

this award has not been put before the House. It has been laid on the Table of the House.

**SHRI KANWAR LAL GUPTA** : There was no discussion.

**SHRI MORARJI DESAI** : When it is said that Government have disregarded this Parliament, I respectfully refute this allegation with all the strength that I can command. Let any instance be pointed out in which this Government has disregarded the authority of this Parliament in any case.

श्री रवि राय : आप लोगों ने उस दिन डिप्टी स्पीकर का अपमान किया था ।

**SHRI MORARJI DESAI** : This is not a matter in which the authority of Parliament is being disregarded. If anybody disregards the authority of Parliament, it is my hon. friends who do not even obey your rulings, and who create scenes here, unprecedented scenes, against all parliamentary practice, but I do not want to quarrel about it. Let the hon. members do what befits them, and it is your authority that has to prevail. I have nothing to say.

**SHRI NATH PAI** : That is quite a different matter.

**SHRI MORARJI DESAI** : If it had not been referred to I would not have made this remarks.

Coming to this, I do not dispute the right of my hon. friends who opposed the agreement in Parliament before to dispute it even today. How can I dispute anybody's right to do so? I cannot also dispute the right of this Parliament to take a decision contrary to what decision might have been taken by the previous Parliament. How can I do that? I have never tried to do it. But there is an authority vested in Government by Parliament itself, by the Constitution, and if Government does not exercise that authority, Government will not be fulfilling its responsibility.

I do not think that any Government will be worth the name if it refuses to exercise the authority which is given to it. We do not want, therefore, to give up our responsibility which has been undertaken by the Government to carry out the award as it has been given and accepted.

I have no desire to stall any discussion on this matter. That is for you to decide whether there should be any discussion. But as I said, it was not necessary for Government nor proper for Government to bring it to this House for ratification. (*Interruptions*).

**MR. SPEAKER** : Now that the hon. member has placed his motion, let us see what shape it takes later on .

12-57 hrs.

**RAILWAY BUDGET—GENERAL  
DISCUSSION—contd.**

**MR. SPEAKER** : We have already spent 4 hours and 8 hours are left for the general discussion of the Railway Budget. I think it will take a month to finish the work pending before the House. Tomorrow I have called for a meeting of the Business Advisory Committee. I would request my friends to attend that meeting so that we may arrange the work. So much work is pending that even if we sit for 18 hours a day, we will not be able to finish it. Anyhow, tomorrow we will discuss it in the chamber.

There is a half-hour discussion at 5-30 P.M.

The Prime Minister will make a statement at 5 o'clock. We shall now adjourn for lunch, because only three minutes are left and there is no point in taking up the discussion now.

12-58 hrs.

*The Lok Sabha adjourned for Lunch  
till Fourteen of the Clock.*

*The Lok Sabha re-assembled after  
Lunch at Fourteen of the Clock*

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

**RAILWAY BUDGET—GENERAL  
DISCUSSION—contd.**

**SHRI B. K. DAS CHOWDHURY** (Cooch Behar) : Mr. Deputy-Speaker, Sir, at the outset, I must say a word in praise of railway workmen for doing their best to improve the conditions of Railways and I thank them all.

The Budget, which the hon. Minister of Railways has introduced in the House, is a betrayal of the people and has brought

**(Shri B. K. Das Chowdhury)**

a warning for the Railways and the passengers as well. The Railways, since 1950-51 have increased fares and freights on seven occasions, but the hon. Minister could not see the trend of diminishing returns in the railway earnings. Probably, the hon. Railway Minister does not like to go into the details of the Budget, he only approves of the scheme suggested by a galaxy of his officers, who are more prone to put pressures on the public for some mysterious benefits rather than giving concessions to them. In this context, we are not surprised to find in the Budget proposals to increase fares and freights. Because we all know that traditionally the Railways and particularly the railway-users are regarded by the Railway Ministry as the proverbial hen that lays the golden egg. The public would be thankful to the Railway Ministry if they do not get killed at the end.

The budget proposals are always analysed and studied in the light of past experience. When we compare the proposals made in the last few years, we come to the irresistible conclusion that many of the proposals of the budget for the coming year are mere wishful thinking. The hon. Minister ought to have learnt from past experiences that his prospective survey for the coming year that "there should be an increase of 6 to 7 million tonnes of originating traffic", would not materialise and, correspondingly, there would be no increase in earning from goods traffic to the extent of Rs. 21 crores over the current year. In the last year, the expectation has fallen short by Rs. 17.45 crores only on that count and as a result, the estimate had to be revised. We are sure that another revised estimate of this budget for the coming year will follow. It has also been noticed that the rise of passages earning from year to year is not because of increase of fares but of increasing number of passengers with proportionate increase of route kilometres travelled by passengers. So, the conclusion is that if more amenities, more facilities, more easy going system and speedier movement of trains are ensured, earnings on all counts of both goods and passengers, would automatically increase. On the contrary, by increasing freights and fares the hon. Minister would only increase the transport Bill of the Government and boost up the price line.

In order to balance the budget deficit of Rs. 27 crores, the Ministry has suggested an increase in fares and freights too heavily rather on the goods and lower-class passengers, varying from 3 to 10 per cent. There can thus be little hope of holding the prices in check. With utmost chicanery and sophistry, the hon. Minister has drawn before us the question of increased cost of fuel, dearness allowance and other ancillary costs. The employees of the railways are not to be held responsible for demanding dearness allowance for the failure of the government at large to hold the price line. For this failure, I know not why the travelling public should be made a scapegoat. Stringent economy measures could only enable the Railway Minister to keep his promise to end the rise in fares at the first opportunity. But he has said little in his speech on how he proposes to cut down expenses. He has held out hope for some action on closing down uneconomic railway lines. But, even if those lines are wound up, which is hardly feasible, he can barely expect to save Rs. 6 crores a year. So, it is clear that real economy can come only from holding down the fuel bill, improving the turn-round of wagons, minimising track maintenance cost, improving line capacity and, above all, raising the efficiency of the staff concerned. Unless these are done satisfactorily, it would be difficult for the Railway Minister to desist from the trend of increasing railway fares and freights each and every year. I would request the hon. Minister to withdraw his proposals like the levy of Rs. 4 for third-class sleeper accommodation, increase in freights, and surcharges as proposed. Instead, I request him through you, Sir, to increase the number of third-class sleeping accommodation, which is very few in number now.

The hon. Minister has mentioned some of the highlights of the works which have been complete recently, or are now in progress. But I did not see any mention of the Circular Railway Project for Calcutta, though we all had been hearing of this scheme since 1948. So far as I remember, several committees went into this question and many a time we were told that the Circular Railway Project was under serious consideration. Ministers come and Ministers go, and all Ministers for Railways for the last 20 years have had encircled

themselves with this Circular Railway Project for Calcutta but the circle remains a vicious one. During Last August-September, the hon. Minister of State for Railways, Shri Parimal Ghosh made a statement in Calcutta that the Circular Railway would be ready for implementation very soon.

I do not have sufficient time at my disposal to go into the details of the circular railway project but from 1948 onwards several committees, very high powered committees, went into the question and they had all recommended the construction of the circular railway. Since all the recommendations are in the possession of the Government and because the matter is very, very serious and urgent, I do not understand what made the Government and the hon. Railway Minister to keep mum over the matter.

I am told that the circular railway project is not getting under way because some members of the Railway Board are prejudiced against this project. If it is true, I would request the hon. Railway Minister not to lean very much upon the bureaucratic officers of the Railway Board lest serious trouble might ensue.

The transport problem of Calcutta is not to be regarded as a problem of Calcutta alone but of the whole of India.

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA)** : I may inform the hon. Member that West Bengal Government and Planning Commission have constituted an expert committee to go into this question of circular railway. The services of an officer of the Railway also lent to this committee for giving technical advice. This committee has gone into the subject and have recently given a preliminary report.

**SHRI SEZHIYAN (Kumbakonam)** : What about the statement of Shri Parimal Ghosh?

**SHRI C. M. POONACHA** : Shri Parimal Ghosh said that the matter was being looked into and investigation was going on.

**SHRI S. KUNDU (Balasore)** : At what stage are you on that report?

That was the query of the hon. Member.

**SHRI C. M. POONACHA** : It came to us only a week or ten days ago.

**SHRI S. KUNDU** : So, you will be able to finalise your decision within about a fortnight.

**SHRI C. M. POONACHA** : That has to go to the Planning Commission also.

**SHRI S. KUNDU** : We will request you to finalise it early.

**SHRI B. K. DAS CHOWDHURY** : I would like to warn this Government and the Railway Ministry, through you, that if anything goes wrong in Calcutta, the Ministers at the Centre cannot save their skins.

In this connection, I beg to submit what the late Chief Minister of West Bengal, Dr. B. C. Roy, stated. He had occasion to remark that if the traffic problem of Calcutta was not solved, there would be breakdown which would be disastrous not only for the State of West Bengal but would have larger and far-reaching consequences for the rest of the country as well. This is the position

Whenever we suggest that the Railway Ministry should take up this project or that, they plead paucity of funds. I remember, on the last occasion in the last year in an informal consultative committee meeting I suggested that some two or three lines should be taken up by the Railway Ministry, in my constituency, in Cooch-Bihar District. Prompt came the reply that there is paucity of funds. Not only that, it was stated in a memorandum submitted to me which replied to the questions put forward by me in the consultative committee, that there was no fund for further expansion. But I would like to ask the hon. Railway Minister whether the Railway Minister is interested in economising in the department and seeking some resources by which the railways can have more and more income than what they can expect.

Here I have got a scheme and I request the hon. Railway Minister to look into the scheme very carefully. I would not like to take the hon. Railway Minister by surprise. This is what was published last September in the *Hindustan Standard*. I quote :—

“Electronic Safety Device for Trains. An electronic safety device has been invented by a young scientist, Mr. Apurba Kumar Choudhury, who claims that it can prevent railway

[Shri B. K. Daschoudhary]  
accidents, resulting from net sabotage alone, 'with guarantee'. And the implementation of this device in Indian Railways will, according to him, 'obtain an economy, including increase in earnings to the tune of Rs. 200 crores in a year.'

That has already been published. I cannot believe if the hon. Railway Minister comes forward with a reply, "We do not know anything about this." This is within the knowledge of the Railway Board and the Railway Ministry itself. By implementing this particular device, it is called MMR (modified miniature radar) the Railway Ministry can earn Rs. 200 crores a year. How it will come, I would like to give the details. For the maintenance of line work and for other maintenance work, they have proposed to spend an amount to the extent of Rs. 236 crores. It is very easy to reduce this expenditure at least by a modest amount of Rs. 10 crores. If the safety device scheme is to be implemented, if there be no accident, if there be no leakage of the railway wagons, that would give the Railways a further income to the extent of Rs. 90 crores. That comes to Rs. 100 crores. If there is speedier movement of trains, if there is a faster movement of trains, obviously, the Railways would earn a large amount of money. It has been specifically stated by the hon. Railway Minister in paragraph 24 of his Budget Speech that some of the special trains have been arranged for known as "Freight Chief I" and that the hours of journey have been reduced. That would give more profit to the Railways. If there is no accident and if there is no wastage, we can naturally expect the Railways to earn another sum of Rs. 100 crores. They can save Rs. 100 crores and earn another Rs. 100 crores, making a total of Rs. 200 crores profit by the Railways.

Sir, this young scientist has submitted the whole scheme to the Railway Board. What are the remarks of some of the responsible officers of the Railways Board? I do not like to mention names as that is not proper. In 1963, when he approached the Railway Board, one responsible officer said :

"I do not believe that any Indian can invent any such machine. Whatever

British people do and invent is final. We will take it from them."

SOME HON. MEMBERS : Shame, shame! (*Interruption*)

SHRI GEORGE FERNANDES (Bombay South) : Sack that officer immediately.

SHRI B. K. DASCHOWDHURY : Then, in 1964, some officer said :

"If necessary, we will purchase from foreign countries. You Indian need not bother; you so."

SHRI S. KUNDU : Shocking !

SHRI B. K. DASCHOWDHURY : All these things are on record. If it is so necessary, I can prove it. In 1965, another senior employee of the Planning Section of the Research Designs and the Standardisation Organisation said :

"You need not worry; you go."

These are all the remarks of some of the senior officers of the Railway Board.

