रचना के विचार से कतई भेल नहीं खाती है।

मिसाल के लिए मैं बतलाऊँ कि भावनगर

में एक हरिजन लड़का है जोकि रेलवे कर्मचारी है वह भावनगर में ही पड़ा हुआ है। वह पिछले नौ साल से कोशिश कर रहा है कि उसे एन ई रेलवे में भेज दिया जाय, इलाहाबाद से जवाब भी मिला कि उसकी जगह है लेकिन आज तक इलाहाबाद उसका ट्रांसफर नहीं हुआ है। इसी तरह से एन एफ रेलवे का एक स्किल्ड कर्मचारी का मामला है, गोरखपुर में जगह भी है लेकिन कहते हैं कि हम उसको वहां पर नहीं लेंगे। मेरा कहना है कि समाजवादी समाज की दिशा में जब हम अग्रसर होने का प्रयास कर रहे हैं तो इस तरह की दिक्कतें जोकि छोटे और गरीब कर्मचारियों को आज भुगतनी पड़ रही हैं उनका अन्त होना चाहिए।

उत्तरी भारत की जो सबसे बड़ी ट्रेन अपर इण्डिया एक्सप्रेस है यह तीन वर्ष के अन्दर औसतन 3, 3 और 4, 4 घंटे लेट चलती है। 6, 6 घंटे तक लेट हो जाती है। अब या तो उस ट्रेन का उसी लेट के हिसाब से नया टाइमटेबुल बना दें या फिर इस लेट की बीमारी को दूर किया जाय और टाइमटेबुल में दिये गये टाइम को इनफोर्स किया जाय। इसी तरह वह 67 अप और 68 डाउन भी 6, 6 और 8, 8 घंटे लेट चलती है रेऊती और संहतवार के लड़के जोकि इलाहाबाद युनिवर्सिटी में पढ़ते हैं। वहां हाल्ट न होने के कारण उन्हें इस कारण बड़ी परेशानी होती है। इसको लेट नहीं चलने देना चाहिये। साथ ही इसको संहतवार और रेबती पर रुकना चाहिए जिसमें विद्यार्थियों को आसानी हो।

बक्सर में ट्रांसपोर्ट ब्रिज बनने जा रहा है जोकि बड़ी लाइन पर है वहां से बलिया 15 मील पड़ता है। मैं रेलवे मंत्री से निवेदन करना चाहता हूँ कि वह बलिया को भी बड़ी लाइन से लिंक कर दें और जो ट्रांसपोर्ट ब्रिज बन रहा है उसके लिए अभी से ध्यान रखना जाना चाहिये कि उस पर से ट्रेन भी पास हो सके, यह

न हो कि वह सिर्फ ट्रांसपोर्ट के लिये ही बनकर रह जाय।

अब मैं कुछ रेलवे कर्मचारियों के बारे में कहना चाहता हूँ। रेलवे कर्मचारियों को मकानों की बड़ी दिक्कत है। अफसरों में से कम से कम 96 परसेंट लोगों को मकान मिले हुए हैं जबकि क्लास 3 के कर्मचारियों के लिए 18 परसेंट मकान भी पूरे नहीं हो पाये हैं। यह जो बड़ा भारी फर्क है क्या समाजवाद का प्रतीक है कि अफसरों को तो 96 परसेंट मकानों का प्रबन्ध किया जाय और कर्मचारियों के लिये जोकि दुनिया भर से आते हैं, जो असली प्रशासन की रीढ़ हैं, जिनके द्वारा सारा काम होता है 18 परसेंट मकानों की भी व्यवस्था न हो?

आज अफसरों की अपग्रेडिंग सेंट परसेंट है उसके खिलाफ क्लास 3 के बारे में कुछ नहीं होता है। अफसरों की संख्या बढ़ाई गई है जबकि क्लास 3 के कर्मचारियों की संख्या घटा दी गई है। अफसरों का कन्फर्मेशन जल्दी-जल्दी हो जाता है और प्रमोशन भी समय से हो जाता है जबकि क्लास 3 के कर्मचारी 15-15, 20-20 साल तक कन्फर्म भी नहीं हो पाते हैं। अफसर वह लोग रिबट कर दिये जाते हैं। अफसर लोग तो प्रमोशन पाकर चीफ इंजीनियर और रेलवे बोर्ड के मेम्बर तक हो जाते हैं जबकि क्लास 3 के कर्मचारियों के लिए जगह-जगह पर डिपार्ट-मेंटल एग्जामिनेशन लागू है।

जब अफसर लोग टूर पर जाते हैं तब उन को घर से निकलते ही टी ए मिलने लगता है लेकिन क्लास 3 के कर्मचारियों की कोई बात नहीं पूछता है। दूसरी मिनिस्ट्रियों में 220 और 220 रु० से ज्यादा वेतन पाने वाले फर्स्ट क्लास के एन्टाइटल्ड होते हैं लेकिन रेलवे कर्मचारी सेकेण्ड क्लास के ही एन्टाइटल्ड होते हैं। इस तरह से रेलवे कर्मचारियों के साथ ज्यादाती हो रही है। आज श्री नन्दा रेलवे मिनिस्टर हैं और साथ ही लेबर सीडर भी हैं। इसलिए मैं आशा करता हूँ कि वह इन बातों पर सहानुभूतिपूर्वक विचार करके सारी बातों को ठीक करेंगे।

MR. SPEAKER : We have about 1398 cut motions.

SHRI PILOO MODY (Godhra) : I have only eight.

MR. SPEAKER : It will be very difficult for me to accommodate all those who want to speak on cut motions. Besides, most of the parties have already exhausted the time allotted to them.

SHRI JYOTIRMOY BASU (Diamond Harbour) : Our party, namely the CPI(M) has not exhausted the time.

MR. SPEAKER : That is still pending.

SHRI A. S. SAIGAL (Bilaspur) : It is a strange thing that even those who have not spoken on the President's Address are not being allowed to speak on the railway Budget.

MR. SPEAKER : If the railway budget could be a good substitute for the President's Address, I have no objection. But I do not think that one can make it up that way. There are a number of Demands that are coming up, and those Members who had no opportunity on the President's Address and on the railway budget will be accommodated at that time.

SHRI A. S. SAIGAL : Those who have not spoken on the President's Address should get a chance to speak on the railway Budget.

SHRI PILOO MODY : Before you take up the cut motions, I would like to submit that we have one more speaker from our party to speak on the Budget.

MR. SPEAKER : Certainly, he will be accommodated. But I would like to remind him again about the time limit. His party has only 6 minutes left. The Jan Sangh has 2 minutes left, and the IMK 14, while the BKD has got 7 minutes, and the Members from the BKD can distribute three minutes each if they like...

SHRI JYOTIRMOY BASU : The CPI (M) has still got time.

MR. SPEAKER : I know that. I am calling Shri Ganesh Ghosh now.

SHRI GANESH GHOSH (Calcutta South) : Leaving out all other points with regard to the administration of our railways which have been amply placed here and will be placed in more detail by many hon. members, I will confine my remarks only to the serious mismanagement and terrible bungling of the Railway Board in the sphere of railway electrification. No wonder there have been so many cut motions demanding early abolition of the Railway Board.

Towards the latter half of the fifties the Government of India took a decision to electrify 75 per cent of our rail route to effect economies in coal consumption. Accordingly, the Railway Electrification Organisation came into being in May 1958 as a separate independent organisation under the Railway Board with a separate General Manager with headquarters at Calcutta. This unit did splendid work. Even the Railway Board has admitted that the REO in Calcutta has electrified 2,534 route kms. and 6,247 track kms. and the pace achieved by this organisation during the Second and Third Plan periods is well worth comparison with that of other advanced countries of the world.

Even with regard to expenditure in work per unit, this unit's achievement is admirable. A comparative study shows that the REO executed electrification of 5,479 track kms. at an average cost of Rs. 1.67 crores per track km. whereas for the Eastern Railway the corresponding cost for 407 track km for the Howrah Burdwan and on the Tarkeswar branch line it was Rs. 4.79 crores per track km. For the Central Railways, the cost for a total of 750 track kms. (the Igatpur-Bhusawal Project) line was Rs. 2.4 crores per track km. On the Southern Railway, for electrifying 789 track km. the cost per track kilometre was Rs. 2.50 crores.

Then again the work of the REO has almost been completed within target dates whereas for the Central and Southern Railways, they took much more time than originally estimated. The average rate of progress done by the REO was 4.5 per cent whereas for the Zonal railways it was only 2 per cent. Thus the return on capital expenditure being delayed and the element of

interest on capital being reckoned for a longer period the cost for the zonal railways was much more than what I have just now showed.

To illustrate the impressive performance of the REO, the Railway Board itself has said :

"I. REO was able to achieve overall economy in standardising the design in overhead equipment and power supply installation and thus reduce overall cost of electrification.

"(ii) REO was able to ensure availability and utilisation of critical items of supply like copper conductors etc.

"(iii) REO had been able to make an outstanding contribution"

mark the words : -

"in the development of indigenous items for overhead equipment etc. and thus eliminate the use of imported equipment.

"(vi) REO was responsible to a great extent in the design of electric rolling stock and also in their manufacture here.

"(v) REO took up for the first time for the Indian Railways cabling of the long distance tele-communication circuits".

These are no mean achievements. Any developing country like ours may feel proud of these.

Quite correctly the Railway Board had taken a decision earlier that all electrification work during the Fourth Plan period would be done by this REO with its headquarters at Calcutta, but suddenly and without any real justification the Railway Board decided in December, 1967 to abolish this splendid organisation, the REO, and to hand over the work of electrification to the zonal railways. The main reason for this diastrophic and pernicious decision of the Railway Board was nothing other than the geographical remoteness of Calcutta from the project sites. This reason or this plea, however lame it might be, is certainly untenable and baseless from the admission of the Railway Board itself.

What did the Railway Board say ? The Railway Board said :

"The Railway Electrification Organisation from Calcutta completed 90 per cent of the survey for Virar-Sabarmati by 31.1.1 68."

"82 per cent of the survey for Madras Vijayawada was completed by REO by 31.3.1968."

"99 per cent of the survey for Kanpur Tundla was completed in May, 1966."

"Foot by foot survey for Rourkela-Drug section was completed in May, 1966."

All these works were controlled from the Calcutta headquarters as the Railway Board itself admits by establishing field units in Bombay and Vijayawada. In view of these indisputable facts the criticism and discontent expressed by the Estimates Committee on the Railway Board's decision to abolish the REO was certainly justified. What did the Estimates Committee say ? It said :

"The Committee are of the opinion that the reasons advanced for the decentralisation of the centralized Railway Electrification organisation, i. e. economy and efficiency, are not amply borne out by the facts. In the past, preliminary survey, estimating and even technical advice etc. for electrification projects at places like Virar-Sabarmati, Madras-Vijayawada, Igatpuri-Bhusaval and Madras Beach-Villupuram, which were far away from the headquarters at Calcutta, had been directly conducted by the Railway Electrification organisation as it existed at Calcutta before reorganisation. The Ministry of Railways themselves have commended the good work done by the organisation. In these circumstances the Committee are doubtful whether it has been a wise step to decentralise a well-knit compact organisation which had acquired the technical know-how and which is stated to have achieved a pace of work comparable with that of other advanced countries of the world."

Certainly this has been a very unwise and I must say a foolish step. We would like to know from the hon. Minister what action he is going to take on this scathing criticism

of the Estimates Committee on the action taken by the Railway Board.

But the effect of this decentralisation of the REO on the employees who have worked there for ten to twelve years has been disastrous. There have been large scale retrenchments and reversions of all categories of electrification staff excepting only the top-most ranks. The Railway Board has not even denied this, and when asked to indicate the proposals of Government for utilising the services of personnel of the REO with their long experience, the Railway Board said :

"Those of them who are prepared to go to the open lines, would be sent there."

But in the open lines, what is the fact that awaits them ? The Railway Board replies :

"Whenever construction comes to an end, there are reversions right from the top."

This is not entirely correct. How many of the Class I officers of the REO have been reverted on being sent to the present lines ? Not even one.

But class II and III officers are invariably reverted or compelled to appear before a new test to prove once again their competence and ability to continue in the same grades and posts which they had so long held and which they had acquired in the REO not by grace or charity or favour but by passing through an equally rigorous test held by a regularly constituted selection board. Through the contrivance of a new test, 99 per cent of these persons, if not all, are degraded and reverted to their original posts which they held ten years ago when they first joined the REO. In complete justification, hundreds of them are going to the different High Courts to seek justice from such antics of the Railway Board and in almost every case the Railway Board is receiving rebuffs in the form of injunctions. I think it is still possible for the Railway Board to close this chapter of their disgrace by discussion and coming to terms with their employees.

The condition of the class IV casual staff is still more deplorable and serious. They are retrenched in hundreds and thousands after completion of a sectional project. The Railway Board has blandly and shamelessly admitted this when it says : "It is only casual labour

[Shri Ganesh Ghosh]

which is not employed further." The casual workers do not get any preference when there is recruitment for similar works in near-by new projects. Their valuable experience and special knowledge of electrification work acquired over long years of work; their experience of 10-12 years has no worth or value for the wooden headed Administration. The Railway Board's policy has been stated thus :

"When selections are held for any permanent vacancy, casual labour who had been working in the railway electrification work in place of those who had 8-10 years of experience in such work behind them. Believe it or not, immediately after the completion of a project all the casual labour in spite of their experience are retrenched and absolutely new and inexperienced persons, unacquainted with the electrification work are recruited for maintenance of the system. What reason, what logic and what meaning can this have— I want the Railway Minister to explain. Railway electrification work in any form requires some skill at least and what these new recruits can do for the maintenance of electrification works we do not know. After full and careful consideration, the Estimates Committee in its seven-tieth report on page 65 says :

What happens generally is that the railway casual labour of the gang mazdur or the porter type get recruited to take up electrification work in place of those who had 8-10 years of experience in such work behind them. Believe it or not, immediately after the completion of a project all the casual labour in spite of their experience are retrenched and absolutely new and inexperienced persons, unacquainted with the electrification work are recruited for maintenance of the system. What reason, what logic and what meaning can this have— I want the Railway Minister to explain. Railway electrification work in any form requires some skill at least and what these new recruits can do for the maintenance of electrification works we do not know. After full and careful consideration, the Estimates Committee in its seven-tieth report on page 65 says :

"The Committee regret to note that when such projects as railway electrification, for which a separate organisation was specially created about fourteen years ago, are completed, there is a large scale reversion of employees and retrenchment of casual labour. The Committee need hardly point out, as had already been admitted by the representative of the Ministry of Railways, that such reversions create a sense of discontentment among officers and staff. The Committee would, therefore, like to suggest that the Ministry of Railways should give a thorough and careful consideration to this aspect and consider the feasibility of absorbing the employees in equivalent grades or posts in other projects."

12.00 hrs.

Mr. Speaker, Sir, it is more than a year that this reorganisation has been enforced and completed. I want the Railway Minister to give us at least a general idea as to whether this reorganisation has effected economy and efficiency or it has gone the other way.

This is not the only instance of inefficiency and bungling of the Railway Board. About 14 years back, in 1953, the Railway Board whimsically and thoughtlessly rejected Shri Sarangapani's advice and report and they electrified the Howrah-Burdwan main line not with 50 cycle alternating current system of traction but with 3,000 volt DC traction which caused the general exchequer a loss of Rs. 7½ crores. Who paid this money? Did the Railway Board pay it? It is the poor people who have been made to pay this.

So, again, the Railway Board is doing such an unthoughtful action. Our national press have condemned this and have expressed apprehensions that this reorganisation may cause a loss of Rs. 38 crores. It is high time that the Railway Minister should give careful consideration to this and try to reorganise the Railway Board itself, and revise its decision of reorganising and abolishing such a splendid organisation as the Railway Electrification Organisation.

SHRI K. M. Koushik (Chanda) : Mr. Speaker, Sir, my time is very short and I shall be confining myself to that period. My first contention is that the railways have been indulging in over-capitalisation. It is not my brainwave. A cursory perusal of the reports of the Public Accounts Committee which has gone into this proposition— report Nos. 22 and 49—will make this position very clear. I take, in the first instance, the position of the rolling stock for examination. During the third Five Year Plan, the railways built their capacity to the tune of 265 million tonnes. But ultimately, what was the amount that they lifted? It is only 203 million tonnes. So, at the end of the third Five Year Plan, there was actually a surplus wagon capacity, and over and above that, after the close of the third Five Year Plan, they have added 55,000 more wagons adding to the surplus

capacity which already existed with the railways. That shows the extreme of over-capitalisation and blocking up resources which could not be available for a better purpose.

The PAC has gone into this at great length and have condemned this attitude of the railways, and the railways have also admitted that the input is much more than the output. This was so, for, they depended on the statistics supplied by the various Ministries and that turned out to be incorrect, and therefore their capacity was found to be extremely large. That is how they have explained. They also gave an assurance that in future they would not, while investing, attach much importance to the statistics supplied by other Ministries and that they would personally, themselves, scrutinise the matter very well, collect the statistics which could be reliable and then only any further investment will take place. But, unfortunately, it appears this assurance which they have given has not been fulfilled. It is for this very reason why the PAC in its report have cautioned them. In the Fourth Five Year Plan, the Railways want to invest a huge amount on the purchase of wagons. The PAC specifically makes mention stating that there is already overcapitalisation; there is already a surplus capacity around the end of the Third Five Year Plan and after that, and therefore there being a lot of surplus capacity, the Ministry should be extremely careful in further investment so far as the purchase of wagons is concerned.

That is the specific remark of the PAC about purchasing more wagons. Still, I learn that 15 lakh wagons are going to be purchased in the fourth plan period. There is already a surplus capacity. Several times the matter has been examined. Even upto 31.3.1.69, the maximum of what has been lifted as originating traffic by the Ministry of Railways was only 203 million tonnes, whereas the capacity at the end of the third plan was 260 million tonnes. And, there is the further addition of 55,000 wagons. Therefore, I submit that any investment which they have shown a desire to indulge in the fourth plan period will be absolutely blocking the scarce and scanty resources we have. This should not be allowed and the resources should be used for a better purpose like laying certain useful lines.

If you examine the investment with regard to laying of new lines and doubling of existing lines, the investment is again overcapitalised. In their 22nd report, the PAC have given instances of 16 lines where after doubling a certain line, it has been found that the traffic is far too incommensurate with the investment made on doubling the line or on laying the track. I can give two instances—Guna-Maksi line and Katni-Singrauli line. The colliery has not been developed. They do not know how much and what kind of coal it contains. Without any adequate material, Rs 24 crores are being invested in this Katni-Singrauli line. It is a blind investment. In spite of that, the Railway Ministry is falling into the same ditch. I hope they will exercise extreme care before making any further investment and blocking the capital in the manner in which they have done so far.

To avoid all this, there is one method. The public exchequer has given Rs. 3200 crores for this biggest public sector project. They should be asked to freeze the capital at that level and raise their own resources for further investment, and that is the only way in which the Railway Ministry can be made to feel what public revenue is and how it should be spent. Then they will become business-like and frugal.

There is no plan for conversion of M.G. lines into B. G. lines. Optical cost of M.G. lines is more than the B.G. lines. Therefore, industries on the M.G. lines will never flourish. It is necessary that they should be converted into B.G. lines. But there is no plan with the Railway Ministry for that purpose. For economic development, it is necessary that the M.G. lines should be converted into B.G.

Modernisation and computerisation have been introduced at all levels. Hire-purchase is there for modernisation and computerisation, but the staff also is there. We are burning the candle at both ends. The railways should see that one of them must cease in this contingency,

60 to 70 per cent of the goods traffic is being drawn by diesel and electric traction, but there is no proportionate reduction in the coal bill. As the PAC has pointed out, the coal bill is mounting up. The reason given for this is that it is bad type of coal. But who asked the Railways to purchase bad

[Shri K. M. Kaushak]

type of coal? We cannot understand the coal bill not being reduced when 60 to 70 per cent of the goods traffic is hauled by electric and diesel traction. The two are irreconcilable.

The R.P.F. is a humbug. They are themselves thieves. The investment on the R. P. F. is a drain on the public purse. Pilferage of coal is colossal. What actually does the R.P.F. do? The Railways have been paying crores of rupees as compensation for loss of goods. What is the use of spending crores of rupees over the R.P.F. personnel? This is a matter which the Railway Ministry should consider seriously.

In my constituency, the Railways have completed survey for laying of certain lines. They have given to me in writing that when funds are available, the Rajura (Manikgharh)—Adilabad section would be taken up. It is a short distance. If this over-capitalisation in the purchase of wagons and laying and doubling of useless lines is stopped, certainly such useful lines as I have just mentioned, which the Railways themselves consider to be useful, can easily come up. Instead of blocking the scanty resources, this is the way in which the funds can be properly used.

Mr. Dwivedy said that assurances given by ministries are not properly fulfilled. At the Kuppam level-crossing, a sub-way was promised by Mr. S. K. Patil, but it is still not completed. Dr. Ram Subhag Singh promised to open a few level-crossings and not to abandon a few other existing level-crossings in Srikakulam, but it is not being fulfilled.

With these words, I express the hope that the Railway Ministry would consider the suggestions I have made and act in the best interests of the country.

श्री साधु राम (फिलौर) : अध्यक्ष महोदय, रेलवे की जो डिमांड है उसे उसका समर्थन करने के लिए खड़ा हुआ हूँ। इस सम्बन्ध में मेरी कुछ अपनी मांगें भी हैं। व्यास रेलवे स्टेशन के नजदीक दो हाई मील के फासले पर डेरा बाबा जयमल सिंह है। वहां पर लाखों लोग यात्रा के लिए जाते हैं। वह एक धार्मिक स्थान है। वहां पर इंग्लैंड से, अमेरिका से और दुनिया

के और दूसरे देशों से लोग आते हैं क्योंकि उनका फेथ, विश्वास है कि वहां पर जो सत्संग होता है वह सबसे अच्छा और ईश्वर को प्राप्त करने में सहायक होता है। वहां पर एक बहुत छोटा स्टेशन है। छः सात साल से मैं उस स्टेशन के लिए रेलवे मिनिस्टर और रेलवे बोर्ड से गुजारिश करता रहा हूँ। लेकिन वह अभी तक पूरा नहीं हो सका। हमने मांग की थी कि वहां पर मेल ट्रेन्स खड़ी कर दी जाएं। उन में से एक दो खड़ी की जाने लगी हैं और बाकी अभी खड़ी नहीं की जाती हैं। स्टेशन की दूसरी साइड में जिघर डेरा है उस तरफ लाखों आदमी बैठे बिलबिलाते रहते हैं, पानी का कोई प्रबन्ध नहीं है, न ही वहां थर्ड क्लास का कार्ड मुसाफिरखाना है, न ही वहां कोई बेटिंग रूम है। मैंने कई दफा अर्ज किया और पिछली दफा कन्सल्टेटिव कमेटी की मीटिंग में भी पिछले मिनिस्टर साहब ने कहा था, लेकिन उनकी उस बात को भी पूरा नहीं किया गया। अप्रोच रोड छोटी और खराब है। वहां लोगों को जो फैसिलिटी नहीं मिल रही है उससे हमारे देश की बदनामी भी होती है और यात्रियों को तकलीफ होती है। कामशियल बेसिस पर भी रेलवे को इस बात का ध्यान देना चाहिए क्यों कि उसमें घाटे की बात नहीं है। लेकिन फिर भी उस काम में देर होने का कारण कुछ मुझे समझ में नहीं आता कि उस तरफ ध्यान क्यों नहीं दे रहे हैं। जो लोग विदेश से आते हैं। वह बड़े हैरान हैं कि इतने बड़े यात्रियों के लिए रेलवे कोई इन्तजाम नहीं कर रहा है। तो मेरी यह अर्ज है कि नन्दा जी जो इस वक्त समाजवाद के सबसे बड़े प्रमम्बरदार हैं वह हमारी इस प्रार्थना को पूरा करें क्योंकि वह साधु-मत के आदमी हैं और साधु-मत को मानते भी हैं तो इन तकलीफों को ध्यान में रखते हुए वह हमारी मांगों को पूरा करने की कोशिश करेंगे। मैं तो अर्ज करूंगा कि 2 अप्रैल को वहां पर पांच लाख आदमी इकट्ठा

हो रहे हैं। नन्दा जी वहां चलकर देखें। चतुर्वेदी जी को एक दफा में ले गया था और वह देखकर हैरान तो हुए लेकिन अपने डिपार्टमेंट में कुछ कर नहीं पाए हैं। तो मैं नन्दा जी से भ्रजं कर्ूंगा कि वह इस बात का ध्यान करें। अगर वह नहीं जा सकते तो कोई स्पेशल आफिसर वहां भेज दिया जाय जो जा कर इस बात का अन्दाजा करे कि यह बात सही है या गलत है।

तीसरी बात यह है कि वहां पर हर एक किस्म की तकलीफ है मुसाफिरखाना नहीं है, पानी का कोई इन्तजाम नहीं है, टिकट विंडो कहीं है, और बहुत चीजें नहीं हैं, अप्रोच रोड नहीं है, तांगा स्टैंड नहीं कोई चीज भी इन्होंने डेवलप नहीं की। 6-7 साल से मैं बराबर रेलवे विभाग से कह रहा हूं लेकिन कोई सुनवाई नहीं हो रही है। चिट्ठियां वगैरह जो जाती हैं वह कहां गुम हो जाती हैं, कुछ पता नहीं चलता है।

और एक बात मैंने भ्रजं की थी फगवाड़ा स्टेशन के मुताल्लिक। फगवाड़ा स्टेशन जहां से मैं आता हूं वहां पर ट्रेन का स्टोपेज टाइम बहुत थोड़ा है। उसके मुताल्लिक मैं बहुत दफा लिख चुका हूं लेकिन मुझे कोई जवाब नहीं मिलता। वहां पर काश्मीर मेल दिल्ली से जाते समय खड़ी होती है। लेकिन वापसी में खड़ी नहीं होती है। वह बड़ा अहम स्टेशन है। वहां तीन चार कालेज हैं। पांच सात मिलें हैं। वहां ट्रेन्स को खड़ी करने से काफी लोगों को सुविधा मिल सकती है। लेकिन कोई सुनवाई नहीं हो रही है। स्टेशन पर मैं देखता हूं हमेशा अन्धेरा रहता है। जब उनसे पूछा जाता है तो कहते हैं कि जब कोई बल्ब फ्यूज हो जाता है तो ऊपर लिखना पड़ता है, और ऊपर से मंजूरी मिलने में दो चार महीने लग जाते हैं। बल्ब दस बीस या पचास रुपये का वह नहीं लगा सकते। यह हालत है जब भी साढ़े दस बजे रात में फ्रंटियर मेल को पकड़ता हूं तो हमेशा वहां अन्धेरा रहता है। मेल ट्रेन के लिए मैंने

लिखा था कि उसका स्टोपेज दो मिनट के बजाय 4 मिनट कर दिया जाय। मैं देखता हूं कि बड़ी लम्बी ट्रेन होती है और सैकड़ों भादमी इधर उधर भागते हैं चढ़ने के लिए, वह चढ़ नहीं पाते हैं। कई भादमी गिर पड़ते हैं और पचासों भादमी हर रोज चढ़ने से रह जाते हैं, बूढ़े भादमियों के लिए तो और भी ज्यादा तकलीफ है। तो ऐसी बातें जो जायज हैं उनके ऊपर भी रेलवे मिनिसट्री ने आज तक ध्यान नहीं दिया है। स्टेशन की डेवलपमेंट के लिए कई दफा मैंने चिट्ठी लिखी लेकिन उसका कोई जवाब नहीं मिलता और कोई उसका असर नहीं होता।

