

[Shri Parimal Ghosh]

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12-40 HRS.

ESTIMATES COMMITTEE

TWENTY-NINTH REPORT

SHRI P. VENKATASUBBAIAH (Nandyal) : I beg to present the Twenty-ninth Report of the Estimates Committee in the Ministry of Railways—Commercial and other cognate matters—travel concessions allowed to railway employees.

12-40½ HRS.

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH) : Sir, Government business in Lok Sabha during the week commencing 4th March 1968 will consist of :

- (1) Further discussion on the Railway Budget for 1968-69;
- (2) Discussion on the Report of Dr. R. K. Hazari; and
- (3) General discussion on General Budget for 1968-69.

SHRI S. M. BANERJEE (Kanpur) : I want to say something on this.

MR. SPEAKER : I have called Mr. Birla.

SHRI S. M. BANERJEE : This should be approved by the House.

MR. SPEAKER : Item 5 is not to be approved, I am sure about this.

SHRI S. M. BANERJEE : I wanted to speak on item 5. I shouted.

MR. SPEAKER : It has to be approved, you said. It is a statement by the Minister of Parliamentary Affairs. I do not think anything has to be approved now. Mr. Birla.

SHRI S. M. BANERJEE : Should we take it that we cannot ask any question on this?

MR. SPEAKER : Is he making his speech, or shall I call somebody else?

SHRI S. M. BANERJEE : You are angry.

श्री मधु लिमये (मुंगेर) : माननीय सदस्य एगोरेशन के बारे में कुछ कह सकते हैं।

MR. SPEAKER : I do not know. I am completely exhausted. I am completely down.

श्री मधु लिमये : वह बात दूसरी है।

SHRI S. M. BANERJEE : We are not exhausted.

MR. SPEAKER : You have brought me to this level. I am not allowing any one.

SHRI S. M. BANERJEE : Ask somebody else to preside.

MR. SPEAKER : Come along, you do. Then you will understand this kind of lawlessness.

SHRI S. M. BANERJEE : It is not lawlessness.

SHRI DHIRESWAR KALITA (Gauhati) : On a point of order.

MR. SPEAKER : At this rate, I will have to adjourn the House. If you do not want the House to function, I can only adjourn the House.

SHRI DHIRESWAR KALITA : On item 5 I have to say something.

MR. SPEAKER : There is no point of order there. Mr. Birla. You have taken 15 minutes. Please take another 5 minutes.

12-42 HRS.

RAILWAY BUDGET—GENERAL DISCUSSION—Contd.

SHRI R. K. BIRLA (Jhunjhunu) : At the very outset, I am thankful to you for having allowed me to continue my speech on the Railway Budget which I could not conclude yesterday on account of shortage of time. I would, therefore, now start from the point where I had stopped last evening.

I was drawing the attention of the hon. Minister to a very important point, and that point was fuel consumption by the

railways. As I said yesterday, it is a major item of expenditure, and it is very possible that a substantial economy can be affected on this account.

I was referring to the table at pages 56-57 of the blue book where it is said that the railways have used more coal per kilometre on the metre gauge as well as broad gauge. I do not understand how the railways have consumed more quantity of coal. I can definitely understand that the railways have consumed higher priced coal on account of the fact that there was de-control of coal in September, 1967, and the railways had to pay a higher price on this account. Secondly, the incidence of sales tax on coal might have also contributed to the increase in coal price. But I do not understand how the railways have consumed more quantity of coal.

12.44 HRS.

[MR. DEPUTY-SPEAKER *in the Chair*]

There seem to be three probabilities. One is that poor quality of coal has been received by the railways. It is obvious that because of poor quality more consumption is bound to take place per hundred kilometres or whatever it may be. The second probability is that less quantity of coal might have been loaded at the source. That will also affect the quantity used by the railways. I have no information on these two accounts, therefore I cannot comment very precisely on these two points. The third probability, it is not a probability it is a certainty, is about the pilferage of coal.

I think the House knows full well that a large quantity of coal is pilfered from the wagons consigned to the railways and to the public. At quite a few places the goods train hauling coal wagons is stopped at the outer signal of the railway station for pilfering. This is done with the knowledge of the station master, engine driver and the guard. I have no habit of complaining against anybody; it is against my very nature. But I have seen things with my own eyes....

MR. DEPUTY-SPEAKER: You had taken fifteen minutes yesterday; you must try to conclude now.

SHRI R. K. BIRLA: I am giving very useful suggestions to the Railway Minister to effect economy. Railways move coal worth about Rs. 7 crores every year and there is generally a ten per cent shortage when the coal reaches its destination. A saving of even one per cent on this account is going to make a difference of Rs. 3.5 crores per year and that will mean so much to the railways and to the public at large. This calculation is on the basis of Rs. 50 per tonne of coal.

I shall now refer to his proposal for increasing goods freight and passenger fares. His proposal to increase by three per cent the existing supplementary charge on the goods freight will increase the price of goods and may also drive away some of the high-rated traffic which is being taken up by the railways and this will affect the railways adversely. As a matter of fact when the Government is trying to hold the priceline and fight inflation on the one hand and industrial recession on the other, this increase in freight rates is not only unfortunate but also unwarranted. If you compare the figures of 1950 with those of 1966, there has been an increase of 100 per cent in the freight charges on coke, coal, cement, iron and steel, etc. Now, a three per cent increase is contemplated. Similarly the increase in passenger fares is going to hit the common man very adversely.

Coming to my constituency, I have three suggestions to make: Firstly, there is a very big copper mine project at Khetri at an estimated cost of Rs. 75 crores. It is a public undertaking. Still, it is not connected by a rail line. I am given to understand that this project is to be connected with a railway line. I hope that my information is correct.

My second proposal is about the linking of Pilani by railway lines. Pilani has a place in the educational map of our country. It has the Central Research Institution of Electronics; it has the Institute of Technology and Science which has the status of a university.

It has a training college for nurses, an agricultural research organisation approved by the Government of Rajasthan, a public school, a girls' college and other educa-

[Shri R. K. Birla]

tional institutions. I do not know if there is any other city or town in our country where such educational and research facilities are available and that town or city is yet without a railway station. I would, therefore, request the hon. Minister to kindly give a very favourable consideration to my request, that an important educational centre and a research station like Pilani must be immediately linked with a railway line.

Lastly, I would submit that the Railway department is essentially a service department. I would, therefore, request that the officers and the employees of the railway should be very co-operative and should look after the interests of the consumers.

Before concluding, I would earnestly request the hon. Minister that he should give instructions to his staff people to sincerely follow the motto and practise that motto which is, "customers are my masters." With the above suggestion, I wish the hon. Minister the best of success and hope that he will put the railways on the right track.