I say with authority that it is within the special knowledge of the Railway Board. These authorities in consultation with the Railway Board have already allowed him a few kilometres for its test and the test was held on the 8th September, 1967 at Maligaon Pandu, Gauhati. The photographs were taken. Here are those photographs; here are those authentic matters. By implementing the scheme, the Railways can definitely earn Rs. 200 crores more than their expected earnings.

If it is so, I would suggest, through you Sir, to the hon. Railway Minister, why does he increase the fares and freights every year? Let him decrease the fares and freights by 20 per cent. The people who are paying Rs. 10 for their journey would then pay Rs. 8. It will be a relief of Rs. 2 in the case of lower class passengers.

What is the actual calculation? This year, as you will find, the gross traffic receipts expected are to the extent of Rs. 864.50 crores. They have added, Rs. 28 crores by way of excess fares and

freights and there is a small marginal surplus of Rs. 1 crore. Let us take the figure of Rs. 864.50 crores. If 20 per cent is to be taken from there, the figure will come to Rs. 691.60 crores. That will be figure of gross traffic earnings. If we just add a sum of Rs. 100 crores that is expected to be earned as per the detailed programme which is already in possession of the Railway...

MR. DEPUTY SPEAKER : The hon. Member should conclude now.

SHRI B. K. DASCHOWDHURY : I am concluding; just two minutes.

SHRI B. K. DASCHOWDHURY : In this way, even without going into the details it can be clearly stated that it is the responsibility of the Railways to earn more by economising on their own affairs, by reducing the expenses on their own perquisites and saloons which are nothing but the relics of the British.

Coming to the other aspect...

MR. DEPUTY-SPEAKER : He can leave the other aspects to the other hon. members. His time is up.

SHRI B. K. DASCHOWDHURY : I will conclude now.

What is the position so far as the relations between the staff and the officers are concerned? In all the Railways, in most of the cases, the staff are unnecessarily victimised. I shall point out to you one case. Some eight or nine months back, one gentleman was thrown out of employment for no fault of his. The matter was referred to the hon. Minister for consideration and for looking into the matter. After giving due consideration for nearly seven or eight months, the hon. Minister informed me that the matter had already been settled and he would be reinstated. On 25th January...

MR. DEPUTY-SPEAKER : He should conclude now.

SHRI B. K. DASCHOWDHURY : I am concluding, Sir.

On the 25th January I had an occasion to meet the General Manager of N.F. Railway, Shri Swaminathan, and I referred the matter to him and asked him as to what had happened to this particular case—about this retrenched employee, ex-RASM, Rangia. He simply said that they had not received any letter. I again enquired from the hon. Minister as to what had happened, and he said that the matter had already been referred to them and that he would be very soon reinstated in his post. The other day there was this letter from the Zonal Manager. "The matter is under correspondence with the Railway Board". The letter No. is F.E1/301/33/30/U. This is the position. When the Railway Minister has already granted reinstatement after a serious consideration, the Zonal Manager is trying to put him in further troubles. There are number of other cases as well.

MR. DEPUTY-SPEAKER : This is not possible. Every time he says that he is concluding, but is taking some point or other. I have to call the next hon. Member.

SHRI B. K. DASCHOWDHURY : Taking all these matters into account, this House should outrightly reject the white elephant Budget presented by the hon. Railway Minister.

श्रीमती लक्ष्मी बाई (भेडक) : उपाध्यक्ष महोदय, मैं रेलवे मिनिस्टर को बघाई देना चाहती हूँ, लेकिन कुछ ही बातों के लिये, सब बातों के लिये नहीं। उन के कारखाने में पैसेन्जर और गूड्स के डब्बे बन रहे हैं और बाहर भेजे जाते हैं, साथ ही और भी काम हो रहे हैं उन के लिये बघाई देनी है। लेकिन मंत्री महोदय के सामने मैं कुछ बातें भी रखना चाहती हूँ।

मैं जिस स्टेट से आती हूँ वह एक बैंकवर्ड एरिया है हैदराबाद का, जिस को आन्ध्र प्रदेश से मिलाया गया है। हैदराबाद में आज भी चार ऐसे जिले मौजूद हैं जिन को रेल नसीब नहीं है। जिला हैडक्वार्टरों में भी रेल नहीं है। पुराने जमाने में जब नवाब का राज्य था तो तब वह इस तरह से काम करते थे कि उन को पैसा भी मिलता था और लोगों का काम भी

## [श्रीमती लक्ष्मी बाई]

होता था। लेकिन उस के बाद से जब सरकार ने उन से रेलवे को लिया तो साथ में 200 करोड़ रुपया भी लिया, मगर आज तक कोई प्लान नहीं बनी कि वहां पर रेलवे कैसे चलायेंगे। हमारे नसीब में अब तक एक इंच रेलवे लाइन नहीं आई है। मेडक जिला मेरा निर्वाचन क्षेत्र है जिस का हेडक्वार्टर संगारेडुडी है, लेकिन जिला हेडक्वार्टर होते हुए भी उस के पास रेल नहीं है। वहां के बहुत से लोगों ने तो आज तक रेल देखी भी नहीं है। इसी तरह से और भी कई जिला हेडक्वार्टर हैं जहां पर रेल नहीं है 18-20 मील के अन्दर। करीमनगर जिला हेडक्वार्टर है, नलगोंडा है जहां पर कि नागार्जुन सागर है, इसी तरह से अलीलाबाद है जहां आज तक रेल नहीं है। इसके लिये प्लान बना कर पैसा तो आप ने ले लिया है लेकिन काम उस के लिये कुछ भी नहीं किया। सरकार ने पुराना हैदराबाद रेल ब नगर को भी ले लिया और पैसा भी ले लिया—यह मैं माननीय सदस्यों से नहीं कह रही हूँ, रेलवे बोर्ड के मेश्वरों से कहना चाहती हूँ—पता नहीं उन्होंने हमारी पुरानी प्लान को देखा है या नहीं, लेकिन आज तक उस पर कोई ध्यान नहीं दिया। यह मेरा आज रेलवे मंत्रालय पर ऐतराज है कि मुझ को यहां आये 11 साल हो गये हैं, मैं बार-बार बोलती हूँ, लेकिन हमारे यहां के लिये एक सूर्पिंग स्टेशन भी नहीं दिया गया।

छ: महीने पहले मैंने लिखा था कि जहीराबाद को एक गाड़ी बीदर से आती है जो कुछ छुक-छुक कर चलती है। जैसे कोई कई दिनों का भूखा प्यासा आदमी चलता है उसी तरह से यह गाड़ी भी चलती है। हमारे यहां तेलगु कहावत है कि एक बूदड़डा कहता है कि गाड़ी तो इतनी धीरे चलती है कि मैं पैदल भी इस से तेज जा सकता हूँ। इसकी ओर ध्यान देने की जरूरत है।

इसी तरह से बीदर से जो गाड़ी चलती है वह जहीराबाद से बिकाराबाद आती है। जहीराबाद गाड़ी पहुंचने का जो समय है वह

ठीक नहीं है। मैंने कहा था कि उस को बदल दिया जाये। लेकिन आज तक उस का जवाब नहीं दिया गया। वह सारी बातें कहते हैं लेकिन इतना सा ऐडजस्टमेंट अपनी रेल में नहीं कर सकते हैं। मेरा अनुरोध है कि इस पर जरा ध्यान दिया जाये। नहीं तो हमारे वोटर क्या कहेंगे कि लक्ष्मी बाई 11 सालों से यहां बैठती है लेकिन अपने निर्वाचकों के लिये कुछ भी नहीं करवा सकती।

एक माननीय सदस्य : इन लोगों को निकाल देना चाहिये।

श्रीमती लक्ष्मी बाई : माननीय सदस्य, कहते हैं कि बच्चे को शोर करने पर मार डालो लेकिन मैं कहती हूँ कि बच्चे को ठीक करो। उन के बोलने में और मेरे बोलने में फर्क है।

आप में मुझे काफी श्रद्धा है, लेकिन मैं पूछती हूँ कि आखिर आप के आय व्यय का किस तरह का हिसाब है। आप तो वही करते हैं कि जितना कमाया उतना गंवाया। आप की बचत का परसेन्टेज कितना है? बोर्ड के बारे में मैं आप को बतलाऊं कि लास्ट इअर से उस का एक्स्पेंडिचर 5 लाख रुपये और बढ़ गया। लेकिन काम किस तरह से होता है? बजट को देखने से पता चलता है कि थर्ड क्लास से आमदनी ज्यादा बढ़ी है लेकिन फस्ट और सेकेंड क्लास से आमदनी कम हुई है, रेलवे गुड्स से आमदनी कम हुई है, मगर आप थर्ड क्लास वालों के लिये क्या कर रहे हैं? आप ने पुराने ढंग से जो कुछ किया है वह काफी नहीं है। मेरे कहने का मतलब यह है कि रेलवे डिपार्टमेंट एक बहुत बड़ा डिपार्टमेंट है। मैं तो एक प्रिसली स्टेट से आती हूँ। मुझे तो ऐसा श्रयण होता है कि रेलवे जो है वह एक नवाब की तरह से हो गई है। लोग काम नहीं करते हैं। नवाब बन कर बैठे रहते हैं। जब कभी रिजर्वेशन के लिए जाते हैं तो रिजर्वेशन नहीं किया जाता है, कह बिबा जाता है कि वेंटिंग लिस्ट में आप का नाम रख दिया गया है। वेंटिंग लिस्ट ही बनती रहती है और इसी से उनको फुर्सत नहीं मिलती

है। इस रिजर्वेशन में भी बड़ी गड़बड़ होती है। मैं चाहती हूँ कि इसकी तरफ भी ध्यान दें।

आपके रेलवे वाले बड़े डरपोक हो गए हैं। मैं देख रही हूँ कि बच्चे आज कल स्ट्राइक कर रहे हैं, एंटी हिन्दी एजीटेशन चल रही है या कोई और बात जब होती है तो लड़के स्टेशनों पर आ कर गड़बड़ करते हैं। वे आ कर सम्पत्ति तो नुकसान पहुंचाते हैं। लेकिन उनको रोकने वाला कोई नहीं है, रेलवे की सम्पत्ति की रक्षा करने वाला कोई नहीं होता है। जो आपके लोग ड्यूटी पर होते हैं, जो रेलवे स्टाफ ड्यूटी पर होता है वह भी उनको ऐसा करने से मना नहीं करता है। बच्चे पत्थर मारते हैं लेकिन उनको कहने वाला कोई नहीं होता है। न कोई बड़ा स्टेशन का आदमी होता है और न ही छोटा होता है। जो रेलवे स्टाफ वहां होता है वह भाग जाता है। मैं चाहती हूँ कि इस ओर भी आपका ध्यान जाना चाहिये।

रेलवे द्वारा जो माल भेजा जाता है उसकी सिक्वोरिटी कोई नहीं होती है। पता नहीं कब वह पहुंचता है और कितना कम पहुंचता है। कोई देखने वाला नहीं होता है। आप को चाहिए कि आप इस ओर भी ध्यान दें। माल पूरा और समय पर पहुंचना चाहिये। मैं आपको अपनी बात ही बतलाती हूँ। मैं कलकत्ता गई थी एक टन मिल्क पाउडर लेने के लिए। इसकी कीमत कोई पांच हजार रुपये बैठती है। मैंने मिल्क पाउडर को अपने सामने वहां पर वैन ब्रैक में रखवा दिया। रास्ते में मैं इसको देखती हुई आई। बेजवाडा में आ कर मैंने देखा कि वह वैन गाड़ी से अलग कर दी गई है। मैंने गाड़ी से पूछा तो मुझे बताया गया कि यह दूसरी गाड़ी के साथ सामान आएगा। इसको आते-आते कई दिन लग गए। अब आप देखिये कि मुझे खुद कसकते जाने की क्या जरूरत थी। क्यों मैंने तीन चार दिन जाने में और तीन-चार दिन आने में लगाये? अगर सामान मेरे साथ नहीं आ सकता था और देर से ही इसको पहुंचना था तो मुझे वहां जाने की जरूरत ही

नहीं थी। आपको चाहिये कि आप देखें कि सामान सुरक्षित और समय पर पहुंचे। यह तो पांच हजार रुपये की बात थी। लेकिन यहां तो लाखों रुपये का माल या तो गायब हो जाता है या सड़ जाता है और कोई प्रवाह नहीं की जाती है।