एक बात और रेलवे की मैं भ्रजं कर्ूंगा। रेलवे बोर्ड और रेलवे डिपार्टमेंट एक बड़ा भारी आर्गनाइजेशन है, उनके हाथ में सारा काम है। रेलवे डिपार्टमेंट में जितने सिड्यूल्ड कास्ट के अफसर हैं या कर्मचारी हैं उनके साथ बड़ी बेइंसाफी होती है। उनकी जो तकलीफें हैं वह हमारे पास आती हैं। तो हम चिट्ठी लिखते हैं रेलवे बोर्ड को या रेलवे मिनिसटर को लिखते हैं तो वह रेलवे बोर्ड को भेज देते हैं और वहां एक फारमूला बना हुआ है, उसके मुताबिक उस चिट्ठी का जवाब वह दे देते हैं जिसका कोई असर नहीं होता और न किसी के साथ कोई इंसाफ होता है। मैं इस बात से बहुत हैरान हूं कि उन्होंने यह सौगन्ध खा रखी है कि उन्हें किसी को इन्साफ नहीं देना है। यह रेलवे बोर्ड के मुताल्लिक मुझे खास शिकायत है। जिन अफसरों या कर्मचारियों के साथ बेइंसाफी होती है वह एम०पी०जी० को नहीं लिखेंगे तो और किसको लिखेंगे, कहां जायेंगे? लेकिन 6-6 साल से वह मामले फाइलों में पड़े हैं और उनका कोई जवाब नहीं दिया जाता। इसलिए मैं नन्दा जी से भ्रजं कर्ूंगा, वह हमारे एक बहुत सराहनीय मिनिसटर हैं। करप्शन के बारे में पहले भी उन्होंने यह प्रतिज्ञा की थी, उस प्रतिज्ञा में वह कुछ काम कर पाए, ज्यादा नहीं कर पाए।

[श्री साधू राम]

रेलवे डिपार्टमेंट को अब उन्होंने संभाला है, इसमें हमें उम्मीद है वह करप्शन को दूर करेंगे और जो सुस्ती इस रेलवे में आई हुई है उसको दूर करेंगे। इसलिए मैं रेलवे की डिमांड का पूरा समर्थन करता हूँ और नन्दा जी को बधाई देता हूँ, और प्रशंसा करता हूँ कि वह हमारी बातों के ऊपर ध्यान देंगे और अपने काम को पूरा करेंगे।

श्री कामेश्वर सिंह (खगरिया) : अध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान मनसी रेलवे स्टेशन की तरफ दिलाना चाहता हूँ। यहां गंगा जी का बहुत ही भयंकर कटाव हो रहा है, जिसकी वजह से उस इलाके के करीब एक लाख श्राद्धमियों की जान खतरे में है। ट्रांसपोर्ट विभाग, सिविल विभाग, रेलवे और बिहार सरकार—ये चारों इसके लिए जिम्मेदार हैं, परन्तु सबसे अधिक जिम्मेदारी रेलवे विभाग की है। इसके लिए मैंने पहले भी श्री नन्दा जी से निवेदन किया था और उन्होंने कहा था कि वे अलग-अलग मंत्रालयों को बुलायेंगे और जो भी प्रबन्ध हो सकता है, उसे करने का प्रयत्न करेंगे। मैं इस सम्बन्ध में मंत्री महोदय से साफ-साफ उत्तर चाहता हूँ—क्योंकि बरसात का समय नजदीक आ रहा है। बरसात के आने के बाद सरकार जो भी रुपया वहां पर खर्च करेगी, वह बेकार जायेगा, उसका कोई लाभ नहीं होगा। इसलिये अभी समय है जब कि सरकार इसके ऊपर शीघ्र निर्णय लेकर प्रविलम्ब काम शुरू करे।

अब मैं उस इलाके की तरफ आपका ध्यान खींचना चाहता हूँ जहां कि इस समय रेलवे सर्विस की बहुत कमी है। इस समय कोई भी सीधी गाड़ी मनसी से दरभंगा तक नहीं जाती है, लोगों को दरभंगा जाने के लिए दो-दो बार गाड़ी बदलनी पड़ती है, इसलिए मैं चाहता हूँ कि मनसी से दरभंगा के लिए सीधी गाड़ी दी जानी चाहिए।

इस समय जो बड़ी लाइन बरौनी तक है, उसे बढ़ा कर कटिहार तक ले जाना बहुत आवश्यक है। बड़ी लाइन के बरौनी तक ही रहने से गढ़हरा में जहां ट्रांशिपमेंट होता है, काफी चोरी होती है। यदि इस लाइन को कटिहार तक बढ़ा दिया जाय, तो उससे चोरी कम हो जायेगी और जो ट्रांशिपमेंट गढ़हरा में करना पड़ता है, उसकी आवश्यकता नहीं रहेगी।

खगरिया और बीहपुर में रेलवे ओवर ब्रिज न होने के कारण जनता को बहुत असुविधा होती है। मैं चाहता हूँ कि इन स्थानों में रेलवे ओवर ब्रिज की व्यवस्था की जाय।

ऐसा सुनने में आ रहा है कि आप सोनपुर से डी० एस० आफिस को हटाना चाहते हैं। डी० एस० आफिस के वहां से हटने से लोगों को बहुत असुविधा हो जायेगी। सोनपुर ऐसी जगह पर स्थित है जो कई इलाकों के बीच में पड़ता है—इसलिए मेरा अनुरोध है कि इस आफिस को वहां से हटाया जाय।

एक नई रेलवे लाइन पसरहा से सहरसा तक वेल्दोर हो कर होनी चाहिए। अध्यक्ष महोदय, यह वह इलाका है जो 1947 से लेकर आज तक बिलकुल पिछड़ा हुआ इलाका है। लोग कहते हैं कि हिन्दुस्तान को 1947 में स्वतन्त्रता प्राप्त हो गई, लेकिन इस इलाके के लोग अब तक नहीं जानते कि हम स्वतन्त्र हैं, जो हालत उनकी 20 साल पहले थी, वही हालत आज भी है, उनको पता ही नहीं है कि भारत सरकार उनके लिए आज तक क्या करती रही। मेरा अनुरोध है कि इस लाइन की व्यवस्था शीघ्र से शीघ्र की जाय।

रेलवे विभाग का ध्यान मैं एक और बहुत ही महत्वपूर्ण स्थान की ओर दिलाना चाहता हूँ। सुलतान गंज गंगा के इस पार ईस्टर्न रेलवे का स्टेशन है और दूसरी तरफ भगवानी-हुमरिया है, यहां पर रेलवे पुल का होना बहुत

आवश्यक है। इस रेलवे पुल को बनाकर बड़ी लाइन को मुलतान गंज से कटिहार तक बिलगया जाना चाहिए। सुरक्षा की दृष्टि से भी इस लाइन का बनाया जाना आवश्यक है तथा इस क्षेत्र की जनता को भी इससे बहुत फायदा होगा।

कुछ समय पूर्व रेलवे मंत्रालय ने बिना टिकट प्लेटफार्म पर जाने अथवा बिना टिकट यात्रा करने पर 10 रु० के फाइन को इन्ट्रोड्यूस किया था। कभी-कभी देहात के लोग जिनको इसकी जानकारी नहीं होती है, वे बिना टिकट प्लेटफार्म पर चले जाते हैं या एक स्टेशन पीछे का टिकट ले लेते हैं, वे इस मामले में फंस जाते हैं और उन्हें जुर्माना देना पड़ता है। यदि उनके पास दो-तीन रुपये हैं तो उससे काम नहीं चलता और उन्हें सजा भुगतनी पड़ती है। मैं चाहता हूँ कि आप इसको अविलम्ब हटा दें। जो वास्तव में जानबूझ कर ऐसा करते हैं, उनको तो आप पकड़ नहीं पाते, वे बराबर बिना टिकट रेल में सफर करते हैं, लेकिन जो देहात के लोग हैं जिनको इसका ज्ञान नहीं होता है, उनको यह बण्ड भुगतना पड़ता है। इसलिए इसको तुरन्त हटा देना चाहिए।

अन्त में, मैं फिर मनसी स्टेशन के कटाव की तरफ आपका ध्यान दिलाता हूँ। मैं जानना चाहता हूँ कि उस कटाव को रोकने के लिए मंत्री महोदय क्या कदम उठा रहे हैं। कृपा कर इस सदन को आश्वासन दें—यह एक लाख लोगों के जीवन का सवाल है—इसलिए यहां पर साफ-साफ उत्तर दें।.....

रेलवे मंत्री (श्री नन्दा) : ता० 4 को आप मेरे साथ मनसी चले।

श्री कामेश्वर सिंह : यह तो ठीक है, आप का वहां जाना बहुत आवश्यक है। लेकिन आप यह भी बतायें कि इस सम्बन्ध में आप क्या करने वाले हैं।

श्री रघुवीर सिंह शास्त्री (बागपत) : अध्यक्ष महोदय, मेरठ, मुजफ्फर नगर और

सहारनपुर का इलाका हमारे देश में अपनी उष्णकट भूमि और विकसित क्षेत्र के रूप में बहुत ही सघन आबादी का इलाका भी है। लेकिन इस क्षेत्र में जो रेलवे चलती है जिसका नाम साहबरा-सहारनपुर लाइट रेलवे है, उस रेलवे की शोचनीय स्थिति के सम्बन्ध में कुछ कहने के लिए मैं खड़ा हुआ हूँ। मैं नन्दा जी से निवेदन करूंगा कि वे मेरी प्रार्थना को थोड़ा ध्यान पूर्वक सुनें।

श्रीमान्, यह इलाका जितना बढ़िया है, उतनी ही टूटी-फूटी और खस्ता रेलवे इसकी तकदीर में बंधी है। इसमें एक भी डिब्बा ऐसा नहीं है जो इस्तेमाल के काबिल हो और एक भी इन्जिन ऐसा नहीं है जो चलने के काबिल हो। फिर भी 63 वर्षों से हमारे प्रदेश में यह चलाई जा रही है। उस क्षेत्र से हम जितने भी मेम्बरज आते हैं, सब पिछले चार सालों से बराबर यह कोशिश कर रहे हैं कि इसमें परिवर्तन हो, परन्तु हमारी मुश्किल यह है कि हर साल रेलवे मिनिस्टर बदल जाते हैं। एक मिनिस्टर से मिलकर मेमोरेण्डम देकर, आपन देकर, सारी स्थिति समझा कर आते हैं, इतने में दूसरे मिनिस्टर आ जाते हैं, फिर तीसरे मिनिस्टर आ जाते हैं, इस तरह से हर बार उपासना करने का नये सिरे से श्रीगणेश करना पड़ता है। हम चारों मेम्बर श्री नन्दा जी की सेवा में भी हाजिर हुए थे और उनसे प्रार्थना की थी। अब मेरा उन से यह कहना है कि आप बम्बई जा सकते हैं, वहां जाने में हजारों रुपया आपका खर्च हुआ होगा, लेकिन मेरी रेलवे तो दिल्ली से केवल 4-5 मील की दूरी पर ही चलती है। मेरी प्रार्थना है कि आप उसके तीसरे दर्जे में न बैठें, तो जो सब से ऊंचा दर्जा है, उसी में बैठ कर देख लें, आपको पता चल जाएगा कि उसकी क्या हालत है। वे कृपा कर एक दिन वहां चले और देखें और उसको देखने के बाद अगर उनका अन्तःकरण, उनकी वाणी यह स्वीकार करे कि यह रेलवे वास्तव में नहीं चलनी चाहिए, तब वे इसका इन्कजाफ कर दें,

[श्री रघुवीर सिंह शास्त्री]

और यदि उनका यह फैसला हो कि यह चलनी चाहिए, तो फिर मुझे कुछ नहीं कहना, हमारे इलाके की तकदीर ।

इस रेलवे की लम्बाई 149 किलोमीटर है, परन्तु इतना बढ़िया इलाका होते हुए भी इसके रास्ते में कहीं भी कोई अच्छी फैंकटरी नहीं है। ब्राड गेज की लाइन जो दिल्ली से मेरठ होते हुए सहारनपुर जाती है, आप देखेंगे कि उसके हर स्टेशन पर फैंकट्री हैं, लेकिन इस रेलवे लाइन पर, जबकि दर्जनों मंडियों हैं बड़े-बड़े शिक्षा केन्द्र हैं, सैकड़ों इन्टर और डिग्री कालिज हैं, सिर्फ एक स्टेशन शामिली पर एक चीनी की फैंकटरी है दूसरी एक छोटी सी बागपत पर है जो तीन-चार साल पहले लगी है। इसका कारण यही है कि इतनी रूढ़ि, सड़ी-गली रेलवे हमारे हिस्से में पड़ी है, जिसके कारण वहां कोई प्रगति नहीं हो सकती है।

हमारे प्रयत्नों का एक परिणाम यह हुआ था कि रेलवे मंत्रालय ने एक आर्डर दिया था कि यहां पर ब्राड गेज लाइन बनाई जाय। पिछली दफा डा० राम सुभग सिंह जी ने बजट अधिवेशन में भाषण देते हुए यह स्वीकार किया था—

"It is also not good for the developed area to give a rail track of this type."

इसके साथ ही उन्होंने कहा था—

"It is a narrow-gauge line and it is considered that a narrow-gauge line will, apart from being financially unremunerative, create operational problems."

इन शब्दों के साथ उन्होंने यह माना था कि यह रेलवे बदली जानी चाहिए और इसकी जगह ब्राडगेज लाइन होनी चाहिए। 8 नवम्बर, 1968 को इसकी सबेरे के आर्डर दिये गये थे और उसके बाद रेलवे मंत्री जी ने यह आश्वासन दिया था कि जुलाई में इस सबेरे रिपोर्ट को छालरी रूप दे दिया जायेगा, लेकिन जब 10 मार्च को मैंने एक सवाल पूछा तो उसके उत्तर

में रेलवे मंत्री महोदय ने बताया कि अभी उस रिपोर्ट को अन्तिम रूप दिया जा रहा है। 16-17 महीने उस सबेरे रिपोर्ट पर गौर होते हुए भी बीत चुके हैं, लेकिन अभी भी उस सबेरे को अन्तिम रूप दिया जा रहा है। रेलवे बोर्ड के बड़े-बड़े साहबान यहां पर बैठे हुए हैं, अभी पता नहीं कितना समय इसमें और लग जायेगा और इसके बाद भी पता नहीं उनका निर्णय क्या होगा, देश की जनता को उनके निर्णय का काफी अनुभव है। अभी वह मामला अदालत में लटका हुआ है और जब इनके पास पहुंचेगा तो मालूम नहीं उसका क्या भाग्य बनेगा।

मैं मंत्री महोदय से एक बात और कहना चाहता हूं। हमारा एक ऐसा इलाका है जिसके लिए मैं गर्व के साथ कह सकता हूं कि पिछले 22 वर्षों में उस सारे इलाके में एक भी तोड़-फोड़ की कार्यवाही नहीं हुई। एक पैसे की सार्वजनिक सम्पत्ति को भी नुकसान नहीं पहुंचाया गया। लेकिन उस इलाके के लोग महसूस करते हैं कि क्या हमारी आवाज उसी समय सुनी जायेगी जबकि तोड़-फोड़ की कार्यवाही होने लगेगी, स्टेशन जलने लगेंगे और रेलवे लाइनें उखाड़ी जाने लगेगी? मैं मंत्री महोदय से निवेदन करूंगा कि कम से कम ऐसी स्थिति मत पैदा होने दीजिये कि किसी इलाके के लोगों के विभाग में यह बात बैठ जाये कि इस सरकार के कानों पर जूतभी रेंगती है जबकि तोड़-फोड़ की कार्यवाही की जाती है और सार्वजनिक सम्पत्ति को नुकसान पहुंचाया जाता है। इसलिए मैं नन्दाजी से अनुरोध करना चाहता हूं कि हमारा इलाका बहुत ही शान्तिप्रिय इलाका है, वहां पर कभी हिंसात्मक घटनायें नहीं होती हैं, किसी प्रकार की तोड़-फोड़ की कार्यवाही नहीं होती है इसलिए उस इलाके का विशेष रूप से यह क्लेम है कि उनकी आवाज को सुना जाये और उनके हितों का ध्यान रखा जाये।

अन्त में मैं पुनः नन्दाजी से कहना चाहता हूँ कि हमारे इलाके की भावना को ध्यान में रखते हुए उस रेलवे की तरफ विशेष ध्यान दें। वह 63 वर्ष की बूढ़ी रेलवे है और मन्त्री जी भी बुजुर्ग हैं, वे देखें कि उस रेलवे की क्या चाल है, उसका क्या हाल है और उसका क्या रंग-ढंग है और उसके बारे में कोई फैसला करें। मैं समझता हूँ कि अगर मन्त्री महोदय उदार दृष्टिकोण से सोचेंगे तो निश्चित रूप से हमारे हक में ही निर्णय करेंगे।

*SHRI KIRUTTINAM (Sivaganja) : Mr. Speaker, Sir, I am very happy to participate in the discussion on the Demands for Grants of the Railway Ministry amounting approximately to Rs. 1,700 crores, for which the hon. Minister of Railways is seeking the approval of the House. About 1300 Cut Motions have been tabled by several hon. Members of this House and out of these, 49 Cut Motions stand in my name. I would request the hon. Minister not to just treat them as a customary routine.

In this year's Railway Budget, Tamil Nadu has not received its legitimate share. The longstanding demands of the Railway employees have not been attended to. I have moved these 49 Cut Motions with the intention of bringing these issues to the notice of the new Minister of Railways and with the hope that he, with his vast administrative experience, would look into them. I am sure that he would go into these issues carefully and formulate good schemes.

Out of these 1700 crores of rupees, an amount of Rs. 1,50,45,000 is to be spent towards the administrative expenses of the Railway Board. Irrespective of their party affiliations, many hon. Members of this House have pointed out that this Railway Board is a high-level bureaucratic set-up, which pays scant respect and regard to the officers at the lower level and contributes greatly to the delay in the execution of policies and programmes. I would urge upon the Minister of Railways that he should at least this year take steps to abolish the Railway Board and in its place create a different viable institution. The Railway Board is devoting greater attention to the propagation of Hindi language than for the implementation

of important projects. It is not only in Tamil Nadu but also in other non-Hindi regions there is this feeling that the hon. Minister, Shri Nanda, has a soft corner for Hindi. I request the Minister that he should endeavour to dispel this impression.

SHRI G. VISWANATHAN (Wandiwash): He should disown it.

SHRI KIRUTTINAM : The Government proposes to spend Rs. 4,12,000 for the propagation of Hindi by appointing an Assistant Hindi Officer in the Railway Board. Here, I would like to draw the attention of the hon. Minister that the employees of the Railways are being compelled to learn Hindi and a circular to this effect has been issued through the Union Home Ministry. For those who qualify in the Hindi tests, nearly Rs. 1,000 are given as award. Besides, they are also extended the benefit of free Railway Passes and such other concessions. The Government, which are interested so much in the propagation of Hindi, should also consider in what manner the public money is being wasted. Those who qualify in the PRAVEEN examination are given an award of Rs. 250; those passing PRABODH Examination get an award of Rs. 250; those who pass PRAGYA get Rs. 500 as award. Instructors are appointed to impart training to these people. The Ministry should not merely be concerned with the number of people who qualify in these tests. I would state here that these instructors do not rest content with their salaries alone, but they do get a share in the money awards given to the successful candidates. If you make the so-called successful candidates appear again in another test under the supervision of an officer appointed exclusively for this purpose, I am sure that none of them will qualify. The officers in charge of training adopt wrongful means to obtain half of the money sanctioned to the successful candidates by the Central Government. In the centres of examination, after writing their names and roll numbers, the candidates hand over blank answer papers to the officers and go away. Afterwards, in a different place, the officers in charge of these examinations make the candidates write the correct answers to the questions, just like giving dictation to them. Then these papers are valued and marks are given. On the basis of such performance

*The original speech was delivered in Tamil.

[Shri Kiruttinan]

awards are given. This is how the public money is being squandered. I would suggest that a separate body should be set up, under the aegis of the Home Ministry, to investigate this matter.

SHRI G. VISWANATHAN : All criminal waste !

SHRI KIRUTTINAN : Next, I would like to emphasise that Tamil Nadu is not getting its legitimate share. Tuticorin Harbour projects is being executed at a fast pace. If the Tuticorin Harbour project is to prove a success, then proper railway lines should be laid. On many occasions, I have pointed out in this House that Tuticorin Harbour should be linked with Trivandrum ; it should also be connected with Ramenathapuram as also Tanjore District. I regret to say that no steps have been taken so far in this direction. The Dhanushkodi railway line was washed away by tidal waves. The people of Tamil Nadu have been demanding that this line should be restored. The Chief Minister of Tamil Nadu, Kalaignar Karunanidhi met the hon. Railway Minister and pleaded with him that this line should be re-laid. I expect that the Railway Minister will give a solemn assurance on the floor of this House that the Dhanushkodi line would be reconstructed this year. Rameswaram island is surrounded by sea. If you don't establish rail links with Rameswaram island I would like to strike a note of warning that Rameswaram island also would become another Kachchathivu. From strategic point of view too, it is necessary that this project should be taken up immediately.

Tamil Nadu has not been given its share even in the matter of new railway lines. Tamil Nadu Government has given first priority to Chinnasaalem-Chingleput rail link. Even though it may not be possible to take up this project this year, I request that this should at least be included in the Fourth Five Year Plan of the Railways. There is a persisting demand in Tamil Nadu that Madras-Arkonam-Bangalore line should be electrified. Though some money has been spent on this, yet the project has not been taken up for implementation. A proposal to connect Tirunelveli, Nagercoil, Kanya Kumari and Trivandrum by broad-gauge line has been under the consideration of the Govern-

ment for a very long time. The engineering survey has also been completed. The anticipated amount for traffic survey was Rs. 42,000. In 1969-70 an amount of Rs. 32,000 was spent for this purpose. A provision of Rs. 10,000 has been made in the Budget for 1970-71. This amount of Rs. 10,000 could as well have been spent in 1969-70 itself. If you had done that, that scheme could have been taken up this year itself. I deliberately make this charge that by allocating Rs. 10,000 in this year's budget, it seems you have been guided by the ulterior motive of delaying the implementation of this project by another 2 or 3 years.

The anticipated expenditure for conducting the engineering survey to connect Karur, Dindigul, Madurai, Tirunelveli, Tuticorin and Maniachi by a broad-gauge line was Rs. 7,25,000 in 1969-70 an amount of Rs. 27,000 only has been spent by the Railway Administration on this work. You compare this with the anticipated expenditure of Rs. 7,25,000 ! Tamil Nadu expected that you would spend the balance amount in 1970-71. But in 1970-71 not a single pie has been allocated for this work. Not only that. The anticipated expenditure for traffic survey was Rs. 88,000 in 1969-70, you have spent a paltry sum of Rs. 3,000 only. Here also you have belied the expectation of Tamil Nadu that you would spend the remaining allocation in 1970-71, by not providing even a single pie in the current year's budget.

It is said frequently that Southern Railway suffers from recurring losses. How do these losses occur ? A major portion in the South is covered by metre-gauge railway lines. The broad-gauge line stops with Madras Central. Tamil Nadu Government submitted a proposal that the Madras Central Station and the Egmore Station should be connected. But that was not accepted by the Railway Administration. On the contrary, it was claimed here that a proposal to have circular railways in Calcutta, Bombay and Madras was under consideration for inclusion in the Fourth Plan. While the circular railway proposals for Bombay and Calcutta find a place in the Fourth Plan, I would like the hon. Minister to explain the reason for not giving the same importance to Madras, the capital of Tamil Nadu and the premier city of the South.

I would state here that the capacity of Railway lines in the South is not being utilised full. Though there is enough scope for running more and more new Express Trains, it is not being exploited : Particularly, in the Janta Express which goes from Delhi to Madras, there are nine bogies. Janta Express means peoples' train. Of these 9 bogies, two are parcel vans ; one is a mail van ; another is a dining car ; yet another is a military van for the army personnel ; two break-vans are there ; one is a three-tier couch. Eight bogies have thus been accounted for.

SHRI G. VISWANATHAN : What is left then for the people ?

SHRI KIRUTTINAN : Only one is left for the people in the peoples' train. If you attach a diesel engine and utilise the capacity to the full extent, then you will not only be able to increase the revenue from this but also serve the people better.

Finally, for staff welfare, not much additional amount has been allocated this year. Last year there was a provision of Rs. 28 lakhs and this year you have made a provision of Rs. 26 lakhs. That is all. I would like to mention here that out of 25 lakhs of Central Government Employees, 13 lakhs are employed in the Railways. These 13 lakhs of employees are working in more than 800 categories. I would like to express my view that a separate Pay Commission should be constituted for the employees of the Railways, besides the proposed Pay Commission for Central Government Employees. If that is not possible, the proposed Central Pay Commission should be asked to submit a separate report covering the Railway Employees. The hon. Minister should make a specific announcement in this regard. Tamil Nadu Government has notified that the State Pay Commission should submit a separate report for the teachers of the State. Likewise, similar arrangement should be made here for the Railway Employees also by asking the Central Pay Commission to submit a separate report for the Railway Employees.

To conclude, I would say that proper amenities have not been provided for the running staff of the Railways. Among the firemen who participated in the agitation in 1968, 16 firemen have lost their jobs. We, 11 Members of Parliament, had appealed to the two former Railway Ministers that they should be reinstated. Dr. Primal Ghosh is here now.

He gave an assurance that they would be taken back in service.

SHRI G. VISWANATHAN : He is no more a Minister !

SHRI KIRUTTINAN : After that, Mr. Govinda Menon gave an assurance that they would be reinstated. Till now they have not been re-appointed. I request that the hon. Minister should give an assurance that they would be definitely re-instated. The condition of Commercial Clerks is really deplorable. Since 1951 they are working with a pay of Rs. 110 and many of them have also reached the maximum in their pay-scales. They have no avenues of promotion at all. Their grievances should be redressed. They are also compelled to deposit a sum of Rs. 300 as security. The hon. Minister should order the withdrawal of this condition. Besides this, the Minister should also announce various incentives for the employees of the Railways so that they can give their best.

With these words I conclude my speech.