श्रीमती जयाबेन शाह (अमरेली) : माननीय उपाध्यक्ष जी, मुझे ऐसे समय पर बोलने का मौका दिया गया है कि मेरी स्पीच आधी उधर रहेगी आधी उधर रह जायगी। माननीय रेलवे मन्त्री ने जो स्पीच दी है उस में बहुत सी अच्छी बातें बतायी हैं और उन्होंने रेलवे की सारी तस्वीर हमारे सामने ला कर रखी है। मगर मुझे कुछ और बातें भी कहनी हैं कि हर साल ऐसा होता है कि रेलवे बजट में घाटा रहता है, कभी कोयले की वजह से हो या कभी डीअरनेस एलावेंस बढ़ा हो, उसकी वजह से हो, कोई भी कारण हो लेकिन यह हमेशा का फीचर बन गया है कि टैक्स, फ्रेट और फेयर सब बढ़ते जा रहे हैं। मैं यह कहना चाहती हूँ कि यह जो रेलवे का तन्व है वह खास तौर पर एक कामर्शियल कंसर्न है। वह कोई सिर्फ ऐडमिनिस्ट्रेटिव यूनिट नहीं है जैसे कि और दफ्तर हैं। और ऐसा ही ख्याल कायम रहा कि जो कुछ भी घाटा रहेगा वह हमारे मन्त्री महोदय पार्लियामेंट के सामने जा कर फ्रेट और फेयर बढ़ा कर उस घाटे को पूरा कर

देंगे तो मैं ऐसा मानती हूँ कि यह ख्याल गलत है और इस से ऐडमिनिस्ट्रेशन में एफिशियेंसी और रेस्पॉसिबिलिटी कभी नहीं आयेगी। मैं टैक्स का विरोध करती हूँ ऐसी बात नहीं है, मगर मैं प्रिंसिपल के तौर पर कहना चाहती हूँ कि जब कि यह कामर्शियल कंसर्न है और जो यह आफिसर्स बैठे हैं इन को यह कामर्शियल कंसर्न चलाना है तो उनको अपने दिमाग में ऐसा ख्याल नहीं रखना चाहिए कि जो घाटा है वह इस तरह से टैक्स बढ़ा कर पूरा हो जायगा बल्कि उनको यह ख्याल रखना चाहिए कि घाटे की जिम्मेदारी हमारे ऊपर रहेगी और किसी न किसी तरह से वह घाटा हमें पूरा करना पड़ेगा। उसके लिए प्रजा के पास जा कर उनकी इनएफिशियेंसी और उन के काम में जो कमी है उस का बोझ आम जनता पर डालना यह मेरे ख्याल से बिल्कुल गलत बात है और इस पर मैं माननीय मन्त्री जी से कहना चाहती हूँ कि जो बहुत ही डम काम में दिलचस्पी ले रहे हैं, मुझे उनसे पूरी आशा है कि अगर वह इस पर ध्यान देंगे तो जरूर उस में कुछ न कुछ दुरुस्ती होगी। तो मैं इस प्रिंसिपल के तौर पर जो कुछ छोटे-मोटे टैक्स उन्होंने लगाए हैं उस का विरोध कर रही हूँ।

दूसरी बात—आज जब कि सारी दुनिया में और हिन्दुस्तान में भी ट्रैफिक, रोड ट्रैफिक इतना बढ़ रहा है कि आज ट्रक्स नहीं मिलते। कहीं भी जाओ हम किसी से कहते हैं कि इतना सामान ले जाओ तो ले जाने वाले नहीं मिलते तो फिर जो यह कहते हैं कि रेलवे के वैगन्स की कैपेसिटी आइडिल रही या पैसेंजर ट्रैफिक जितना मिलना चाहिए वह नहीं मिला तो यह बात अजीब सी लगती है। कहा जा रहा है कि वह जो ड्राउट की सिचुएशन रही उस से इस पर असर पड़ा है। मैं कहना चाहती हूँ कि यह सही बात नहीं है। आज ऐसी हालत है कि ज्यादातर गुड्स ट्रैफिक रोड पर जा रहा है। इस के बारे में आपको देखना पड़ेगा। आप देखें कि जैसे कि आप ने फ्रेट बढ़ाया है तो मैं कह रही हूँ कि इससे आप की आमदनी बढ़ेगी

नहीं। आज ऐसी स्थिति आ गई है रेलवे के तन्त्र में कि इस पर ला आफ डिमिनिशिंग रिटर्न लागू हो जायगा और यह फ्रेट बढ़ाने से आपको कोई फायदा नहीं होगा। आज गुड्स ट्रैफिक मिलते नहीं हैं। मैं जानना चाहती हूँ माननीय मन्त्री जी से और उनके साथ हमारी बात भी हुई है, सारे देश में जहाँ जहाँ वाटिल-नेक्स है या गुड्स ट्रैफिक की मूवमेंट नहीं होती है, उस के कारण क्या है? मेरे इलाके में, गुजरात की बात मैंने उस से कही है, मेरी आदत नहीं है कि यहाँ लोकल बातों में मैं जाऊँ, मगर बिहार में, गुजरात में और दक्षिण में कई ऐसी जगहें हैं (व्यवधान) पंजाब में भी होंगी जैसा कि माननीय सदस्य कह रहे हैं जहाँ कई वाटिल-नेक्स हैं और जहाँ ट्रांशिपमेंट में तकलीफ होती है, ऐसी जगहें हैं कि जहाँ डबल लाइनों की जरूरत है और ऐसी जगहें हैं जहाँ कि यातायात बढ़ाने की जरूरत है। अगर आप इसमें जाएं और देखें कि लोगों की क्या डिमांड है, लोग क्या फैसिलिटीज गुड्स ट्रैफिक के लिए मांगते हैं, अगर उनकी तरफ ज्यादा ध्यान दिया जाय तो मैं मानती हूँ कि गुड्स ट्रैफिक की वृद्धि होने में कोई मुश्किल नहीं है क्योंकि रोड ट्रैफिक में जितना खर्च लगता है उसमें रेलवे में कुछ कम लगता है, अगर लांग रेंज हो तो कम पड़ता है लेकिन फिर भी लोग रोड ट्रैफिक क्यों पसन्द करते हैं इसकी तफसील में जाना चाहिए। एक तो लोगों ने यह मान लिया है कि रेलवे में कोई चीज भेजेंगे तो उसमें चोरी तो होनी ही है। इस को वह एक नार्मल फीचर मानते हैं कि पांच दस परसेंट चोरी तो होगी ही और फिर उसमें विगाड़ भी होता है। मैंने तो यह देखा है कि कई मामलों में कई वैगन के वैगन गुम हो जाते हैं, कोयले के, सुगर के वैगन्स ही गायब हो जाते हैं। मैंने यह भी बताया है कि कैसे यह हमारे यहाँ गुजरात में होता है? पांच दस वैगन ही गुम हो जाते हैं। जब उनसे कहते हैं तो वह कहते हैं कि आप क्लेम मांग लीजिए। लेकिन वह वैगन कहाँ गए, उनका क्या हुआ