मेरी कंस्टिट्यूएन्सी के लोग, ज़हीराबाद के लोग आलू लेने के लिए दिल्ली आए। दो वैन उनहींने बीज के लिये आलू शिमला खरीदे व लोड किए। इस आलू की कीमत कोई ४ हजार रुपये होती है। ये गरीब किसान लोग थे। चार पांच एकड़ जमीन वाले थे। आलू खरीद कर उन्होंने इसको रेल पर लदवा दिया। आज तक भी आलू का पता नहीं है कि कहां आलू है। आपके बोर्ड वाले देखें कई बार इसके बारे में लिखा भी गया है। कोई पूछने वाला नहीं है।

**SHRI BUTA SINGH (RUPAR):** This is done with the connivance of the railway authorities.

**श्रीमती लक्ष्मी बाई:** इससे उनको बहुत नुकसान हुआ है। चूंकि उनको बीज का आलू मिल नहीं सका इस वास्ते वे आलू की खेती नहीं कर सके और उन के खेत खाली पड़े रह गये। एक लाख रुपया उन्होंने हर्जाने का मांगा है। बेचारे गरीब किसानों ने बैंकों से सूद पर रुपया ले कर या दूसरे लोगों से रुपया उधार ले कर आलू खरीदा था लेकिन आज तक आलू का कुछ पता नहीं है। उनको वह बीज पहुंचा ही नहीं और वे खेत को बो नहीं सके। कितना उनका नुकसान हुआ है, इसका अनुमान आप लगायें। अगर वे बो देते तो उनको दस गुना आमदनी होती। लेकिन वह मारी गई है। इस आशा से कि आलू के बीज आ रहा है उन्होंने कुछ दूसरी फसल बोया नहीं और उनका नुकसान हो गया है। एक लाख का जो क्लेम उन्होंने किया है उसको वे छोड़ेंगे नहीं। वह आपको देना पड़ेगा।

हैदराबाद से केला, आम, अंगूर बाहर भेजा जाता है। उस को समय पर पहुंचाया

### [श्रीमती लक्ष्मी बाई]

नहीं जाता है। इसका परिणाम यह होता है कि ये फल रास्ते में सड़ जाते हैं। इनको पहुंचाने में दस पन्द्रह दिन लगा दिये जाते हैं। जब इस तरह की चीजों के बारे में स्टेशन मास्टर से पूछा जाता है तो कुछ पता नहीं चलता है। इधर से उधर भेज दिया जाता है पूछने वाले को लेकिन कुछ बताया नहीं जाता है वहां पर आदमियों को आप देखें तो ऐसा मालूम होता है कि वे शोक में मग्न हैं। जिस तरह से ग्रेवयार्ड में आदमी शोक संतप्त होता है उसी तरह से यहां भी होता है। किसी की कोई मदद नहीं की जाती है और पूछा जाता है तो जवाब ही नहीं मिलता है।

अब मैं जो खाना रेलों में दिया जाता है उसके बारे में कुछ कहना चाहती हूँ। जो खाना डिब्बे में आ कर दिया जाता है उस के एक रुपया अस्सी पैसे चार्ज किए जाते हैं। अगर वहीं कलकत्ता स्टेशन पर जा कर खाना खाया जाए तो एक रुपया बीस पैसे चार्ज किया जाता है। जो फालतू पैसे लिये जाते हैं ये सर्वासिग के लिए जाते हैं। साथ ही आप यह भी देखें कि जो खाना दिया जाता है वह बहुत ही रद्दी दिया जाता है। कम्पार्टमेंट में कारिडोर में ला कर खाना रख दिया जाता है जहां पर धूल बहुत पड़ी रहती है। फिर खाना भी बदतर किस्म का होता है। खाना भी पूरा नहीं होता है। कम दिया जाता है। दूसरी जो रेलवेज है वहां पर तो आपने अच्छे-अच्छे डिब्बे लगा रखे हैं लेकिन हमारी हैदराबाद जाने वाली रेलवे में रद्दी डिब्बे लगा रखे हैं। इस वास्ते मैं कहना चाहती हूँ कि आप अच्छे डिब्बे भी लगायें और खाना भी अच्छा दिलाने का प्रयत्न करें।

दक्षिण में, आंध्र साइड में मैं देखती हूँ कि गाड़ियों से बल्ब ही गायब हो गए हैं। इस कारण से वहां कोई लाइट ही नहीं होती है। मैंने इनके बारे में जानने की कोशिश की है कि क्यों बल्ब नहीं लगाये जाते हैं। मुझे बताया गया है कि कलकत्ता में जिस कारखाने में बल्ब बनते हैं वहां पर कम्पुनिस्टों ने स्ट्राइक

करवा रखी है और कारखाने में बल्ब बनने बन्द हो गये हैं। वह कारखाना बन्द पड़ा है, इसलिए बल्ब नहीं आ रहे हैं। इस का क्या यह मतलब है कि बल्बों के बगैर ही हम रहेंगे। मोमबती या तेल का ही आप प्रबन्ध करें। खास तौर से जो बहनों के डिब्बे हैं वहां तो आप बल्बों का प्रबन्ध करें। अगर कलकत्ता से नहीं आ सकते हैं तो कहीं और से आप इनका प्रबन्ध करें। मैं अपनी बात आपको बतलाना चाहती हूँ। ग्यारह तारीख को मैं हैदराबाद से चली थी। मेरे साथ एक सर्वेंट था। उसको मैंने सामान दे कर थर्ड क्लास में सर्वेंटस कम्पार्टमेंट में बिठा दिया। हैदराबाद से काज़ीपेट तक बीच में कुछ लोग उस डिब्बे में चढ़े और रास्ते में उतरे। कोई जंटलमैन चढ़ा और वह सामान ही ले कर चलता बना। अब आप जानते हैं कि जो सर्वेंट होते हैं वे बेचारे किसी को डर के मारे कुछ कहते भी नहीं हैं। जब चढ़ता है तो उस को मना भी नहीं कर सकते हैं। उस सर्वेंट को पता ही नहीं चला और वह जंटलमैन आदमी सामान ले कर उतर गया। बिस्तर, और दूसरा जो सामान था वह सारा चला गया। इस वास्ते मैं आपको कहना चाहती हूँ कि आप इस तरह की जो छोटी-छोटी चीजें हैं, लाइट का इंतजाम है, इसका तो प्रबन्ध करें। खास तौर पर जो औरतों के डिब्बे हैं उनका विशेष ध्यान रखें। हमारे यहां तो कहा गया है :

यत्र नारयस्तु पूज्यन्ते रमन्ते तत्र देवता :  
जहां पर नारियों की पूजा होती है वहां पर देवता लोग वास करते हैं। अगर नारियों की पूजा नहीं होती है तो बरकत भी नहीं होती है। फिर आपको थर्ड क्लास से ही सारी आमदनी होती है और थर्ड क्लास की ही कोई परवाह नहीं करते हैं।

यह भी देखा गया है कि जो गाड़ियों में बहनों के डिब्बे होते हैं, वे गाड़ी के अन्त में जा कर लगाये जाते हैं। जो प्लेटफार्म बना

हुआ होता है वहां पर उन डिब्बों को खड़ा न कर उस जगह पर ला कर खड़ा किया जाता है, जहां प्लेटफार्म नहीं बना होता है। इससे बहनों को और बच्चों को चढ़ने उतरने में बड़ी दिक्कत होती है, बड़ी तकलीफ़ होती है। लेकिन ये जो चीज़ें हैं इनको देखने वाला कोई नहीं है। पानी का इन्तज़ाम नहीं होता है। इस को भी कोई देखने वाला नहीं है।

गाड़ियों में तथा स्टेशनों पर गंदगी पड़ी रहती है लेकिन कोई साफ़ करने वाला नहीं होता है। स्वीपर का कोई इन्तज़ाम नहीं होता है। मैं चाहती हूँ कि सफ़ाई की ओर भी आपका ध्यान जाना चाहिये। बाय रूमज़ गंदे रहते हैं उनको कोई साफ़ नहीं करता है।

स्लीपिंग बर्थ का जो चार्ज है वह आपने चार रुपये रात्रि के लिए कर दिया है। अब आप देखें कि जो हैदराबाद जाएगा उसको आठ रुपये दो रात्रियों के देने होंगे, जो मद्रास जाएगा उसको आठ रुपये बारह और जो केरल जाएगा उसको सोलह रुपये देने होंगे। वैसे ही आप फी मील जो किराया है उसको बढ़ा रहे हैं। स्लीपिंग बर्थ का जो चार्ज है उसको भी आप बढ़ा रहे हैं, यह क्या तमाशा है। यह कौन सा न्याय है। यह बिल्कुल गलत है। क्यों आप किराये के मामले में भी थर्ड क्लास के ऊपर इतना बोझ डालते हैं।

थर्ड क्लास में सोने की जगह पर सरचार्ज को बढ़ा दिया गया है। इस सम्बन्ध में टू-टायर और थ्री-टायर में कोई फ़र्क नहीं किया गया है, हालांकि टू-टायर में तो आराम है, लेकिन थ्री-टायर में सोना बहुत मुश्किल है। रेलवे बोर्ड के लोगों को तो रेलवे-यात्रियों की इन कठिनाइयों का कुछ पता नहीं है, क्योंकि वे हवाई जहाज़ या सैलून में यात्रा करते हैं। उन को थर्ड क्लास के यात्रियों की कोई चिन्ता नहीं है। मैं समझती हूँ कि सोने पर कर लगाना बिल्कुल गलत बात है। अगर गवर्नमेंट ने इस व्यवस्था में परिवर्तन न किया, तो परिणाम

यह होगा कि कोई भी व्यक्ति सोने के लिए पैसे नहीं देगा सब लोग हैदराबाद तक बैठ कर चले जायेंगे।

प्लेटफार्म टिकट को बढ़ा कर बीस पैसे कर दिया गया है। मैं समझती हूँ कि इसमें वृद्धि नहीं की जानी चाहिए। हम यह भी देखते हैं कि बड़े लोगों से प्लेटफार्म टिकट नहीं मांगा जाता है, लेकिन छोटे गरीब लोगों को पकड़ लिया जाता है। हैदराबाद स्टेशन पर सब लोग जानते हैं कि मैं एम० पी० हूँ। जब कभी मैं वहां पर जाती हूँ, तो मेरे साथ और बहुत से लोग बगैर टिकट लिए हुए निकल जाते हैं।

हैदराबाद, आन्ध्र प्रदेश, में कई ऐसे ज़िला हैडक्वार्टर हैं, जहां रेलवे लाइन नहीं है और जहां के लोगों ने अभी तक रेल भी नहीं देखी है। रेलवे प्रशासन को उस क्षेत्र की तरफ भी ध्यान देना चाहिए। जब मंत्री महोदय जोनल कमेटी की मीटिंग बुलायेंगे, तो हम लोग ये सब बातें उन के सामने रखेंगे। हैदराबाद स्टेट ने रेलवेज़ को 1,300 मील लम्बी रेलवे लाइन दी है, जिस की कीमत 200 करोड़ रुपये होती है। और साथ ही 50 करोड़ रुपये नकद भी दिये हैं। रेलवे प्रशासन के पास हमारा इतना पैसा पड़ा है। हम उस के सूद को तो माफ़ कर देंगे, लेकिन कम से कम असल रकम के पच्चीस फ़ीसदी को तो हमारे क्षेत्र में लगाया जाये।

मैं रेलवे बजट को अपनी कन्डीशनल सपोर्ट देती हूँ। अगर प्लेटफार्म टिकट के पैसे न बढ़ाये जायें, रात के सोने पर सरचार्ज न बढ़ाया जाये और थर्ड क्लास के फ़ेयर को न बढ़ाया जाये, तो मैं इस बजट का समर्थन करूंगी। सोने के लिए टिकट पर दोन्तीन रुपये ले लिये जायें, लेकिन एक रात का चार रुपया नहीं लिया जाना चाहिये। रेलवेज़ में जो पच्चीस लाख कर्मचारी हैं, जो इतनी बड़ी सेना है, वे सब फ्री पास के द्वारा बिना टिकट यात्रा करते रहते हैं। इस बारे में रोक लगाई जानी चाहिये।

**श्री जार्ज फर्नेन्डीज (बम्बई-वर्धिका) :**  
 उपाध्यक्ष महोदय, 19 फरवरी को पेश किये गये रेलवे बजट और 29 फरवरी को पेश किये गये जेनरल बजट, इन दोनों के कारण हिन्दुस्तान के सामान्य इन्सान का जीवन आने वाले बारह महीनों में और परेशानी का होने वाला है। हालांकि रेल मंत्री ने बताया है कि वह अगले साल लोगों की जेबों से सिर्फ 28 करोड़ रुपये निकालने वाले हैं, लेकिन उपाध्यक्ष महोदय, आप इस असलियत को जानते हैं, कि जब पैसा लेना होता है, तो सरकार हमेशा तथ्यों को छिपाती है। इस लिए मैं समझता हूँ कि रेल मंत्री 28 करोड़ रुपये की जगह 35 से 40 करोड़ रुपये इस मुल्क के लोगों की जेबों से ले लेंगे।