श्री न० कु० सांघी (जोधपुर) : अध्यक्ष जी माननीय मंत्री जी ने जो 1970-71 का बजट इस सदन में पेश किया तो कुछ नई परम्पराओं का समाधान हुआ। हम ने देखा कि जो बजट यहां पर रखा गया और उसके अन्दर जो गलतियाँ कीं वे सदन में विचार और बाद विवाद करने के पहले ही उनमें कुछ तस्मीम कर दी गयी। यह एक नई परम्परा रही है। फिर मैंने माननीय नन्दाजी को जनरल बजट की बहुस के बाद सुना तो यह आभास हुआ कि जो यहां बात हुई है उसके बारे में वह गम्भीर तौर पर विचार करेंगे। उन्होंने एक खास बात एक यह कही कि जा मैंने यहां डायलोग शुरू किया है वह इस बजट के पास होने से ही खत्म नहीं हो जायगा बल्कि आगे भी चलता रहेगा।

आज जो हम बातचीत करते हैं, सदन में और सदन के बाहर, उसमें लोगों का जी भर आया है और वह मानकर चलते हैं कि बातचीत से आगे काम बढ़ नहीं सकता है। आज देश के अन्दर चाहे राजस्वान का पश्चिमी इलाका हो,

[श्री न० कु० साँची]

चाहे दक्षिण में केम कोमारिन हो और चाहे पूर्व में भ्रासाम का इलाका हो, हर इन्सान यह चाहता है कि कम से कम उसके पास रेलवे लाइन न हो पर आने वाले समय में उसके बच्चों के पास ऐसा मौका आवे कि जब वह अपने इलाके में रेलवे लाइन देख सकें, उस पर चढ़ सकें और अभिमान कर सकें कि उसके बच्चे अपनी जगह से रेलवेज में जा सकेंगे। यह एक बड़ी आकांक्षा है जो हम चाहते हैं कि रेलवे मंत्रालय को ध्यान में रखनी चाहिए और इस बारे में जो कुछ करना है उसके लिये उसे उचित कदम उठाने चाहियें।

जो बजट हमारे सामने रखा गया है उसमें हमने देखा कि रिजर्व फण्ड की एक बड़ी गंभीर स्थिति है। आज तक जो हम डिविडेंड देते आ रहे हैं उससे हमारा रिजर्व फण्ड खत्म हो गया और अगर यही समस्या रही तो आगे आने वाले सालों में क्या होने वाला है इसको हम नहीं समझ सकते हैं। आज एक और डिविडेंड केन्द्रीय सरकार के देने का सवाल है, दूसरी ओर हम पब्लिक सैक्टर की वर्किंग को देखते हैं जिन में बड़ा घाटा हो रहा है। इसलिए रेलवेज में जिस तरह से हम नया डेवलपमेंट करना चाहते हैं उसके लिए हमें कोई ऐसी योजना तैयार करनी पड़ेगी जिससे जो डेवलपमेंट हम करना चाहें वह कर सकें।

इसका डेवलपमेंट करने के लिए क्यों नहीं हमारा रेलवे मंत्रालय, रेलवेज कन्वेंशन कमेटी और यह सदन और केन्द्रीय सरकार को कहती कि जो आप हमसे डिविडेंड लेते हैं उस पर "भोरीटोरियम" कर दें और यह पैसा कम से कम भगले दस सालों के लिए रेलवेज के डेवलपमेंट के लिए लगा सकें ताकि हम ने देश में एक नया सैटअप लाने को सोचा है और देश की जो आकांक्षाएँ हैं उनको हम साकार कर सकें। स्थिति बिला शक गंभीर है। अगर हमें केन्द्रीय सरकार से रकम न मिल सके और रेलवेज का रैबैन्कु डोलड्रम्स में है, रैबैन्कु रिजर्वस डैप्लीटड

हैं और ऐसी हालत में न तो हमें केन्द्रीय सरकार से पैसा मिल सके और हमारा बजट भी ऐसा है जिससे हम अपने बजट में रकम पैदा न कर सकें तो क्यों नहीं आज के परिवर्तित राजनीतिक वातावरण में रेलवेज स्वयं अपने लॉस लोगों व अन्य फाइनेशियल इन्स्टीट्यूशंस जैसे एल आई सी और बैंक के द्वारा बतौर सब्सक्रिप्शंस के रेज करती है। ताकि रेलवेज अपने विकास कार्यों को सम्पन्न कर सके। क्यों नहीं हम ऐसी फाइनेशियल कारपोरेशंस में डिबैंचर्स को प्लोट करके कुछ रकम को लाकर डेवलपमेंट वर्क के लिए रखें और एक योजनाबद्ध तरीके से हर साल एक रकम को लाकर रखें जिससे कि रेलवेज का डेवलपमेंट वर्क शुरू हो सके।

चौथी पंचवर्षीय योजना में 1525 करोड़ रुपया आपने नई रेलवे लाइंस के बनाने और पुरानी रेल लाइंस को ठीक करने के लिए रक्खा है। लेकिन डेवलपमेंट के काम पर आप कितना रुपया खर्च कर रहे हैं यह एक खास बात है। आज इस सदन के अन्दर अपने सभी मित्रों को सुना और हर एक ने रेलों का बढ़ाने का और नई रेल लाइनें डालने की मांग की है। लेकिन पिछले कई सालों से हम देख रहे हैं कि जहां तक डेवलपमेंट के कार्य का ताल्लुक है आधा डेवलपमेंट भी नहीं हुआ है। रेलवे बजट में कहा गया है :—

"The money available for construction of new lines will be taken up mostly by the completion of constructions already started and there will be an outlay only of Rs. 28 crores for the construction of approximately 800 kms. of new lines, of which about 150 kms. are expected to be completed during the plan period".

इस देश में 60,000 किलोमीटर रेल लाइन है और भगली चौथी पंचवर्षीय योजना के अन्दर जो आपने संकेत दिया है कि थोड़ी सी लाइन देश के अन्दर दोगे तो आप सोचें कि सदन में, जो बातचीत होती है और जो डिमांड होती है

जो मांग होती है उसको आप किस तरीके से पूरा कर सकेंगे ? यह एक गम्भीर सवाल है ।

मैंने नंदा जी को सुना जिसमें उन्होंने बतलाया कि वह कोई साढ़े सात करोड़ रुपया रेलवे प्रोटेक्शन फोर्स पर खर्च कर रहे हैं । उस के बाद उन्होंने यह भी जिक्र किया कि इस पर भी हमारा करीब 12 करोड़ रुपया वाई वे आफ मंटेनेंस जोकि लौस आफ ऐपरेटस और दूसरी चोरियों के फलस्वरूप रेलवे में जो सामान चोरी जाता है, उसके मंटेनेंस पर खर्च कर रहे हैं । अब आप ही समझ सकते हैं कि जिस संस्थान में साढ़े 7 करोड़ रेलवे प्रोटेक्शन फोर्स पर खर्च हो रहा हो वहां 12 करोड़ रुपया वाई वे आफ मंटेनेंस खर्च किया जाय क्योंकि रेलवेज का माल चोरी चला जाता है यह एक वास्तव में गम्भीर व चिन्ता का विषय है । यदि आप इस समस्या का समाधान नहीं कर सकते तो फिर किस तरीके से यह काम आगे चल सकेगा इस पर हमें गम्भीरता से सोचना पड़ेगा ।

अपनी बजट स्पीच के अन्दर रेलवे मंत्री जी ने यह बतलाया है कि फ्रंट कैरिज में इनक्रीज हुई है पिछले साल के मुकाबले हमने 10 लाख टन अतिरिक्त भूव किया है । जहां गुड्स और पैसेंजर्स के ट्रान्सपोर्टेशन की कैपेसिटी बढ़ी है वहां साथ ही घाटे में वृद्धि हुई है । रेलवेज के चलाने में खर्चा हमारा बढ़ा है लेकिन आम-दानी हमारी घटती चली जा रही है । रेलवेज का फ्रंट स्ट्रक्चर एक कम्प्लीकेटेड एफेयर है । जब तक हम इस सम्बन्ध में सोचेंगे नहीं और जब तक हम स्ट्रक्चर को सिम्पलीफाई और रेशनलाइज नहीं करेंगे तब तक हम यह नहीं जान पायेंगे कि दरअसल दिक्कत और कठिनाई कहां पर है । जब तक हम इसके लिए नया तरीका नहीं लायेंगे तब तक इस बारे में दिक्कत को हटा नहीं सकेंगे । जब तक हम यह मान कर चलेंगे कि फ्रंट ट्रान्सपोर्टेशन के भाव को बढ़ाने से ही रेलवेज को फायदा होगा और पैसा मिलेगा तब तक मेरे खयाल से यह कठिनाई

दूर नहीं होने वाली है । बिना एक नया तरीका अपनाये मेरे खयाल से यह एक मुश्किल और नामुमकिन सी बात है ।

आपने हाई रेटेड ट्रैफिक और लो रेटेड ट्रैफिक की बात कही । आज के हालात में हाई रेटेड ट्रैफिक रेलवेज को मिलता कहां है ? रेलवेज लगातार हाई रेटेड ट्रैफिक लूज करती रही हैं । कुछ अर्से पहले इस सदन में बार बार इस बात को कहा गया था कि यह रोड ट्रांसपोर्ट एक बड़े हाथी की तरह रेल विभाग के सामने खड़ा है । पिछले दो वर्षों के दौरान हमने देखा है कि यह हमारा रेल ट्रान्सपोर्ट रोड ट्रान्सपोर्ट से चलने वाले कम्पटीशन में ठहर नहीं सका । आज के हालात में हाई रेटेड ट्रैफिक से रेलवेज को फायदा होना एक नामुमकिन सी बात होगी जब तक कि हम कोई ऐसा तरीका नहीं अपनाते कि हम रेलवेज के अन्दर ज्यादा माल ले जा सकें । इससे फास्ट गुड्स ट्रेन ही चलाना एकोनामिकल होगा हालांकि वह भले ही ऑप्टिमम लोड न ले जा रही हो.....

अध्यक्ष महोदय : माननीय सदस्य दो मिनट में समाप्त करें ।

श्री न० कु० सांघी : मैं जल्दी-जल्दी में अपनी मुख्य-मुख्य बातें कहकर समाप्त करूंगा । वैसे कहने को तो मेरे पास बहुत कुछ था लेकिन समयाभाव के कारण उसे नहीं कहूंगा ।

हमने देखा है कि कुछ जगहों में गुड्स ट्रैफिक का वन वे भूवर्मेन है और वापसी पर बेयर इज हैबी फ्लो आफ एम्प्टीज । माल कोयला आदि किसी स्थान पर ले जाया जा रहा है लेकिन वापसी पर उधर से माल लाने को नहीं मिलता है और खाली आना पड़ता है तो इस समस्या के बारे में रेलवेज ने क्या सोचा है ? इसके हल के बारे में हमें अवश्य सोचना चाहिए । मुझे मालूम है कि राजस्थान में कोयला जाता है लेकिन उधर से वंगस खाली आते हैं । इसके समाधान के लिए आपको कोई कमेटी बनानी पड़ेगी और आपके डिबीजनल आफिसर्स

[श्री न० कु० सांघी]

का कोई एक ऐसा तरीका इसके लिए अपनाया पड़ेगा जैसे कि फेयर्स में कमी कर दी जाय ताकि यह खाली बैंग्स का भूब्रीट मिट सके।

मैं आपका ध्यान दिलाना चाहता हूँ कि गुड्स ट्रेफिक किस तरीके से कम हो रहा है। बरेली से कलकत्ते तक यह आप की भेड़, बकरियाँ जाया करती थीं। जहाँ पहले 400-500 बैंग्स जाया करते थे वहाँ पिछले दो साल में यह भेड़, बकरियों को ले जाने वाले बैंग्स की तादाद केवल 20-25 ही रह गयी है। इस तरह से आपके ट्रेफिक पोर्टेशियल में कमी होती चली जा रही है और यदि यही क्रम चलता रहा तो फिर इस दिशा में हम कैसे उन्नति कर सकेंगे? इसलिए इस बारे में हमें गम्भीरतापूर्वक सोचना पड़ेगा।

मैं आपका ध्यान "टिकटलैस ट्रेवल" और "अनएथोराइज्ड पुलिंग आफ चेंस" की तरफ बिलाना चाहता हूँ। यह टिकटलैस ट्रेवल और अनएथोराइज्ड पुलिंग आफ चेंस के लिए कानून तो बना दिया है लेकिन अभी भी यह चीज चलती है तो क्या आपने सोचा है कि ऐसा आखिर होता क्यों है? अगर आप इस बारे में ध्यान देंगे तो पायेंगे कि यह विशेष तौर से मेट्रोपोलिटैन सिटीज में होता है। मिसाल के लिए मैं आपको बतलाऊँ कि यह चीज शाहबरा और शाहबाद में अधिक चलती है। कारण उस का यह है कि वहाँ पर एक आई टी आई कालेज है और दिल्ली और गाजियाबाद से विद्यार्थी वहाँ पर जाते हैं। ऐसी हालत के रहते आप वहाँ पर ओम्नीबस स्टेशन क्यों नहीं बना देते हैं ताकि यह अनएथोराइज्ड चेनपुलिंग की समस्या एवाण्ड हो सके। जाहिर है कि अगर आप वहाँ पर ओम्नीबस स्टेशन बना दें तो फिर वहाँ पर विद्यार्थियों को उतरने चढ़ने का मौका मिल सकेगा और यह जो आप का कोआर्डिनेशन बिगड़ जाता है और आपकी सारी गाड़ियाँ लेट हो जाती हैं उसका भी समाधान हो सकेगा। इसके अलावा रेलवेज को इस टिकटलैस ट्रेवल

को रोकने के लिए मंथली सीजन टिकट भी कालिज एथारिटीज को विद्यार्थियों में बेचने के लिए इश्यु कर दिये जायें। लेकिन खाली बात करने से हम इन दिक्कतों का समाधान नहीं कर पायेंगे।

श्री रोहनलाल चतुर्वेदी बैठे हैं। वह सुबर-बन ट्रेंस बम्बई, कलकत्ता, मद्रास और दिल्ली में चलाने के लिए बहुत जागरूक हैं। लेकिन इन सुबरबन ट्रेन सर्विसज के डेवलपमेंट के लिए उन्होंने जो कहा उससे हमें बहुत निराशा हुई है। उन्होंने कहा कि ट्रेफिक सर्वेज हो रहे हैं और एम आर टी ओज की फाइनल रिपोर्ट्स का इंतजार कर रहे हैं। इसके बाद टैक्नोएकोनामिक फीजैबिलिटी स्टडीज की जायेंगी और इसमें सात आठ साल लगने वाले हैं। अगर यही हालत रही तो इन सुबरबन ट्रेंस को कब चालू करेंगे और कब यह कार्यान्वित होगा? यह एक बहुत गम्भीर मसला हमारे सामने है। 50 करोड़ रुपया प्लान आउटलेज में रक्खा गया है। अब प्रति वर्ष की देर इस पैसे के खर्च करने में कैपिटल कोस्ट को 20 प्रतिशत बढ़ायेगी। जाहिर है कि अगर हम इस काम को पांच साल के बाद करेंगे तो आज जो काम हम दस करोड़ में करना चाहते हैं पांच साल के बाद उसे करने के लिए 100 करोड़ रुपये की जरूरत होगी। इसके अलावा वर्क के पोस्टपोन करने से ऐक्वी-जेशन का भी खर्चा बढ़ जायेगा और कम से कम दस गुना अधिक खर्चा करना पड़ेगा। मेरा कहना है कि इस काम को आप जल्द चालू कीजिये और वगैर कमेटीज में देर किये खुद तय कर लीजिए कि कितना करना है, कितनी लाइन बनानी है जिससे कि यह काम जल्द से जल्द पूरा हो सके। यह 50 करोड़ रुपया हम जल्द से जल्द इस काम पर खर्च करने की कोशिश करें ताकि हमारी सुबरबन ट्रेंस को चलाने की जो आकांक्षाएँ हैं वह जल्दी पूरी हो सकें। इनएफिशिएन्सी का एक मुख्य कारण जोस का बूड कोआर्डिनेशन है। सन् 1952 में

श्री गोपालस्वामी आग्रगर ने कहा था कि मीटर गेज जोन अलग होगा। उसके बाद श्री पाटिल ने 1965 में जब रेल मंत्रालय संभाला तो उन्होंने साउथ सेंट्रल जोन बनाने जा रहे थे कहा था। मैं जानना चाहता हूँ कि क्या रेलवे मंत्रियों की तबदीली के साथ पालिसियां भी बदलती जाती है? जब तक आप मीटरगेज के लिए जोन नहीं बनायेंगे तब तक आपकी एफेशिएंसी इम्प्रूव नहीं हो सकती है। जॉस का कोआरडिनेशन ठीक ढंग पर किया जाना चाहिए। नार्दन रेलवे व वेस्टर्न रेलवे देखिए राजस्थान का मीटरगेज का आधा इलाका उधर है और आधा इधर है। इसलिए जरूरत इस बात की है कि इसका कोआरडिनेशन ठीक ढंग पर हो। एफेशिएंसी बढ़ाने का यह मामला है और यह कदम आपको उठाना पड़ेगा। जब तक आप नहीं उठायेंगे आपको नुकसान होता रहेगा।

मैं एक आखिरी बात कहूँगा। आपने अपने बजट में राजस्थान की चेतक एक्सप्रेस का जिक्र किया है। लेकिन जब चेतक एक्सप्रेस के बारे में यह सुना कि वह किस तरह से चलाई जा रही है तो राजस्थान के स्वाभिमान को एक बड़ी ठेस लगी है। राजस्थान वालों के दिल में चेतक के नाम की एक बहुत आदर व सम्मान की जगह है, लेकिन जिस ढंग से आप उसको आज चला रहे हैं उससे राजस्थान के स्वाभिमान को ठेस लगी है। यह चेतक एक्सप्रेस अभी सराय रोहिल्ला स्टेशन से चलती है जिस स्टेशन का पता नहीं चलता है। उसके बाद यह एक्सप्रेस अजमेर तक जाती है और वहाँ से वह बैलगाड़ी बन जाती है। अब अगर हम कहते हैं कि वह चेतक एक्सप्रेस है और वह इस तरह से वहाँ से बैलगाड़ी बनकर चले तो इससे हम लोगों को खुशी नहीं हा सकती है। मेरा कहना है कि इस तरह से आप गलत काम न कीजिए। अगर आप को फास्ट ट्रेन देना है तो आप एक्सप्रेस ट्रेन दे दीजिये और इस चेतक एक्सप्रेस को आप बजाय सरायरोहिल्ला के दिल्ली से चलाइये। मैं जानता हूँ कि अगर इसके टाइमिंग में आध

घंटे की हम तरमीम कर दें तो यह सराय रोहिल्ला से न चलकर दिल्ली स्टेशन से चल सकती है।

श्री रोहनलाल चतुर्वेदी ने यहां बतलाया कि रेलवे में 7551 आफिसर्स, इंजीनियर्स, 100 अस्पताल हैं। 750 स्कूल हैं। 660 प्राइमरी स्कूल हैं इससे क्या तुम यह समझे कि रेलवे आज भी प्राइमरी स्टेज पर ही काम कर रही है? लेकिन हमें इसके आगे देखना पड़ेगा क्योंकि हम कार्यक्षमता बढ़ाना चाहते हैं, गुड्स ट्रैफिक बढ़ाना चाहते हैं, क्लेम्स को रीड्यूस करना चाहते हैं और फास्ट ट्रान्सपोर्टेशन करना चाहते हैं। इस सबके बारे में आप क्या कर रहे हैं? आपने जो पेमेंट के बारे में कहा वह तो वह मिनिमम 14। रुपये दे रहे हैं। अगर आपको रेलों को चलाना है तो लोगों को मालूम है कि किस तरह से वह आप से अपनी माँग पूरी करायें। इसलिए आप उनकी आकांक्षाओं को समझें, जमाने की रफ्तार को समझें और जो भी काम रेलवेज कर रही हैं वह अच्छी तरह से चलाये।

13 hrs.

बंजी भट्टोच ने कहा था कि अगस्त 1969 से वह फास्ट क्लास (ए) पास सिस्टम में तरमीम करने वाले हैं। आप तरमीम करें या न करें लेकिन मैं समझता हूँ कि रेलवे सबसेज के अन्दर भेज-भाज पैदा करना ठीक नहीं है कुछ अफसरों को एक बेनिफिट देना और दूसरों को जो नये भर्ती किये जा रहे हैं उन्हें वह बेनिफिट न देना, यह उनके साथ पक्षपात होना और आप उनसे जिस तरह का काम लेना चाहेंगे वह नहीं ले सकेंगे। आप एक पालिसी बनायें कि आप फास्ट क्लास (ए) पास देना चाहते हैं या नहीं। या तो अगर सबको बीजियं या फिर किसी को न दीजिए। अगर आप किसी को भी न दें तब कोई गिला नहीं है, लेकिन अफसर अफसर में अन्तर नहीं करना चाहिए।

[श्री न० कु० सांची]

आपको अफसरों का मोरेल ऊपर करना है। आज वह बहुत गिरा हुआ है। अगर आप उसको ऊपर नहीं करेंगे तब आप के जो रेलवे के कारखाने हैं वह ठीक तरह से नहीं काम कर सकेंगे। मैं समझता हूँ कि मंत्री महोदय इन बातों पर ध्यान देंगे और बतलायेंगे कि उनके सम्बन्ध में क्या कर रहे हैं।

SHRI P. G. SEN (Purnea) : I am thankful to you for calling me, though late, to express our views on the railway Budget. No doubt the Indian Railways are the cheapest mode of communication in this country covering the length and breadth of this country. It is said that its passenger traffic does not earn money to cope with the expenditure and the goods income is better. There is no doubt that the Railways have to perform many odd jobs, for instance, transport industrial goods for which sometimes they have to manufacture special types of wagons. These are technical matters. From their report I find that the Research, Designs and Standards Organisation had done immense work in that respect and had come to the help of the STC for supplying wagons and other accessories to foreign countries. I could not understand what the Railway Minister means when he refers to the ICF performance in his budget speech and says : the outturn from the ICF is expected to be 658 fully furnished coaches this year and 654 next year. In the next line he says that the increase in the capacity of the unit to 750 coaches per year has been approved recently. In that case why the reduction in the number of coaches by four ? Is it a printing mistake or there are other reasons behind it ? Much can be said on the credit side but we on this side try to bring in a debating argument to inflict sharpnips at one another to win bouts in the Parliamentary ring. I find from the reports that the import contents had come down from 25.8 to 10.1 in 1968-69.

Instead of dilating upon this side, I come to that where it stands discredited in the common man's market, that is, the Railways have failed to fulfil the long-cherished classless Travel. We were told that in the railways there will be only one

class and for that purpose the amenities and facilities in the third class coaches for the third class passengers will gradually improve, and that all the other classes will gradually be abolished. Of course, in regard to that, to a certain extent, something has been done so far as the provision for sleeper coaches is concerned. Even then, though there are coaches, the sleeper coaches are not attached to the passenger trains. I think for the night travel, even in the passenger trains there should be sleeper coaches attached.

So far as the import is concerned, I find there are three agencies which are doing this job. One is the Department of Supply which is meeting 32 per cent of it ; the other is the Railway Board with 18 per cent, and the rest, that is, 50 per cent is met by the others. That, I presume, is by the zonal railways. I think there should be some sort of a single medium, just one organisation, which should handle all this work if it is possible instead of going through so many departments for this purpose.

Some of my friends were speaking about the need for demolition of the Railway Board. I do not subscribe to that view, because, after all, it is a very big organisation and it has its own budget also. The Railway Budget is being separately put. So, it will not be advisable to just set aside or just abolish this Railway Board. Nowadays the work has become so unwieldy and so scattered that some sort of control is a necessity.

Then there is of course the question of congestion in the trains which of course is the cheapest form of transport for long distances especially. I come from an area which is a very sensitive area, and the Deputy-Speaker also knows it very well. The other day, while at Katihar, there were some accidents also. The passengers were travelling by sitting on the top of the carriages ! There was an accident because of that somewhere between Barsoi and Katihar. There were several deaths also. This congestion is a very great problem which I think requires the urgent attention of the railways and the Railway Minister.

Some of my colleagues here have also mentioned one important thing : I do not remember their names. The point is this.

When you take the price of a ticket and issue the ticket to the passenger, you must ensure a seat for him, as in the case of the bus. There is congestion even in the buses. Here in Delhi it is worse now. People are not allowed sometimes. I find that passengers are just jammed in the buses. Earlier, I found that standing accommodation in buses was fixed as 12. Whatever it is, I think the railways should try to give some accommodation to the passengers when they issue the ticket. There is the question of conversion from M. G. to B. G. the lines going towards Assam. The other day Mr. Kotoki also referred to it. To me it appears that Delhi must be connected with all parts of India. There are three or four places in the country like Calcutta, Madras, Bombay and Delhi, which both rural people and town people want to visit and see for themselves how things are going on in this scientific age. The only handicap in having a through train from Delhi to Dibrugarh is the passage occupied by the M. G. line between Barauni and Katihar, a distance of 130 K. M. This should be converted into B. G.

Then, between Maniharighat and Calcutta there should be a through third class sleeper for North Bengal and North Bihar passengers to go to Calcutta via Sahibganj. This should be attached to the Danapur Fast Passenger at Sahibganj. In the enquiry office at Katihar, there was one man for the night shift. He has retired but no one else has been provided in his place. Katihar is a very important junction and there should be a night shift man in the enquiry office there.

Maintenance of the railways is very bad. Carriages are put on the track on the platform and after the passengers have got into them, all of a sudden, it is said that this coach has gone out of order and it has to be detached. I want to know why all these compartments are not checked earlier in the yard. Maintenance should be improved.

The workshop men have got their grievances. The chargeman and mistry do the same type of work, but two designations are there. This should be abolished and only one designation should be there.

As Mr. Kameswar Singh said about Mansi station, the Ganges has come very near and a buffer line is being prepared by railways. The Minister should know that

this is the only passage through which we can go to our constituencies. This should be expedited.

Catering arrangement was taken up by the department on a no-profit-no-loss-basis. But you have a surplus of Rs. 23 lakhs this time out of the catering department. I would suggest that some nutritious diet should be provided to the passengers. How it is to be done, I cannot say. The railway authorities should work it out.

You are going to attach, I am told, a dining car in the O. T. Mail from Lucknow to Gauhati. If it is to be run by private parties, tenders should be called. If it is to be run by the department, I have nothing to say.

SHRI NAMBIAR (Tiruchirappalli) : It must be done by the department.

SHRI P. G. SEN : I agree. Then, the deluxe train from Delhi to Patna is run once a week. This should be increased and it must stop at Mokameh. At present, it does not stop there. For us who want to go to Barauni and Katihar, this deluxe train should stop at Mokameh and onward connections given.