यह पता नहीं लगता। क्लेम लेने में कई-कई साल लग जाते हैं। तो इन सारी बातों को आप देखिए। अगर लोगों को यह भरोसा हो जाये कि रेलवे को यह जो तकलीफें हैं, जो मुश्किलता है और जो वाटिल-नेक्स हैं उनको आप निकालेंगे तो गुड्स ट्रैफिक बढ़ेगा। यह नहीं है कि गुड्स ट्रैफिक देश के अन्दर है ही नहीं। मगर जब तक ऐडमिनिस्ट्रेशन में मुधार नहीं होगा, लोगों को तकलीफ होगी तब तक लोग इसका इस्तेमाल नहीं करेंगे। आज क्या होता है? एक ओर वैगन बेकार पड़े हैं और दूसरी ओर हमारे यहाँ गुजरात में इतना माल पड़ा है जिसके लिए वैगन नहीं मिलते। सीमेंट के लिए वैगन नहीं, काटन के लिए वैगन नहीं और कितनी ही चीजों के लिए वैगन नहीं और इधर यह कहते हैं कि हमारी आइडिल कंपैमिटी रही। इस तरह से हमारा देश कभी आगे नहीं बढ़ने वाला है और इससे ऐडमिनिस्ट्रेशन कभी सुधरेगा नहीं। तो मैं माननीय मन्त्री जी से प्रार्थना करती हूँ कि आगे वह ऐसा पक्का निश्चय कर लें कि अगर कोई घाटा हो तो उसकी जिम्मेदारी रेलवे बोर्ड पर लायी जाय, हर एक जोन पर लायी जाय। यह डीअरनेस एलावंस ऐसे नहीं देना चाहिए। उनकी एफिशियेंसी पर प्रोमोशन और इन्क्रीमेंट होना चाहिए। यह नहीं कि पे कमीशन बँट गया। उसने कह दिया कि इतना दे दो और दे दिया। इस से रेलवे तन्त्र का काम ठीक तरह से नहीं चलेगा। तो मेरा कहना है कि टैक्स की प्रोपोजल लाने के पहले अगर इन बातों को आप देखेंगे तो मुझे पूरा विश्वास है कि हमारा जो घाटा है, जो नुकसान है, वह चला जायगा, हट जायगा।

13-00 Hrs.

The Lok Sabha adjourned for Lunch till Fourteen on the Clock

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The Lok Sabha re-assembled after Lunch at fourteen on the clock.

[MR. DEPUTY-SPEAKER in the Chair]
RAILWAY BUDGET—GENERAL DISCUSSION—contd.

श्रीमती जयाबेन शाह : उपाध्यक्ष जी, मैं यह कह रही थी कि यह जो घाटा है इसके लिए एडमिनिस्ट्रेशन को अच्छी तरह से देखना चाहिए कि किस तरह से गुड्स ट्रैफिक बढ़े, उसके लिए क्या इन्सेन्टिव्स दिए जाएं। जो व्यापारी लोग हैं उनसे सलाह मशिवरा करके कुछ ऐसे तरीके ढूँढ़े जायें जिनसे कि घाटे को कम किया जा सके।

दूसरी बात मैं यह कहना चाहती हूँ कि यह देश बहुत बड़ा है। इसके कई इलाके तो बहुत पिछड़े हुए हैं और कई एक बहुत आगे बढ़ गए हैं। अगर देश को आगे बढ़ाना है तो उन इलाकों में जहाँ कि आज तक रेलवे नहीं पहुँची है वहाँ पर पहले रेलवे लाइन डालनी चाहिए ताकि उन पिछड़े इलाकों का भी डेवलपमेंट हो सके।

मैंने एक बात पहले भी कही है और फिर उसको दोहराना चाहती हूँ कि जो ऐडवाइजरी कमेटीज डिवीजनल और जोनल लेवल पर बनी हुई हैं वे मेरे विचार से कामयाब नहीं हुई हैं। उन के अन्दर जो कुछ बातें तय की जाती हैं उन पर बहुत अमल होता है। इससे कोई फायदा नहीं है। अगर आपको ऐसी कमेटियाँ रखनी हैं जो कि अभी तक बिल्कुल बेकार सी हैं क्योंकि उनकी कोई बात मानी नहीं जाती है और उन में सदस्यों के टी०ए०डी०ए० पर खर्चा भी होता है तो आपको चाहिए कि उनकी जो कार्यवाही हो उन पर ठोस तरीके से अमल किया जाय।

अब मैं अपने इलाके के संबंध में भी कुछ कहना चाहती हूँ। यहाँ पर बताया गया है कि जो नेरो गेज है उसको उखाड़ने का विचार है क्योंकि वह अनैकोनामिक है। गुजरात और सौराष्ट्र में अधिक से अधिक नेरो गेज है। मेरा कहना यह है कि कोई एकोनामिक है या अनैकोनामिक है उसको आप कैसे तय करते हैं? कोई लाइन एकोनामिक भी हो सकती है और अनैकोनामिक भी हो सकती है लेकिन उसके साथ-साथ बहुत सी और बातें भी होती हैं जिनके ऊपर भी आपको

ज्यादा ध्यान देना पड़ेगा। केवल यह कह देना कि ज्यादा पैसा आया या कम पैसा आया और उसी के आधार पर किसी लाइन को समाप्त करने का तरीका ठीक नहीं लगता है। मेरा कहना यह है कि इसके बारे में फैसला करने से पहले आप तफसील में जायें और देखें कि क्या वजह अनैकोनामिक होने की है। आपको हिस्टारिकल बैकग्राउन्ड भी देखनी चाहिए। चूँकि स्पीच में यह कहा गया था इसलिए मैंने सोचा कि मैं इस सम्बन्ध में बतलाऊँ कि आपको इस मामले में सारी तफसील में जाना चाहिए और फिर उसके बाद कोई बात तय करनी चाहिए।

जहाँ तक टैक्स लगाने या किराया बढ़ाने की बात है, मेरे विचार कोई ऐसे नहीं हैं कि जहाँ भी टैक्स लगाए जाएं, मैं उसका विरोध करूँ। जिस देश को आगे बढ़ाना है, उसमें टैक्स तो देने ही पड़ेंगे लेकिन मेरा कहना यह है कि एक ऐसा मौका आ जाता है जबकि सेचुरेशन प्वाइन्ट हो जाता है, उससे आगे आप नहीं जा सकते हैं। मैं तो ऐसा समझती हूँ कि जो फ्रंट बढ़ाया गया है उससे कोई बहुत ज्यादा आमदनी नहीं होगी। प्लेटफार्म टिकट पहले 10 पैसे का था, फिर 15 पैसे का किया गया और अब 20 पैसे का कर दिया गया है। मैं नहीं समझती कि इससे क्या फायदा होगा। प्लेटफार्म टिकट तो इसलिए रखा गया था कि कोई आदमी प्लेटफार्म पर आ सके और चेक होने पर वह उसको दिखा सके। आप इसको भी समझ लीजिए कि इसके दाम 20 पैसे कर देने से आपको कोई ज्यादा आमदनी नहीं होने वाली है। अब बहुत कम लोग इसका उपयोग करेंगे। जनता को वह एक सुविधा मिली हुई थी, इस पर आपको नजर नहीं डालनी चाहिए थी। इसके सम्बन्ध में भी मेरा विरोध है।