इस बजट से सारे देश के लोगों को हर मामले में तकलीफ होने वाली है, मगर बड़े शहरों में रहने वाले लोगों की जिन्दगी और भी ज्यादा बिगड़ने वाली है। इसका कारण यह है कि बड़े शहरों के लोग सबब्रॉन ट्रेन्ज में प्रवास करते हैं और उन ट्रेन्ज के रोज के टिकट, महीने के पास क्वार्टरली पाम, सब के दाम बढ़ा दिये गये हैं। इसके अलावा बड़े शहरों में रहने वाले गरीब, मेहनतकश, काम करने वालों में से अधिकतर के गांव बहुत दूर होते हैं, जहां पर साल में एक बार अपने बाल-बच्चों के साथ उन को जाना पड़ता है। रेल मंत्री ने स्लीपर के दाम और तीसरे दर्जे का किराया बढ़ा कर उन लोगों का अपने गांव आना-जाना ज्यादा तकलीफदेह बना दिया है।

बड़े शहरों में हर एक चीज, हर एक जीवनोपयोगी वस्तु, केले और सब्जी से ले कर मकान बनाने में इस्तेमाल होने वाले फौलाद तक, बाहर से आती है। चूंकि मंत्री महोदय ने फ्रेट-रेट बढ़ा दिया है, इस लिए बड़े शहरों में सब जीवनोपयोगी वस्तुओं के दाम बढ़ जायेंगे। इस प्रकार मंत्री महोदय ने शहरी लोगों के जीवन को बहुत असह्य बनाने का काम किया है।

यह तरीका हम हर साल देख रहे हैं। एक साल भी ऐसा नहीं जाता है, जब कि रेलवे मंत्री की ओर से लोगों की परेशानी को न बढ़ाया जाता हो। हमेशा ही यह तर्क दिया जाता है कि चीजें महंगी हो रही हैं, गाड़ियां चलाना नुकसान का काम हो रहा है, रेलें घाटे में चल रही है, आदि। इस बजट में मंत्री महोदय ने 27 करोड़ रुपये का घाटा बताया है, लेकिन आज अगर मेरे हाथ में रेलवे की आडिट रिपोर्ट होती, तो मैं बताता कि अफसरों की नालायकी के कारण इस से कहीं अधिक रुपये का अपव्यय हो रहा है। आज मेरा यह सीधा और स्पष्ट आरोप है कि अगर आज रेलवेज घाटे में चल रही हैं, तो उस का पहला मुख्य कारण है अफसरों की गैर-जिम्मेदारी, दूसरा कारण है भ्रष्टाचार और तीसरा कारण है वह नौकरशाही, जिस का जिक्र अभी किया गया है। हमारे देश में जो 520 राजा-महाराजा थे, वे तो चले गए, लेकिन उन की जगह पर रेलवेज में ये रियासतदार पैदा हो गए हैं।

अगर मेरे हाथ में रेलवेज की आडिट रिपोर्ट होती, तो मैं मंत्री महोदय, इस सदन और देश को बताता कि किस तरह हर साल रेलवेज का पैसा लूटा जाता है, चोरी किया जाता है और खुले तौर पर रेलवेज को नुकसान में डाला जा रहा है। लेकिन वह आडिट रिपोर्ट मेरे हाथ में नहीं है—पिछले साल थी, क्योंकि मई में बजट पेश किया गया था और फरवरी के आखिरी सप्ताह में आडिट रिपोर्ट आई थी। लेकिन मैं इस बजट के आंकड़ों से ही यह साबित करना चाहता हूँ कि सरकार को लोगों पर यह 27 या 28 करोड़ रुपये का बोझ डालने की कोई आवश्यकता नहीं है।

रेलवे बोर्ड की रपट में स्टोर्ज का कुछ हिसाब-किताब हमारे सामने आया है। मंत्री महोदय ने इस सदन में कहा कि हम हर इस बात की कोशिश कर रहे हैं कि हमारे पास जो स्टोर्ज हैं, वे कम हो जायें। लेकिन तथ्य यह है कि पिछले साल रेलवेज के पास स्टोर्ज 139 करोड़ रुपये के थे, जब कि इस

साल के 146 करोड़ रुपये के हैं। रेलवे प्रशासन को रेलवे में प्रवास करने वाले लोगों से टिकट की आमदनी एक साल में 250 करोड़ रुपये से 260 करोड़ रुपये है, और उस के पास साल के आखिर में जो स्टोर्ज पड़े हुए हैं, वे 146 करोड़ रुपये के हैं। इस का अर्थ यह है कि पैसेजर्ज की टिकटों से एक साल में जो आमदनी होती है, उस का आधे से ज्यादा भाग स्टोर्ज पर लगा दिया जाता है। मंत्री महोदय इस सदन में यह वक्तव्य देते हैं कि रेलवेज के पास अधिक स्टोर्ज हैं और वह उन को कम करने की कोशिश कर रहे हैं, लेकिन उन के अफसर स्टोर्ज को बढ़ाने का काम कर रहे हैं। और कितने यह स्टोर्स हर साल खराब होते होंगे? जब करोड़ों रुपयों के स्टोर्स रखते हों तो उस में कितने खराब होते होंगे? अगर दस प्रतिशत का हिसाब लगाएँ तो करीब 15 करोड़ रुपये का माल सिर्फ स्टोर्स के रूप में रेलवे खराब करता है। यह केवल एक चीज के बारे में स्टोर्स के बारे में मैंने बताया। अगर सिर्फ इसी एक के ऊपर ही अमल करते तो 28 करोड़ की बात जो सामने लाये वह न ला कर के 14 करोड़ की बात ही हम लोगों के सामने लाते।

लेकिन यह सिर्फ स्टोर्स का ही मामला नहीं है। आगे आप चोरी के मामलों को लीजिए। कितनी चोरियाँ होती हैं? गए साल अध्यक्ष महोदय, जो रेल का माल बिगड़ा वा चोरी गया पिल्फेज हुआ इस पर रेलवे ने 6 करोड़ 10 लाख रुपया नुकसान भरपाई दिया है और क्लेम कितने लोगों ने किया है? गए साल में अध्यक्ष महोदय, हम लोगों ने रेलवे बोर्ड को बर्खास्त करने की मांग की थी। उसी रेलवे बोर्ड की रपट है 6 लाख 50 हजार लोगों ने अपने क्लेमस पेश किये। यानी आप इस का हिसाब लगाएँ, हर रोज हिन्दुस्तान की रेलवे के पास जिस के पुनाचा साहब मन्त्री हैं, 1,800 क्लेमस आये हैं नुकसान भरपाई के लिये कि हमारी चोरी हो

गई है या हमारा माल नहीं पहुँचा है, हमारे माल में कुछ कमी आ गई है, हमारा माल आप ने खराब किया है, इस कारण से इतने क्लेमस आये हैं। रेलवे बोर्ड की रपट के आखीरी पन्ने में यह हिस्सा दिया है:

Claims paid on account of loss of complete packages—Rs. 1,85,00,000

Claims paid on account of pilferage (i. e. other than complete packages)—Rs. 2,37,00,000

Claims paid on account of damage by wet—Rs. 60,91,000

इस तरह से अकेले एक साल में 6 करोड़ 10 लाख रुपया दिया है और हर साल अध्यक्ष महोदय, यह क्लेमस बढ़ रहे हैं। 1964-65 में 4 करोड़ 97 लाख रुपया दिया। 1965-66 में 5 करोड़ 86 लाख रुपया दिया और 1966-67 में 6 करोड़ 10 लाख रुपया दिया। यह सारी गैर-जिम्मेदारी इन नौकरशाह अफसरों की, भ्रष्टाचारी अफसरों की है क्योंकि यह जो चोरी या पिल्फेज होता है, नीचे के कर्मचारियों के ऊपर इस का बोझ डाल कर यह भागना चाहें तो वह हम भागने नहीं देंगे।

अध्यक्ष महोदय, मंत्री महोदय ने अपने भाषण में एक बात कही कि हम यह कोशिश कर रहे हैं कि रेलवे में एकोनामी बढ़ जाय। यह 9 नम्बर के पन्ने पर 22 नम्बर का पैराग्राफ है:

22. "As I have already said, I shall continue to press the Railway Administrations to achieve further economies in all directions. The ban on the recruitment of staff of administrative offices will continue and recruitment of additional staff will be permitted only to the extent absolutely necessary for moving the traffic and for operating and maintaining sections of line and yards newly opened to traffic and other new assets brought into use during the year."

[श्री जार्ज फर्नेन्डीज़]

अब यह आप का कहना है कि मैं कोशिश कर रहा हूँ, मगर असलियत क्या है? मैंने तो हिसाब देखा। रेलवे बोर्ड के ही रपट में दिया है, यह मेरे आंकड़े नहीं हैं। गए साल चतुर्थ दर्जे के रेलवे के कर्मचारियों की संख्या 7 लाख 95 हजार थी। वह 7 लाख 98 हजार तक गई। तीन हजार की वृद्धि हुई और प्रतिशत का हिसाब निकालें तो 4 प्रतिशत बढ़ोत्तरी हुई। माफ करने लायक है। प्रयास आप ने किया लेकिन कुछ नई लाइनें बनीं तो कुछ कर्मचारियों की जरूरत पड़ी। इस तरह 3 हजार चौथे दर्जे के कर्मचारियों को भर्ती करना बहुत जरूरी था। तीसरे दर्जे का स्टाफ 5 लाख 50 हजार गए साल था। वह 5 लाख 55 हजार तक ले गए। 5 हजार आप ने बढ़ाया। उस का भी प्रतिशत हिसाब लगाएं तो 1.1 परसेंट वृद्धि हुई। तो वह भी माफ है। सैकड़ा पीछे आधा वहां बढ़ा दिया तो सैकड़ा पीछे 1 की वृद्धि तृतीय श्रेणी में भी माफ है। लेकिन अध्यक्ष महोदय, क्लास वन और टू जिन के जरिए आप रेलवे में एकोनामी करने जा रहे हैं यह बड़े अफसरशाह जो हैं, इन की संख्या गए साल थी 6,542 और यह हो गई 7,297। यानी 12 प्रतिशत बढ़ गए। अफसरों की संख्या 12 प्रतिशत पुनाचा साहब ने बढ़ायी ताकि यहां बैठे हुए लोगों के रिश्तेदारों और रेलवे के अफसरों के रिश्तेदारों को वहां पर जगह मिल जाये जब कि तृतीय और चतुर्थ श्रेणी के नौकरों की भर्ती पर पाबन्दी लगाने का काम बड़े अच्छे ढंग से आप ने किया है . . .

**SHRI C. M. POONACHA :** May I inform the hon. Member that the increase in number of the officer class has been a result of upgrading the medical staff, who were Sub-Assistant Surgeons, as Assistant Medical Officers. A big chunk of these Doctors were upgraded as Medical Officers and, as a result of that the percentage has gone up. This is not due to any additional recruitment.