श्री प्र० सि० सहगल (बिलासपुर) : अध्यक्ष महोदय, रेल मंत्री ने जो बजट पेश किया है, उसके लिए मैं उनको बधाई देता हूँ इसलिए भी मैं उनको बधाई देना चाहता हूँ कि तीसरे दर्जे में चलने का तजुर्बा उन्होंने हासिल किया है। बम्बई में सफर करने के बाद उनको जो तजुर्बा प्राप्त हुआ है, उससे वह जान गये होंगे कि तीसरे दर्जे में चलने वाले यात्रियों को किन-किन कठिनाइयों का सामना करना पड़ता है, किस-किस असुविधा का सामना करना पड़ता है।

उन्होंने एक नई परम्परा भी जारी की है। तीसरे दर्जे के किराये और सलीपर कोच के किराये में जो वृद्धि उन्होंने बजट पेश करते समय प्रस्तावित की थी, बजट पर बहस शुरू होने से पहले ही उन्होंने उसको वापिस ले लिया।

उसके लिए वह इस सदन की बधाई के पात्र हैं।

[श्री अ० सि० सहगल]

अब मैं तीसरे और चौथे दर्जे के जो मुलाजिम हैं और खासकर कमर्शियल सैक्शन या जो गार्ड्ज की आर्गेनाइजेशन है, या जो असिस्टेंट स्टेशन मास्टर्ज की है, या टी० टी० ई० हैं, उनके बारे में कुछ कहना चाहता हूँ। जो लेबर यूनियज बनी हुई हैं कुछ कारणों से वे उनमें सम्मिलित नहीं हो सके हैं। इस वास्ते मेरी प्रार्थना है कि आप उनके मामलों पर भी विचार करने की कृपा करें और देखें कि उनकी जो मांगें हैं, वे जायज तथा ठीक हैं या नहीं और अगर ठीक हैं, तो उनकी पूर्ति करने की व्यवस्था करें। इन संस्थाओं की ओर से, इन लोगों की ओर से आपके सामने बहुत सी वरखास्तें उपस्थित हैं उसे रखने के लिए मैं तैयार हूँ और उनकी मांगों को आपके सामने रखना चाहता हूँ। जिस तरह से आपने थर्ड क्लास में सफर करने वाले पैसेंजर्स के प्रति हमदर्दी दिखाई है उसी तरह से क्लास 3 और क्लास 4 के जो कर्मचारीगण हैं, उनकी जो मांगें हैं, उन पर भी आप हमदर्दी से विचार करें और उनको पूरा करने की कोशिश करें बत्त निकल जाने पर मुसीबत का सामना करना पड़ता है।

रेलवे बोर्ड पर खर्चा बहुत ज्यादा होता है। उसको कम करने की आवश्यकता है। उसके लिए आप कृपया एक कमेटी बिठाइये और उस कमेटी में वे जो मेम्बर हैं इनमें से कुछ मेम्बरज को लिया जा सकता है और वे लोग आपको सुझाव दे सकते हैं कि कहां खर्चा ज्यादा है और उसमें किस तरह से कमी की जा सकती है और किन-किन मदों में बचत की गुंजाइश है। जो भ्रष्टाचार या मजदूर काम रेलवे में कर रहे हैं, उनके बारे में मैं यह तो नहीं कहता कि वे लोग काम नहीं करते हैं लेकिन उनसे मैं निवेदन करना चाहता हूँ कि खर्चा कम करने के बारे में भी वे विचार करें और देखें कि कहां कहां पर खर्च में कमी की जा सकती

है। उनकी मदद वे इमानदारी से करें तो खर्च में काफी कमी हो सकती है।

आपके प्रैंडीसैसर श्री पुनाचा ने हमारे लिए उत्कल एक्सप्रेस की व्यवस्था की थी। उत्कल एक्सप्रेस सप्ताह में केवल दो दफा आती है। इसको आप रोजाना चलाने की व्यवस्था अगर करें तो बहुत बड़ा काम आप करेंगे तथा तकलीफ दूर करेंगे। इसको जितना आगे आप बढ़ावेंगे उतना ही अच्छा होगा। एक और बात है जिस पर आप विचार करें। कोई भी इंसान जिसको सफर करना है इससे वह साढ़े पांच बजे जरूर उठेगा और गाड़ी को पकड़ेगा। लेकिन मैं निवेदन करना चाहता हूँ कि इसको आप घंटा डेढ़ घंटा देर से चला सकते हैं, घंटा डेढ़ घंटा देर से छोड़ सकते हैं। इससे लोगों को बड़ी सहूलियत होगी। यह नई दिल्ली से आती है। उत्कल एक्सप्रेस जो दिल्ली आती है मथुरा पहुंचने के बाद ज्यादा से ज्यादा तीन घंटे और चाहिए यहां आने के लिए वह 7 बजे शाम दिल्ली पहुंच सकती है। आज हम रात के साढ़े नौ बजे यहां पहुंचते हैं। इस बारे में सेंट्रल रेलवे और दूसरी रेलवेज के अफसरों की एक बैठक भांसी में हुई थी। मैं नहीं कह सकता हूँ कि उसमें क्या निर्णय किया गया। जो लोग राउरकेला और भिलाई से आते हैं, उनकी मांग है कि उसमें एक डिब्बा सीधे अमृतसर जाने के लिए लगा दिया जाये, ताकि उनको यहां पर कनेक्शन मिल जाये उसी तरह से भोपाल तथा काशी के लिए इटार्सी में। मुझे आशा है कि मंत्री महोदय इस बारे में विचार करेंगे।

जब मंत्री महोदय ने यह काम सम्भाला है, तो इसमें जरूर उन्नति होगी, इस बारे में कोई दो रायें नहीं हैं।

नई और पुरानी रेलवे लाइनों के लिए रेलवेज को केवल 15 करोड़ रुपये से कुछ ऊपर मिला है। मुझे शक है कि इस रकम से

क्या काम हो पागगा। पंचवर्षीय योजना में मध्य प्रदेश के लिए किसी भी नई रेलवे लाइन की व्यवस्था नहीं की गई है। मैं चाहता हूँ कि बैलाडीला से दुर्ग तक एक रेलवे लाइन बनाई जाये। उसी तरह चिरमिरी को बिहार के बार्डर पर स्थित डाल्टनगंज से मिला दिया जाये, ताकि इन दोनों स्थानों के बीच के क्षेत्र का विकास हो। मैं यह भी निवेदन करना चाहता हूँ कि बिलासपुर से मंडला (वाया पंडरिया) तक एक रेलवे लाइन बिछाई जाये। अकाल के समय में इस लाइन का सर्वेक्षण किया गया था और मिट्टी डालने का काम कर दिया गया था। समझ में नहीं आता है कि अब उसको क्यों नेगलेक्ट कर दिया गया है। उसी तरह से सतना से छतरपुर तक इस लाइन से उस क्षेत्र के विकास में बहुत सहायता मिलेगी।

श्री टायर और फर्स्ट क्लास में जो कन्डक्टर और अन्य लोग काम करते हैं, उन लोगों को पूरी सुविधायें उपलब्ध की जानी चाहिए, ताकि वे अपना काम सुचारु रूप से कर सकें। प्रायः काम एक ही किस्म का है मगर तनख्वाह में फर्क है।

माननीय सदस्य, श्री नम्बियार, और कई अन्य सदस्य कहते हैं कि रेलवे बोर्ड के मेम्बरों और जेनरल-मैनेजर्स को सैलून में यात्रा करने की सुविधा न दी जाये और श्री नम्बियार ता यह चाहते हैं कि सैलून को बिल्कुल एबालिश ही कर दिया जाये। मैं इसकी फेवर में नहीं हूँ। इन बातों को दूरदर्शिता की दृष्टि से देखना चाहिए। यदि ये अधिकारी सैलून में ज्यादा अच्छी तरह और दक्षतापूर्वक काम करते हैं, तो उनको यह सुविधा देने पर आपत्ति नहीं की जानी चाहिए।

मैं यह भी चाहता हूँ कि मंत्री महोदय रेलवेज की रिजनल और डिवीजनल कमेटीज और नेशनल कौंसिल को स्टैंडिंग कमेटीज का दर्जा दें और उनके सुझावों को पूरी मान्यता दें।

यह आवश्यक है कि रेलवे प्रोटेक्शन फ़ोर्स को ज्यादा अधिकार दिये जायें, ताकि वह बिना टिकट यात्रा करने वालों, तोड़-फोड़ करने वालों और अनियमित रूप से जंजीर खींचने वालों के विरुद्ध कठोर कार्यवाही कर सके। भूने हमेशा यह देखा है कि जो गाड़ी बिलासपुर से भोपाल जाती है, उसको बीना के पास जंजीर खींच कर रोक दिया जाता है और वहां पर कम से कम सौ दो सौ पैसंजर्ज उतर जाते हैं। ऐसी व्यवस्था की जानी चाहिए कि गाड़ी भले ही स्लो हो जाये, लेकिन उसको खड़ा न किया जाये। रेलवेज को बिना टिकट यात्रा से जो नुकसान होता है, ऐसा करने से उसको रोका जा सकता है।

रेलवेज के सब एम्पलाईज के लिए, चाहे वे क्लास टू, ग्री या फ़ोर के हों और चाहे लाइसेंसड कुली हों, एक बैलफेयर फंड बनाया जाये, ताकि उनके रिटायर होने या उनकी मृत्यु होने पर उनकी सहायता की जा सके।

अन्त में मैं यह कहना चाहता हूँ कि कुलियों के सुपरबाइजर या भेट को यह आदेश दिया जाये कि कुली चालीस, पचास या साठ पैसे के निर्धारित रेट से ज्यादा मजदूरी न मांगे और यात्रियों को उन्हें एक रुपया देना पड़ता है।

मैं इन मांगों का समर्थन करता हूँ।

श्री बेबेन सेन (भासनसोल) : अध्यक्ष महोदय, मैं सिर्फ तीन मुद्दों पर कुछ प्रकाश डालना चाहता हूँ।

पहली बात तो यह है कि मेरे दिल में यह डाउट उदय होता है कि क्या सरकार कलकत्ता की सर्कुलर रेलवे के बारे में सीरियस है या नहीं। 1953 में भारत सरकार ने इस विषय पर विचार करने के लिए एक राय कमेटी मुकर्रर की थी, जिसने कहा था :

"Train services over the Port Commissioner's Railway in Calcutta."

[श्री देवेन सेन]

1956 में सारंगपाणि कमेटी ने अपनी रिपोर्ट में कहा :

‘Apart from the necessity of relieving congestion in the city, the circular railway is expected to open out a vast field for development in suburban traffic to and from the outer suburbs, as has already been achieved in Bombay.’

कलकत्ता की आबादी 76 लाख है और हर रोज 2.50 लाख पैसंजर्ज कलकत्ता में आते हैं। कलकत्ता को कालेरा कंपिटल आफ बि बल्ड कहा जाता है। इसका कारण यह है कि वहां पर बहुत ज्यादा कनजेस्चन है। इस कनजेस्चन को दूर करने के लिए ही सरकार ने सर्कुलर रेलवे बनाने का वचन दिया है। कलकत्ता में हर साल 1,400 नई टैक्सी बहाल होती हैं। मैं आपको कलकत्ता के कनजेस्चन का यह उदाहरण देना चाहता हूँ कि अगर मुझे हावड़ा स्टेशन पर 7 बजे कोई ट्रेन पकड़नी होती है, तो मुझे 3 बजे ही घर से रवाना होना पड़ता है, लेकिन फिर भी समय पर पहुंचना कठिन होता है। हावड़ा ब्रिज पर टैक्सी छोड़ देनी पड़ती है और कुली द्वारा अपना असबाब उठवा कर हावड़ा स्टेशन पहुंचना पड़ता है।

13.29 hrs.

[Shri K. N. Tiwary in the Chair]

मैं सरकार से पूछना चाहता हूँ कि क्या वह कलकत्ता सर्कुलर रेलवे के बारे में सीरियस है। कलकत्ता में सिर्फ दो ब्रिज हैं, जबकि लन्दन में टेम्ज नदी पर 10 ब्रिज हैं, न्यूयार्क में 16 ब्रिज हैं और रोम में 6 ब्रिज हैं। कलकत्ता में अतिरिक्त ब्रिज बनाने और सर्कुलर रेलवे बनाने की जिम्मेदारी केन्द्रीय सरकार की है। मैं सरकार से पूछना चाहता हूँ कि क्या वह कलकत्ता में सर्कुलर रेलवे बनाना चाहती है या नहीं; अगर वह नहीं बनाना चाहती है, तो उसको साफ बता देना चाहिए।

एस्टीमेट्स कमेटी की रिपोर्ट में कहा गया है।

“The representative of the Ministry stated that it was not known when the Calcutta circular railway would be sanctioned.”

तो रेलवे ने अभी तक निश्चय नहीं किया है कि इसको बनायेगा या नहीं बनायेगा। और यह भी कहा गया :

Even a survey for the work has not yet been made.

तो इन सबके बारे में मैं मंत्री महोदय से स्पष्टीकरण मांगता हूँ कि आप सर्कुलर रेलवे बनाओगे तो जल्दी बनाओ और न बनाना हो तो बोल दो कि हम लोग नहीं बनायेंगे। फिर हम लोग देखेंगे कि बंगाल सरकार इस काम को करनी है या नहीं करती है या लड़ाई करने पर करेगी।

बस इतना ही मुझे निवेदन करना है।

SHRI J. N. HAZARIKA (Dibrugarh) : Sir, I have given some cut motions which may kindly be taken as moved.

I would like to recall that in 1950 in the Provisional Parliament I gave cut motions on the railway demands and I have the pleasure now to press the cut motions after 20 years.

The most important of the cut motions I submitted relates to the conversion of the metre gauge lines into broad gauge lines. Some of my friends have already mentioned that certain metre gauge lines have to be converted and double lines have to be provided in the broad gauge system. There is a great public demand that a broad gauge line should be laid as early as possible between Barauni and Katihar. Let the broad gauge system from Bongaigaon be extended to Dibrugarh. This has been necessitated because of the economy of the state of Assam. A great deal has been said in respect of backward areas including Assam. I want to stress that Assam's economy very much depends upon railway communications. I am glad that as the Farakka barrage is coming up, to some extent the railway.

traffic towards Assam will be improved no doubt. But that will not meet even half the requirements. Why do some people pay more for goods coming from northern India to Assam? These goods from northern India come to Assam in the metre gauge system, then they are taken by broad gauge system up to Bongaigaon and then from Amlingaon it is transported by the inland water transport system. This has rendered the cost of living in Assam the highest in India. Therefore, a broad gauge line should be constructed upto Dibrugarh from Gauhati *Via* Chaparmukh, Jaglabanda, Devgaon, Jorhat and Sibsagar and also Katihar should be joined by broad gauge to Barauni. Therefore, I would like to stress that not only survey of engineering and traffic requirements should be done as quickly as possible but rail construction should begin. Here you have mentioned that preliminary traffic and engineering surveys have been done last year in 1969-70 for which certain sum has been provided. From Dharmanagar to Agartala a railway connection should be given. We have been hearing for the last two decades that it would go upto Agartala but same thing is being repeated. It has not yet gone. I think it will never go as long as this Government rules the country.

Therefore, I would like to stress that early steps should be taken to implement the results of this survey to take the broad gauge railway from Barauni to Katihar. I also urge upon the Government that some provision should be made to make a survey for providing a broad gauge railway system in the Upper Assam Districts. I would like to press before you that the divisional head quarters of the NF Railway at Tinsukia should be made a fullfledged one. You have proposed only transportation at the divisional headquarters. But the divisional headquarters should be located at Tinsukia. It is not yet a fullfledged headquarters. Therefore, I urge upon you that at least Tinsukia should be fullfledged. In anticipation that there will be no fullfledged divisional H. Q. at Tinsukia, officials from Dibrugarh have been shifted to Laming. I do not see any reason why this office should be shifted. Dibrugarh is only 30 miles from Tinsukia. When Tinsukia is made fullfledged Divisional H. Q. officials from Dibrugarh may be merged there. This is my request.

About the Services and Recruitment policies of the NF Railway I wish to say this. There are Railway Service Commission in other Railways. But there is no Railway Service Commission at all in the NF Railway. There is a feeling in the minds of the people of Assam that proper representation is not being given to certain sections of the population. Therefore, Sir, in order to avoid that grievance it is very necessary that a Service Commission is set up in the NF Railway as early as possible. I do not think it will cost much. I think it will cost about Rs. 50,000 only. So, I request that a Railway Service Commission should be set up in the N. F. Railway as in other railways.

One of the important works done at Gauhati is the bridge at Brahmaputra. There should be at least 2 or 3 more bridges above the Brahmaputra. This is very necessary for the State of Assam. Also, I find, Sir, there is no provision made even in the Fourth Five year Plan for a second bridge in the State of Assam on the Brahmaputra river, to link Dibrugarh town with the north bank of Brahmaputra. The bridge should be constructed above the river at Laikabadi. That also has been suggested by the public for quite some time that there should be a bridge at Laikabadi. Sir, a bridge is necessary also to connect Tezpur on the north with Silghat on the south of Brahmaputra. Over and above that another bridge is required at Goajpara to connect it with Bongaigaon. Certain overbridges are necessary in the towns of Tinsukia, Nabarkatia and Mariani. I have given Cut Motions with regard to this matter of construction of over bridges. The provision of over bridges should be taken up as a social problem and it should be dealt with by the Centre. It is not necessary that always the State Government should come forward with their own funds; but it is the responsibility of the Centre which should take over this matter. They have taken up such works between Mathura and Agra and it is our grievance that they have not taken up such work in this area. This is a very important need of the people and it should be taken up as a social responsibility of the Railway and done by the Centre.

Many other hon. Members have already this point, namely, about catering work in the Railway. There is a great demand that one dining car should be attached to Assam

[Shri J. N. Hazarika]

Mail going on the broad gauge system from New Delhi to Barauni Government say there is no capacity in that train. But there is a great deal to be said in favour of attaching one dining car on this train and I think the Railways will provide one such dining car on this train. In certain railway stations and restaurants the food served is very cold, as if they are stale food. Therefore I suggest that hot plates should be provided in the restaurant cars and in the railway station restaurants so that food could be kept hot and served hot. If that is done, then food could be kept hot and served hot to the passengers.

With these words, I commend my cut motions for the acceptance of the House.

श्री सुब्रिका सिंह (श्रीरंगाबाद) : सभापति महोदय, सारे भारत में माननीय रेल मंत्री जी ने तीसरे दर्जे के पैसंजरो के किराये में जो वृद्धि हो रही थी, उसे रोकने का जो सराहनीय कार्य किया है, उसके लिए मैं उनका धन्यवाद देता हूँ। लेकिन आज भले ही जनमत को मद्देनजर रखते हुए.....

सभापति महोदय : एक बात मैं कह दूँ—माननीय सदस्य मेहरबानी करके टाइम का ख्याल रखें, जिससे कि मैं ज्यादा मे ज्यादा लोगों को बोलने का अवसर दे सकूँ।

श्री भीष्म प्रसाद (बांसगांव) : हम तो टाइम का ख्याल रखें, लेकिन आप कोरम का ख्याल नहीं रख रहे हैं।

सभापति महोदय : आप कोरम का प्रश्न उठाये तो उसको खूना।

श्री भीष्म प्रसाद : जी हाँ, मैं इस प्रश्न को उठा रहा हूँ। सदन में कोरम नहीं है।

सभापति महोदय : सदन में कोरम नहीं है, माननीय सदस्य अपने स्थान पर बैठें, घंटी बजाई जा रही है.....अब कोरम हो गया है, माननीय सदस्य अपना भाषण जारी रखें।

श्री सुब्रिका सिंह : सभापति महोदय, मैं कह रहा था कि इस वर्ष तो जनमत की प्रतिष्ठा रखने के ख्याल से माननीय मंत्री जी ने कई महीनों में, जिनके द्वारा रेलवे की आय बढ़ाने का प्रयत्न किया जा रहा था, उसे रोक दिया, लेकिन इससे समस्या का समाधान नहीं हो सकता। मैं इस बात को मानता हूँ कि जहाँ तक सम्भव हो गरीबों पर आर्थिक बोझ नहीं पड़ना चाहिए, लेकिन इतने बड़े देश में रेलों में जितना विकास करने की जरूरत है, जितनी रेलवे लाइनों की मांग है, रेलवे की एफिशियेंसी को बढ़ाने के लिये जितनी लागत-पूँजी की जरूरत है, इन सारी चीजों को मद्देनजर रखते हुए हमें आय बढ़ाने का कोई न कोई उपाय तो ढूँढना ही होगा। लेकिन इसके लिए हम किराया बढ़ा दें—इससे तो समाधान नहीं होगा। विगत वर्षों में हमने कई बार रेल से यात्रा करने वालों के किराये में वृद्धि की है, रेल के द्वारा जो माल ढोया जाता है, उसके भाड़े में भी वृद्धि की है, लेकिन जब भी बजट हमारे सामने आता है तो फिर वही आर्थिक दिक्रत हमारे सामने आ जाती है, फिर वही घाटे का सवाल सामने आ जाता है। घाटा क्यों होता है—यह एक ऐसा सवाल है जिस पर सारे सदन को गौर करना है। मैं इस बात को मानता हूँ कि सिर्फ रेलवे मंत्री के प्रयत्न से ही इस समस्या का समाधान नहीं होगा। आज रेलवे में नीचे से ऊपर तक भ्रष्टाचार व्याप्त हो रहा है। करोड़ों रुपया जो रेलवे के खजाने में आना चाहिए था, गलत ढंग से निकलता जा रहा है। इतना ही नहीं करोड़ों रुपया हमको मुभावजे के रूप में देना पड़ता है। कहीं रेलवे की बैगन्ज को तोड़ा जाता है, कीमती सामान निकाल लिया जाता है तो कहीं दूसरी तरह से रेलवे का सामान गायब हो जाता है। जिसका नतीजा यह हो रहा है कि रेलवे में इतनी इनसिफ्योरिटी बढ़ गई है कि आज लोग दिल्ली में कलकत्ता भी अपना माल टुक में ले जाना

पसन्द करते हैं रेल से नहीं। टिकटलेस ट्रेवल बहुत तेजी से बढ़ रहा है, लोलेसनेस इतनी ज्यादा बढ़ गई है कि मरीब टी०टी०ई० उसको रोक नहीं सकता। अगर कहीं रोकने का प्रयत्न करता है, तो मार खाता है। रेलवे के साथ गाई चलता है, बीच में रेलगाड़ियों को रोक लिया जाता है, बैगन तोड़ लिये जाते हैं, सामान लूट लिया जाता है और गरीब गाई और ड्राइवर उसको टुकड़-टुकड़ देसते रहते हैं। अगर बोलें तो मार खायें या जान से मारे जायें। यह भयंकर समस्या आज रेलवे के सामने है। इसका कारण यह है कि आज सारे देश में लोलेसनेस की स्थिति पैदा हो गई है। इस समस्या पर इस सारे सदन को विचार करना होगा चाहे विरोधी दल के हों या इस दल के हों। हमें आज यह गौर करना है कि राष्ट्र की इतनी बड़ी इण्डस्ट्री के साथ इस तरह का खिलवाड़ न हो। जो भराजकता आज रेलवे विभाग में व्याप्त है, यदि हम उस को कन्ट्रोल न कर सके, उस पर नियन्त्रण न कर सके, इस में हो रही चोरी को न रोक सके, टिकटलेस ट्रेवल को न रोक सके, तो अन्ततोगत्वा या तो हमें इस विभाग को बन्द करना पड़ेगा या फिर किसी कमीशन एजेंट को ठेके पर चलाने के लिये देना पड़ेगा, जिससे कि रेलवे को कुछ आमदनी होती रहे या इस का उपाय यह हो सकता है कि रेलवे मंत्री हर वर्ष किराये में वृद्धि के साथ बजट हमारे सामने पेश करें, इस वर्ष तो जनमत के सामने वे झुक गये, लेकिन यदि आपको रेलवे को चलाना है तो बहुत दिनों तक तो झुका नहीं जा सकता। एक तरह से यह विश्वास सकिता बन गया है—यदि आप इस को ठीक प्रकार से चलाना चाहते हैं तो सब से पहले जरूरी है कि आप लोलेसनेस को रोकें चोरी को रोकें, भ्रष्टाचार को रोकें, टिकटलेस ट्रेवलिंग को रोकें और सब से बड़ी बात जो आपके यहां टाप-हैवी एक्सपेंडिचर है, सब लोगों के सहयोग से उस को रोकें, तब आप इस समस्या को हल कर सकेंगे।

अब, मैं अपने क्षेत्र की कुछ समस्याओं की तरफ़ ध्याता हूँ। यह बड़े दुःख की बात है—हर साल मैं बोर्ड का ध्यान इस ओर आकर्षित करता हूँ कि पटना-गया लाइन 57 मील लम्बी है, लेकिन पटना से गया पहुंचने में 4 घंटे लग जाते हैं कारण यह है कि वहां पर सिंगल लाइन है, यदि इस लाइन को डबल लाइन बना दिया जाय और वी गाड़ियां इधर से उधर चले तो दो-ढाई घंटे में यह सारा रास्ता तय किया जा सकता है। मैं मंत्री जी का ध्यान इस ओर आकर्षित करना चाहता हूँ।

दूसरी बात यह है कि पटना बिहार की गवर्नमेंट का हेडक्वार्टर है लेकिन 11 बजे दिन के बाद 5 बजे शाम तक कोई भी ट्रेन नहीं है जिससे कि हम पटना से गया आ सकें या 12 बजे के बाद फिर हम 6 बजे शाम तक गया से पटना आ सकें, यानी आफ्टरनून में कोई भी ट्रेन नहीं है। लेकिन 6 बजे शाम के बाद पटना से क्या चार ट्रेन हैं परन्तु बीच में गैर है। क्या रेलवे बोर्ड के लिए यह संभव नहीं है कि टाइम में ऐसा एडजस्टमेंट करें कि हर दो तीव्र घंटे के बाद एक ट्रेन पटना से गया के लिए छूटे और गया से पटना के लिए छूटे। मैं समझता हूँ यह संभव है लेकिन इनके प्रॉक्सिमिटी को इतनी फुर्सत नहीं कि इस पर विचार लग सकें। अगर उनको फुर्सत नहीं है, वे प्रॉक्सिमिटी नहीं लगा सकते हैं तो हम सबको को बुलाकर बात करें। हम उन्हें सुझाव देते हैं, उन सुझावों से या तो वे कायम हो जायें या फिर हमको कायम करें और अगर हमारे सुझावों के सामने उनके मूंह बन्द हो जायें तो फिर हमारे जो जायज सुझाव हैं उनको मानें।

दूसरी बात यह है कि जो सैंड कांड लाइन है उसमें जो भी ट्रेन है गया जाने के लिए देहरी से, पश्चिम से, वह सुबह है और शाम के समय फिर कोई भी गाड़ी नहीं है। 11 बजे

[श्री मुद्रिका सिंह]

जब गया पहुंचे हैं तो 11 बजे दिन के बाद फिर 11 बजे रात को ही डेहरी से, सोनिस्ट बैंक से या दूसरे स्टेशन से गया आ सकते हैं। उसी तरह से गया से भी पश्चिम जाने के लिए घाठ बजे से दो बजे दिन तक कोई ट्रेन नहीं है। इसके लिए मेरा सुझाव है कि अगर ज्यादा नहीं कर सकते हैं तो एक डी जी ट्रेन जो डेहरी से गया नौ साढ़े नौ पर पहुंचती है उसी का फिर 24 बजे डेहरी वापस कर दें-वह लोकल ट्रेन है-और डेहरी से फिर ढाई तीन बजे गया वापस कर दें इस प्रकार से उसका काफी सदुपयोग किया जा सकता है और जो पब्लिक की डिमांड है कि आफ्टरनून में न गया से डेहरी की तरफ पश्चिम जाने के लिए कोई गाड़ी है और न पश्चिम से ही 11 बजे दिन के बाद 11 बजे रात तक कोई दूसरी गाड़ी है, इस सवाल का समाधान भी हो सकता है। मैं मंत्री महोदय का ध्यान इस और विशेष रूप से आकर्षित करना चाहता हूँ।

इसके अतिरिक्त सोन ईस्ट बैंक और अनुग्रह नारायण रोड के बीच 12 मील में कोई स्टेशन नहीं है, अगर वहां पर सोन ईस्ट बैंक और अनुग्रह नारायण रोड के बीच आप कोई हाल्ट ही कर दें तो बीच की जनता को बहुत बड़ी सहूलियत मिल सकती है। इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ और उम्मीद करता हूँ कि मेरे इन सुझावों पर उचित ध्यान दिया जायेगा।

SHRI PILOO MODY (Godhra) : I have only seven cut motions in my name, 1351-57. Most of them are very matter-of-fact asking for things that are eminently necessary and if implemented, would be eminently successful. Therefore, I will not touch upon them.

But there is one point, about commercial clerks. No. 1355, that needs some public attention. There are 38,000 commercial clerks on the railways who have for the last

God knows—15-20 years, not received any consideration from the railways at all. They have in many cases not received increments in 20 years and their service conditions have not improved, and what is more, their Unions are not even recognised.

I strongly urge the Minister to take into consideration this particular cut motion of mine in addition to paying the greatest possible attention to others, particularly No. 1354, which is a very personal request of mine. It inconveniences me greatly in visiting my own constituency if Government do not implement the recommendation in cut motion No. 1354.

श्री एस० एम० जोशी (पूना) : सभापति जी, मैं सदन का ज्यादा समय नहीं लेना चाहता हूँ। चूँकि हमारे मंत्री महोदय एक मजदूर नेता हैं इसलिये मैं उनके सामने कुछ सवाल रखना चाहता हूँ, जोकि वे इस समय यहाँ पर नहीं हैं। मैं पुराने मजदूर मंत्री और अब के रेल मंत्री से पूछना चाहता हूँ कि हमारी रेलवे में दो लाख कँजुअल लेबरर हैं, उनको क्या आप हमेशा कँजुअल ही रखेंगे या उनके डी-कँजु-अलाइजेशन की कोई स्कीम बनाने जा रहे हैं?