कल एक सदस्य ने बतलाया था कि अभी तक कम से कम 15 पैसे का जो टिकट था उसको भी बढ़ाकर 20 पैसे कर दिया जाएगा। इसके बारे में भी आपको सोचना चाहिए।

बहुत गरीब लोग ही इसका उपयोग, करते हैं और उनकी संख्या बहुत कम हो जायेगी।

उपाध्यक्ष महोदय, रेलवे वाले किसी का आदर सम्मान नहीं करते हैं। भ्रष्टाचार की देखभाल करने वाला वहाँ पर कोई नहीं है। मैं थर्ड क्लास के सम्बन्ध में ही कह रही हूँ। मैं दो दिन पहले जनता से आई थी। मैंने सोचा कि लेडीज कम्पार्टमेंट से ही चलूँ। मैं यह अपने अनुभव की बात कह रही हूँ जोकि इम्प्लीमेंट करने वाली बात है। अहमदाबाद से दिल्ली तक के डिब्बों की बड़ी लाइन है। आप सुनें कि क्या हुआ। उसमें दरवाजे को लाक करने के लिए कोई चीज नहीं थी। खुला दरवाजा था, वार्स भी नहीं। जो बहनें उसमें बैठी थीं वह पूछ रही थीं कि क्या करेंगे, अगर रात को बन्द नहीं करेंगे तो कोई घुस आएगा। मैंने गार्ड को बुलाकर उससे कहा तो उसने कहा कि हम कुछ नहीं कर सकते हैं। मैंने कहा कि इसको कनवर्ट करदो ताकि बहनों के जो आदमी हैं वह भी इसमें बैठ लें लेकिन उसने कहा कि यह भी नहीं हो सकता। पूरे चौबीस घन्टों में भी सफाई के लिए कोई नहीं आया। मेरे बुलाने पर भी लोग उधर उधर ही चलते रहे। आज रेलवे वाले शायद मानते ही नहीं हैं कि थर्ड क्लास के डिब्बों की सफाई करने की जरूरत है। मेरा सजेशन यह है कि फर्स्ट क्लास की सफाई के लिए अलग स्टाफ रक्खा जाय जो कि उनके पीछे भले ही लगा रहे, लेकिन ऐसा भी कोई स्टाफ होना चाहिए जो केवल थर्ड क्लास की सफाई करे।

हमारा जो पैसेन्जर ट्रैफिक है उस को भी आज रेलवे की जो हालत है उस पर बड़ी नाराजी है। आप पैसेन्जर टैक्स बढ़ा कर भी कोई ज्यादा आमदनी कर लेंगे ऐसा मैं नहीं मानती हूँ। लेकिन जो छोटे से छोटे टिकट हैं उनका दाम इस से कम से कम 30 परसेंट बढ़ जाएगा। आप 15 पैसे से 20 पैसे करने जा रहे हैं। इससे ज्यादा और ज्यादाती कोई नहीं हो सकती। इसलिए मैं चाहती हूँ कि आप इसको स्लैब्ज में बढ़ाएं।

कल कोई माननीय सदस्य कह रहे थे कि जिन जिन चीजों को फ्रेट में से एग्जैम्प्ट किया गया है, उनमें से फलों को भी शामिल कर दिया गया है।

स्लीपिंग अकोमोडेशन के बारे में पहले यह था कि 500 मील के ऊपर की दूरी तक सफर करने वाले को सिर्फ 4 आ० देना पड़ता था। उसके कम वाले को 3 रु० 75 पैसे देने पड़ते थे। लेकिन अब सबके लिए हर एक रात के लिए 4 रु० कर दिया गया है। पता नहीं सरकार गरीब प्रजा से कितना पैसा एक्स्ट्रैक्ट करना चाहती है। मैं तो यह मानती हूँ कि जो भी लम्बे सफर करने वाले तीसरे दर्जे के पैसेंजर्स हैं उनके टिकट में ही यह रुपया शामिल होना चाहिए क्योंकि उन का किराया ही काफी हो जाता है। उनसे स्लीपिंग अकोमोडेशन के लिए अलग से कुछ नहीं लिया जाना चाहिए। आज इस बढ़ोतरी से उन लोगों के दिल में बड़ी नाराजी है। और आज कोई मुसाफिर बम्बई से मद्रास या केरल से दिल्ली तक चलता है तो उसको रास्ते में ही तीन-तीन रोज लग जाते हैं। उन लोगों का तो वैसे ही काफी समय लग जाता है। आप उनसे स्लीपिंग अकोमोडेशन का पैसा और अलग से लेते हैं। आप को चाहिए तो यह कि उनकी गाड़ियों में डीजल एंजिन लगा दें जिस से उनका सफर का समय कम हो कर दो दिन का ही रह जाय। मैं कहना चाहती हूँ कि आपको उन गरीब लोगों से टैक्स नहीं लेना चाहिए। आज गरीब आदमी की हालत ऐसी है कि वह सफर के लिए निकल ही नहीं सकता है। कभी कभी निकलता है। उनके नसीब में लम्बा सफर है ही नहीं। लेकिन आज वह निकलता है तो आप कहते हैं कि चार रुपया रोज और दें। अगर कोई यह कहे कि जयाबेन टैक्स लगाने के खिलाफ है, तो ऐसी बात नहीं है, लेकिन जो सोर प्वाइंट है उसको आप क्यों पकड़ते हैं? आज जो लोग थर्ड क्लास में सफर करना चाहते हैं कम से कम उनको आप सफर तो करने दीजिए। अगर आज कोई भी

[श्रीमती जयाबेन शाह]

तीसरे दर्जे में सफर करने चलता है तो आप उस से कहते हैं कि ज्यादा पैसे दें। मैं समझती हूँ कि इसके बारे में गवर्नमेंट को सोचना पड़ेगा। आज रेलवे तन्त्र के जो अफसर हैं उनके दिल में यह बात होगी कि इससे पैसा तो ज्यादा आता है। लेकिन उनको अपने सोचने के तरीके में सुधार करना होगा। उनको ज्यादा मुविधा देनी चाहिए।