**श्री जार्ज फर्नेन्डीज़ :** ठीक है इसका खुलासा हम बाद में करेंगे। अध्यक्ष महोदय, फिर रेलवे बोर्ड की रपट आप देखें। खर्चा कुछ बढ़ाना पड़ा है ऐसा कर के उन्होंने संकेत किया है। हम ने देखा कि खर्चा कितना बढ़ा है। मैंने हिसाब लगाया तो 7 लाख 98 हजार चतुर्थ श्रेणी के कर्मचारियों पर गए साल अलग-अलग कारणों से, महंगाई भत्ता बढ़ने से, उन के इन्कीमेंट के कारण या अन्य कारणों से 10 करोड़ रुपया आप को ज्यादा देना पड़ा है। यह आप का हिसाब है। हर आदमी पर वह 120 रुपये साल में आता है और तृतीय श्रेणी के 5 लाख 50 हजार लोगों पर आप की रिपोर्ट के अनुसार 17 करोड़ रुपया आप ने बढ़ाया है? इस तरह हर आदमी के ऊपर 310 रुपया आपने तृतीय श्रेणी के लिए बढ़ाया है। लेकिन फिर देखिये, मैं जब कहता हूँ कि नौकरशाह और अफसरों ने रेलवे को बिलकुल बरबाद किया है तो कोई गलत नहीं कहता। क्लास वन और टू के 7 हजार अफसरों पर गए साल में 1 करोड़ 30 लाख रुपया आप ने बढ़ाया। हर अफसर के पीछे यह करीब 2 हजार रुपये का हिसाब आता है। तो चतुर्थ श्रेणी के कर्मचारी पर 120 रुपया और पहले और दूसरे दर्जे के कर्मचारी पर सालाना 2 हजार रुपया यह हिसाब आप का है। एक तरफ आप यह भी कहते हो कि ऐडमिनिस्ट्रेशन पर होने वाला खर्चा कम हो जाय इस के लिए हम कोशिश कर रहे हैं जबकि दूसरी तरफ इस ढंग से यह खर्चा बढ़ाने का काम आप का चलता चला जा रहा है। तो अध्यक्ष महोदय, यह तीन चीजें हैं—अफसरों की भर्ती और उन की बढ़ोत्तरी, पिल्फेज और चोरी और स्टोर का मामला, इन तीन चीजों के बारे में रेल मंत्री जो काम उन का था उस को वह पूरा नहीं करते, जिम्मेदारी को रेल अफसरों द्वारा पूरे ढंग से निभाने का काम करते तो उन को यह 28 करोड़ रुपये लोगों के किराये के रूप में या और किसी भी रूप में लाने की जरूरत नहीं पड़ती।

15 Hrs.

इसके अलावा अध्यक्ष महोदय, आप जानते हैं 900 सैलून रख कर उस पर कितना पैसा बरबाद किया जाता है। वह सैलून का अटेंडेंड, वह सैलून के कारपेट्स वह सैलून के एयर-कंडीशनर्स और क्राकरी, कटलरी इन सब का हिसाब लगाया जाय तो कितना रुपया आयेगा? हमने पिछले वर्षों में मांग की और बराबर मांग करते आये हैं कि अफसरों और मंत्रियों के सैलून को खत्म करिए। आप सामान्य लोगों के साथ सामान्य गाड़ियों में सफर करिए। 9 सौ सैलून खत्म कर दिए जाय तो उन की जगह 100 गाड़ियां हिन्दुस्तान की रेलवे की पटरियों पर आप चला सकते हैं, कमाई बढ़ सकती है और लोगों पर डाला हुआ यह बोझ आप हटा सकते हैं। लेकिन आप हमारी बात को नहीं मानेंगे। आप हमेशा इस का यही जवाब देते हैं—अपने निजी भाषणों में भी और सार्वजनिक रूप से भी—कि सैलून को हम नहीं हटायेंगे और इस ढंग से अफसरों और नौकरशाहों को आप जो सुविधा देते हैं, उसके कारण देश की रेलवे घाटे में चल रही है।

एक दूसरा कारण भी है—पिछले साल हम न देखा कि रेलवे के एक्सीडेंट्स के कारण 6,321 लोग मारे गये। रेलवे एक्सीडेंट्स का मतलब सिर्फ इतना नहीं है कि गाड़ी का गाड़ी से टकराव हो जाय, बल्कि रेलवे लाइन पर आने जाने वाले लोग, लेबल क्रासिंग पर या दूसरे ढंग से जो लोग मारे गये हैं, उनकी तादाद 6,321 है। अब यह कहना कि इतने लोग टकराव से तो नहीं मरे, गाड़ी रेलवे की पटरी पर जाती थी, उस से मर गये—मैं आपको बतलाऊँ कि इस में रेलवे की सुरक्षा का मामला आ जाता है और इस के साथ ही हमें श्री दीनदयाल उपाध्याय की भी याद करनी पड़ेगी—ये सारी बातें एक दूसरे से जुड़ी हुई हैं। रेलवे में सामान्य आदमी की जान की परवाह न करने का जो तरीका चलाया गया है, उस का नतीजा जहाँ तक पहुंच जाता है, वह अब हमारे सामने आया है।

ऐसा न सोचिये कि गाड़ियों के टकराव से या प्लेटफार्म पर सोये हुए लोगों के साथ टकरा जाने से इतने लोग नहीं मरे, उपाध्यक्ष महोदय, यह बहुत अहम बात है, गम्भीर मामला है। जब इस तरह से हिन्दुस्तान की रेलवे लाइनों पर हर साल हजारों आदमी मर जाते हैं, देश का इस से कितना नुकसान होता है—क्या आपने कभी सोचा है? एक फिटर मर गया, एक इंजीनियर मर गया, कोई कारीगर मर गया, कारीगर को बनाने के लिये एक तो उसकी उम्र, दूसरे उस काम को सीखने में जो समय लगाया, तीसरे उस काम को करते हुए जो एक्सपीरियन्स उस ने हासिल किया, सब को जोड़ कर देखिये, यदि एक जान भी चली जाती है, तो देश का कितने लाख रुपये का उससे नुकसान होता है, इस को आप जरा सोचिये, लेकिन इस पर सोचा नहीं जाता।

रेलवे एक्सीडेंट्स कमेटी ने 1962 में आप को एक रपट दी थी, मैं मंत्री महोदय से कहना चाहता हूँ कि एक्सीडेंट्स के मामले में आपको पूरी जांच कराने के लिये काम करना चाहिए। सिर्फ रेलवे के टकराव के एक्सीडेंट्स नहीं, बल्कि हिन्दुस्तान की रेलगाड़ियों के चलने के कारण जितने लोग मारे गये हैं, इस सारे मामले के बारे में आपको फिर से जांच कमेटी बैठानी चाहिये। रपट की अमल का काम कहां तक चला है, उस की क्या कमियां हैं, क्या त्रुटियां हैं, इन के बारे में एक बार फिर सोचना चाहिये और यह जो करोड़ों रुपये का नुकसान मौत के कारण होता है, इस को हटा देने का काम करना चाहिये।

यह तो मैंने लोगों की मृत्यु की बात बतलाई, अब मैं रेलवे के कारण रेलवे कर्मचारियों की मृत्यु की बात बतलाना चाहता हूँ। हमारे इन्फरमेशन मिनिस्टर साहब यहां पर बैठे हुए हैं, हेल्थ मिनिस्टर साहब शायद इस वक्त नहीं होंगे, लेकिन इन दोनों की ओर से हिन्दुस्तान के लोगों को बताया जाता है कि इस मुल्क में इन्सान की आयु कितनी बढ़ गई है। 20 साल पहले 25 या 27 साल

### [श्री जार्ज फरनेन्बीज]

होती थी, लेकिन अब इन्सान 40 साल तक जिन्दा रहता है, यह बताया जाता है . . . .

**बिस्त मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पंच) :** 40 साल से ज्यादा।

**श्री जार्ज फरनेन्बीज :** बहुत खुशी हुई आपने बताया, जब एक तरफ हिन्दुस्तान के इन्सान की आयु, पंत साहब के कहने के अनुसार 40 साल से ज्यादा हो गई है, रेल कर्मचारियों की आयु हर साल घटती जा रही है और मैं चाहता हूँ कि आप दोनों इसका जवाब दें—जब हिन्दुस्तान के इन्सान की आयु बढ़ रही है तो रेल कर्मचारी की आयु कैसे घट रही है। पिछले साल 17,335 कर्मचारियों को टी० बी० हुआ, जबकि उस से पिछले साल 16,600 कर्मचारियों को हुआ था और उस से पिछले साल 14 हजार कर्मचारियों को हुआ था। पंत साहब—जरा जवाब दीजिए, कहिये, यह भी ज्यादा होता है। जहां तक मृत्यु का सम्बन्ध है 1964-65 में 480 रेलवे कर्मचारी टी० बी० से मरे, 1965-66 में 510 कर्मचारी मरे और पिछले साल 585 कर्मचारी मरे। दूसरों की आयु बढ़ गई, लेकिन रेल कर्मचारियों की घट गई, इस से बड़ी शर्म की बात रेलवे मंत्री के लिये और कोई नहीं हो सकती, जब देश की आयु बढ़ती है, रेलवे में काम करने वाले कर्मचारियों की आयु घटती जा रही है।

आप जानते हैं कि मजदूर क्षेत्र से मेरा सम्बन्ध है और मुझ पर यह आरोप लगाया जाता है कि जब मैं बम्बई में हड़ताल कराता हूँ तो देश का बहुत नुकसान होता है।

**एक माननीय सदस्य :** यह तो ठीक है।

**श्री जार्ज फरनेन्बीज :** हां, बहुत नुकसान होता है, लेकिन मैं एक चीज कहूँ, कि जब ये मंत्री लोग बाहर जाते हैं तब चपरासी से क्लैकटर तक जितने लोग इन के पास जाते हैं, उसमें जितने मैन-आवर्स का नुकसान होता है,

वह मेरी सारी जिन्दगी में चलाई हुई हड़तालों से नहीं हुआ है, इस का भी आप हिसाब लगा लें—आप हम से आंकड़ों में झगड़ा न करें। लेकिन हम ने देखा है कि पिछले साल हड़ताल के कारण रेलवे का कितना नुकसान हुआ है, मैंने इस की जांच की है और मुझे ये आंकड़े मिले कि हड़ताल के कारण 4,147 मैन-डेज का नुकसान हुआ और मंत्री साहब को खुशी होनी चाहिये कि रेलवे में ज्यादा हड़तालें नहीं हुईं, काम में कमी नहीं हुई, लेकिन बीमारी के कारण, रेल कर्मचारियों की बीमारी के कारण, रेलवे का काम करने के कारण, कारण जो नैसर्गिक बीमारी उन को हुई उस के कारण पिछले साल 1,48,71,904 मैन-डेज का नुकसान हुआ। अगर कर्मचारियों के स्वास्थ्य के बारे में, रेल मंत्रालय की ओर से उन का ठीक ढंग से इलाज कराने की व्यवस्था होती, उन का वेतन, उन के काम की जगह उन के काम के घन्टे, इन सारी चीजों के बारे में अगर जिम्मेदारी का बर्ताव रेलवे-खाते की ओर से बनता, तो पंत साहब ने जैसा बताया कि सामान्य इन्सान की आयु बढ़ गई है, तो रेलवे कर्मचारियों की आयु घट जाने की गम्भीर परिस्थिति आज आपके सामने न आती। लेकिन क्या कहूँ—रेलवे कर्मचारियों के बारे में तो कुछ सोचा ही नहीं जाता।

जैसे मैंने आपके सामने ये आंकड़े रखे, वैसे ही दूसरे आंकड़े भी आपके सामने रखना चाहता हूँ। पिछले साल रेलवे में जो कर्मचारी काम करते हैं, ड्राइवर से सामान्य कुली तक 473 कर्मचारी एक्सीडेंट्स के कारण मर गये, काम करते हुए मर गये। उस के पिछले साल 411 मर गये थे, उस के पिछले साल 371 मर गये थे—इस से आप अन्दाजा लगा सकते हैं कि गैर-जिम्मेदारी कितनी बढ़ती जा रही है। मंत्री साहब—जरा जांच कीजिए, इन्सानों की जान जा रही है, सिर्फ इन्सानों की जान का ही प्रश्न नहीं है, देश का इस से बहुत बड़ा नुकसान हो रहा है। पिछले

साल जो 473 लोग मरे उन में बहुत से कारीगर थे, जो कई वर्षों का अनुभव लेकर कारीगर बने थे, वे आपके हाथों से जा रहे हैं। जिन को उन एक्सीडेंट्स से चोट लगी, उन हजारों लोगों में से 728 ऐसे थे जो परमानेंटली डिस्-एब्ल्ड हो गये, 28 हजार टेम्पेरेरी डिस्-एब्ल्ड हो गये—कितनी गैर-ज़िम्मेदारी है। बम्बई, कलकत्ता और मद्रास की बन्दरगाहों में एक्सीडेंट्स प्रीवेन्शन कमेटियां चलती हैं, कर्मचारियों की जो प्राण-हानि होती है, उससे बचाने के लिये सरकार की ओर से खास इलाज किया जाता है, केन्द्र सरकार की ओर से एक्सीडेंट्स के बारे में जांच करने के लिये, हमेशा नज़र रखने के लिये इंस्पेक्टर होता है . . . . .

SHRI SONAVANE (Pandharpur) : How much time is he allotted? (*Interruption*)

MR. DEPUTY-SPEAKER : Please resume your seat. That is not for you . . . . .