दूसरी बात यह है कि गोकि हम लोग समाजवाद की भाषा बोलते हैं फिर भी बहुत सारा कन्ट्रैक्ट लेबर रेलवे में इस्तेमाल होता है। तो आप कन्ट्रैक्ट लेबर को खत्म करेंगे या नहीं। मैं चाहता हूँ कि कन्ट्रैक्ट लेबर का जो यह सिस्टम है उसको समाप्त होना चाहिये।

एक बात यह है कि जो कानून हम लोगों ने पहले बनाया था कि जिस व्यक्ति के पास प्रापर टिकट नहीं होगा उसपर दस रुपये जुर्माना होगा तो उससे कितना नुकसान और कितनी असुविधा लोगों को होती है, उसको भी धब देखने की जरूरत है। उसका रद्द होना चाहिये कि प्राया वह कानून ठीक तरह से चल रहा है या नहीं? किसी के पास प्रापर टिकट नहीं

है, आपने कहा कि प्लेटफार्म टिकट लेना चाहिये या कुछ लेना चाहिये लेकिन वहां पर भीड़ लगी हुई है, उसकी बारी आने की नहीं, ट्रेन जा रही है तो वहां पर उससे कहा जायेगा कि दस रुपया लाओ तब टिकट मिलेगा, तो ऐसी दशा में या तो प्रापर टिकट देने के लिये आपको उसकी पूरी व्यवस्था करनी पड़ेगी या फिर इस कानून को मुक्तवी रखना होगा यह जो दस रुपये जुमाने की बात है इसपर दोबारा सोचना निहायत जरूरी है।

एक बात और है कि जो आपके लाइसेंसड कुली हैं उनसे आप कुछ पैसा लाइसेंस का लेते हैं लेकिन आप इस बात को नहीं सोचते कि जब बड़े हो जाएंगे तो उनके लिये क्या रहेगा। मैं चाहता हूँ कि रिटायरमेंट बेनीफिट या जो आपने नई पेन्शन स्कीम इंडस्ट्रियल वर्क्स के लिये लागू की है वह कम से कम इन लोगों पर भी लागू की जाये। जितना पैसा आप लाइसेंस का लेते हैं उसमें आप अपना भी कुछ मिलाइये और उनके लिये रिटायरमेंट स्कीम लागू करें।

इसके अलावा हम चाहते हैं कि रेलवे में सिर्फ एक क्लास होना चाहिये। इस समय एयर कन्डीशन्ड, क्लास वन, क्लास टू, और क्लास थ्री है। थर्ड क्लास की तरफ तो आप कुछ ध्यान ही नहीं देते हैं। अगर आप एकदम से इन क्लासेज को खत्म नहीं कर सकते हैं तो कम से कम ऊपर का जो क्लास है उसको हटा दीजिये। अगर उसको भी नहीं हटा सकते हैं तो कम से कम इतना तो कीजिये कि जो आपने सरकारी अधिकारियों को एयर कन्डीशन्ड क्लास में ट्रेवल करने का अधिकार दे रखा है उसका समाप्त कर दीजिये। अगर आप पैसा कमाने के लिये एयर कन्डीशन्ड रखते हैं तो ठीक बात है लेकिन गवर्नमेंट के अधिकारियों को जो आपने एयर कन्डीशन्ड की सुविधा दे रखी है उसकी क्या जरूरत है। इसलिये पहले आप कम से कम एयर कन्डीशन्ड

को खत्म करें ताकि प्रागे चलकर एक ही क्लास यानी क्लासलेस ट्रेवलिंग हो सके।

अन्त में मुझे यह कहना है कि आप मजदूरों को न केवल सुविधाएँ ही दें बल्कि उनके ऊपर जिम्मेदारी भी डालें। उनको एडमिनिस्ट्रेशन में पार्टिसिपेट करने का चान्स भी मिलना चाहिये। ज्यादा समय न लेकर मैं इन्हीं चन्द सबालों के उत्तर मंत्री महोदय से चाहूँगा।

श्री राजबेब सिंह (जौनपुर) : सभापति जी, आपने मुझे जो मौका दिया है उसके लिये मैं आपका बहुत धन्यवाद देता हूँ। मैंने कुछ कटमोशन्स रखे थे, आपने मुझे बोलने का मौका दिया मैं चार पांच चीजें ही मंत्री महोदय के सामने रखना चाहता हूँ और प्रार्थना करता हूँ कि रेल मंत्री महोदय ठंडे दिल से उनपर विचार करेंगे।

पहली बात यह है कि रेलवे के जो बड़े बड़े आफिसर्स हैं, चाहे वे डिवायजन के हों या जोनल रेलवेज के हों हां, बोर्ड के आफिसर्स के लिये ज्यादा ऐसी बात नहीं है वे लोग व्हिम्स के ऊपर छोटे छोटे मिलाजिमों के ट्रान्सफर किया करते हैं जिसके कारण रेलवे को बहुत पैसा खर्च करना पड़ जाता है। रेलवे का वह बहुत सारा पैसा बचाने के लिये बहुत जरूरी है कि बड़े बड़े आफिसर्स के व्हिम्स पर जो वे ट्रान्सफर्स रोज होते रहते हैं उनको रोका जाये।

14.00 hrs.

दूसरी एक इंसानियत के खिलाफ चीज यह है कि छोटी तनक्काह पाने वालों को उनके घरों से बड़ी दूर रखा जाता है। वे लोग हम लोगों के पास अपनी समस्याओं को लेकर आते हैं जिन के बारे में हम लोग विचारते हैं, कुछ का काम होता है और कुछ काम नहीं होता। इसलिये पौंसिरी यह होनी चाहिये

[श्री राजदेव सिंह]

कि जो छोटे मुलाजिम हैं उनकी अपने घरों से बहुत दूर पर पोस्टिंग होनी चाहिये जिस से उनके सामने आर्थिक कठिनाइयां न आवें।

तीसरी बात मुझे यह कहनी है कि रेलवे कन्सल्टेटिव कमेटी में तीन, चार जिलों के पार्लियामेंट के मेम्बरों ने यह बात उठाई थी लेकिन आज तक वह पूरी नहीं की गई। सालूम नहीं रेलवे मंत्रालय के सामने क्या दिक्कतें हैं। हमने मांग की थी कि दिल्ली से एक ट्रेन बनारस के लिये कानपुर और लखनऊ होते हुए सीधे दे दी जाय। दिल्ली में दो ट्रेन लखनऊ जाती हैं, एक लखनऊ मेल और दूसरी एक्सप्रेस यह दोनों गाड़ियां दिन भर लखनऊ में खड़ी रहती हैं। उन्हीं में से किसी को बनारस या जौनपुर तक कर दिया जाय तो चार छः जिलों के लोगों को आने जाने में बड़ी आसानी होगी।

कई दफा यह भी सवाल उठाया गया कि एक गाड़ी देहरादून से हावड़ा जाती है, जिस का नाम टून एक्सप्रेस है, जिसमें कलकत्ता जाने वालों की इतनी भीड़ होती है कि लोगों को खड़े होने के लिए जगह नहीं मिलती। दूसरी गाड़ी डीजल सप्ताह में दो दिन ही चलती है। हम लोगों ने यह मांग की कि टून एक्सप्रेस में स्टीम इंजन के बजाय डीजल इंजन लगा दें ताकि दो डिब्बे उसमें और जुड़ सकें जिससे लोगों को कठिनाइयां न हों। सिर्फ लखनऊ से मुगलसराय तक डीजल इंजन लगा दें, उसके बाद तो ट्रैक इलेक्ट्रिफाइड है। लेकिन इतने छोटे से काम को भी रेलवे मंत्रालय ने नहीं माना।

मैंने थोड़ा बहुत पहले पत्र व्यवहार किया था कि सुल्तानपुर से एक नई लाइन शाहगंज को भिलाठी हुई बना दी जाय। रेलवे मंत्रालय ने उस की उपयोगिता तो मानी लेकिन यह कहा कि इस समय सरकार इस लाइन को पूरा नहीं कर सकती। जब उस लाइन का

सबं करा चुके हैं तो उसे पूरा करने की कोशिश करें।

अन्त में मुझे एक जनरल बात कहनी है और वह यह कि हर स्टेशन पर आप थर्ड क्लास पैसेन्जर्स के लिए बेटिंग हाल नहीं दे सकते। बड़े व साइड स्टेशन पर बेटिंग हाल देना चाहिये और बाकि और जगह जहां बेटिंग हाल न दे सकें वहां कम से कम सायादार दरख्त लगवाने की आप कोशिश करें।

घन्यवाद।

SHRI P. M. METHA (Bhavnagar) : I shall confine myself to two or three points because of the shortness of time. Firstly, much has been said about the hardship, harassment and injustice done to the railway employees by the officials. The shortcoming lies in the procedure for redressal of grievances. There is a permanent negotiations machinery and the grievances are placed by the workers before that body. Nothing comes out of it because the higher authorities only endorse and approve the stand of the lower officials. So, it is not in a position to do justice to the workers. The best course is to give them an independent machinery for the redressal of grievances. If that is done I think much of the trouble would end, because when a worker gets an independent machinery he can submit his view points and the merits of the case properly. And then he is able to get justice. This is one point, namely, the railway should give an independent machinery for the redressal of grievances to the employees.

The second point that I would like to refer to is one important project, the construction of the Bhavnagar-Tarapur railway line. Last year also, during the course of the debate on the railway budget, I made this point. I said at that time also that this line is a remunerative line. The State Government has given top priority to this proposed project of the construction of Bhavnagar-Tarapur broad gauge railway line. At that time, the then Railway Minister, Dr. Ram Subhag Singh, stated that the survey report had come from the Western Railway and it was under consideration of the Railway Board. After wards, throughout this year, I have followed up

this matter. Recently, I had a meeting with Shri Nanda in this regard, and he had very kindly listened to me. I put before him the points which clarified that the line is remunerative. As he is attending to this problem, I have not much to say at this stage, and I hope that as he has said, maximum consideration will be given to this line and on its own merits.

Now, I would like to point out only one case, and it is regarding the rigid approach of the Railway Board. One station master—the station master of Deredi—in the Bhavnagar Division of the Western Railway lost his life in an accident while he was on duty by the flame of the lamp. His poor widow prayed for a family pension, and repeatedly she prayed and prayed. But the Railway Board ultimately replied that it was not according to the rules. Why? Because the station master had not accepted the option of pension. Sir, had he known he was to lose his life very shortly in an accident he would have certainly accepted the option of pension, but he did not know at that time that he was going to lose his life in a short time. Therefore, naturally he accepted the option of the provident fund. I had taken up this matter also. I met the Member (Staff) a few months back and he very sympathetically considered the case, but he said at the end that he is helpless because it is not within the rules. I said that it should be referred to higher authorities, and now I have been informed that it has been referred to the Finance Ministry. I would earnestly request Shri Nanda to kindly go through this case and do the needful and give the family pension to the widow of the deceased station master who lost his life in an accident by the flame of the lamp while on duty.

Thank you very much.

श्री सीता राम केसरी (कटिहार) : सभापति जी, माननीय नन्दा जी का आगमन रेलवे मंत्री के रूप में हमारे लिये स्वागत योग्य चीज है और हम उन का स्वागत करते हैं, क्योंकि वह एक ईमानदार आदमी हैं। इसलिए चन्द बातें मैं रेलवे बजट का समर्थन करते हुए उनके सामने कहना चाहता हूँ।

नीज्जत जाने में जो होकर फिर है नन्दा

बढ़ाने की आवश्यकता है। यह याना दो भागों में विभक्त है, नेशनल हाई वे 31 उधर से जाता है, और दोनों तरफ आबादी है, ओवर ब्रिज चूँकि पूरा नहीं बना है, आधा ही बना है इसलिए एक तरफ की आबादी को रेलवे क्रासिंग से हो कर जाना पड़ता है, जो क्रासिंग बंटों बन्द रहता है जिससे यात्रियों को बहुत कठिनाई होती है। इसलिये मैं चाहूँगा कि बीहपुर रेलवे स्टेशन पर ओवर ब्रिज को बढ़ाकर दोनों ओर प्लेटफार्म पर कर दिया जाय। जिस में दोनों तरफ के यात्री उसपर आ जा सकें।

मैं वरीनी से कटिहार तक की जो मीटर गेज लाइन है उसके सम्बन्ध में पहले भी लिख चुका हूँ कि सुरक्षा और प्रतिरक्षा के दृष्टिकोण से कितनी महत्वपूर्ण है, आप भी जानते हैं कि गौहाटी और नागालैंड जाने के लिये वरीनी से कटिहार तक की लाइन की कितनी आवश्यकता है। इसलिये मैं आग्रह करूँगा कि जब आप इस लाइन का सर्वे कर चुके हैं तब इस को जीप्रातिशीघ्र मीटर गेज से ब्राड गेज में परिवर्तित करने में देरी क्यों कर रहे हैं?

बीहपुर, भागलपुर जिला में पड़ता है और बीहपुर-भागलपुर के बीच में गंगा पड़ती है। वहाँ रेलवे का जिस तरह का प्रबन्ध है उससे यह होता है कि मान लीजिये कोई जहाज भागलपुर से महादेवपुर घाट आये 10 बजे और उधर ट्रेन पहुँचती है 12 बजे, तो पैसेन्जर्स को कम से कम दो घंटे तक वहाँ पड़ा रहना पड़ता है। वहाँ पर बेटिंग रूम वगैरह भी नहीं है। इसलिये आप को रेल की टाइमिंग ऐसे रखना चाहिये जिस से कि जहाज जो आये उसके पैसेन्जर उतरते ही ट्रेन में पहुँच जायें। आज उसमें व्यवधान होता है। इसलिये मैं इस की ओर आप का ध्यान आकर्षित करना चाहता हूँ।

इसलिए एक बात यह है कि नन्दा

[श्री सीताराम केसरी]

है। बिहपुर से कटिहार जाने के लिये सबेरे कोई पैसेन्जर नहीं है जिस से यात्री लोग सुविधा से कटिहार पहुँच सकें। अगर कोई ऐसी पैसेन्जर हो जो सबेरे कटिहार जाय जिस में यात्री लोग 10 बजे तक वहाँ पहुँच जायें और शाम को कोई गाड़ी चले जिस से 9 बजे रात तक यात्री बिहपुर लौट आयें तो इससे लोगों को बड़ी सुविधा हो सकती है।

आपने गौहाटी कालेज को रेलवे के अंतर्गत कर लिया है। डी० एस० ऑफिस कटिहार के जो एम्प्लायीज हैं उनके लगभग 70 परसेंट लड़के डी० एस० कालेज में पढ़ते हैं। मैं आप से आग्रह करता हूँ कि जिस तरह से आपने गौहाटी कालेज को रेलवे के अंतर्गत ले लिया है उसी तरह से डी० एस० कालेज को भी ले ले।

नौगछिया बहुत इम्पार्टेंट टाउन है। वहाँ तकरीबन 4 करोड़ रु० का मेज मकई होता है हर साल जो कि सारे देश में जाता है। इसनी इम्पार्टेंट जगह होते हुए भी वहाँ पर कोई मेल नहीं रुकता है। आपके पास दो दो मेल हैं। पहले एक वहाँ पर रुकता था, लेकिन अब नहीं रुकता है। इस सम्बन्ध में मैंने जनरल मीनेजर को लिखा था। लेकिन उन्होंने मुझ को लिखा कि चूँकि शार्ट डिस्टेंस पर मेल नहीं रुकता है इसलिये वहाँ रुकना मुश्किल है। मैं कहना चाहता हूँ कि बेगूसराय से बरौनी भी शार्ट डिस्टेंस है लेकिन वहाँ पर मेल रुकता है। एक और घाट है, वहाँ रुकता है, उसके बाद खगरिया और मनसिया पर रुकता है। वह भी तो शार्ट डिस्टेंस पड़ता है। कटिहार से नौगछिया का डिस्टेंस 64 किलो मीटर है और बिहपुर तकरीबन 22 या 23 किलो मीटर है। इसलिये मैं आग्रह करूँगा कि इस संबंध में भी आप ध्यान दें।

महादेवपुर घाट का एक बड़ा इम्पार्टेंट

घाट है भागलपुर से नार्थ बिहार जाने के लिये। वहाँ पर कोई वेटिंग रूम नहीं है और औरतों को बड़ी तकलीफ होती है।

श्री शिवचन्द्र भा (मधुबनी) : वहाँ पुल बनाया जाय।

श्री सीताराम केसरी : पुल की बात अलग है। मेरा आग्रह है कि महादेव घाट पर एक वेटिंग रूम बनाया जाय।

भागलपुर और पूर्णिया डिस्ट्रिक्ट्स बहुत जगहें हैं। सहरसा है, दरभंगा जिला है इन सारी जगहों पर जाने के लिये यदि गंगा पर एक ब्रिज बनाया जाय महादेवपुर घाट और भागलपुर घाट के बीच में तो उससे सारे इलाके को बड़ा लाभ होगा। उत्तरीय बिहार जाने के लिये महादेवपुर घाट—भागलपुर पुल बनना आवश्यक है।

इन शब्दों के साथ मैं रेलवे अनुदानों का समर्थन करता हूँ और श्री नन्दा के यहाँ होने पर अपनी खुशी की भावना व्यक्त करता हूँ।

SHRI S. KUNDU (Balasore) : Mr. Chairman, I have moved some cut motions but before I draw the attention of the hon. Minister to the relevant cut motions, I would like to thank him for travelling in some third class compartment. For the last two years I had been demanding that some ministers should travel in third class. Not only should he travel in third class but he should see that the Chairman and members of the Railway Board and other important officers also travel in third class to know the agony of passengers of the third class.

SHRI N. K. SANGHI : They travel by special trains.

SHRI S. KUNDU : I would demand that every passenger in the third class should be provided with a seat. Unless a

seat is provided to them, the excess fare that you realise from passengers who do not get a seat and who go in a crowded compartment should be accounted for separately so that we can know the real financial position of the railways. I have roughly accounted it to be Rs. 150 crores. Without giving accommodation you realise this money ; so, you should add another Rs. 150 crores to the deficit of the Railway Budget.

There should be a comprehensive inquiry into the financial and administrative structure of the railways. So far as I understand there has been no such comprehensive inquiry into all these matters. Railways mean a lot of things to lot of persons just as an elephant means a leg, trunk, ear and tail to the four blind men. It would be in the interest of the country that there should be a comprehensive inquiry into it. It should be by a very high power committee.

Now I come to my cut motion about casual labour. I would not repeat the points that have already been referred to. It is really inhuman and amounts to cheating when you rob about Rs. 10 crores from the casual labourers who do the same type of work but do not get the same pay as certain categories of Class IV casual labour employees get. These labourers get double the wage though they do the same work. In that connection I have moved my cut motions Nos. 412, 412A and some others. This casual labour are given wages for 26 days and are told that they have a holiday for four Sundays. Though they are given a holiday for the four Sundays, they are not paid the wages for those four Sundays. I have already written a letter to the Prime Minister requesting that the condition of their wages should also be referred to the Pay Commission. Through my cut motion I have demanded that the hon. Minister should accept this and make an announcement to refer the question of their condition of wages to the Pay Commission otherwise these 4 lakh railway employees would not derive any benefit from the report of this Pay Commission.

The railways make a profit of Rs. 10 crores by not paying full wages to these 2 lakh railway labourers as given to other casual labourers doing the same job. To the Rs. 150 crores mentioned by me earlier Rs. 10 crores should be added and Rs. 160 crores should be shown as the extra money

earned by the railways from other sources and deducted from the total revenue to show the real deficit of the railways.

Then, the Railway Minister should not have deducted Rs. 13 crores on account of increased fares and freight from the Development Fund. I expected that he would come up and say that he would observe economy and make good this amount. Unfortunately, he has not done that. I would like that he should do that.

About the Utkal Express, it takes 57 hours to reach Delhi. I am told that the officers also say that this time could easily be reduced by about 9 hours ; the only grumbling is done by the Central Railway. I think, the Minister should talk to them and find out whether it could be reduced at least by 7 hours.

About the Rupsa-Talaband narrow gauge line the Uneconomic Lines Committee has already reported to make it a broad line. Shri K. P. Singh Deo has also referred to it. If this railway line is made a broad gauge line, and extend it by only 30 kilometres, it joins with Howrah Bombay line and you get another feeder line both opening to Haldia and to Paradip Port, having an opening to all the industrial area of Rourkela, Tata, Ranchi and even Bhilai. I would like the hon. Minister to seriously look into it.

14.20 hrs

[Mr. Deputy-Speaker in the Chair]

Then, there is an over-bridge demand at Cuttack for many years. This is a very important demand. There is a cut motion on that in my name. I would request the hon. Minister to look into that.

About the accidents, I have given three cut motions. I do not want to dilate on this. I would like an explanation or a reply from the hon. Minister. I am told, if the points raised in these cut motions are adhered to by the Railways, lot of accidents could be avoided.

There is a place Kotai in the South Eastern railway on Howrah-Puri line, where the people are demanding for a long time to have a station. There is a cut motion given by Mr. Surendranath Dwivedy. I would request the hon. Minister to do something in that regard.

[Shri S. Kundu]

Sometimes, I am really astonished to find that whenever we write to the Railway Board to seek a certain clarification in matters of some employees, the reply given is that it has been done for "administrative reasons." Once the Railway Board gives a handle to the officers not to answer us and say that the things have been done under the guise of "administrative reasons", a lot of injustice and coercion will be done to the employees on the grounds of "administration reasons".

There is another cut motion No. :09. About 200 to 300 staff quarters were completed but were lying vacant at Khurda Road. I tabled a Question and I have also written a letter to the Railway Board. I demand that arrears should be collected and responsibility fixed on the officers for the loss of revenue. They say that there is no necessity to fix up the responsibility for loss of revenue because when they were completed, they were left open and so the people went and occupied them. The question is why they were left open. Is it not somebody's responsibility to look after them? The employees do not get the quarters, but quarters are left open and vacant and others occupied them. There was a loss of revenue to the extent of Rs. 10,000 to the Railways. They say that they are not going to fix up the responsibility. I demand that they should fix up the responsibility.

I am told that about many of the employees who joined the 19th September strike, their cases have been lying in the courts and they have been dragged from court to court. There is a lot of harassment and I request that their cases should be withdrawn.

Again, there is cut motion No. 413 where I have said that unresolved disputes with the All-India Railwaymen's Federation should be referred to a tribunal as has been done in the case of the All India Railwaymen's Congress. Since they are recognised unions, there should be no discrimination. I hope the hon. Minister will not practise discrimination between these two unions and will refer the unresolved disputes to a tribunal.

Lastly, about A. S. Ms and S. Ms, their service conditions, promotions, etc. have not been touched for years. For the last

20 years they have been working and they have not any promotions. In South-Eastern railway, in Khurda and Kharagpur Divisions, in answer to a question, the Ministry has agreed that for some of them for about 20 years there has been no promotion. These people have reached a saturation point and that they are green being choked up.

Similar conditions exist in Southern railway in respect of office clerks, etc. It is a problem which is related to almost all the railway employees. The hon. Minister had given an assurance last time. But nothing substantial has been done. I would request him to do something in this regard.

SHRI B. K. DASCHOWDHURY (Cooch-Behar): Sir, it is very difficult to find any relation between the hon. Minister's assurance given here and the follow-up action taken by his executive officers. We are not to go very far off to prove the allegation against the Ministry. Only at the time of presentation of the Railway Budget, the hon. Minister said. I quote :

"The House will recall that my predecessor had indicated this time last year that some relief would be provided to staff who have been at the maximum of their pay-scales for two years or more and should be allowed a personal pay equivalent to the amount of the increment drawn by them in the scale. Staff who have been at the maximum of the scale of Rs. 450-575 for two years and over will be granted a personal pay of Rs. 30 a month."

Sir, this is an assurance given by the hon. Minister and in the course of a few days a circular has been issued by the Railway Board stating that the personal pay should be granted only to those employees who have been declared fit for promotion but could not get promotion for want of vacancy. There may not be many avenues of promotion and many officers are stagnating at their maximum. The hon. Minister says that their cases will be considered with all sympathy and consideration and they will be given a personal pay every month. But the Railway Board has put in certain restrictions and stated clearly that only those employees who have been declared fit for promotion but could not get promotion for want of vacancies will get the increment. I

submit to the hon Minister through you : let the hon Minister come out with a proper reply whether his assurance given to this august body is quite in line with the circular issued by the Railway Board.

Further the circular goes on to say :

"After a careful consideration of all aspects of the matter, the president is pleased to decide that Class III and Class IV Railway Employees (other than those employees in the Railway Board and its attached offices) of all grades who have been or may hereafter stagnate at the maximum of their pay scales for two years or more should be granted a personal pay equivalent to the rate of the increment last drawn by them in their existing scale."

What wrong has been committed by these poor Class III and Class IV employees who are working in the Railway Board and attached offices ? If this assurance is to be implemented in general for more than 12 lakhs of regular railway employees, why should all employees not get equal chance ? Why should there be any discrimination ? Why should these lower grade employees working in the Railway Board and attached offices be debarred from getting this benefit ?

Secondly, on 5.8.1969 in reply to an unstarred question No. 2271, the Railway Minister assured for the restoration of one Railway Line but not implemented so far. I read out the question and the answer :

"Will the Minister of Railway be pleased to state :

(a) Whether his Ministry has received representations from the people of Haldibari in West Bengal for restoring the Railway Communication between Haldibari and Jalpaiguri towns on the North-east Frontier Railway ; and

(b) If so, the steps taken in the matter."

The reply is :

"(a) Yes.

(b) As the monsoons have already set in, the restoration work of the line between Jalpaiguri and Haldibari stations can be taken in hand only after the rainy season, by which we expect to receive the report of the Technical Committee appointed by the Ministry of Irrigation and Power which would give

us a better appreciation of the whole situation."

This was stated by the hon Minister, Dr. Ram Subhag Singh who was the Railway Minister at the relevant time. But, after that monsoon passed, autumn passed, winter passed by and now spring has come. Even now the Railway Board has not taken any steps to lay the railway line between Haldibari and Jalpaiguri towns in that area which was so much affected by the great October floods of 1968. There were several representations made by the people of that area where this particular line has affected the transport system of nearly two lakhs of people of that locality. I have also submitted a cut motion on this particular issue and I request the hon Minister to come out with a straight reply as to what is in his mind and the Railway Board.

SHRI C. K. BHATTACHARYYA (Raiganj) : It is a strategic line ..

SHRI B. K. DASCHOWDHURY : The hon Member is correct ; it has got certain strategic importance and it goes upto the border of East Pakistan.

Thirdly, Sir, there was another question. That was on 22nd April, 1969 in which the hon Railway Minister stated : "None of the three posts of Assistant Station Masters of the Cooch Behar station was withdrawn." But actually one Assistant Station Master was withdrawn. When I referred to the Railway Minister about this matter, of gross irregularity between the reply given by the hon Minister and the actual state of affairs, he sent a letter to me on the 10th of October, from which letter I quote. He said :

"It is regretted that inadvertently the fact of having surrendered one of the posts of Asst. Station Masters had not been noted in the books and incorrect information was furnished in reply to the Lok Sabha Question on 22nd April, 19 9.

It is however proposed that at the earliest opportunity Shri Lala should be re-posted to Cooch Behar Station. Instructions to that effect will be issued to the NF Railway."

The Minister was good enough to send me that reply. But what do we find ? Even today that post has not been given to that

[Shri B. K. Daschowdhury]

particular Lala whose services were withdrawn from the Cooch Behar Station. What we see is this. The hon Minister says one thing; we find the officers in the Railway Board and in the respective zones do just the other.

I have a fourth instance at my disposal. According to the Railway Board and Government of India instructions, the State Road Transport organisations in the respective States should be given certain financial assistance. In West Bengal there are three Road Transport Organisations. In my constituency in North Bengal there is one known as North Bengal State Transport Corporation. According to the Government of India's decision—contained in their letter No. 24 T(4)/69 of 8th September, 1969, the Government of India should contribute 33 1/3% of the total capital of each State Road Transport Corporation. And, according to that calculation, North Bengal State Transport Corporation,—whose head office is at Cooch Behar in my constituency—should get Rs. 60.50 lakhs from the former Railways. Of course, the Railways were good enough and the Railway Minister in his wisdom sanctioned Rs. 35 lakhs and left over a balance of Rs. 25 lakhs and 50 thousands. To get the balance amount from the Railway Board, the North Bengal State Road Transport Corporation has been trying for the last few months. Together there is a balance of Rs. 25 lakhs 50 thousands. They said in a letter: "Kindly release the balance of Rs. 25 lakhs 50 thousand, without which our transport corporation is finding difficulty." They gave no reply properly. They also wanted this, namely, if it is not possible for them to give all the due amounts, the Railways may at least give a portion of it. No reply came from the N.F. Railway H.Q. at Malegaon. This is the type of thing we are constrained to come across in the Railway administration. Even in respect of specific decision of the Railway Board and the Railway Ministry, these are not being carried out by the executive officers.

In the case of low-paid employees they make rationalisation and job analysis. In this connection I wish to refer to one thing. In 1967 in Bangalore,—probably in May or June, our present President Mr. Giri—when he was Vice-President at that time,—made an observation at the time of inaugurating a

conference when he said "Job analysis should be done properly on all the executive offices of the Government. Because there are reports that 50% of the officers do not work according to their ability."

That obviously included the railways too. If due to the job analysis, certain posts ought to be withdrawn, then why should the executive officers' posts also be not withdrawn to the required extent when they are in default and do not act properly? We have seen in the case of the railways that as a result of job analysis, certain posts of station masters and ticket-checking staff have been withdrawn on the ground that they are over-staffed. But what about a job analysis for the executive officers? There should be proper rationalisation in their case also, and if necessary, Parliament should be able to review what their actual performance is. I have just now pointed out a case where due to inadvertence, and due to the entry not being made properly, a wrong reply was given to this House by the hon. Minister. Who was responsible for this? Is it not the case that the reply came to the hon. Minister's table, after having been passed and checked and censored properly by the officer responsible for doing so?