मैं टिकटलेस ट्रेवल के बारे में भी आप से कहना चाहती हूँ। मेरी भी एक दफे मोवाइल स्क्वैड के मैजिस्ट्रेट से भेंट हो गई और काफी बहस हो गई। उनको पता नहीं था कि मैं एम० पी० हूँ। वह लोग दूसरे पैसेन्जरों को डांट रहे थे। मैंने पूछा कि वह उनको डांट क्यों रहे हैं उनके पास टिकट है। उन्होंने जवाब दिया कि आप कौन हैं मैंने कहा आप इस तरह से पैसेन्जर को तंग कैसे कर सकते हैं? मैं मन्त्री महोदय से पूछना चाहती हूँ कि वह टिकटलेस ट्रेवल को इस तरह से कैम चेक कर सकते हैं। आज देश में जो भी टिकटलेस ट्रेवल होती है वह रेलवे के छोटे बड़े आफिसरों के कनाईवेंस से होती है। लेकिन जब तक टिकटलेस ट्रेवल को चेक करने के लिए स्टाफ सिसिअरली काम नहीं करेगा तब तक आप चाहे जितनी कोशिश करें, यह चीज कभी भी खत्म होने वाली नहीं है। यहां पर टिकट कैसे दिए जाते हैं, इसके लिए मैंने एक पर्चा टेबल पर रक्खा था। कई गेम्मे छोटे स्टेशन हैं जहां पर टिकट दिया ही नहीं जाता है। कह दिया जाता है कि बैठ जाओ, और बाद में जाकर टी० टी० कहता है कि लाओ किराए के बदले दो आने, चार आने और पांच आने दे दो। यह टिकटलेस ट्रेवलिंग तभी चैक होगी जब हमारे सारे स्टाफ में एक फखर आयेगी। खाली स्टाफ रखने से ही काम नहीं चलेगा। आज रोज रेलवे वालों का डी० ए० बढ़ाने की मांग होती है। मेरा यह कहना है कि जहाँ तक रेलवे वालों के इमाल्युमेंट्स का सवाल है, उसको बढ़ाने के लिए आप कोई दूसरा

तरीका ढूँढ़िए। आज रेलवे सारे देश में सब से बड़ी पब्लिक एंटरप्राइज है। उसका स्टाफ बराबर बढ़ रहा है मगर एफिशिएन्सी बढ़ती नहीं है। आज हम देखते हैं कि ट्रेफिक गुड्स का भी कम हो रहा है और पैसेन्जर का भी कम हो रहा है। आपको रेलवे के सारे के सारे एडमिनिस्ट्रेशन को फिर से मोच कर ठीक करना पड़ेगा।

रेलों की स्पीड के बारे में मुझे कहना है कि आज यह कहा जाता है कि रेलवे की स्पीड 80 परसेंट ठीक चल रही है। पता नहीं क्या लाजिक है और क्या कैंलकुलेशन है। आज जो मुसाफिर बड़े सफर में चलते हैं, अहमदाबाद से बम्बई चलते हैं, वह जानते हैं कि उसमें जितना समय पहले लगता था टाइम टेबल में उस को बढ़ा दिया गया है। उसके बाद कहते हैं कि 100 परसेंट पंचकुअलिटी है। दिल्ली और अहमदाबाद का जितना रास्ता है उस में नए स्वीपर और नए एंजिन आने के बाद भी चौबीस घन्टे लगते हैं जितने कि आज में दस साल पहले लगते थे। इस पर भी यह कहना कि 100 परसेंट पंचकुअलिटी है। मेरा कहना यह है कि यह धोखेबाजी है। मुझे माफ किया जाए, लेकिन यह सही बात है। हमको देखना है तो इस तरह देखना चाहिए कि पंचकुअलिटी कितने परसेंट बढ़ी है जब कि समय बही हो। अगर इस तरह से ही रेलवे कहती रहेगी तो उस पर लोगों को कभी भरोसा नहीं आयेगा। इस में माजिन इतना रक्खा गया है कि अगर रेलवे स्टाफ सो भी जाये तो भी गाड़ी समय पर पहुंच जायेगी।

गुजरात के अन्दर सीगाण्ड के लोगों को बड़ी मुश्किल है। मैंने मन्त्री महोदय से भेंट कर के उनकी बात को समझाया भी है। हमारा जो गुड्स ट्रेफिक है उसके लिए बीरमगांव सब से बड़ा बाटलनेक है। अगर उसके बारे में कोई भी खास बात नहीं की गई तो जो गुजरात की इंडस्ट्री है, जो लोकल प्रोडक्ट्स हैं, उनको बड़ा धक्का लगेगा। इसलिए

इसके बारे में आप जरूर सोचें। जब तक हमारे यहां ब्राड गेज नहीं किया जायेगा तब तक यह मसला कभी भी हल होने वाला नहीं है।

रेलवे स्टाफ के बारे में यह कहना है कि अगर आप उनकी कई कटेगरीज रखते हैं तो अवश्य रखें, मुझे उम में कोई दिलचस्पी नहीं है, लेकिन मैं यह भी नहीं मानती हूँ कि उनको अमेनिटीज बहुत कम मिलती है। आज आप उनको आइसोलेट करके न रखें। आज जो भी सरकारी नौकर है वह एक प्रिविलेज्ड क्लास बन गई है। हमारे सब के भाई भतीजे उन में होने पर भी कहती हूँ कि सरकारी नौकर सब से बड़े प्रिविलेज्ड क्लास हैं। आज जितनी भी महंगाई बढ़ती है उस से सब को धक्का पहुंचता है। अकेले सरकारी नौकरों को ही नहीं पहुंचता है। रेलवे के नीचे के स्टाफ की एफिशिएन्सी को बढ़ाने के लिए आपको जितनी मदद उनकी करनी हो वह आप कर दें, लेकिन कोई यह नमझे कि जो रेलवे के नौकर हैं, उनका कम मुविधायें मिलती हैं, तां यह ठीक नहीं है। दूसरे क्षेत्रों में जो लोग काम कर रहे हैं उन से ज्यादा मुविधायें रेलवे वालों को मिलती हैं। लेकिन मुझे माफ कीजिए, अगर कोई यह कहता है कि रेलवे वालों की इनकी आमदनी ऊपर से होती है कि बिना तन्वाह के भी किसी को स्टेशन मास्टर बना दिया जाये तो उनका काम चल जायेगा, तो मेरी उनके साथ सहमति नहीं है, लेकिन फिर भी उसमें कुछ सत्यता है। मैं चाहती हूँ कि इन सारी बातों पर माननीय मंत्री जी जरा गहराई से सोचें और जहां जहां इम तरह के छेद हों, उन को प्लग करें। जो मुझाव मैंने फ्रेट के बारे में दिए हैं और स्लीपिंग अकॉमोडेशन, प्लेटफार्म टिकट और 15 पैमे के मिनिमम टिकट पर जो उन्होंने 5 पैमे बढ़ा दिए हैं, उन पर वह विचार करें।

SHRI J. M. BISWAS (Bankura) : Mr. Deputy-Speaker, Sir, the railway budget for 1968-69 presents a challenge to the performance of a public sector organisation as well as to planning. While the railway budget is not a complete economic indi-

cator, nevertheless, it provides an indication of the tramps the economy is manifesting. While it being possible at the same time to facilitate certain form of economic development, the budget finds itself faced with a deficit of Rs. 27 crores. It is unfortunate but not surprising.