श्री रवि राय (पुरी) : आपको क्या ऐनराज है, वह अपनी पार्टी का समय ले रहे हैं, ये बीच में क्यों खड़े हो गये हैं। आप बैठिये।

SHRI SONAVANE : What is the time allotted to him ?

MR. DEPUTY-SPEAKER : He is taking his party's time.

SHRI SONAVANE : How much is it ? (*Interruptions*)

MR. DEPUTY-SPEAKER : This is not fair, please resume your seat.

SHRI SONAVANE : Are we not entitled to know the time allotted ?

SHRI S. KUNDU : On a point of order, Sir. When you are conducting the proceedings of the House, here is the hon. Member who questions your authority . . . . .

SHRI SHEO NARAIN (Basti) : Who is he ?

SHRI S. KUNDU : He ought to know he cannot do that. You, Sir, are controlling the proceedings of the House.

MR. DEPUTY-SPEAKER : I have told him. He should not interrupt; he will get this time.

श्री जार्ज फरनेन्डो : जब कड़ी आलोचना होती है तो घबराहट होती है।

अध्यक्ष महोदय, मैं चाहूंगा कि रेलवे मंत्रालय अपने कर्मचारियों की भी एक्सीडेंट्स के बारे में जांच करे। गये साल 75 लाख रुपया एक्सीडेंट्स के सम्बन्ध में कर्मचारियों को कम्पेन्सेशन के रूप में देना पड़ा। वह एक्सीडेंट्स न होने पायें, लोगों की जानें बच जायें और इन्सान की शक्ति का उपयोग इम देश को बचाने में किया जाय, इस बात का प्रयत्न रेलवे मंत्रालय की ओर से होना चाहिए।

कर्मचारियों के सम्बन्ध में मैं एक बात और कहना चाहता हूँ। 18 लाख कर्मचारी रेलवे में हैं जिनमें से 5 लाख कर्मचारी टेम्पोरेरी हैं, यानी तीन कर्मचारी में से करीबन एक कर्मचारी टेम्पोरेरी है। मंत्रियों का टेम्पोरेरी रहना तो मैं समझ सकता हूँ लेकिन रेलवे और रेलवे के कर्मचारी तो परमानेंट हैं। रेलवे के मंत्री तो आते हैं और जाते हैं लेकिन रेलवे के एक ड्राइवर को तो गाड़ी चलानी ही है। मंत्री तो चुनाव में गिर जाते हैं जैसे कि पहले के रेल मंत्री गिर गए, पर रेलवे के कर्मचारी तो रहते ही हैं, उनके लिए काम से जाने का प्रश्न ही नहीं उठता। जहाँ तीन कर्मचारियों में से एक रेलवे का कर्मचारी टेम्पोरेरी हो, मेरी समझ में नहीं आता कि यह क्या मामला है। अध्यक्ष महोदय, जहाँ तक इन टेम्पोरेरी रेलवे कर्मचारियों की तनख्वाह का सम्बन्ध है, मैं रेलवे मंत्री महोदय से जानना चाहूंगा कि क्या यह सच है कि यह जो रेलवे के 5 लाख कर्मचारी इनको रोज का दो रुपया और डार्ड रुपया ही दिया जाता है और बहुत से तो ऐसे भी हैं रेलवे की सर्विस में हैं जिनको कि एक और सवा रुपया रोज पर ही रखा जाता है। ऐसी गन्दी चीज़, इन्सान के शोषण के बारे में शायद दुनिया में और कहीं नहीं मिलेगी जैसी कि यहाँ रेलवे में होती है।

अध्यक्ष महोदय, मैं चाहूंगा कि इन पांच लाख कर्मचारियों का वेतन, इनको मिलने वाली सुविधायें, इनको परमानेंट करने की

### [श्री जार्ज फरनेन्डीज]

आवश्यकता तथा अन्य सम्बन्धित तमाम प्रश्नों को लेकर तत्काल एक कमेटी बनाने का काम किया जाय ताकि आज इन लोगों पर जो जुल्म हो रहे हैं उनको बन्द करने का तत्काल रास्ता साफ हो जाए।

एक बात मैं और कहना चाहूंगा। इसी सदन में शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्ज के बारे में कई बार बहस होती है और अगल से उनके सम्बन्ध में रिपोर्ट भी निकलती है। सरकार से यह आशा की जाती है कि वह इनके लिए अपने उद्योग धंधों में और अपने क्षेत्र में समुचित प्रबन्ध करेगी तथा निजी क्षेत्र के जो मिल मालिक हैं उनका भी मार्ग दर्शन करेगी ताकि वे भी उन बातों को अमल में लायें। मेरे पास शेड्यूल्ड कास्ट ऐन्ड शेड्यूल्ड ट्राइब्ज से सम्बन्धित सन् 1965-66 की रिपोर्ट है। उस रिपोर्ट के दो एक पैरा ग्राफ जोकि बहुत छोटे हैं, पढ़कर सुनाना चाहता हूँ :

“It will be seen from the statement that while the intake of the Scheduled Castes in Class IV Services is satisfactory, that in Class I and Class II is disappointing. Even in Class III, the position of the Scheduled Castes is not satisfactory so far as Northern, North-Eastern, North-East Frontier, Southern, South-Eastern and Western Railways are concerned.

“It is indeed disappointing to find that the representation of the Scheduled Tribes in Class I and Class II is practically nil in all the Railway Services and also in the Railway Board. In Class III also the intake of the Scheduled Tribes is, indeed, insignificant and this is true of Class IV also in almost all the Railways except Central, Eastern, North-East Frontier, South-Eastern and Western Railways.

“It will be recalled that the Ministry of Railways had introduced reservations in some of the promotion posts long before the Government of India applied the reservation orders to Class III and Class IV selection

posts. Despite this fact, the intake of these communities, especially of the Scheduled Tribes, in the Railways is very unsatisfactory.”

कमीशन की जो रिपोर्ट है, उससे भी बुरी हालत इन लोगों की रेलवे में है। गये साल रेलवे में क्लास वन और क्लास टू आफिसर्स 84 थे, शेड्यूल्ड कास्ट्स के, जोकि इस साल 63 रह गए हैं यानी 21 अफसरों की संख्या कम हो गई है। इसी प्रकार शेड्यूल्ड ट्राइब्ज के 15 लोग थे जोकि इस साल 14 ही रह गये हैं। यह तो क्लास वन और क्लास टू की बात हुई, क्लास थ्री को भी आप देखिये। गए साल शेड्यूल्ड ट्राइब्ज के जहां 4,700 लोग थे वहां इस साल केवल 4,600 ही रह गए हैं। और शेड्यूल्ड कास्ट के गये साल जहां 1,69,886 क्लास फोर के लोग थे वहां अब 1,69,381 पर आ गए हैं यानी इनमें भी कटौती हो रही है। इस प्रकार से शेड्यूल्ड कास्ट और शेड्यूल्ड ट्राइब्ज के लिए नौकरी का कोई इन्तजाम आज रेलवे नहीं कर पा रही है।

अध्यक्ष महोदय, मैं मंत्री जी से कहना चाहता हूँ कि मैंने आपके सामने-सामने रास्ते बताये जिनसे आप 29 करोड़ के घाटे को पूरा कर सकते हैं। मैं दो एक सुझाव और देना चाहता हूँ। रेलवे कर्मचारियों की एफीसियन्सी को अगर आप बढ़ाना चाहते हैं तो आपको चाहिए कि उनके लिए इन जाब ट्रेनिंग की व्यवस्था करें ताकि कनिष्ठ वर्ग के मजदूर भी ऊपर के वर्ग के कर्मचारियों का कार्य करने लायक बन सकें। आज तो जो कर्मचारी क्लास फोर में भरती होता है वह क्लास फोर रहकर ही मर जाता है। जबतक उसे कोई इन्सेन्टिव नहीं होगा, चन्द पैसों की खातिर ही वह कार्य नहीं कर सकता है। उनके जीवन में आपको आशा पैदा करनी चाहिए, उनको उम्मीद रहनी चाहिए कि अगर मैंने मेहनत से कार्य किया तो मैं भी आगे बढ़ सकता हूँ। रेलवे में कार्य करने वाले प्रत्येक

कर्मचारी को यह उम्मीद होनी चाहिए कि मैं मेहनत से कार्य करके और अपनी कुशलता बढ़ाकर सबसे ऊंची जगह तक भी पहुंच सकता हूँ। यह मेरा ठोस मुझाव है जिसके द्वारा आप रेलवे के कर्मचारियों में एफीसिएन्सी बढ़ाने का कार्य कर सकते हैं।

साथ ही साथ आज रेलवे में कार्य करने वाले कर्मचारियों में बड़ी नाखुशी है जिसके कई कारण हैं। दफ्तर में काम करने वाले लोग आटोमेशन के कारण नाराज हैं। स्टेशन मास्टर और असिस्टेंट स्टेशन मास्टर इंफ्रीमेंट न मिलने के कारण नाराज हैं। गाइड्स भी ऐसे ही नाराज हैं। इस प्रकार से रेलवे में कोई एक वर्ग भी ऐसा नहीं है जोकि नाराज न हो। मैं चाहूंगा कि उन की नाराजगी को दूर करने के लिये तत्काल मंत्री जी कदम उठायें।

अध्यक्ष महोदय, मंत्री जी ने अपनी स्पीच में कई ऐसी बातें रखी हैं जिनसे मुझे बहुत तकलीफ हुई है। उनका कहना है कि कई लाइन्स को बन्द कर देना चाहिए क्योंकि उनमें नुकसान है। लेकिन हम चाहते हैं कि उन लाइन्स को बन्द न किया जाये। अगर घाटे की लाइन्स आपको बन्द करनी हैं तो फिर आपको नार्थ ईस्ट फ्रन्टियर लाइन भी बन्द करनी पड़ेगी क्योंकि वह भी नुकसान में चल रही है। इसलिए इस किस्म की बात नहीं करनी चाहिए। मेरा आपको मुझाव है कि आप कुर्दुवाड़ी की लाइन को ठीक बनाइये। शाहदरा से लेकर सहारनपुर तक की लाइन जोकि बर्न कम्पनी के हाथ में है, उसकी दशा तब तक नहीं सुधरेगी जब तक कि वह प्राइवेट कम्पनी के हाथ में रहेगी। आप उस लाइन को बर्न कम्पनी से अपने हाथ में लीजिए और उसका ठीक से विकास कीजिए। इसी तरह हे सुपुल से प्रतापगंज की लाइन है उसका उद्घाटन होकर एक साल हो गया, उसको भी ठीक से चलाने का प्रबन्ध कीजिए। जितनी भी आपके पास घाटे की लाइनें हैं उनको बन्द करने की बात न कीजिए। रेलवे

देश के लिए एक आवश्यक सेवा है। यदि एक जगह पर कुछ घाटा है तो उस को दूसरी जगह से भर कर सभी लाइनों को चलाइये ताकि जनता को कोई परेशानी न हो।

अध्यक्ष महोदय, मंत्री जी के बजट भाषण से एक महत्व की बात कहने के पहले मैं उनका ध्यान बम्बई की ओर दिलाना चाहता हूँ। परसों मलाड में गाड़ी जल गई, 6 लाख रुपये का नुकसान हो गया, स्टेशन को जलाया गया। बम्बई में रोज इस प्रकार गड़बड़ियां होती हैं। क्यों होती हैं? इस लिये कि बम्बई में गाड़ियों की कमी है। वहां ओवर-ब्रिज्स कम हैं, गाड़ियों में भीड़ बहुत है। वहां की सबर्बन गाड़ियों में मंत्री जी मेरे साथ चल कर यात्रा करें, तो शायद फिर वे दिल्ली वापस न पहुंच सकेंगे। इस लिये मेरा मुझाव है कि अलग-अलग क्षेत्रों के सम्बन्ध में जो शिकायतें हैं आप उन पर गौर करें और उन को दूर करने का प्रयत्न करें।

अब मैं आखरी वाक्य बोलकर खत्म करता हूँ। मंत्री जी ने अपनी स्पीच के पेज 3 पर लिखा है—वह अंग्रेजी में है—हम चाहते हैं कि अंग्रेजी हटे, इसलिये कि अंग्रेजी भाषा इस देश के लोगों के विकास में रुकावट डालती है और हम को अंग्रेजी आती भी नहीं है— उन्होंने लिखा है —

“Ordinary working expenses are now estimated at Rs. 22·53 crores more than the budget. Out of this Rs. 1·65 crores for payments to Port Trust is not an increase over the budget in a real sense but only in a technical sense, being due to a change in accounting procedure. The real increase over the budget is only Rs. 20·88 crores. Out of this, Rs. 2 crores again in fact is not a real increase.”