MR. DEPUTY-SPEAKER : The hon. Member should try to conclude now.

SHRI B. K. DASCHOWDHARY : I have submitted about 30 to 35 cut motions, and I do not have time to deal with all of them. So, I would speak mainly on one of them for the present.

In 1968, I received a stereotyped reply from the Railway Ministry that they were not in a position to take up many of the schemes which we had suggested, owing to paucity of funds. But in 1969, I had referred to one proposal and suggested that the Railway Board should consider the question of a modified miniature radar system being installed to avoid accidents and train collisions. It was a small compact machine which could be introduced to avoid accidents, collisions, etc. Mr. Apurba Kumar Chaudhuri, who happens to be an employee of the NF Railway had invented some machine for this purpose, and I request the hon. Minister to go through the details which had been published in the newspapers and also in certain foreign journals. Of

course, it is true that the Railway Minister took some half-hearted action on that matter, because I had pressed that point here in 1968, during the discussion on the Railway Budget. In spite of the fact that Mr. Apurba Kumar Chaudhuri, an employee of the NF Railway had invented a machine which could effect a saving of about Rs. 200 crores to the Railway Board, the officers of the Railway Board at that time were not very much interested in giving proper encouragement to improve that machine. This invention was based on the electronic system but they were not inclined to give him any encouragement. Later on, on 26th March, 1968, there was an examination by the screening committee of this particular proposal, but it was done in a most half-hearted manner. I would request the hon. Minister to get all the details again and personally satisfy himself and see if he could come forward and say that he has personally examined this proposal and found that it would be of no worth pursuing it further. I hope the hon. Minister would take in to consideration all aspects in regard to the scope and prospects of this electronic machine which can prevent all sorts of accidents and train collisions, and which could ultimately effect a saving of Rs. 200 crores to the Railway Board out of their total budget. I hope the hon. Minister will consider this, and I am certain that if this machine is installed, it will give a new relief to the railway passengers and railway tax-payers.

श्री क० ना० तिवारी (बेतिया) : उपाध्यक्ष महोदय, चूंकि समय नहीं है, इसलिए मैं कुछ पायंट्स ही मन्त्री महोदय के सामने रखना चाहता हूँ। मुझे उम्मीद है कि वह उन पर गौर करेंगे।

रेलवे डायरेक्टर्स के सम्बन्ध में रिप्रेजेंटेशन और अन्य कागजात मन्त्री महोदय के पास पड़े हुए हैं। उन लोगों की डिमांड है कि उन को सी० जी० एच० एस० के डायरेक्टर्स का रेटेस दिया जाये। अब तक जितने भी रेल मन्त्री रहे हैं—श्री पाटिल, श्री पुनाचा, डा० राम सुब्रह्म सिंह श्री मेनन—, उन सबके सामने यह मामला आया है और उन्होंने हाउस में यह एण्डोरेंस दिया है कि इस पर गौर किया

जायेगा और उन लोगों की शिकायतों को बुरा किया जायेगा। मैं मन्त्री महोदय का ध्यान इस ओर दिलाना चाहता हूँ।

गंडक प्राजेक्ट के अन्तर्गत गोरखपुर में भैंसालोटन तक जो सड़क गई है, उस पर गंडक नदी पर एक पुल बना दिया गया है। रेलवे उस पुल को इस्तेमाल कर सकती है। उस पुल को बनाने के लिए रेलवे के जो करोड़ों रुपये लगते, वे अब नहीं लगेंगे। अगर गोरखपुर से लेकर जो आपकी स्टेटेजिक लाइन होगी उसको भैंसालोटन से होकर के अगर बगहा और नरकटिया गंज तक मिला दिया जाय और उसको आसाम तक ले जाया जाय तो उससे बहुत बड़ी प्रबलम हल हो सकती है और जो भीड़ होती है दूसरी लाइनों में उस की कमी हो सकती है।

ब्राडगेज जो बनाने जा रहे हैं इसमें तहकीकात हो रही है दरभंगा होकर के। और मुजफ्फरपुर होकर के हम लोगों का अपना ख्याल है कि समस्तीपुर से मुजफ्फरपुर हो करके नरकटिया गंज जायेगी तो इसमें खर्च कम पड़ेगा, इसलिए इसी साधन को ब्राडगेज करना चाहिए।

बहुत दिनों से एक बात का मैं रेलवे मिनिस्ट्री के सामने रख रहा हूँ कि एक छोटी सी 12 मील की लाइन पड़रौना से मधुबनी तक कर दी जाय तो उस इलाके में 40 लाख मन धुगर केन होता है, उसको दूसरी जगह से जाना पड़ता है, वह नहीं ले जाना पड़ेगा, वहां कोई धुगर मिल प्राइवेट सेक्टर में या पब्लिक सेक्टर में बन सकती है और वहां के किसानों की प्रबलम इससे हल हो सकती है।

मैंने धादापुर, रमगढ़वा, खोदावानों और बगहा स्टेशनों पर प्लेटफार्मों के ऊपर बोर्ड्स डालने के बारे में कई मर्तबा सवाल में उठाया और लिखा भी। मैं जानता हूँ कि उसके बारे में क्या कार्यवाही की जा रही है।

एक हार्ड पावर कनेटी रेलवे ने मुकर्रर

[श्री क० ना० तिवारी]

की थी जिसकी एन्क्वायरी खत्म हो गयी है और उसने अपनी रिपोर्ट दे दी है। सभी और बता इस सम्बन्ध में बोल चुके हैं। मेरा निवेदन है कि उसको कोल्ड स्टोरेज में न रख कर उसके ऊपर विचार किया जाय और उसमें जो काम की बातें हों उन पर कार्यवाही की जाय।

रक्सौल हमारी कांस्टीट्यूएन्सी में एक जगह है जहां पर रेलवे की जमीन लोग अन-एथोराइज्ड तरीके से आक्यूपाई करते चले जा रहे हैं। वहां की जमीन की कीमत दुनिया के किसी पार्ट से ज्यादा है। कई लाख रुपये में अगर माना जाय कि एक कट्ठा वहां बिकती है तो यह अत्युक्ति नहीं होगी। मैं जब वहां जाता हूँ, वहां के अधिकारियों को बुलाता हूँ और उनसे कहता हूँ लेकिन वह रेलवे की जमीन जो है उसको रेलवे के कब्जे में रखने का कोई इंतजाम नहीं कर रहे हैं, इस तरह मैं रेलवे मन्त्री का ध्यान दिलाना चाहता हूँ और उम्मीद करता हूँ कि इसके ऊपर वह उचित कार्यवाही करेंगे।

बडं क्लास पैसंजर्स की एमेनिटीज के बारे में सभी लोगों ने कहा है और मन्त्री महोदय का ध्यान उस तरफ गया है, इससे हमें बड़ी खुशी है। मैं चाहता हूँ कि एमेनिटीज जो लोगों को मिल रही हैं उनको बढ़ाया जाय और क्या बढ़ाया गया, यह हाउस के सामने बतला दिया जाय कि रेलवे में यह यह इम्प्रूवमेंट्स हुए हैं।

कौटर्गिंग के बारे में शिकायत बराबर हम लोग करते हैं और उसका इम्प्रूमेंट कुछ नहीं होता। हमने कई मर्चें बा बिट्टी भी लिखी, कंसल्टेटिव कमेटी में भी इस बात को उठाया कि ओपेन फ़ूड जो है यह लखनऊ, कानपुर, गोरखपुर हर एक स्टेशन पर बिकता है, उसके ठकने की कोई व्यवस्था नहीं है। उस पर धूल पड़ती रखी है, बकियायां बैठती हैं और

लोग इस तरह से जहर खाते हैं। वह खाना नहीं खाते हैं। जो स्थानीय रेलवे अधिकारी होते हैं, वह उसपर ध्यान नहीं देते हैं। मेरा अपना सुझाव है कि इस पर सख्ती की जानी चाहिए और रेलवे के जो डाक्टर हैं उनको तथा स्टेशन मास्टर्स को इसके लिए हिदायत देनी चाहिए।

बहुत पहले एक सुझाव दिया गया था डाग-स्क्वाड का। लोग कहते हैं कि आदमी गलती कर सकता है लेकिन जानवर जो होते हैं वह गलती नहीं करते हैं और वह घूस नहीं लेते हैं। तो डाग-स्क्वाड की बात रेलवे में हुई थी और रेलवे में डाग-स्क्वाड शायद है भी जैसे गवर्नमेंट में और जगह पर है, आज कल मालूम नहीं वह किस स्थिति में है लेकिन यार्ड्स में जितने लोग आप के आर पी एफ के चौकीदारी का काम करते हैं उनके साथ में यह डाग-स्क्वाड हो तो काफी दूर तक आप की चोरी और नुकसान जो रेलवे में होता है वह बच सकता है।

एक मैने निवेदन किया था कि लखनऊ से ओ० टी० मेल जाता है मुजफ्फरपुर होकर बरौनी तक, इसमें एक कम्पोजिट बोगी अगर लगा दी जाय जो मुजफ्फरपुर में कट करके नरकटियागंज होकर वगहा चली जाय तो इससे नार्थ बिहार वालों को काफी सुभीता हो जाय क्यों कि उनका सारा रोज-गार, सारी दूकानदारी, सारा सम्बन्ध जो है वह यू पी के साथ लखनऊ से और कानपुर से मिला हुआ है। इसमें उनको सुविधा होगी।

बस, मुझे इतना ही निवेदन करना है।

MR. DEPUTY-SPEAKER : I am told the Minister wanted to speak at 3 P. M. We have a few more minutes. I may tell Shri S. C. Jha that his party's time is exhausted. He can speak at the stage of the Appropriation Bill.

श्री सूरज जान (अम्बाला) : अध्यक्ष

महोदय, मैं सिर्फ प्वाइंट्स मन्त्री महोदय के सामने रखना चाहता हूँ। लोगों की मांग थी कि रेलवे बोर्ड को तोड़ा जाय। वह तो पूरी हो नहीं सकती न कोई करेगा। रेलवे मन्त्री ने आश्वासन दिया है कि वह उसमें कुछ चेंजेज लाना चाहते हैं। मैं एक सुझाव देना चाहता हूँ कि आप रेलवे बोर्ड को तोड़िये नहीं। उसमें आप एक एम्प्लॉईज का नुमाइन्दा बतौर मेम्बर ले लीजिए और यूजर्स जो हैं रेलवे के, कुछ बिजनेस कन्सर्न्स के नुमाइन्दे रेलवे बोर्ड में ले लीजिए ताकि रेलवे बोर्ड को वाइडर कांसेप्ट मिल जाय।

दूसरी बात आपने कहा था कि रेलवे कामशियल ग्रंडरटेकिंग है, तो कामशियल ग्रंडरटेकिंग्स में तो एम्प्लॉईज को बोनस दिया जाता है। आप कृपा करके रेलवे के अन्दर उनको बोनस दीजिए।

तीसरा प्वाइंट मैं रखना चाहता हूँ, एक बार पूनाचा साहब ने रेलवे एम्प्लॉईज को, विशेषकर के आफिसर्स को न्यू ईयर गिफ्ट दिया था। तो मेहरबानी करके क्लास टू तक के जो वाकी हैं उनको भी दे दीजिए ताकि वह भी कुछ राहत पा सकें। एक बात और है कि जिन गजटेड आफिसर्स को आपने न्यू ईयर गिफ्ट्स दिये थे उनमें यह भी देख लीजिए कि शिड्यूल्ड कास्ट आफिसर्स को भी कुछ दिया है या नहीं क्योंकि मैं समझता हूँ उनके साथ हमेशा ज्यादाती होती आई है। कम से कम उनमें से एकाध को तो दे दीजिए।

आपने अभी कुछ इन्स्ट्रक्शंस ईव्यू किए हैं कि जो स्ट्राइक के सिलसिले में कसेज हैं वह वापस ले लिये जायेंगे। वह आर्डर्स अभी अगूरे हैं। मेरा दिवेदन है कि उन एम्प्लॉईज का कइयों को टाइम पर प्रोमोशन नहीं दिए गए, कइयों के ट्रांसफर कर दिये गए, कइयों को इम्तहान में बैठने नहीं दिया गया, मेहरबानी करके यह नामूर जो कि रेलवे सरविसिज शरीर पर बैठे हैं इनके दूर कर दीजिए।

इसके अलावा एक इससे जुड़ी हुई बात और भी है कि 1960 में भी एक स्ट्राइक हुई थी, उसके भी कसेज हैं, मेहरबानी करके आपने जो रियायतें इन 1968 की हड़ताल वाले एम्प्लॉईज को दी हैं वह उनको भी दे दीजिए।

दूसरी बात मैं यह कहना चाहता हूँ, इत्त-फाक की बात है, आप हरयाना को रेप्रेजेन्ट करने हैं, हरयाना से बोट लेकर यहां आये हैं तो हरयाना के लोगों का भी हक है आपके ऊपर। मेहरबानी करके दिल्ली से अम्बाला तक वाया करनाल और दिल्ली से सहापनपुर तक डबल लाइन कर दीजिए। मैं आप को बत्ताऊँ, कटनी से बीना तक और बीना से झांसी तक डबल लाइन है जहां उसकी उतनी जस्टि-फिकेशन नहीं है जितनी यहां है। तो इतना तो कम से कम कर दीजिए।

एक बात और कहकर मैं समाप्त करता हूँ। रेलवे बोर्ड के चेयरमैन के बगैर गाड़ी चल सकती है लेकिन प्वाइंट्समैन के बगैर गाड़ी नहीं चल सकती है। अगर आप एम्प्लॉईज को सेटिस्फाइड नहीं करेंगे तो रेलवे के अन्दर एफिशियेंसी नहीं आ सकती और हमारे हरिजन एम्प्लॉईज की बहुत बुरी हालत रेलवे में है। आपको मालूम होगा प्री-पार्टीशन डेज में मुसलमानों की रिजर्वेशन नहीं थी लेकिन फिर भी मुसलमानों को रेप्रेजेन्टेशन देने के लिए अहमद कमेटी बैठी थी, डी-सीजा कमेटी बैठी थी जिसने अपनी सिफारिशात दी थी कि हर एक डिपार्टमेंटल कमेटी में और सेलेक्शन कमेटी में मोहमडन्स का रेप्रेजेन्टेशन हो तो क्या उस लाइन पर आप हरिजनों के लिए भी कुछ विचार करेंगे कि शिड्यूल्ड कास्ट के लोग उनमें हों? जगाधरी रेलवे वर्कशाप में आठ साल से ऐसे लोग हैं शिड्यूल्ड कास्ट के जिन्होंने इम्तहान पास किया है लेकिन आज तक प्रोमोशन नहीं दी गई, तो मेहरबानी करके इन प्वाइंट्स को आप देखिये और मैं आप से उम्मीद करता हूँ कि आप चौक मज-

[श्री सूरज भान]

दूर प्रेमी हैं, इसलिए इन प्वाइंट्स पर जरूर ध्यान देंगे।

श्री बीरभद्र सिंह (महामू): अध्यक्ष महोदय, मैं एक ऐसे चुनाव क्षेत्र से आता हूँ जिन में कि एक इंच भी रेलवे लाइन नहीं है और एक ऐसे राज्य से आता हूँ जिसमें कि पिछले 20-22 सालों में स्वतन्त्रता के बाद एक इंच भी नई रेलवे लाइन नहीं बनी है। हिमाचल प्रदेश में आज भी वही रेलवे लाइन्स हैं जो कि स्वतन्त्रता के पहले थीं और उसमें हमारी माँगों के बावजूद किसी प्रकार की वृद्धि नहीं हुई है। आज इस सदन में भी और बाहर भी क्षेत्रीय असमानता की बात की जाती है और यह माँग की जा रही है कि डेबलपमेंट के मामले में सारे इलाके को एक साथ ले कर आगे चलना चाहिये। मगर मैं आप से यह कहूँगा कि अगर आज हमारे देश में असमानता पैदा हो गई है, क्षेत्रीय असमानता उभर कर आगे आ रही है, उस का सब से बड़ा जिम्मेदार रेलवे विभाग है। जहाँ जहाँ पर रेलवे लाइनें बनी हैं, वहाँ पर आप पायगें कि औद्योगिकरण हुआ है, कारखाने खुले हैं, इण्डस्ट्री-यलाइजेशन हुआ है, लेकिन जहाँ पर रेलवे लाइनें नहीं बनी हैं, वहाँ पर औद्योगिकरण नहीं हो सका। आज हिमाचल प्रदेश में, बावजूद इसके कि केन्द्रीय सरकार वहाँ के विकास के लिए बहुत कुछ कर रही है, जहाँ तक बड़े कारखाने खोलने का सवाल है, मीडियम दर्जे के कारखाने खोलने का सवाल है, एक भी कारखाना नहीं खुला है। जब भी हम किसी उद्योगपति को कहते हैं कि आप वहाँ आ कर कारखाना खोलिये, वह कहते हैं कि आप के यहाँ यातायात के साधन नहीं हैं, यहाँ पर रेलवे नहीं है, हम कैसे खोलें। जब हम रेलवे को कहते हैं कि आप रेलवे बनायें ताकि औद्योगिकरण हो सके, वह कहते हैं कि आप के यहाँ फैंक्ट्रीज नहीं हैं, रेलवे कैसे बनायें। न उद्योगपति कारखाने खोलना

चाहते हैं और न रेलवे विभाग रेलवे बनाना चाहता है। मैं समझता हूँ कि सही तरीका यही है कि पहले रेलवे विभाग वहाँ पर रेलवे बनाये, वहाँ पर यातायात के साधन उपलब्ध कराये, उस के बाद ही वहाँ पर औद्योगिकरण हो सकता है।

इसी सिलसिले में मैं मन्त्री महोदय को याद दिलाना चाहता हूँ कि हिमाचल प्रदेश की सरकार, वहाँ के संसद सदस्य और वहाँ की जनता ने बारबार यह माँग की है कि कालका तक जो ब्रोडगेज लाइन है, उसको परमानु तक बढ़ाया जाय। परमानु कालका से तीन चार मील के फासले पर है और कालका हरियाणा में है, जब कि परमानु हिमाचल प्रदेश में है। इस लिए हमारी यह माँग है कि इस रेलवे लाइन को परमानु तक बढ़ाया जाय।

हमारी दूसरी माँग यह है कि इस वक्त पठानकोट से जोगिन्द्र नगर तक जो नैरोगेज लाइन जा रही है, उसको आगे बढ़ा कर मन्डी तक ले जाया जाय, जिनसे काफी बड़े इलाके को फायदा पहुँच सकेगा। इसके अलावा हमारी एक यह माँग है कि जगाधरी से एक नई लाइन पांबटा साहब तक, जो जिला सिरमार में है, बनाई जाय। आप जानते हैं पांबटा साहब में कई कारखाने लगाने की स्कीमें हैं—स्मेल्टिंग का कारखाना लगाने की स्कीम है, कागज का कारखाना लगाने की स्कीम है। अगर वहाँ पर रेलवे लाइन बना दी जाय, तो वहाँ बड़ी सुविधा मिलेगी। मुझे उम्मीद है कि मन्त्री महोदय इस तरह ध्यान देंगे।

मन्त्री महोदय से मेरी एक प्रार्थना यह है कि वन-अप और टू-डाउन यानी कालका मेल में, जो दिल्ली से कालका और कालका से दिल्ली के लिए चलती है, एक बड़े बसास की बोयी

घोर बढ़ाने का प्रबन्ध किया जाय। इस समय जितनी बोगियां लगती हैं, उन में बिलकुल जगह नहीं होती है, इससे जनता को बहुत कुछ दिक्कत होती है। जब डा० राम सुभग सिंह रेलवे मंत्री थे, उस वक्त हम ने इसके बारे में उनको पत्र भेजा था और उन्होंने कृपा करके एक थर्ड क्लास बोगी दिल्ली से चण्डीगढ़ के लिए डलवा दी थी, उस से स्थिति में काफी सुधार हुआ, परन्तु अभी भी यह काफी नहीं है। इस लिए मैं मंत्री महोदय से दरखास्त करूंगा कि वह एक नई बोगी कालका और दिल्ली से इस ट्रेन में डालें ताकि यात्रियों को सुविधा प्राप्त हो सके।

श्रीमन्, अभी कुछ माननीय सदस्यों ने रेलवे में काम करने वाले कैजुअल लेबर का जिक्र किया। श्री जोशी जी तथा श्री कुण्ड ने खास तौर से इस बारे में कहा। पिछले साल संसद की कांटेक्ट लेबर बिल के बारे में नियुक्त ज्वाइन्ट सिलेक्ट कमेटी के मेम्बर के रूप में मुझे भी देश के कई शहरों में घूमने का मौका मिला और वहां हमें कैजुअल लेबरर्स के साथ जो दिक्कतें हैं, उन्हें देखने का मौका मिला। मुझे दुख के साथ कहना पड़ता है कि रेलवे विभाग कैजुअल लेबर का शोषण कर रहा है, उन से पूरा काम ले रहा है और उनके जो जायज हुक्क हैं उन से उनको वंचित कर रहा है। मेरी दरखास्त है कि आप कृपा कर इस केटेगरी को हटाकर इन को परमानेन्ट करें और इनको भी वही सुविधाएँ दें जो दूसरे परमानेन्ट मुलाजिमों को मिल रही हैं।

माननीय मंत्री महोदय ने जो बजट पेश किया है, इस से एक बात साफ जाहिर होती है कि रेलवे की जो आर्थिक स्थिति है वह इतनी अच्छी नहीं है जितनी कि होनी चाहिए। रेलवे मंत्री जी को मजबूर हो कर पहले कुछ भाड़ों में वृद्धि करनी पड़ी, जिस को कि किसी प्रेशर और दबाव के कारण उन को बाद में वापस

लेना पड़ा। मैं समझता हूँ कि रेलों की आर्थिक स्थिति की ओर हमारा ध्यान अधिक जाना चाहिए। रेलें हमारे देश की सबसे बड़ी पब्लिक ग्रण्डरटेकिंग है, यदि इसकी आर्थिक स्थिति बिगड़ती है तो इसका सारे देश पर बड़ा असर पड़ता है। मैं यह समझता हूँ कि इसका सब से मुख्य कारण यह है कि हमारा जो रेलवे एडमिनिस्ट्रेशन है, वह बहुत ज्यादा टोप-हैवी है, उस पर बहुत ज्यादा व्यय हो रहा है। रेलवे मंत्री जी को चाहिए कि वे इस पर विशेष ध्यान दें।

रेलवे की ग्रामदानी का बहुत बड़ा लीकेज टिकट लेस ट्रवेलिंग है, जिसको रोकने का विशेष प्रबन्ध होना चाहिए। हम यह भी देखते हैं कि रेलवे में सरकार के दूसरे महकमों की तरह से बहुत बड़े पैमाने पर फिज़ूलखर्ची है। यदि आप इस टोप-हैवी एडमिनिस्ट्रेशन को खत्म करेंगे, रेलवे की ग्रामदानी की लीकेज को रोकेंगे और इस में जो फिज़ूलखर्ची है उसको दूर करेंगे तो मैं समझता हूँ कि इस से आर्थिक स्थिति बहुत कुछ सुधरेगी।

श्री शिव चन्द्र भ्वा (मधुबनी) : उपाध्यक्ष महोदय, सक्ती और पण्डौल के बीच में उगना हाल्ट खोलने की बात बहुत दिनों से चल रही है। रेलवे बोर्ड ने उसकी स्वीकृति भी दे दी थी, लेकिन जहाँ पर गांव वाले चाहते हैं, वहाँ पर नहीं बनाया जा रहा है। इस से वहाँ की जनता को कोई फायदा नहीं होगा। गांव वाले 4.7 पर इस हाल्ट को चाहते हैं, आपको हाल्ट खोलना है, इसलिए जहाँ गांव वाले चाहते हैं, वहाँ पर खोलिये। इसके सम्बन्ध में मैंने आपको चिट्ठी भी लिखी है, मेरा अनुरोध है कि जहाँ जनता इस को चाहती है, वहाँ पर बनावें। इस से आपका खर्च भी कम होगा।

बोचरडीहा और निर्मसी के बीच में परसा गांव के लिए हाल्ट का होना बहुत जरूरी है। इन दोनों स्टेशनों के बीच की दूरी 8 मील है, इसलिए परसा गांव के लोगों को बहुत दिक्कत

[श्री शिवचन्द्र भा.]

हो रही है। इस का सर्वे हो गया है, लेकिन काम आगे नहीं बढ़ रहा है, इस को शीघ्र बनाना चाहिये।

फांझरपुर और तमुरिया स्टेशनों के बीच में दीप गांव के पास हाल्ट की बहुत जरूरत है। बहुत बड़ी तादाद में वहाँ की जनता मेरे पास आ कर पूछती है कि यह हाल्ट कब तक हो जायगा। मेरा अनुरोध है कि इस हाल्ट को शीघ्र से शीघ्र बनायें।

चिकना पलैंग स्टेशन बनाने की बात चल रही थी, सर्वे भी हो चुका है, लेकिन काम आगे नहीं बढ़ रहा है। चिकना पलैंग स्टेशन बनने के बाद और घोघरडीहा स्टेशन के बीच एक हाल्ट बनाने की जरूरत पड़ेगी। मैं चाहता हूँ कि इस काम को जल्द से जल्द किया जाय।

अब मैं एक बहुत महत्वपूर्ण ट्रेन स्टार्ट करने की ओर आपका ध्यान खींचना चाहता हूँ, जो स्ट्रेटेजिक प्वाइन्ट आफ़ व्यू से और हिन्दुस्तान के डिपेन्स की दृष्टि से भी बहुत जरूरी है। मैं चाहता हूँ कि निर्मली और जयनगर के बीच एक नई सीधी गाड़ी शुरू की जाय।

निर्मली और सुपौल के बीच की रेलवे लाइन अंग्रेजों के जमाने में उखाड़ दी गई थी। जब हम लोग छोटे थे, 1937-38 में यह लाइन टूटी थी, लेकिन आजादी के 23 साल गुजर जाने के बाद भी यह लाइन अभी तक शुरू नहीं हुई है। इस ओर शीघ्र ध्यान दिया जाना चाहिए।

भूज और खावड़ा के बीच हम लोग सत्याग्रह के लिए गये थे, हम लोगों ने वहाँ पर देखा कि वहाँ की जनता को इस लाइन के न होने से बहुत कठिनाई हो रही है, इस लाइन की व्यवस्था भी शीघ्र होनी चाहिए। इस को बढ़ा कर जनकपुर तक ले जाया जाय जिससे इसका

सम्बन्ध काठमांडू तक हो जायगा और इस प्रकार कन्याकुमारी से काठमांडू तक का रेल लिंक हो जायगा।

श्री शिव नारायण (बस्ती) : उपाध्यक्ष महोदय, मैं नन्दा जी से दरखास्त करता हूँ कि एअर-कण्डीशन कोच में आप बाढ़ लगवा दीजिए। अभी पिछले 13 मार्च को हमारे डा० राम सुभग सिंह इस गाड़ी में जा रहे थे, उन पर एटेक हुआ। शीशा तोड़ कर पाखाने के रास्ते आदमी अन्दर आया।

दूसरे—लखनऊ से दिल्ली और दिल्ली से लखनऊ सुबह एक मेल ट्रेन शुरू करवा दीजिए।

हमारे क्षेत्र में बस्ती शहर में जो रेलवे का आसिग है, उस पर पुल का होना बहुत जरूरी है। घंटों तक पैसेन्जर रुका रहता है, जिससे वहाँ के लोगों को बहुत कठिनाई होती है।

THE MINISTER OF RAILWAYS (SHRI NANDA) : I am thankful to the hon. Members for the large number and variety of suggestions and views to which they have given expression in their speeches on several aspects of railway administration. I have followed all this with keen interest. I find that the main concern of the hon. Members was the creation of new facilities, especially for the areas with whose needs and conditions they are very intimately connected. I shall not be able to deal with all these things on account of the limitation of time. I have other opportunities, and I shall avail myself of those opportunities soon in order that I may acquaint myself and become conversant more fully with their viewpoints and I may have also occasions to discuss with them in detail various things regarding which it would not be possible for me in the very limited time to say very much now.