The artificial prosperity enjoyed by the railways for the past many years principally due to circumstances of a developing economy, laxity in financial control and absence of competition from road transport is now over, and the realities of the economic situation have caught up with an unreal budget position. The railway budget can, therefore, be analysed from very many angles. The railways are obviously over-capitalised with the result that they have to pay dividend upon unproductive capital. Another factor incidental to over-capitalisation is that it has locked up a few crores of rupees, in fact, a considerable amount of finances which if released would be available for development work in other fields of economic activities. As you know, the work in other fields of economic activities is suffering now for want of adequate finances.

The present arrangement of amortisation of capital calculated on the basis of interest on reserve funds is totally inadequate. When we consider that a vast amount of material is locked up in unproductive investment, it would be necessary to examine other means by which the amount of over-capitalisation could be ascertained. If this is not possible, then a more speedier form of amortisation would be an adequate alternative.

There are crores of rupees worth of scrap lying with the railways. If this scrap is sold out it can add to the railway revenues. The scrap is not only lying in the godowns and jamming the railway godowns but is also blocking the line capacity. Therefore, I would suggest that immediately the scrap iron materials worth crores of rupees should be sold out.

There is also a phenomenal stores position in that the railways have stores worth about Rs. 140 crores today. I agree that in the past it was not always possible to import these stores from foreign coun-

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tries, but nowadays we have got several items of stores indigenously. Therefore, there is no need to stock Rs. 140 crores worth of stores because thereby a vast amount is locked up in the railway godowns.

As regards the increase in freights and fares, on the last occasion when I spoke on the railway budget, I had pointed out that it was a dangerous policy that the railways and the Government had adopted. There is an economic theory that one should tax only to the extent that the traffic can bear. But I feel that the increase in freights and fares has gone beyond the capacity of the users of the railways.

I would here like to refer to one instance to show how the railway users are gradually getting interested in road transport. First of all, I would say that the railway users are losing their confidence in the railway transportation system, mainly due to delay in transshipment, pilferage and running train theft. When one sends a luggage or parcel from one station to another, one does not know when it will reach destination. If it reaches at all nobody can guarantee that it will be delivered intact at the destination. This is the position. The fact that competition from road transport is a real threat to the railways will be evident from the reciprocal agreement which five States, Maharashtra, Andhra Pradesh, Kerala, Mysore and Madhya Pradesh, have recently entered into an agreement among themselves and have issued permits to 1,000 trucks to operate from any two points in the capitals of these States. Though this is against the spirit of the recommendations of the Committee on Transport Co-ordination Policy (1966), nevertheless this has been done.

Further, the Director of Railway Co-ordination has stated that 'bulk commodities' accounted for about 24 million tonnes by road against 120 million tonnes by rail. Other traffic accounted for 30 million tonnes by road as against 42 million tonnes by rail. In terms of distance, road transport accounted for 28 billion kilometres while traffic on the railways was 99 million kilometres. What railways are likely to lose is evident from the following statistics: high

rated traffic on railways was about 30 per cent of the total traffic and earned about 50 per cent of the total revenue, but in 1970-71, bulk traffic by road is expected to be 30 million tonnes and of railways 175 million tonnes, while the share of high-rated traffic may even come down in the case of railways by about 25 per cent. This is a dangerous position.

There is another aspect. On the 19th February—the day on which the hon. Railway Minister delivered his budget speech—I was travelling by the Train 316 Dn., Purulia to Howrah. It had to arrive at Howrah early in the morning at 4-15. But it was 12 hours late. Why? Because on the 19th night, there were two disastrous accidents involving the Up and Down Puri Express at Hijli and Mechada stations in S. E. Railway.

As regards these accidents, although the administration has produced figures which show that the number of accidents is reduced, I hold and maintain that the so-called reduced number is due to some other reason. It is that all accidents are not reported to the Railway Ministry. I have said this before and I repeat it now also.

There is another very dangerous feature concerning accidents. After an accident, a fact finding inquiry takes place to find out its causes. This inquiry is normally composed of officers of the different departments, namely,—the operating officer, the mechanical officer and engineering officer. Now, if the accident is due to a defect in the railway track, it comes on the shoulders of the engineering officer. But he will try to throw it on the shoulder of carriage or mechanical department. In this way, they start fighting among themselves. The result is that the real cause of the accident never comes to light and never reaches the Government. They sometimes manipulate some other reasons we have seen this happening in the past.

In the past, there was a disastrous accident. The finding of the long drawn enquiry was that the signal arm was not always visible to the driver during the time he approached, due to some obstruction of overbridge or trees. So the signal arm was only shifted 2 feet leftwards. This

type of report of action arrives before the Railway Ministry about accidents.

While I was travelling from Delhi, a highly placed officer of this Government was also travelling with me. In the evening he started praying to God, "Let God allow me to see tomorrow's Sun". So, these accidents are so much discouraging to the travelling public, and they are so afraid.

The hon. Minister of State, Mr. Parimal Ghosh, knows the accident which happened to the Up and Dn. Puri Express, because it happens in his State. At that time I was travelling by the Down Purulia Passenger, and that train was also detained for 12 hours.

SHRI K. N. TIWARY (Bettiah) : You always travel when there is an accident ?

SHRI J. M. BISWAS : I do not know whether he has got enough finance to travel by air.

On the one side I told you about the transhipment of goods, parcels etc. On the other side, for the travelling public these accidents are a great disincentive. I have heard that the late Mr. Lal Bahadur Shastri resigned as Railway Minister when there was a serious accident on the railways, but I do not think that the sleep of our Railway Minister is disturbed when they hear about accidents, because it is almost a compulsory phenomenon.

Unlike last time, this time the Railway Minister has not forgotten the railwaymen, and he has said :

"I am sure the House will join me in this appeal and in thanking the railwaymen for the fine job they have been doing in spite of all these difficulties and handicaps."

I am very grateful to him that he has appreciated the work of railwaymen.

In Garden Reach, headquarters of S. E. Railway, people were hearing that the Administration was going to instal an electronic computer. The labour union which is recognised by the railway administration was not consulted, and at dead past of night, under military protection, the

computer was fitted. This computer and other automatic devices have been brought from America. The American Government also has started re-thinking about this system, but our Ministry are unfortunately installing them with the very clear idea of cutting the throat of those railwaymen whom Mr. Poonacha has appreciated in his Budget speech.

Prior to the installation of this electronic computer assurances were given by the Railway Minister as well by the railway officers that it would not affect the staff, but on the day it came to Garden Reach, they started surrendering posts. Many posts have been surrendered, the staff has been reduced. I can give you the figures. In Asansol Division, due to this economy drive, many staff have been removed from their service.