वह कहते हैं कि रीयल इन्क्रीज क्या है, लेकिन उस के बाद भी कहते हैं कि रीयल इन्क्रीज नहीं है। आगे फिर बतलाते हैं—

[श्री जार्ज फरनेन्डीज]

“The balance of Rs. 18·88 crores is made up of two items, the additional amount of dearness allowance of Rs. 10·68 crores.....”

तो मेरा कहना यह है कि इस के बाद यहां पर यह और जोड़ दीजिए—

“which again is not a real increase but one brought about by the inflationary policies pursued during the last year by my colleague Mr. Deputy Prime Minister.”

अन्त में मेरा आपसे यही कहना है कि इस बजट को वापस लीजिए और जो सुझाव हम लोगों ने यहां पर पेश किये हैं, उनको स्वीकार कर के इस रेलवे को एक अच्छी चीज़ बनाने का प्रयत्न कीजिये।

**SHRI BIMALKANTI GHOSH** (Scram-pore): The hon. Minister of Railways has presented the railway budget estimates for 1968-69 in the Lok Sabha. He has announced increases in passenger fares and freights to cover an anticipated deficit of Rs. 27 crores in the railway budget for 1968-69.

The Minister has proposed the levy of a surcharge on passenger tickets ranging from five paise to 25 paise. I think, this measure is purely temporary. Platform entry will cost hereafter 20 paise. I think that all these measures will bring additional hardship to the common people.

I have studied the budget figures with an analytical mind. Yet I cannot see what else the Railway Minister could have done in the present circumstances.

There was a time when the railways could feed the Centre with their heavy surplus but the position is now reversed.

The hon. Minister has stated in his budget speech that unfortunately during the last sixteen years the burden of dearness allowance, of annual scale increments of dividend and of prices of fuel, iron, steel and stores etc. had continued to increase. This is, in short, the cause of the railway deficit last year and this year and not any weakness in the Railways' financial structure.

During the last sixteen years, the price of coal has risen by 115 per cent of iron and steel by 143 per cent and the *per capita* cost of employees by 106 per cent. These factors are not under the full control of the Railway Ministry. Since prices of coal, iron, steel, fuel oil and the *per capita* cost of employees had steeply risen in the last sixteen years, the fares and freights had to be brought to a level which would at least meet the cost of operation.

Therefore, under the pressure of circumstances, we are to support it with some modifications here and there.

15·20 Hrs.

[SHRI G. S. DHILLON *in the Chair*]

The railway fares and freights were being raised. If the facilities were also increased accordingly, there could be no complaint against such increase. The third class passengers should be given more amenities. At present, they are the worst sufferers. More attention should be paid towards amenities for third-class travellers. There should be proper arrangements for water, light, bathrooms and such other things in all third-class coaches. Retiring rooms should also be provided for third class passengers. Catering service in the trains and at railway stations also needs a lot of improvement in both quantity and quality.

Overcrowding should be eliminated by putting into service more and more passenger and express trains. The charge for platform tickets should not be increased.

The new charge of Rs. 4 per night for third-class sleeper coaches is too severe for the common man. So, it should be suitably revised. The same rate should not be there for the subsequent nights' journey. Uneconomic railway lines should not be closed. The closure of uneconomic lines would cause great hardship to the people, especially the villagers of these areas. We are committed to a welfare State. The closure of uneconomic lines will go against the principle of welfare State and socialism.

Most of the railway employees in the lower grades have not been provided with quarters. This should be looked into without any further delay.

There are many narrow gauge lines in our country. All these lines have not yet been nationalised. Martin's Light Railway in West Bengal is one of the most important narrow gauge lines. This line should be immediately nationalised. It is a 100 k.m. railway line divided in three branches. These three branches serve more than one million people in the districts of Howrah and Hooghly. For the villagers of this area, this narrow gauge railway system is the only means of communication. Therefore, this should be nationalised immediately and the conditions there should be improved. These lines should be replaced by broad gauge lines or at least by metre-gauge lines.

Howrah-Sheakhala and Howrah-Champadanga sections of this railway should be extended up to Tarakeswar on the Eastern Railway.

Howrah-Tarakeswar Section of the Eastern Railway should be extended upto Bishnupur (S.E. Railway) via Arambagh. Arambagh is the Headquarter of Arambagh Sub-Division of the District of Hooghly. The Sub-Division has a population of 6 lacs. But unfortunately there is no railway line in this sub-division. Therefore the proposal for extension of this section should be most sympathetically considered.

Howrah-Tarakeswar line should be doubled from Sheoraphuli to Tarakeswar. The frequency of trains in this Branch should be immediately increased.

The Bandel-Katwa Section of the Eastern Railway should be immediately included in the Railway Electrification Scheme. It is a long-standing demand of the people of that area. For the time being as a temporary measure Diesel Locomotives should be used in this Section for reducing the running time.

There should be more trains in the Howrah-Burdwan Section of the Eastern Railway. In this Section the frequency of the trains should also increase especially during the peak hours. Moreover, the speed of the train should also increase. Electrification Scheme will have no meaning

if the running time is not reduced. More ticket counters are badly needed at all stations in this sections especially important stations near Calcutta.

I would like to get some information from the Railway Minister regarding the present position of the Calcutta circular Railway Project. Construction of this circular Railway was suggested by Late Dr. B. C. Roy, the then Chief Minister of West Bengal in 1952. Dr. Roy suggested it for solving the traffic problem of Calcutta. Traffic Problem in Calcutta is most complicated. Density of population is maximum in Calcutta. During the last 16 years practically nothing has been done, only hopes were given.

Traffic condition in Calcutta is unbearable. Therefore, I think that for solving one of the most complicated problems of the problem ridden State of West Bengal, the work should be immediately taken up.

SHRI C. K. CHAKRAPANI (Pennani): After listening to the Minister and reading the Budget papers, I am reminded of an English saying. The husband is the last man to know the adultery of the wife. This is the impression I got from the speech of the Minister. Therefore, my complaint is that he does not see or refuses to see the sad state of affairs prevailing in the Railways in its real perspective.

At the same time, the Railway Minister, in his speech has made a futile attempt to cover up the sorrowful performance of the Indian Railways. He however wants us to believe that the existing situation is only a temporary phenomenon which is beyond the scope of the Railway Ministry. This non-serious approach of the Railway Minister towards the chaotic conditions will only lead to further deterioration in the affairs of the Railway.

This year the percentage of the net revenue to the capital at charge is only 4.02% which is the lowest since 1950-51. The performance during the year under review is the worst in the history of Indian Railways. In the year 1951-52, the net return was as high as 7.21%.

What is the total investment in the Railway. It comes to more than 3000 crores of rupees and the return is 4.02%. Now this performance throws light on the total

[Shri C. K. Chakrapani]

anarchy that is prevailing in our Railway system. The rate of return this year is even substantially lower than the rate available on fixed deposits in any Indian Bank. The Minister however, is totally unconcerned with all this. Yet, his speech is full of wishful thinking and high-sounding phrases. He has taken no concrete steps so far as the railways are concerned to set things right. For the whole year, the Minister, it seems to me, was engrossed in deep meditation like a yogi or a maharishi, and he comes to earthly surroundings when there is a railway accident or when he has to submit the railway budget to Parliament.

Another point I would like to make is about the recession. The Minister has referred to something about recession. But he has miserably failed to go to the root cause of the entire problem. He has not even discussed what is the cause for the recession. He says:

“While the economic recession has certainly affected the budgetary position of the Railways, I am glad to be able to say that the financial structure of the Indian Railways remains sound. The deficit last year and in the current year is not a working deficit”.

This is all he can say, but it is the entire economic policy of this Government that is responsible for slowing down the wheels of industrial machine and the railway engines too. It is the anti-people's tax policy, the ever-increasing non-developmental expenditure, deficit financing and, above all, the devaluation, that are primarily responsible for the economic slackness. He is conveniently keeping mum over this recession.

Our Finance Minister has presented the general budget and he boasts himself that he has made plastic surgery. This plastic surgery is nothing but the act of the leech which is sucking the blood of the common people of this country, and this will lead to a further stagnation of our economy and consequent reduction in the railway earnings.

I will now come to the cause of the bad performance of the railways. The Minister says it is accidental. It is not accidental;

it is the direct result of the policies pursued by the Railway Ministry. The policy of reliance on foreign aid in the matter of equipment has now come home to roost. According to the statistics, the imported stores of the railways have gone up from Rs. 18 crores in 1950-51 to Rs. 42 crores in the last year. The imports of the railways are about five per cent of our total imports. Instead of laying emphasis on self-reliance, the Government is now spending more and more money on importing diesel engines and diesel oil. In India, according to the statistics, 25 per cent of the total traction is by diesel. I would like to ask the Minister to say whether this expenditure is absolutely necessary. Certainly not. In highly industrialised countries like Japan, diesel traction is only 2.1 per cent; in Italy, it is 7.8 per cent in France, it is 13.7 per cent. This decision was imposed on the Indian Railways by the World Bank and other aid-giving countries. What is the reason for this? The western countries wanted a market for their engines and they found India a most suitable dumping ground.

SHRI C. M. POONACHA : We are producing.

SHRI C. K. CHAKRAPANI: We are also importing. We are in a position to manufacture steam-engines without any foreign collaboration but the Government is now giving up this programme of steam-engine production because the World Bank wants it. We are now importing diesel engines even for shunting purpose. I do not know why we are importing diesel engines for shunting purposes. I cannot understand what is this sort of logic. With the reduction in steam-engines, the demand for coal has gone down. This will lead to the closure of the coalmines. At the same time, the Government have enough money to spend on foreign exchange for importing diesel.

This is all done in the name of economy. But whose economy are we supposed to look after—our economy or the economy of the World Bank?

Another point is the Matisa Mechanic, which is being imported from Japan for the maintenance of railway track. This is worked by 10 to 15 persons and is able to maintain the railway track for about 30 miles, thus rendering 100 to 150 gangmen surplus for every 30 miles. If this machine is

allowed to be introduced in our country, 2 lakhs of gangmen will be thrown out of employment. Similarly, automation is being introduced in railway accounts. This also will threaten the job security of thousands of clerks.

The Minister has made a lot of fuss about the growing operating costs. The prices of steel have gone up during the last year. Why? Was it not due to decontrol of steel announced by the Government? The prices of coal have also gone up. The prices have gone up due to decontrol ordered by his own Government. The prices of diesel oil have increased because of successive rise in the duties and sales tax on diesel oil. Whenever a commodity is decontrolled, it means the price will go up. Therefore, it is the entire policy of the Government which is responsible for the price increase.

I would like to say something about the Railway Board now. Some days back the Minister exhibited some pictures in the Central Hall, which were removed because of the protest from the members. I would like to ask him whether he has gone into the interior parts of the air-conditioned room of the Railway Board members and also into the interior parts of the huts of the gangmen? No, certainly not. I would ask him to exhibit certain photos of the huts of the gangmen. I heard one of my colleagues describing the Railway Board as a white elephant. I entirely endorse that idea. The Minister is the elected representative of the people and he can dictate to the Railway Board. But the reality is that the Railway Board is dictating to the minister. If we make a representation to the minister, naturally he will send it to the Railway Board. They will say something, which will be endorsed by the minister.

**AN HON. MEMBER :** He is a prisoner of the Railway Board.

**SHRI C. K. CHAKRAPANI:** He has become a rubber stamp of the Railway Board. Some statistics have been given by the Railway Board in their report. This year the punctuality statistics is 85.31 per cent. For 1966-67 the figure was 87.99 per cent. But everybody knows about the story of punctuality. We know that most of the trains are normally running late. On what basis is this punctuality calculated?

It is all bogus. If a train from Delhi to Agra runs 2 hours late and from Agra to Madras if that late running of 2 hours continues, can we say that the train was running all right from Agra to Madras? You cannot say that. That is the story of punctuality. This sort of punctuality can satisfy only the Railway Board officials, but not the people of this country.