15.00 hrs.

I may assure the hon. Members that the letters which I receive from them and the views which they express on the floor of

this House are to me of very great importance. I learn a great deal from those communications and I endeavour to give very careful thought and attention to them and I study them. And as I arrive at conclusions I shall convey them to the hon. Members and make personal contact for further discussion so that we may arrive at, especially, some kind of consensus in Parliament regarding the way in which we want to handle and tackle the various intractable problems, the number of cases which I am facing and this country is facing and which are of very great interest to all of you.

I must confess that with regard to the many demands on the railways which have emerged in the course of these discussions, I would not be in a position in the present circumstances to give such answers as may carry any assurance, any satisfaction, to the hon. Members. I am very sorry I am called upon to give assurances. Several hon. Members have come and told me, "On this occasion, just say this much, that something will be done." I have seen the fate of various assurances in the past and I for one am not going to expose myself to this risk. The assurances given by my predecessors on the floor of this House are sacred for me also and if there is to be any change because of circumstances, I would like to share the facts and the consideration with the hon. Members.

While I am not able to paint a rosy picture regarding the various things which have been put forward here as to how and how soon they will be carried out, various demands made, I can also say that I have faith that in the course of time, with the co-operation of all, it may be possible to give a better response' a more favourable response. To present a better picture to the House than is possible at this stage.

I shall try to give to the House in a brief compass, the perspective of development of the railway system as I see it and the course it may take in the next few years. This has relevance because various things with which we will have to deal later on, regarding which I am called upon to give answers, depend upon a realisation and understanding of what is ahead of us and how well we are equipped now to deal with those things and, if there are deficiencies, how we are going to remove them.

It is better I do so than make any

vague assurances because it is a proper realisation, understanding, of the hard facts and their implications that alone can form the sound basis for any expectations which may be entertained regarding the possibilities of the system for the future.

In the course of my reply to the debate on the railway budget I stated briefly what I visualize as the role and the obligations of the railway system. I indicated then the limitations and handicaps under which we are labouring as well as the measures which I think should be adopted for the effective discharge of these responsibilities. Let me now know define in some precise terms what these responsibilities are in the present context, in the context of the questions which have been raised here.

It is elementary that the railway system will have to develop a co-ordinated approach, a coordinated pattern of railway transport for both passenger and goods so that all the national needs are served adequately. The railway system shall have failed in its essential purpose if it is found that it is unable to provide adequately and efficiently for the traffic which arises in the course of the development of the economy of this country, particularly in industries like coal, steel, fertilizers and cement which are the base for the development of the economy of this country. It goes without saying that it has to develop a built-in preparedness to meet any emergency, may be in relation to defence or anything else, at short notice.

I want to bring out one thing which has a bearing on the capacity of the railway to do these effectively. These responsibilities are not for the railways alone to carry out in isolation. In any nation, particularly in a nation with a planned economy, there should be a coordinated approach to the development of the transport system of the country in which different forms of transport are assigned their appropriate place; in keeping with the needs of growing traffic in the country, the investment policies should be directed towards building up the right combinations of different transport services—transport by road, shipping, inland water, air etc.—and the administration of the various transport services has to be integrated with the help of the power of the State. This is inevitable in a planned economy and this is the context in which we have to view something which has exercised

[Shri Nanda]

he minds of hon. Members, which has figured in several speeches earlier, namely, rail-road competition, which has a close bearing on the kind of things which it is possible for us to do now but which we are unable to do now.

There should be no place for destructive competition between these two methods of transport, leading to the creation of idle capacity and wasteful use of scarce and valuable resources which is happening now. The relevance of these observations in this discussion lies in the loss of revenue that is being caused to the railways on account of the fact that the roads are taking over traffic, valuable high rated traffic for which the railways have already built up adequate capacity. It has also a bearing on our being constrained—this is another aspect—to maintain uneconomic lines where, at the same time, adequate alternative methods of transport have already grown up.

To conserve the resources of the nation and, at the same time, to avoid losses to which the railways are being subjected, on both these accounts, the railways on their side must first do all that is possible, make the maximum effort, to raise the level of efficiency and make available the services that are directed to the user to the utmost extent.

On the other hand, we are entitled to expect that some method of organisation will be devised to ensure that road transport does not encroach upon the sphere of the railways in the absence of any national justification,

There is another aspect. It must also be realised that if we lose Rs. 7 crores or so on uneconomic lines, there is so much less available for new lines. I do not want to create any apprehension in the minds of hon. Members that I am taking advantage of this occasion to introduce a departure from the existing policy. We shall try to improve and make viable as many of these lines as possible but where it is established that recurring losses are being incurred which are irretrievable; I hope, I shall have the support of the House in following a suitable course in respect of that.

Let me have a very quick glance at our past experience regarding the performance of the railways in relation to the demands on the system because it will throw some

light on the way in which we have to go ahead in future. Because of the inadequate allotment of funds in the Second Plan, the railways were not able to carry out the tasks set for them.

I remember the acute anxiety that was being experienced by those who were dealing with the planned development of the country because of the fact that we were not able to move coal which was being produced, the simple bottleneck being the railways. The net result was overcrowding of passenger trains and continued use of overage stock for passenger traffic. Regarding good traffic we were not in a position to lift all the traffic that was offered.

During the Third Plan enough resources were provided for the railways as a result of which adequate transport capacity was developed to meet the estimated requirements of various sectors of the economy. However, development in other sectors, particularly in agriculture and industry, did not come up to expectations with the result that the Third Plan ended with some surplus transport capacity. This creation of facilities and capacity not being used fully and, therefore economic loss to the nation was questioned several times.

Let us now have a look at what lies ahead. The main objectives of the railways' fourth plan naturally, is that for all the freight and coaching traffic that develops and is anticipated during the Plan period full provision has to be made.

Some hon. Member mentioned a little while ago the question of computers, the utilisation of electronics and various other innovations. In a vastly developing system it is not possible to carry on in the old way and we have to make use of all that research is able to place at our disposal. This modernisation of the system, therefore, is another very high priority and we will have to carry it out to the maximum extent subject of course to the availability of resources.

Another objective is accelerating the pace of gauge conversion to the maximum extent so as to extend the more efficient broad gauge system to areas of rapid economic development and high traffic potential.

A working group of the Planning Commission had gone into the railway's

fourth plan and they estimated the originating freight demand at the end of the Fourth Plan at 290 million tonnes. However, keeping in view the criticism of the Public Accounts Committee in regarding the estimation of railway traffic targets in the Third Plan as also the trends of growth in railway freight traffic over the previous five or six years, the Railway Minister considered it prudent to pitch the target of originating traffic at 265 million tonnes in 1973-74 as against 290 million tonnes. This was accepted by the working group and ultimately by the Planning Commission.

In order to cater for the level of traffic of this order, the Railways had initially estimated a requirement of Rs. 1700 crores. However, owing to overall paucity of resources, the allotment was reduced to Rs. 15.25 crores by the Planning Commission for the same target, that is, of 265 million originating tonnes. The major elements in this allotment of Rs. 15.25 crores are : Rs. 620 crores for rolling stock, Rs. 315 crores for line capacity works which include Rs. 60 crores for conversions, Rs. 200 crores for track renewals, Rs. 83 crores for new lines, Rs. 82 crores for electrification and some smaller amounts for other purposes. Of the allocation made for new lines, Rs. 55 crores will be required for completion of works in progress and Rs. 28 crores could be earmarked for taking in hand 800 kms. of new construction provided these are financially viable. Even Rs. 28 crores allotment, as I found later, has to be reduced by another Rs. 4 crores to Rs. 5 crores because some other things have been taken in hand, the Farakka barrage and some other works.

In view of the increasing demand from State Governments, from the public and from the Members of Parliament and, keeping in view the transport requirements of specific large industrial or mining projects or major port schemes and railways' own operational needs or those required for strategic considerations, the surveys have been or are proposed to be taken up in respect of schemes covering about 2000 kms. These are the surveys with regard to new lines.

The construction of new lines, generally involves heavy capital investment. As the railways have to pay a dividend of 6 per cent to the General Revenues on the capital

invested on such lines, only projects that give a return of 6.75 per cent on the additional investment should be considered financially viable. Generally, it is found that, unless the new line generates a heavy density of high rated goods traffic, the project will hardly be financially viable. In the circumstances, we have to be highly selective in the matter of determining new lines to be taken up for construction and priority will have to be given for such lines which are required for development of heavy industries, transport of mineral traffic and major port schemes etc. and, besides, lines required for strategic considerations. With Rs. 28 crores that is likely to be available for taking up new lines in the Fourth Plan, it is expected that we may be able to initiate construction of approximately 800 km. of new lines at a total estimated cost of about Rs. 75 crores. The surveys for the new lines extending over 2000 km. have either been completed or are in progress. The proposals for the Fourth Plan are expected to be select out of this depending on the results of the surveys, the economic viability of the projects and the relative priority which these lines will merit.

With Rs. 60 crores provision in the Plan, the conversion of specific sections to broad-gauge is being considered on merits of each case. A perspective Plan has been prepared for taking up the conversion to broad-gauge of about 3000 Kms of important arterial M. G. trunk routes in some parts of the country where the existing M. G. lines are even now running to near saturation limits. The total cost of these conversions is expected to be over Rs. 170 crores and subject to the availability of funds and laying down of priorities, the works are planned for completion within the next 10 to 15 years.

The financial basis of the Railway Programme in the next five years is the allocation of Rs. 585 crores out of the Plan funds and the contribution of Rs. 940 crores from sources within the Railways. This is coming to the crucial feature of the railway situation and the prospect for doing anything more for which there are numerous proposals and suggestions. A quick review now undertaken by us indicates that we are not likely to generate the resources expected of the Railways. Firstly, the financial performance in the year 1969-70 has not given the anticipated

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pated results, in that against an expected surplus of Rs. 1.91 crores, we are now having a shortfall of Rs. 12.55 crores.

The operating results in 1970-71 will be only slightly better. I am afraid the Railways apart from Rs. 525 crores arising out of contributions to the Depreciation Reserve Fund, may not be able to generate internal resources of more than about Rs. 215 crores, leaving a gap of Rs. 200 crores in the funds required for the implementation of the Plan. Unless we can find ways of bridging this gap of Rs. 200 crores, there will be no funds available for completing the lines under construction, for taking up any new lines for gauge conversion, or for any upgrading of uneconomic lines. It is inconceivable that the nation will permit such a disruption of the railway programme. I may assure the House that the railways will do their best to curtail expenditure and to increase earnings and thereby try to augment their internal resources. But the very best we can do may not suffice. It will be more so if the surveys that are now in progress or will be undertaken enlarge the list of new lines of which economic feasibility is established. The proposals for new lines which have already been received make a total of 13,152 kilometres at a cost of Rs. 1266 crores. Even a small fraction of it will call for the creation of new resources of a very considerable size.

What are the ways open to us to meet this deficit, apart from the steep stepping up of the efforts by the Railways to improve their own performance? In the first place, I feel we are entitled to ask that whatever gap remains with regard to new investments needed for fulfilling the tasks entrusted to the Railways will be bridged by timely provision of additional funds out of the Plan allocations. I shall appeal to the Conventions Committee to place the liability of the Railways for dividends to the General Revenues on a more equitable basis. It will not be unreasonable on our part to expect that we will be allowed a fair set off for services which we perform below cost on social grounds or in national interest.

I have given these hard facts in order that no doubt may remain in our minds as to the very difficult situation in which we are placed and as to the urgency of taking effective and necessary steps at an early

stage so that we may not be found wanting when calls are made on the facilities of the railways and on our account the economy of the country may not suffer or its development may not be retarded. Of course, it will not be possible for us here and now to settle these matters, but it is my intention to have proper discussions on it with all concerned so that we may find suitable solutions for all these problems and difficulties.

I will now take up some of those things which arose during the course of the discussion. I am not sure whether Shri Onkar Lal Berwa is here now but I cannot help referring to certain things which he said. Hon. members would not like me to pay too much attention to his observations, specially with regard to my recent visit to Bombay. Whatever matters he has brought to the notice of the House during his speech will receive very careful consideration and attention and they will be dealt with promptly in spite of his rather unhelpful and poor advocacy. Probably those on whose behalf he takes up cudgels would have discovered that by the manner of his presentation, he does not add any strength to their case. He referred to my visit to Bombay for personal observation of the conditions there, especially with regard to suburban traffic and he passed the verdict that whatever I might have witnessed there personally is all meaningless and fruitless because I cannot bring about any change for the better, that I will not be allowed to do it for various reasons—those are his conclusions. Of course, if it were so, that will lighten my burden, but I don't take it in that sense. But he should have at least felt that he should be relieved of the urge to go on putting to me questions or proposals for future action. But he did not find any consistency in that and he went on reeling off at breathless pace dozens of grievances of all kinds, for which he expects immediate redress at my hands. I shall of course take all the action that it possible.

I will say something about my visit to Bombay, because it was raised here and several other Members mentioned, and I had two full days in Bombay and I feel satisfied that I have now a vivid idea and a clearer understanding of the problems in that area than all the notes and files on the subject could have given me. I have met and talked

to scores of people who could not have come to meet me in Delhi. I have seen many things which would not have come to my knowledge otherwise. I can now never become oblivious of the handicaps of the suburban passengers as human beings having shared that experience myself. I may not be able to bring to them much succour very soon but I am sure that they will understand that the best that is possible will be done for them. I mention a small thing which would never have occurred to me otherwise.

श्री क० ना० तिवारी : खाली बम्बई सुबरबन में यह हालत नहीं है, जहाँ भी थर्ड क्लास के पेसेन्जर चलते हैं, सब जगह यही हालत है।

SHRI NANDA : That is true ; I will go to the places which you will recommend and also, I wish to say, this is not the last visit, this is a part of a regular thing.

I found in several compartments right in front of the entrance big milk cans and huge baskets containing vegetables and other things brought in by vendors. They obstructed the way and made entry and exist much more difficult. It was almost impossible to get in or get out ; but I was able to effect my entry in the face of these difficulties. I suggested to the General Manager who was present with me that such use of the space in the train could be restricted to some compartment at one end of the train. This was accepted. On the spot some of the cans were removed and I was told that my suggestion would be carried out in future. This is a very small matter, but this illustrates how such personal inspection and experience can bring to light many things which otherwise may remain hidden. I went into the whole problem of overcrowding in the suburban trains. Both Central and Western Railways have already conducted a survey which had revealed that during the peak hours these trains are overcrowded to the extent of 70% on Central Railway and 80% on Western Railway in spite of the fact that in 1968-69 the number of suburban services is 56% more than in 1950-51 there being 1151 trains now as against 736 in 1950-51 on both these railways together. I talked to some people about the suburban peak. They say, well, it may be in other

countries also. Peak means 4 hours in the morning and 4 hours in the evening, 8 hours is the peak. The interval between two successive trains during the peak hours is now as short as 3 minutes. And it is not possible with the existing capacity and resources to increase the frequency any further.

I am however fully seized of the difficulties and the whole problem is being tackled in different phases. On the Central Railway seven pairs of additional suburban trains are being added from 1-4-1970 by more intensive utilisation and tighter turnround of rakes. Our immediate problem is replacement of overaged Electric Multiple Unit coaches of which we have as many as 242 on our hands. These coaches being over 40 years old are giving a lot of trouble and indeed should have been replaced a long time ago.

Accordingly, whatever coaches are being turned out by the producing units are first being utilised for replacement only. This work will be completed within two years. These new coaches however have 35 per cent more seating capacity than the old ones, and their introduction would itself afford relief and reduce overcrowding to a considerable extent.

About another 240 coaches are likely to be produced in the last two years of the Fourth Plan, and these are being utilised for introduction of additional trains. But introduction of additional train services, however, requires additional terminal and sectional capacity for which provision is being made. I was talking about three phases, immediate measures, and then in the course of the next two years or so, more coaches to be produced and then additional facilities being provided. Provision has been made in the Fourth Plan for the replacement of 240 coaches and to provide an additional 451 coaches up to March, 1971. The difficulty which has arisen is this, and I could realise it after discussions : although it may have obstructed our progress, I feel that it is not insoluble. We have a programme and we have placed orders for certain equipment in order to produce these coaches. But the delivery is not taking place according to the programme, and months pass. It is not as if it has to come from foreign countries. That is being produced in every manufacturing establishment within the country. It will be my business now, having seen all

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that, to go to those establishments and ask them to do it quickly, find out what their difficulties are so that we could try to remove those difficulties, so that the passengers could be relieved of this hardship owing to congestion and overcrowding.

SHRI SPADHAKAR SUPAKAR (Sambalpur): Let him go in disguise in future.

SHRI NANDA: When I go in disguise, then I am told...

SHRI SURENDRANATH DWIVEDY: He is so well known. How can he go in disguise?

SHRI KANWAR LAU GUPTA (Delhi Sadar): Let him go in *burkha*.

SHRI NANDA: At Ghaziabad I went by car and then I took off my cap and then went and saw the conditions. My visit to Bombay was a planned visit. I am going to have such visits at other places also, and if the visit is going to be *in cognito*, then nobody will know it, and the hon. Members also will not know it.

As my hon. friend Shri K. N. Tiwary has pointed out, this question of overcrowding is not restricted to suburban traffic only, though it is much more there, because of the commuters who have to move up and down every day, and it is not just an occasional experience, day and night; therefore, its importance increases. As was pointed out, people had to move on the roofs of trains. I know that same deaths have occurred on that account and some accidents have occurred due to that, and these must be stopped. All that I can do is to explore every possible avenue of bringing to an end these disgraceful conditions. As to how far I shall succeed and what the results will be, I shall, as I have been asked so to do, report to the House and seek its help and point out where my limitations arise in doing other things.

As regards the accident that occurred in Bombay, some hon. Members had seen it themselves. I think my hon. friend Shri Surendranath Dwivedy had also seen it. I would like to say something about it, not all that needs to be said, because there is an

inquiry into it. The Additional Commissioner of Railway Safety, Bombay, has commenced his statutory inquiry into the accident, on 23rd March. Therefore, whatever may be our views and impressions, we cannot now go into the causes; they will be disclosed after the inquiry, and whatever action has then to be taken in the light of whatever is revealed there will be taken.

SHRI SURENDRANATH DWIVEDY: The railway doctors have done a wonderful job there.

SHRI NANDA: I was in hourly touch and I was being informed of the position from time to time. Immediate attention was given, and all the help that could be provided was made available. I am very glad that the hon. Member Shri Surendranath Dwivedy saw it for himself. *Ex-gratia* payment was made promptly. But the feature which must draw our attention is that due to overcrowding, a number of people were hanging by the door handles. They were hanging outside; if only they had been inside, nothing would have happened. That is one part of it. But this is happening every day. But why was it that this accident occurred on that occasion? It is said that there was some obstruction outside and so on, regarding which I would not like to say anything in great detail now, but regarding which action has been taken on our side.

I have taken action to see that such obstruction as has brought about this accident should not occur in future. Letters have issued that a foot by foot survey should be made of the whole of the area not only in these lines but on all suburban lines so that any possible obstruction can be located and removed so that such difficulties may not arise in future.

SHRI N. K. SANGHI: Why not provide automatic door closers in suburban trains?

SHRI NANDA: If there is agreement about it, I think we should do it. But I was told that past experience is that this will not be tolerated.

AN HON. MEMBER: It will be very warm.

SHRI NANDA : We will go into it in greater detail later. Remedial action has been taken and I hope we will never be faced with such a thing which has caused so much injury, pain and hardship to so many people in that area.

I will hurriedly deal with a few other points. Shri Samar Guha had written to me about his experience in Rajdhani Express regarding drinking by passengers which causes trouble, nuisance and embarrassment for other passengers. I have looked not it. There is no legal power to bar it, but we will try to do whatever can be done by persuasion and such methods so that we can improve matters.

श्री कंवर लाल गुप्त : कानून क्यों नहीं बनाते हैं ? कानून बनाइये इसके बारे में ।

SHRI NANDA : We shall go into that.

SHRI KANWAR LAL GUPTA : Why does he not ban public drinking on the railways ? What is the difficulty ?

SHRI NANDA : I cannot off hand say there will be a law. I have to go into the pros and cons of this question.

Then Mansi was a matter of very great interest to the hon. Member, Shri Kameshwar Singh. He wanted an answer and here it is, I am inviting him to accompany me to Mansi ; I am reaching there on the 4th. Secondly, I have tried and, I believe, successfully removed the apprehension, worry and anxiety of the hon. member. He reminded me of having a meeting with various Ministries so that dilatoriness is cut short and a decision arrived at. I have held that meeting ; we have come to a decision and the work will be taken up immediately. Necessary adjustments between the Ministries as to who has to pay what and who has to carry it out will be made. Therefore, that problem is solved and work will start immediately and whatever is possible to be done to protect that area from erosion will be done.

SHRI B. K. DASCHOWDHURY : What about branch lines for the flood-affected areas on the N. F. Rly. in the Jalpaiguri, Siliguri area ?

SHRI NANDA : If I take up individual cases, now, it will not be possible for me to

deal with all. But I give the assurance that I will communicate with all. But I give the assurance that I will communicate with him and share with him all my information. Where a decision has not been taken, I certainly cannot give an answer immediately.

SHRI S. KUNDU : Why not visit that area ? He wanted the Minister to pay a visit to that area.

SHRI NANDA : That is certainly not very difficult.

SHRI B. K. DASCHOWDHURY : Why not fix up a time by the end of April ?

SHRI NANDA : By the end of next year.

I am always very cautious in dealing with the question of the employees because of my past association with them for more than 25 to 30 years as a working trade unionist, so that I may not import any bias in dealing with their problems. On the question of casual labour, the very words 'casual labour' sets up some kind of adverse reaction in my own mind because I have been against casual labour and contract labour all these years but even then I realise that there are certain conditions in which work cannot be done except by making some contract arrangements. Some duties are such that a person may be here today and may not be here tomorrow. There is maintenance on a particular section and that work stops, you cannot carry the load of all those who are brought in to work. Therefore, a certain amount of casual labour is inescapable. Though a person may be here today and somewhere else tomorrow, he is a human being whose interests have to be safeguarded. Therefore, there is a provision that after six months persons who have been casual workers, except when it is construction work or some such thing for which thousands have to be engaged and they have to go on to other projects, should become temporary workers getting practically the same pay and other benefits. Then, among the temporary workers, the arrangement is that as soon as any vacancies arise, they are given priority, they are put on the top of the list, there is relaxation regarding their age limit and various other considerations are shown to them. Not that I am fully satisfied. I have told my colleagues

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in the Ministry that I want to have a very close look at this problem.

श्री एस० एम० जोशी : चार लाख कैजुअल लेबरर्स तो नहीं होने चाहिये ।

श्री बा० ना० तिवारी (गोपालगंज) : होता यह है कि उन कैजुअल लेबरर्स को एम्पलाय किया जाता है और छः महीने से पहले ही उनको आठ दस दिन के लिये हटा दिया जाता है । इस तरह उन के छः महीने कमी पूरे नहीं होते हैं । इसकी क्या रेमेडी है ?

SHRI NAMBIAR : Workers have been treated as casual for more than ten years.

SHRI NANDA : There is a very large number of casual workers, I know that. It may be because of the dimensions of our activities, a long track the maintenance needs, etc. but I do not know immediately the solution. We will try to work towards it, to see that a larger proportion have some prospect for the future. As to how it should be created, I would like to look into that.

SHRI S. KUNDU : Would you like to set up a commission or a committee ..

SHRI RANGA (Srikakulam) : There was a committee recently.

SHRI S. KUNDU : ...of Members of Parliament to go into this matter ? The wage difference of casual labours between Bengal and Orissa is from Rs. 40 to Rs. 60, because they say the civil authorities have to give a report for a minimum wage: Why this is insisted upon only for casual labour and not for Class I, Class II or Class III posts ? Why do you not see that minimum wages are given irrespective of whether the civil authorities give a report or not ? Even this small step will give lot of relief.

SHRI NANDA : Where legislation is applicable, certainly it should be done, there should be no difficulty about it.

SHRI NAMBIAR : They should be absorbed at least after three or five years. You put any limit. Now there is no limit. For 15 years people have remained as casual

labour. The administration has vacancies, but it is not filling them up. It is deliberately done. I can show you any number of cases. Please put some limit.

SHRI NANDA : The information is given by the hon. Member and I have already taken that into account and I have asked the officers why there is such a large number and whether a larger proportion could not be put on more permanent basis. At any rate association for such a long period with the railways entitles them to better consideration.

श्री एस० एम० जोशी : बम्बई स्टेट में जो वर्क-चाजर्ड लेबर था, उसके बारे में जो व्यवस्था की गई, वही व्यवस्था तीन-चार लाख कैजुअल लेबर के बारे में की जा सकती है । लेकिन दिमाग लगाना पड़ेगा ।

SHRI NANDA : I do not claim any kind of superiority to say that I shall be able to do what others could not do. I shall try my best and shall let hon. Members know the outcome of my efforts. There were other aspects such as Commercial Clerks and other classes of workers. I shall deal separately with these matters ; it is included in my general statement. With the help of such hon. Members here and in Rajya Sabha who are conversant with their conditions and problems without setting up a formal committee which will take months and months, we shall quickly sit down and see if we can arrive at certain conclusions. The same answer applies to licensed porters also.

I am in a difficulty about the unions. I met the representatives of both the federations when I went to Bombay and told them : why have you to come separately, why not together ? They came together. With such good offices as I am able to render, they would like to have that. On the one side we are moving in that direction and on the other we have to recognise and deal with a large number of category-wise unions which is not proper. I realise also the other aspect that these workers must have some problems and some difficulties for which they are not able to get remedies. We should also look into that so that arrangements are made to their satisfaction. I was told by the

unions that because some worker can have the good offices of the Members of Parliament and use that medium and can get things brought to our notice, they received earlier attention and their contention was that some help was given to them and that encouraged this kind of fragmentation in the organisation. (Interruptions).

SHRI S. KUNDU : It is not that. You should not sabotage the effort of individual Members to redress certain grievances. You should not pay any attention to it. What is the need for the representatives in this sovereign Parliament if the Board should decide all these things. (Interruptions.)

SHRI NANDA : It was the Board which told me about the category-wise unions; they may have many shortcomings but this was not one of them; it was the federations.

I am not accepting that position. You may say that the federations have vested interests; may be so. All I say is that I shall try to bring all these employees in various sections together, apart from the question of recognition, and find out how there can be a proper adjustment of their right and their claims. I shall try to do that.

SHRI NAMBIAR : You can evolve a formula how it can be done.

SHRI NANDA : We shall discuss that. I am glad that the hon. Members of Parliament are writing. If things are so streamlined, if nothing is delayed and all grievances are promptly looked into and settled to the satisfaction of the employees concerned, it will not be necessary to come to Members of Parliament. As things are it has become inevitable and so they come to Members of Parliament to ventilate grievances.

Then, about the cases: some want only one class and no air-conditioned coaches. We shall examine this.

SHRI P. M. MEHTA : What about the constitution of an independent, judicial machinery for the redressal of the grievances of the railway employees?

SHRI NANDA : This is going to be my early concern. I am looking into this. I am meeting the representatives of the various

bodies. There is a machinery at various levels and there is also a Joint Consultative Machinery which has been set up. But I am going to examine this, and whatever further can be done, and can be thought of, we shall go into it.

SHRI SURAJ BHAN : Upgrading of Class II and Class III posts. (Interruption.)

SHRI NANDA : The question of catering has been referred to by several hon. Members. I have personally gone and seen things and brought samples myself, and I would not say anything immediately, but I believe a great deal has to be done to improve things in that respect.

About the administration, and the plea for the abolition of the Railway Board, well, it is not the Board but it is the whole railway system which has to be condemned or given some appreciation or given some credit for whatever good is being done or whatever bad is being done: the whole system—and including the Minister. The Minister cannot escape responsibility and say it is the Board. What is the Minister for? If the Board needs to be changed, if the system needs to be changed, let the Minister do that.

SHRI NAMBIAR : We are requesting you to do that. We plead with you to do that.