The Administration is going to save over Rs. 20 lakhs per month from one Asansol Division, in the Eastern Railway. You can understand the nature of the attack that they have launched on the staff. The staff have been meeting the Railway Minister and the officers but unfortunately did not get any sympathetic treatment from them, except the lip sympathy expressed in the budget speech. The railway guards saw the Minister of State and also the Cabinet Minister and they were assured that their cases would be looked into sympathetically; it was not done. The travelling ticket examiners are a source of income to the railways; they prevent ticketless travelling. They travel in the same train along with the guard and the driver. The guard, driver etc. are treated as running staff but the TTEs are not given that treatment; they are told that they are not treated as running staff because once they are declared as such, they would be entitled to certain benefits. I do not think there is any other argument. I understand that once they met Pandit Jawaharlal Nehru and asked him : are we not the members of the running staff ? He replied : Yes; you are travelling by the train and so you are also running staff. Then they told him : your Government is not giving us the benefit which would accrue to us if we were declared as running staff.

People of West Bengal have been hearing about the circular railway in Calcutta

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since 1952. I do not know when the city of Calcutta will have this circular railway. It was promised not to the United Front Government but to late Dr. B. C. Roy, then to Mr. P. C. Sen. The United Front Government also was interested and was assured. I do not know what is preventing the Railway Ministry from installing that circular railway in Calcutta which will at least bring in some revenue. What happened to the enquiry committee on circular railway? It is in the dark room; it should be brought to light.

The planning in the railways is so defective that unless a high powered committee of Parliament Members goes into it in detail the railway economy will be ruined. A few years ago, near Tatanagar they constructed a huge building known as Adityapur railway station and they also built a big marshalling yard. After sometime, they came to know that it was a mistake and the whole building was demolished and it was constructed at another place. The engineer who planned this might have been promoted for the nice work that has been done by him resulting in financial loss of a few lakhs. This type of planning is going on every now and then. Myself, the hon. Member Shri H. N. Mukherjee and the hon. Member Shri Tenneti Viswanatham met the Railway Minister. The electrification work is going on, and the work is being done by the Railway Electrification, which is a separate project and a separate organisation under a separate General Manager. Now, the Railway Minister has decided that this railway electrification should be decentralised in the name of what is called reorganisation. They are going to distribute the job of railway electrification to the different zonal railways. I told Mr. Poonacha that this would entail more funds. He did not agree. Then, I emphasised this on the hon. Minister and told him that I would give him some figures and dates and then he would understand that more loss would be incurred by this step. I gave him the report accordingly and showed him that while the railway electrification was functioning as one unit, the expenditure was Rs. 3,01,800, and that after decentralisation, the expenses will be Rs. 6,17,400, and this does not include the expenditure expected

to be incurred for the senior-scale officers under the zonal railways. This is the situation. I would appeal to the Railway Minister that they should not decentralise the railway electrification unit, while it has given good service and that has been appreciated by the railway officers and especially by the Railway Minister himself.

Lastly, I would say just one word. Last year also, we have gone through the railway budget. Nobody knows the economic structure of the railways and I do not think the Railway Minister himself understands thoroughly the economic structure of the railways. Therefore, I would request the Railway Minister to consider my suggestion, that to go into the question of accidents, to examine the transport system and to examine the economy in the railways, there should be a high-power committee of Parliament. This Committee should go into the working of all these departments in detail and study all the functions and then place its report before Parliament as early as possible for necessary action.

With these words, I thank you.

SHRI N. N. PATEL (Bulsar) : Mr. Deputy-Speaker, Sir, while supporting the railway budget, I would like to bring certain points and suggestions to the notice of the hon. Railway Minister through you. There is an increase of five paise per platform ticket; this should not be increased. There is an increase of the rate of third-class sleeper berths. According to the new proposals, the passengers travelling by sleeper berths are charged for every night. It will be a great hardship to the passengers, and especially to those who travel for three nights together. So, my suggestion is that they should be charged for a complete journey and not per every night.

I understand that the charges on fruit parcels are also to be increased. Fruits are perishable items and they should be charged at the rate of vegetables and milk, and if the existing charges on these items should be increased, I think most of the traffic will be sent by road transport.

I would next like to bring some points relating to Gujarat State. I would give

them briefly. Regarding the narrow gauge, we have already explained our point to the hon. Minister of Railways and one hon. lady Member has also expressed her views regarding the narrow gauge. My request is not to dismantle the narrow gauge but to find out the reasons why those railways are running at a loss. Therefore, I suggest that the reasons why they are running at a loss should be found out, I also suggest that metre gauge lines should be constructed instead of narrow gauge lines.

I understand there is a proposal to construct the Cambay-Tarapore line. This work should be started immediately. We have accepted the Kutch Award and it is our bounden duty to develop that area. So, I request the Minister to construct new railway lines upto the border of Kutch.

Mr. Baswant referred to the question of cow-dung manure at Bombay. He is absolutely right in saying that there are 70,000 buffaloes in the Bombay suburbs. I would like to point out that from Borivali to Andheri, there are many stables situated near the railway track. It can be seen while travelling by train that heaps of cow-dung manure are lying there and most of it is washed out during the rainy season. On the one hand we are shouting about more agricultural production and about fertilisers and on the other, we are wasting this valuable manure. There is a great demand for this manure outside Bombay for agricultural purposes, but due to the heavy railway freight, agriculturists are not in a position to purchase it as much as they require.

When Shri A. P. Jain was Food Minister, I brought this matter to his notice. After consultation with the Railway Ministry, it was decided that the waggons which bring hay to Bombay for the buffaloes should be utilised for this manure traffic and half the rate should be charged for this manure traffic. But again the rate for this manure traffic has been increased. I request the minister to consider this matter very seriously and to charge half the rate for this manure traffic to help the agriculturists, so that they can produce more to solve the greatest problem of food.

Now I would like to point out some important points relating to my constituency.

As you are aware, my constituency is Bulsar, which falls in the Western Railway. This is my third term from the same constituency. Every year, during the budget discussion on the railway ministry's demands, I take part, but I am sorry to say that particularly during the last 4 to 5 years none of the suggestions and demands of the people from my constituency which I have voiced here in this House has been carried out, which can be seen from the records of my speech. On the contrary, the officers are always acting against my suggestions. They are not my own suggestions. They are the suggestions of the general public from my constituency, I will give you some examples now.

There is one train running between Bulsar and Ahmedabad which is called Gujarat Queen. In addition to this train, there was a great demand from the general public for one shuttle train between Bulsar and Surat. But the Railway authorities, particularly the operation department, did not agree to run both these trains between Bulsar and Surat, showing the reason that there is no provision of track for night halt for both these trains. Fortunately, our Minister for Communications, Dr. Ram Subhag Singh, who is sitting here, visited Bulsar when he was Railway Minister. Then he saw the feeling of the general public of that area and he ordered that a shuttle train be started between Bulsar and Surat in addition to Gujarat Queen. But what happened? Some officers who were still prejudiced against me were very unhappy when they came to know about this. In the beginning the departure time of Gujarat Queen from Bulsar was 4.20. I had a doubt that the officers would play "four-twenty" with the general public. My doubt was correct. I was requesting the officers concerned to change the departure time of the train to 4.30 instead of 4.20, but to my great surprise I found that in the next time-table the departure time was made 4.10 and it was further changed to 4.00 in the time-table that came afterwards and now the departure time is 3.50. They wanted this train to be cancelled showing that there is no traffic and there is no justification.