SHRI S. KUNDU : It seems we are the Ministers and you are in the Opposition!

SHRI NANDA : In the other House I gave 11 points, very simple, not spectacular. I would not take the time of the House in going through them—but one of them is that I will have a close look into the whole organisation and the system to find out where re-organisation and changes are required. Even if there are changes which may possibly lead to a great deal of overhaul, that will have to be done. If it means that a number of persons ought not to be there in their present position, that will also have to be faced. I am not afraid of that. But I may also add that when we talk of the Board, it is not as if some fixture is there; that they have been there for all the time and they are responsible for all that is bad. They do not descend from above; they come through the various layers of the organisation from very small posts; they first

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come as engineers, as supervisors, as people in charge of transportation, commerce, this and that. And they come to the level of General Managers; and so we would be condemning all! When there are very many mistakes, many wrong things, we have to condemn that; but not in this sweeping way; it does not help.

SHRI NAMBIAR : We are not condemning any individual. What we are against is the system, the power, the authority; that is what we are condemning.

SHRI NANDA : Well, into that system we shall go thoroughly, and personally I believe also. and I have seen enough to know that changes, improvements, reform, are due. I have gone into the report of the Administrative Reforms Commission and the Study Team. They have made certain recommendations. There are more things which a person sitting and working inside will know, and I hope we will be able to do those things including such improvements as are to be effected in the organisation at the top level of the railway system.

Then they question of delays was one of the things which occurred and arose in the several comments here; that things are not done quickly enough. Something was brought to my notice of what my predecessor in the third degree had assured and which has still not been done.

SHRI RANGA : They gave assurances in the House one after the other. Now all of them have gone. The Railway Board is still there but it is not doing anything at all.

SHRI NANDA : I will take all the blame on myself. Because, if the Railway Board is brought in, I am responsible. I will be answerable for everything; not the Railway Board. Therefore, please ask me questions, why I have done this and that. If I am not able to answer them satisfactorily, please do whatever you like with me.

श्री रामधन (लालगंज) : माननीय रेलवे मंत्री से एक प्रश्न है कि माननीय श्री जगजीवन राम जब रेलवे मंत्री थे तो शिड्यूल्ड कास्ट

ऐण्ड शिड्यूल्ड ट्राइव्स एम्पलाइज के हितों के सेफगार्ड के लिए क्लास बन आफिसर्स हर जगह अप्वाइंट किये थे और उसको बाद में बन्द कर दिया गया, तो क्या उनको फिर से रिवाइव करेंगे।

SHRI NANDA : I shall see that.

I have realised that it is not any cleverness on my part or my experience which is going to help me to set things right. Without the co-operation of a large number of persons working in the railways, it will not be possible for me to do anything. I must declare here that some of the best people are in the railways. It is true that there are some bad people also. It is only with the help and the co-operation of good elements that I will be able to do anything. Therefore, I do not want to discourage the entire organisation. I will be useless if I do not stimulate and motivate those who are going to do these things.

SHRI S. KUNDU : Incidentally, one question arises. The ARC has recommended that the recruitment for the members of Railway Board should be from the General Managers of all the Railways and it should be purely on the basis of efficiency and merit and not on seniority. Are you going to implement that? Will you give an assurance? Then, you should abolish all the Additional Members as recommended by A.R.C.

SHRI NANDA : Along with the other suggestions, what the hon. Member has said also will be taken into full consideration.

I now come to my last point. As I have said, we are incurring losses. We have wiped out our reserves. We have incurred very heavy indebtedness and we have to pay a huge sum as interest every year. You can realise the consequences of that. Many things have to be done to remedy the situation. Among other things I have indicated, there is one thing to which I will draw your attention and seek your help. Some of the losses occur for causes which have nothing to do with the railways and for which the railways cannot be blamed. Sometimes people come and attack the staff, harass

them and even kill them, even though they have done no harm. Sometimes, some people stop the train unnecessarily at one point with the result that it reaches another place very late. At that point also people get agitated and destroy railway property and harass and injure our staff. In such circumstances, how is the railway to perform its functions efficiently and make up for the losses which arise on that account?

Then, again, take ticketless travel. We want to see that it diminishes so that we are able to plug this loophole in our income. But when we catch these people and try to collect excess fare from them, they again attack the staff. This has happened very recently. One ticket checker collected Rs. 80 as excess fare from some students. At the next halt a number of people collected and compelled the guard to give back the Rs. 80 which had been collected. He was forced to borrow that amount so that he could return Rs. 80.

The railways suffer quite a lot on account of the law and order situation. Many of the agitations have not the remotest connection with railways. Yet, railway trains are stopped and railway property destroyed. This is happening in various parts of the country.

Then, some of the States want me to continue the uneconomic lines because they feel interested in them. On my turn, I tell them "I am suffering because of these agitations; please help me; I should have more assistance from police in these matters".

Then, because of thefts and pilferage crores of rupees are lost every year. Recently in Bombay I was told by a passenger who was sitting there that two fans were removed from trains in his presence.

I said, "Why did you not do something?" He said, "I would have been killed if I raised a hue and cry and if I set up a howl". These are the conditions in which we have to function. Therefore outside the realm of the railways there are conditions which are militating against any progress, economy, improvement and efficiency. We will have to deal with these conditions and I hope that we will have the co-operation and help of all the Members.

16.00 hrs.

MR. DEPUTY-SPEAKER : Now, I am putting the cut motions to the vote of the House.

SHRI K. P. SINGH DEO (Dhenkanal) : We had raised some very important issues.....

MR. DEPUTY-SPEAKER : Order, order.

SHRI K. P. SINGH DEO : If you do not give protection to us, it is no use our raising questions. Here is the leader of an all India party who raised the same issue.

MR. DEPUTY-SPEAKER : Now we are at the stage of considering the cut motions.

SHRI RANGA : My hon. friend, Shri Sing Deo, had made a number of points. None of them has been answered by him at all. The same points with greater vigour had again been stressed by no less a person than the Leader of the PSP and no answer was given by the hon. Minister.

MR. DEPUTY-SPEAKER : I understand that all the points are important.

AN HON. MEMBER : Therefore they need to be answered.

SHRI RANGA : Therefore you can allow him to get away with it... (Interruption)

MR. DEPUTY-SPEAKER : If I have understood the Minister aright, I have understood him to say that about other points that have been made by Member in their speeches or in writing, they are invited to meet him and discuss them with him.

SHRI RANGA : Then, what is the use of making points here? Let me bring to your notice the earlier precedent and practice in this House. In regard to points to which the hon. Minister is not able to give any answer on the spot in the House, earlier the practice had been that the Minister took the trouble of inquiring into them with the help of his own experts and sent a reply to Members concerned stating

[Shri Ranga]

whether he was going to accept them ; if not, to what extent he was going to oblige and if he was not able to accept the suggestion why he was not able to accept the suggestions...*(Inter-upt on)*.

MR. DEPUTY-SPEAKER : I think, the Minister has heard the suggestion

SHRI NANDA : I have and I accept it.

MR. DEPUTY-SPEAKER : Now I am putting the cut motions to the vote of the House.

I will put all these cut motions, one after another to the vote of the House. First I will put cut motions, one after another to the vote of the House. First I will put cut motion No. 98 moved by Shri Kanwar Lal Gupta to the vote of the House.

SHRI KANWAR LAL GUPTA : You may kindly read it. Otherwise, the Members will not know what it is about.

MR. DEPUTY SPEAKER : All these have been circulated to the Members. They are supposed to know them.

The question is :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Increase in rates for parcel Traffic for Vegetables books, Khaddar, Milk and Newspaper. (98).]

The Lok Sabha divided :

Division No. 16] AYES [16.11 hrs.

Behera, Shri Baidhar
Bhagaban Das, Shri
Brij Bhushan Lal, Shri
Chakrapani, Shri C. K.
Daschowdhury, Shri B. K.
Dasa, Shri C.
Deo, Shri K. P. Singh
Dwivedy, Shri Surendranath
Esthose, Shri P. P.
Ghosh, Shri Ganesh

Gowda, Shri M. H.
Goyal, Shri Shri Chand
Guha, Shri Samar
Gupta, Shri Kanwar Lal
Jha, Shri Shiva Chandra
Kameshwar Singh, Shri
Khan, Shri Ghayoor Ali
Kripalani, Shrimati Sucheta
Mehta, Sri Asoka
Menon, Shri Viswanatha
Mrityunjay Prasad, Shri
Murti, Shri M. S.
Nambir, Shri
Ranga, Shri
Sapre, Shrimati Tara
Sarma, Shri A. T.
Satya Narain Singh, Shri
Sen, Shri P. G.
Shah, Shri T. P.
Sharma, Shri Beni Shanker
Sheo Narain, Shri
Supakar, Shri Sradhakar
Suraj Bhan, Shri
Viswanathan, Shri G.

NOES

Babunath Singh, Shri
Bajpai, Shri Vidya Dhar
Barupal, Shri P. L.
Bhandare, Shri R. D.
Bhattacharyya, Shri C. K.
Bohra, Shri Onkar Lal
Chanda, Shrimati Jyotsna
Chandrika Prasad, Shri
Chatterji, Shri Krishna Kumar
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh
Chavan, Shri D. R.
Dasappa, Shri Tulsidas
Deshmukh, Shri B. D.
Dinesh Singh, Shri
Gandhi, Shrimati Indira
Ganesh, Shri K. R.
Ganga Devi, Shrimati
Gautam, Shri C. D.
Gavit, Shri Tukaram
Ghosh, Shri Parimal
Girja Kumari, Shrimati
Hem Raj, Shri
Iqbal Singh, Shri

Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Marandi, Shri
 Master, Shri Bhola Nath
 Misra, Shri Bibhuti
 Mulla, Shri A. N.
 Nanda, Shri
 Pahadia, Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Paokai Haokip, Shri
 Parthasarathy, Shri
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Sawrup, Shri
 Randhir Singh, Shri
 Roy, Shri Bishwanath
 Roy, Shrimati, Uma
 Saboo, Shri Shri Gopal
 Sadhu Ram, Shri
 Saba, Dr. S. K.
 Saigal, Shri A. S.
 Saith, Shri Ebrahim Sulaiman
 Sanghi, Shri N. K.
 Savitri Shayam, Shrimati
 Sen, Shri Dwaipayan
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddeshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Sunder Lal, Shri
 Surendra Pal Singh, Shri

Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Uikey, Shri M. G.
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The *result of the division is : Ayes—34 ; Noes—84.

The motion was negatived.

MR. DEPUTY-SPEAKER : I will now put cut motion No. 113 in the name of Shri Kanwar Lal Gupta to the vote of the House.

Cut motion No. 113 was put and negatived.

MR. DEPUTY-SPEAKER : I will now put cut motions 31, 412A and 815 standing in the name of Shri S. Kundu to the vote of the House. Those in favour may say 'Aye' and those against may say 'No'.

SOME HON. MEMBERS : Aye.

SEVERAL HON. MEMBERS : No.

MR. DEPUTY-SPEAKER : The Noes have it, the Noes have it.

SHRI S. KUNDU : The Ayes have it, Sir.

MR. DEPUTY SPEAKER : You cannot ask division on many cut motions together.

SHRI S. KUNDU : On a point of order I earlier said I want Division, but you put it.

MR. DEPUTY-SPEAKER : Mr. Kundu, you cannot ask a division in advance. It is only when a particular cut motion is put you can ask for division.

Cut motions No. 31, 412A and 815 were put and negatived.

*The following Members also recorded their votes :

AYES : Sarvabri S. Kundu and Balraj Madhok

NOES : Shri M. Sudarshanam.

MR. DEPUTY-SPEAKER : Now I will put out motion 492 standing in the name of Shri Nambiar to the vote of the House.

Cut motion No. 492 was put and negatived.

MR. DEPUTY-SPEAKER : Now I will put out motion No. 496 to the vote of the House. The question is :

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to bring casual labour on railways on the Central Pay scales and to grant all normal facilities to them 496].

The Lok Sabha divided :

Division No. 17] AYES [16.14 hrs.

Behera, Shri Baidhar
Bhagaban Das, Shri
Chakrapani, Shri C. K.
Daschowdhury, Shri B. K.
Dass, Shri C.
Deo, Shri K. P. Singh
Dwivedy, Shri Surendranath
Esthose, Shri P. P.
Goyal, Shri Shri Chand
Kameshwar Singh, Shri
Khan, Shri Ghayoor Ali
Kripalani, Shrimati Sucheta
Madhok, Shri Bal Raj
Mehta, Sri Asoka
Menon, Shri Viswanatha
Mrityunjay Prasad, Shri
Murti, Shri M. S.
Nambiar, Shri
Ranga, Shri
Sapre, Shrimati Tara
Sarma, Shri A. T.
Sen, Shri P. G.
Shah, Shri T. P.
Sharma, Shri Beni Shanker
Sheo Narain, Shri
Supakar, Shri Sradhakar
Suraj Bhan, Shri
Viswanatham, Shri G.

NOES

Babunath Singh, Shri
Bajpai, Shri Vidya Dhar
Barupal, Shri P. L.
Bhandare, Shri R. D.

Bhattacharyya, Shri C. K.
Bohra, Shri Onkarlal
Chanda, Shrimati Jyotsna
Chandrika, Prasad, Shri
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh
Chavan, Shri D. R.
Dasappa, Shri Tulsidas
Deshmukh, Shri B. D.
Dinesh Singh, Shri
Gandhi, Shrimati Indira
Ganesh, Shri K. R.
Ganga Devi, Shrimati
Gautam, Shri C. D.
Gavit, Shri Tukaram
Ghosh, Shri Parimal
Girja Kumari, Shrimati
Hem Raj, Shri
Iqbal Singh, Shri
Jadhav, Shri V. N.
Jamna Lal, Shri
Karan Singh, Dr.
Kesri, Shri Sitaram
Khan, Shri M. A.
Kotoki, Shri Liladhar
Kureel, Shri B. N.
Kushok Bakula, Shri
Lalit Sen, Shri
Laskar, Shri N. R.
Mahadeva Prasad, Dr.
Mahida, Shri Narendra Singh
Marandi, Shri
Master, Shri Bhola Nath
Mishra, Shri Bibhuti
Nanda, Shri
Pahadia, Shri Jagannath
Palchaudhuri, Shrimati Ila
Pant, Shri K. C.
Paokai Haokip, Shri
Parthasarathy, Shri
Pradhani, Shri K.
Qureshi, Shri Mohd. Shafi
Raghu Ramiah, Shri
Raj Deo Singh, Shri
Ram Dhan, Shri
Ram Sewak, Shri
Ram Swarup, Shri
Randhir Singh, Shri
Roy, Shri Bishwanath
Roy, Shrimati Uma
Saboo, Shri Shri Gopal
Sadhu Ram, Shri
Saba, Dr. S. K.
Saigal, Shri A. S.

Sait, Shri Ebrahim Sulaiman
 Sanghi, Shri N. K.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayan
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddeshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Sudarsanam, Shri M.
 Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Ukey, Shri M. G.
 Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The *result of the Division is : Ayes—28 ; Noes—83.

The motion was negatived.

SHRI MRITYUNJAY PRASAD (Maharajanj) : On a point of order, Sir.

MR. DEPUTY-SPEAKER : When the lobbies are cleared, no speeches are recorded.

SHRI SURENDRANATH DWIVEDY : If there is a demand for division on a cut motion you have to clear the lobby again because the members may be waiting there and they should be allowed to come in. This is not proper.

MR. DEPUTY-SPEAKER : Even for a fraction of a second Members have not got up from here.

SHRI SURENDRANATH DWIVEDY : I think you are making a mistake. Members who after listening to the bell may not be able to come in, they may come when the next division is taken up.

MR. DEPUTY-SPEAKER : If you want the lobbies to be cleared on every division, I am prepared to do it. But I only wanted to save the time of the House. The question is :

"That the demand under the head Railway Board be reduced to Re. 1." [Failure to open lines between Nirmoll and Sapaul Stations (NER) (530)].

The Lok Sabha divided :

Division No. 18] AYES [16.21 hrs.

Basu, Shri Jyotirmoy
 Behra, Shri Baidhar
 Bhagaban Das, Shri
 Chakrapani, Shri C. K.
 Daschowdhury, Shri B. K.
 Esthose, Shri P. P.
 Gowda, Shri M. H.
 Guha, Shri Samar
 Jha, Shri Shiva Chandra
 Kameshwar Singh, Shri
 Khan, Shri Ghayoor Ali
 Kundu, Shri S.
 Menon, Shri Viswanatha
 Nambiar, Shri
 Saboo, Shri Shri Gopal
 Sarma, Shri A. T.
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Shri P. G.

NOES

Babunath Singh, Shri
 Bajpai, Shri Vidya Dhar
 Barupal, Shri P. L.
 Bhandare, Shri B. D.
 Bhattacharyya, Shri C. K.
 Chanda, Shrimati Jyotana
 Chatterji, Shri Krishna Kumar
 Chaturvedi, Shri R. L.
 Chaudhary, Shri Nitiraj Singh
 Chavan, Shri D. R.
 Dasappa, Shri Tulsidas
 Deshmukh, Shri B. D.
 Dineah Singh, Shri
 Gajraj Singh Rao, Shri
 Gandhi, Shrimati Indira
 Ganesh, Shri K. R.
 Ganga Devi, Shrimati

*The following Members also recorded their votes :

AYES : Sarvashri Samar Guha, S. Kundu, Kanwar Lal Gupta and N. Shivappa,

NOES : Shri Virbhadra Singh and Shri Krishna Kumar Chatterji.

Gautam, Shri C. D.
 Gavit, Shri Tukaram
 Ghosh, Shri Parimal
 Girja Kumari, Shrimati
 Hem Raj, Shri
 Iqbal Singh, Shri
 Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Marandi, Shri
 Master, Shri Bhola Nath
 Mishra, Shri Bibhuti
 Mulla, Shri A. N.
 Nanda, Shri
 Pahadia Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Parthasarathy, Shri
 Patil, Shri S. B.
 Pradhani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swarup, Shri
 Reddi, Shri G. S.
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saha, Dr. S. K.
 Saigal, Shri A. S.
 Sait, Shri Ebrahim Sulaiman
 Sanghi, Shri N. K.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayan
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shashi Bhushan, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shiv Vidya Charan
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika

Snatak, Shri Nar Deo
 Sudarsanam, Shri M.
 Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Uikay, Shri M. G.
 Vyas, Shri Ramesh Chandra

MR. DEPUTY-SPEAKER : The result* of the Division is :

AYES 19 ; NOES—82.

The motion was negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to appoint a separate Pay Commission to give a special and separate Report for Railway Employees (485)].

The Lok Sabha divided :

Division No. 19] AYES [16.23 hrs.

Basu, Shri Jyotirmoy
 Behera, Shri Baidhar
 Bhagaban Das, Shri
 Brij Bhushan Lal, Shri
 Chakrapani, Shri C. K.
 Daschowdhury, Shri B. K.
 Dass, Shri C.
 Deo, Shri K. P. Singh
 Dwivedy, Shri Surendranath
 Esthose, Shri P. P.
 Ghosh, Shri Ganesh
 Gowda, Shri M. H.
 Goyal, Shri Shri Chand
 Guha, Shri Samar
 Jha, Shri Shiva Chandra
 Kiruttinan, Shri
 Kripalani, Shrimati Sucheta
 Kundu, Shri S.
 Madhok, Shri Bal Raj
 Mehta, Shri P. M.
 Menon, Shri Viswanatha
 Mrityunjay Prasad, Shri
 Muhammad Ismail, Shri M. -
 Murti, Shri M. S.

*The following Members also recorded their votes for NOES : Sarvashri Virbhadra Singh, Chandrika Prasad, Randhir Singh and Paokai Haokip.

Nambiar, Shri
 Ramabadran, Shri T. D.
 Ranga, Shri
 Sambhali, Shri Ishaq
 Sapre, Shrimati Tara
 Sarma, Shri A. T.
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Shri P. G.
 Shah, Shri T. P.
 Sheo Narain, Shri
 Supakar, Shri Sradhakar
 Suraj Bhan, Shri
 Viswanathan, Shri G.
 Yadav, Shri Jageshwar

NOES

Babunath Singh, Shri
 Bajpai, Shri Vidya Dhar
 Barupal, Shri P. L.
 Bhandare, Shri R. D.
 Bhattacharyya, Shri C. K.
 Bohra, Shri Onkarlal
 Chanda, Shrimati Jyotsna
 Chandrika Prasad, Shri
 Chatterji, Shri Krishan Kumar
 Chaturvedi, Shri R. L.
 Chaudhary, Shri Nitiraj Singh
 Chavan, Shri D. R.
 Dasappa, Shri Tulsidas
 Deshmukh, Shri B. D.
 Dinesh Singh, Shri
 Gajraj Singh Rao, Shri
 Gandhi, Shrimati Indira
 Ganesh, Shri K. R.
 Ganga Devi, Shrimati
 Gavit, Shri Tukaram
 Ghosh, Shri Parimal
 Girja Kumari, Shrimati
 Hem Raj, Shri
 Iqbal Singh, Shri
 Jadhav, Shri V. N.
 Jamna Lal, Shri
 Karan Singh, Dr.
 Kesri, Shri Sitaram
 Khan, Shri M. A.
 Kotoki, Shri Liladhar
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lalit Sen, Shri
 Laskar, Shri N. R.
 Mahadeva Prasad, Dr.
 Mahida, Shri Narendra Singh

Marandi, Shri
 Master, Shri Bhola Nath
 Mukne, Shri Yeshwantrao
 Nanda, Shri
 Pahadia, Shri Jagannath
 Palchaudhuri, Shrimati Ila
 Pant, Shri K. C.
 Paokai Haokip, Shri
 Parthasarathy, Shri
 Patil Shri S. B.
 Pradbani, Shri K.
 Qureshi, Shri Mohd. Shaffi
 Raghu Ramaiah, Shri
 Raj Deo Singh, Shri
 Ram Dhan, Shri
 Ram Sewak, Shri
 Ram Swarup, Shri
 Randhir Singh, Shri
 Reddi, Shri G. S.
 Roy, Shri Bishwanath
 Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saha, Dr. S. K.
 Saigal, Shri A. S.
 Sanghi, Shri N. K.
 Savitri Shyam, Shrimati
 Sen, Shri Dwaipayana
 Sethi, Shri P. C.
 Shambhu Nath, Shri
 Shastri, Shri Biswanarayan
 Shastri, Shri Sheopujan
 Sher Singh, Shri
 Shinde, Shri Annasahib
 Shiv Chandika Prasad, Shri
 Shukla, Shri Vidya Charan
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Sudarsanam, Shri M.
 Sunder Lal, Shri
 Surendra Pal Singh, Shri
 Swaran Singh, Shri
 Thakur, Shri P. R.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Ulkey, Shri M. G.
 Virbbadra Singh, Shri
 Vyas, Shri Ramesh Chandra.

MR. DEPUTY-SPEAKER : The result*
 of the division is :

AYES—39 ; NOES—85.

The motion was negatived.

*The following Members also recorded their votes :

AYES : Sarvashri K nwar Lal Gupta and Beni Shanker Sharma.

NOES : Shri C. D. Gautam.

MR. DEPUTY-SPEAKER : I will now put Mr. Goyal's cut motion No. 19.

Cut motion No. 19 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 159 of Shri Beni Shanker Sharma.

Cut motion No. 159 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 1152 of Mr. Daschowdhury.

Cut motion No. 1152 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put Cut Motion No. 1162 of Mr. Daschowdhury.

Cut motion No. 1162 was put and negatived.

MR. DEPUTY-SPEAKER : I shall now put all the other Cut Motions to the vote of the House.

All the other cut motions were also put and negatived.

MR. DEPUTY-SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of the following demands entered in the second column thereof subject to the modification that for Demand No. 18 only Rs. 5,74,59,000 be granted—

Demand Nos. 1 to 11, 11A, 12 to 20."

The motion was adopted.

[*The motions for Demands for Grants (Railways), 1970-71, which were adopted by the Lok Sabha, are reproduced below—Ed.*]

Demand No. 1—Railway Board

"That a sum not exceeding Rs. 1,50,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Railway Board'."

Demand No. 2—Miscellaneous Expenditure

"That a sum not exceeding Rs.

6,36,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Miscellaneous Expenditure'."

Demand No. 3—Payments to Worked Lines and Others

"That a sum not exceeding Rs. 17,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Payments to Worked Lines and Others'."

Demand No. 4—Working Expenses—Administration

"That a sum not exceeding Rs. 78,22,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Administration'."

Demand No. 5—Working Expenses—Repairs and Maintenance

"That a sum not exceeding Rs. 2,59,38,92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Repairs and Maintenance'."

Demand No. 6—Working Expenses—Operating Staff

"That a sum not exceeding Rs. 1,58,89,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operating Staff'."

Demand No. 7—Working Expenses—Operating (Fuel)

"That a sum not exceeding Rs. 1,65,68,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in

respect of 'Working Expenses—Operating (Fuel)'."

Demand No. 8—Working Expenses—Operation other than Staff and Fuel

"That a sum not exceeding Rs. 50,19,62,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

Demand No. 9—Working Expenses—Miscellaneous Expenses

"That a sum not exceeding Rs. 36,04,49,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Miscellaneous Expenses'."

Demand No. 10—Working Expenses—Staff Welfare

"That a sum not exceeding Rs. 25,55,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Staff Welfare'."

Demand No. 11—Working Expenses—Appropriation to Depreciation Reserve Fund

"That a sum not exceeding Rs. 1,00,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

Demand No. 11A—Working Expenses—Appropriation to Pension Fund

"That a sum not exceeding Rs. 15,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Appropriation to Pension Fund'."

Demand No. 12—Dividend to General Revenue

"That a sum not exceeding Rs. 1,67,09,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Dividend to General Revenue'."

Demand No. 13—Open Line Works (Revenue)

"That a sum not exceeding Rs. 9,01,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Open Line Works (Revenue)'."

Demand No. 14—Construction of New Lines

"That a sum not exceeding Rs. 36,08,05,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Construction of New Lines'."

Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund

"That a sum not exceeding Rs. 5,69,19,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

Demand No. 16—Pensionary Charges—Pension Fund

"That a sum not exceeding Rs. 7,95,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Pensionary Charges—Pension Fund'."

Demand No. 17—Repayment of Loans from General Revenues and Interest thereon—Development Fund

"That a sum not exceeding

[Mr. Deputy-Speaker]

Rs. 2,15,72,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund'.

Demand No. 18—Appropriation to Development Fund

"That a sum not exceeding Rs. 5,74,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Appropriation to Development Fund'."

Demand No. 19—Appropriation to Revenue Reserve Fund

"That a sum not exceeding Rs. 3,63,130,00 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Appropriation to Revenue Reserve Fund'."

Demand No. 20—Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and Interest thereon—Revenue Reserve Fund

"That a sum not exceeding Rs. 3,65,23,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and Interest thereon—Revenue Reserve Fund'."

16.25 hrs.

APPROPRIATION (RAILWAYS) BILL*, 1970

THE MINISTER OF RAILWAYS (SHRI NANDA): I beg to move for leave

to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways.

MR. DEPUTY-SPEAKER: The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways."

The motion was adopted.

SHRI NANDA: I introduce** the Bill.

I beg to move** :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways be taken into consideration."

MR. DEPUTY-SPEAKER: Motion moved :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways, be taken into consideration."

श्री कंवर लाल गुप्त (दिल्ली सदर) :
उपाध्यक्ष जी, हमने अभी बड़े ध्यान से नये मंत्री महोदय का प्रबचन सुना और जितनी भी बातें सदस्यों ने उन के सामने रखीं सभी के बारे में उन्होंने यह कहा कि वह कंसीडर करेंगे, विचार करेंगे, ऐग्जामिन करेंगे। उन्होंने कहा कि मैं कोई भी एश्योरेंस इस समय नहीं दे सकता। मैं उनकी तकलीफ को जान सकता हूँ। भ्राज नन्दा जी ने जो अपनी पिक्चर रखी है वह एक मिनिस्टर आफ ऐग्जामिनेशन ऐंड कंसीडरेशन बन गये।

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**Introduced/moved with the recommendation of the President.