For the last three years I have been requesting the authorities to extend the Bulsar-Surat shuttle up to Dahanu. Between

[Shri N. N. Patel]

Surat and Bulsar this train is very crowded which you can see from the figures. There is also a great demand for this train to be extended up to Dahanu from Surat and also from Surat to Broach. Giving one reason or the other the railway authorities are not prepared to hear the demands of the public. Their only answer is that there is no justification. In this case also they say that there is no justification for running the train from Surat to Dahanu Road.

Here I would like to point out that before independence there was one shuttle train running between Vapi-Surat and Surat-Broach by the B.B. & C.I. Railway. At that time there was no facility for turning the engine at Vapi. In spite of that the B.B. & C.I. authorities were capable of giving this service to the general public. I suggest that if you find any difficulty in turning the engine you better have small type of diesel engines by which you are running so many shuttle trains in different parts of this country. Sir, if the hon. Minister will consider this matter and run a shuttle train between Dahanu and Broach it will be a great boon for the general public of south Gujarat.

I would like to bring to your kind notice a few points with regard to Dungri, my nearest railway station, which falls between Bulsar and Bilimora. There is no stoppage of any mail or express train at this station with the result that the public of this area have to go to either Bulsar or Bilimora. So many times I have requested the authorities to give a stop at this station for Surat Express which runs from Surat to Bombay, or the Surat-Saurashtra Express. But nothing has been done so far. There is one train called the Gujarat Express which runs between Bombay and Ahmedabad and there is a great demand for the stoppage of this train at Bilimora, which is a junction. In the last budget session also I had made a request for the stoppage of this train at Bilimora. I also expressed my feeling in the Consultative Committee in Parliament and I requested the General Manager, Western Railways, personally but the only reply I received is that there is no justification. As a result of it, there was a big agitation on the 15th August, 1967 where 2,000 to 3,000 people assembled. As is

well known to the railway authorities, the people made a *kavita* saying. *Nanubhai ne ghar chalore; Nanubhai ne gherrao ghalore!* They wanted to gherrao my house. I said: all right, you come and gherrao my place; I will show you. But, nobody dared to do it. There are some political parties which want to get cheap popularity and they are behind these agitations.

14.56 HRS.

[SHRI C. K. BHATTACHARYYA *in the Chair*]

In this case, though I was trying my level best to get their grievance redressed, they were acting in a way as if I was not doing anything for them. The Gujarat State Government has also requested a stoppage for this train at this station. So, I strongly appeal to my hon. friend, the Railway Minister, to give a stop for the Gujarat Express at Bilimora for both up and down.

Then, though Navasari is a big city, there is stoppage only for the Down train. You have not given any stoppage for the Up train. So, my appeal to you is to give stoppages at Bilimora and Navsari for both Up and Down Gujarat Express.

Now I would like to put certain points before the House regarding the railway officers. During my first term in Parliament there were two railway officers working as Divisional Superintendents in the Bombay Division. One was Shri Chaudhuri who unfortunately expired by heart failure. Another was Shri Hajra, who was transferred to another railway on promotion. They were very co-operative and whenever they used to come on inspection they were calling on me personally and asking me regarding the problems and suggestions, so far as railways are concerned, in my constituency and they were always trying to solve such problems within their limits.

MR. CHAIRMAN: We have to take the Private Members' Business now.

SHRI N. N. PATEL: Please give me a little more time. I am leaving Delhi today. Otherwise, I would have continued on Monday.

Coming to the Railway Users' Consultative Committee, I would like to say that it has become Railway Unuseful Consultative Committee. For each member of this Committee you have to pay about Rs. 30 per day plus railway fare. Recently a meeting of this Committee was held at Nagpur. The Secretary to the Government of Maharashtra also attended this meeting. As you know, Poona and Nagpur are the two biggest cities in Maharashtra. So, a suggestion was made in this Committee for one express train from Poona to Nagpur. But the reply was the same, no justification. So, I would like to request you to run one express train between Poona and Nagpur. That will also be a great boon to the public of that area.

15 Hrs.

Now I would like to make one most important suggestion. I am also very unhappy regarding the Malad incident. It is a black spot on the traffic of Bombay as well as on the Western Railway. You know, the traffic of Bombay is very responsible and traffic-minded. That was shown during the Bombay Electric Supply and Tram Company's strike. But what happened was that the Bombay Electric Supply Company published their difficulties and inability through the newspapers. There are so many newspapers in Bombay and people came to know of them. They knew the difficulty of BEST and they joined them by walking and in so many ways.

MR. CHAIRMAN: The hon. Member will kindly conclude now.

SHRI N. N. PATEL: There is the problem of water also. Bombay Corporation as well as the BEST are telling of this difficulty to the railways. But you have never called any press conference to explain your difficulty so that the people may come to know as to what are your difficulties. You have got a good arrangement of the loud-speaker. Once when I went to Bombay by the *de luxe* train I heard Bismillah Khan and party's *shehnai vadan* on that loud-speaker. So, my request is that if you find any difficulty you should give publicity to it through the newspapers or you should announce it through the loudspeaker.

I request you to carry out whatever suggestions I have given, if you kindly can, particularly regarding the Gujarat Express between Bilimora and Navsari.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar): Mr. Chairman.....

MR. CHAIRMAN: The hon. Member might continue on the next day.

15.03 Hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

TWENTY-FIRST REPORT

श्री कुशोक बाकुला (लद्दाख): श्रीमान, मैं प्रस्ताव करता हूँ कि यह सभा गैर-सरकारी सदस्यों के विधेयकों तथा संकल्पों संबंधी समिति के 21वें प्रतिवेदन से, जो 28 फरवरी, 1968 को सभा में पेश किया गया था, सहमत है।

MR. CHAIRMAN: The question is:

"That this House agrees with the Twenty-first Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 28th February, 1968."

The motion was adopted.

15.03½ Hrs.

CONSTITUTION (AMENDMENT) BILL* (Amendment of article 368)

MR. CHAIRMAN: H. H. Maharaja Sriraj Meghrajji Dhrangadhra.

श्री रवि राय (पुरी): मेरा एक निवेदन है कि क्या कोई सदस्य अपने नाम के साथ महाराजा लगा सकता है?

SHRI SRIRAJ MEGHRAJJI DHIRANGADHRA (Surendranagar): Sir, I move for leave to introduce a Bill further to amend the Constitution of India.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted.

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 1-3-68.