Another point is about amenities to passengers. You are giving more and more amenities to air-conditioned and first-class passengers while the amount spent on third-class passengers is negligible. The report of the Railway Board shows that the passenger earnings during the year under review were as follows:

Passenger earnings	(Rs. in crores)
Air-conditioned class	2.06
First Class	17.23
Second Class	7.37
Third Class	203.28

From this we can clearly see that the bulk of the earnings is from the third-class passengers. Still the amenities given to them are quite negligible, totally absent. It is for the passengers of the higher classes that good waiting rooms and more facilities for reservations are made. Restaurant facilities for reservations are made. Restaurant facilities are also only for the higher class passengers. At certain railway stations even drinking water facilities are not available for the third class passengers, what to talk of bath rooms and lavatories for them. In short, railway journey for a third class passenger has become an ordeal nowadays.

About over-crowding the Minister has come out with certain statistics. The statistics given by the Railway Board are quite amusing. According to the Railway Board if a compartment is meant for 100 persons and if there are 180 persons in the compartment an ordinary man will think it is over-crowding by 80 per cent—it is not over-crowding by 80 per cent. According to them if there are 181 persons in the compartment meant for 100 persons, the over-crowding is one per cent. According to Railway statistics the over-crowding at present is 17 per cent. This is reality, means that the over-crowding is 97 per cent. I would like to ask the

[SHRI C. K. Chakrapani]

Minister what are the measures that he proposes to take for checking or stopping this over-crowding.

I now come to Kerala. In the matter of railway development Kerala has been neglected. I do not know whether the Minister has considered Kerala as part of the country.

SHRI C. M. POONACHA: Is there any doubt?

SHRI C. K. CHAKRAPANI: When we ask for a railway line the Government says that we do not have any industries there and therefore we cannot have the railway line and when we ask for some industry to be started there the Government says that because there is no railway connection the industry cannot be started there. This is the logic of their argument. Anyway, every year, at time of the presentation of the Budget we used to request them to show some mercy towards Kerala, but it has always fallen on deaf ears.

I would like the Minister to understand the neglect that has been shown to Kerala with regard to railways. The coastal line from Kuttippuram to Cochin is very important. I do not know whether he will agree to that, but we have been raising this on the floor of this House for a number of years. The railway line from Tellicherry to Mysore is also keenly felt by the people of Kerala. A line from Ernakulam to Alleppey will also be appreciated. The doubling of the line from Erode to Cochin is also of great importance. A direct train from Cochin to Calcutta must be introduced. In this connection, I would like to say that more coaches should be provided from Delhi to Cochin. A direct train from Bombay to Cochin must be introduced.

I shall be failing in my duty if I do not mention the needs of the people in my constituency. Express and mail trains have to be stopped at Pattambi. This is the demand of the people of that area. Now Pattambi has become a commercial centre with the construction of a new bridge there. I raised this issue even last year. With the construction of the new bridge people from other places get down at Pattambi and go to Guruvayoor, the famous temple, for worship.

Sir, the only State Capital in India that is not connected with broad gauge is Tiruvandur. I would like to bring to the notice of the Minister the need for conversion of metre gauge to broad gauge from Ernakulam to Kottayam.

In this connection, I would like to point out that there is a strike of the workers at Iripanam Yard in the Olavakot Division. Their demands are genuine and I would like the Minister to intervene in this matter.

Coming to the administration of the railways, the Railway Board has decided to drop certain uneconomic lines in the name of economy and the Minister has appealed to the Members of Parliament not to make a hue and cry on this issue. I do not agree with the appeal of the hon. Minister there. There are many backward areas in our country and in order to develop those areas I want the Minister to reverse his decision of dropping uneconomic lines. If the idea of the Government is to save more money, certainly there are many other avenues open to them.

During the course of his budget speech, the hon. Minister has stated:

“As I have already said, I shall continue to press the Railway Administrations to achieve further economies in all directions. The ban on the recruitment of staff to administrative offices will continue and recruitment of additional staff will be permitted only to the extent absolutely necessary for moving the traffic and for operating and maintaining sections of line and yards newly opened to traffic and other new assets brought into use during the year.”

According to statistics, during the last year the railways have recruited more than 800 first class officers. The number of officers in the railways has gone up from 5,700 to 6,500. This over-bureaucratisation of the railway administration should be stepped in the interest of economy, and not the dismantling of uneconomic railway lines. I hope the Railway Minister will appreciate this point and desist from taking any steps for dismantling uneconomic railway lines in backward areas.

What is needed today is not certain palliatives here and there but a complete and total reversal of the policies of the government in the matter of development and a policy of

complete self-reliance in railway development. Moreover, it is absolutely necessary to smash the gang of swindlers that is openly operating under the sign of the Railway Board whose anti-labour policy is generating resentment and anger in the minds of the railway workers.

At the end I can only hope that the Railway Minister, after passing the budget, will not again go in for deep meditation and leave the whole administration in the hands of notorious self-seekers of the Railway Board.

**SHRI SONAVANE (Pandharpur):** Mr. Chairman, Sir, I know personally that the Railway Minister is a very nice man and a thorough gentleman. I was happy to note on page 4 of this budget speech he has stated:

“While I have been maintaining unabated pressure on the Railway Administrations to effect the maximum possible economy in working expenses, I cannot claim that the results achieved could not have been better; and I have reason to hope that they will be better in the coming year.”

In my opinion he is hoping against hope. Unless he is ruthless and very strict in his administration and unless he curbs laxity he cannot succeed. I hold the Railway Board solely responsible for the mess in which the railway economy finds itself today and in my view the Railway Board, as it is at present constituted, should go if there is to be any real improvement. The members of the Railway Board have made themselves into an empire. They have no imagination or foresight and they just do not care for the railway administration. I had suggested that all the General Manager be constituted into a committee with the Railway Minister as Chairman and that the Railway Board should be scrapped.

Why I say this is because of the continuous loss to the railways. A monopoly concern of the Government to go into a loss is a thing which is sufficient evidence for the inefficient working of the Railway Board. One cannot imagine that the concern which was making profit should go into a loss. The top heavy administration of the Railway Board and the other zones that are being created, which add to the expenditure, are sufficient to show how these Railway Board people and railway administration go on adding expenditure after expenditure.

I will give you one more instance. Take for instance the coal prices. The Railway Board members, who draw fat salaries supposed to have experience and ability, did not foresee that they should have solved this dispute and deferred payment, if any extra payment was to be made, to the coal owners and continued to draw the supplies of coal. That was not done. But what did they do? They stopped the railway working. They cancelled railway traffic, passenger and goods traffic, causing immense hardship to passenger and incurring loss to railway revenue. This is really a piece of evidence which speaks about the inability, inefficiency and unimaginative mind of these people. I think, that was one thing on which the Railway Board members could have been impeached. If we were allowed to do it, we could have done it. Not even once in the history of railway administration on account of the shortage of coal. . . . .

**SHRI C. M. POONACHA:** May I mention by way of an interruption that it was the collieries, the industry, that stopped loading and not that the railways stopped running the trains? We had stocks for about 10 to 15 days and for six days continuously from the 1st September, when they stopped loading, we had to draw up a programme to curtail some unessential branch lines so that we could conserve coal to run the essential lines for a longer period if the stalemate continued. It was only a precautionary measure arising out of the stoppage of loading coal to the railways by the collieries.

**SHRI SONAVANE:** I understand the explanation of the hon. Minister but I say, why this whole dispute arose was because of the price and, therefore, I said that the Railway Board members or the railway administration should have agreed with the coal owners that if there was any settlement hereafter the difference could have been paid by them. This simple thing they did not do. I am worried over that. Because they were not able to do it, I think, they had no foresight or imagination.

Now, the Railway Minister is thinking of closing down uneconomic railway lines. Is this the way that you should run the administration? Why are uneconomic lines uneconomic? I will take one instance of the Barsi Light Railway. That is a narrow

[Shri Sonavane]

gauge line. When the company was running this railway they made huge profits. I know we have made certain improvements and given certain amenities. But that is not the reason why we should go into a loss. I have been shouting since 1950 to convert this line into broad gauge, but nothing is being done. Moreover, the whole staff is idle because there are only two trains, one in the morning and another late at night.

What is this staffing? We asked them to run shuttle train for the passengers and to earn the revenue. They did not do anything. This is the way they are working. They have no imagination to see why there is a loss of revenue. I am of the firm opinion that the Railway Board should go because they have not added a single pie to the Railways' revenues.

There is a lot of talk on the introduction of automation. I agree automation should be there and, naturally, there will be some unemployment. Hereafter, if automation is to be brought in which we welcome at the same time, to meet the demands of the surplus staff, I would suggest the hon. Minister that no extension should be given to employees. If the employees who attain the age of 55 are made to retire, I think, there will be sufficient scope for young people to be absorbed and for those who will be made surplus on account of automation. These people may be appointed in the place of those who have been retired and those who have been made to retire at the age of 55. I think, that will be a very sound policy to be adopted.

Then, I have another suggestion for the consideration of the hon. Railway Minister. A lot of destruction of the railway property is taking place in the States. I suggest if in an individual State the railway property is attacked or burnt or destroyed, whatever loss is incurred, the Railway Minister should impress upon or urge upon the State concerned to reimburse the loss made to the railway property. If that is not done, a way should be found out to add to the fare between the stations in the particular state. I think, there will be some check by that. I know this thing is happening beyond the control of the Railway Minister and the railway property is being burnt. He is not responsible for that. Therefore, some such measure should be thought of and, I feel, the Railway Minister should work on this suggestion.

Another point that I want to impress is about the railway protection force and the railway police. This point has been made by the Opposition also. There is a loss of property on account of theft of articles from the trains. I have made the suggestion in the Committees also. Let us fix the responsibility at some point when the trains run from station to station. The attendants are there; the conductors or the guards are there. Let us fix some responsibility at some point and, when the trains go into the shed, hold somebody responsible for these losses of fixtures and other things. Unless that is done, I think, every year this amount of losses will go on increasing.

Now, I would like to point out another thing. We have the South-Central Railway Zone and its top heavy administration. As it has been just created, we cannot say anything for the time being. But I say, the Dhond-Manmad Section which was formerly a part of the Sholapur Division and which now forms part of the South-Central Division, should be brought in the Sholapur Division because the control point is there. The Central Railways say that they want to take it away. The Dhond control being under the South-Central Railway, there is a little conflict. To resolve this conflict, I would suggest that this Dhond-Manmad Section be brought under the South-Central Railway zone and put within the Sholapur Division.

16 Hrs.

Another point that I would like to raise is about the catering establishments. When Shri Jagjiwan Ram was in-charge of the Railway Ministry, for the economic upliftment of the scheduled castes and scheduled tribes, he had made a special provision that railway catering, establishment of tea stalls, etc., should be given to the eligible persons to run them, but unfortunately I find that a monopoly has been created there, monopoly of Agarwals, Guptas and all those people; wherever you go, you will find only these people. Whatever provision is made for the scheduled castes and scheduled tribes, I think, the Minister will be good enough to see that the weaker sections of the public, those who are eligible, are given these establishments, and no pulls whatever from the Railway Board should be entertained. I think, the healthy practice that was started should not be closed down on the face of these scheduled castes and scheduled tribes.

Now I would come to my last point. I was very much pained when Mr. Fernandes was narrating about the grievances and hardships of labour. I really sympathise with them and I agree that labour should be given their due. But the labour leaders should also be conscious of their duty towards labour in impressing upon them to do their duty rightly, honestly and correctly. We find that the Unions are increasing and the Union leaders are, at the same time, getting their due share from them by monthly subscriptions, but they do not impress upon the labour that it is also their duty to see that the railways are run efficiently that loss of property does not take place and that the railways are run on profit; therein lies their future and whatever dearness allowance increase or increment or amenities that they would be entitled to would be given more generously from the profits made by the Railways. If they impress upon them these things, then, I think, it will be their rightful duty to narrate all those things. But instead of realising their duty towards labour, and impressing upon them their duty, all the time they go on instigating the labour to go on strike. If they do not impress upon them their responsibilities, I think, they would be failing in their duty to the nation and to the administration.

I remember, some years back, the railway employees were made to go on a strike for two months even though the railway administration was right. The railway administration did not succumb to the threat of the labour. But the labour leaders went on asking them to go on strike for two continuous months. Of course, ultimately they had to withdraw the strike causing great harm to the railway employees. Therefore, the duty of the labour leaders should be to see that loss to railway property does not take place and the efficiency of the railways is enhanced. If there is profit, of course, the labour should get more. I hope, the Railway Minister would hereafter be more strict and stern, all laxity should be put down and he should be ruthless to see that whatever he promises, whatever he hopes, his hopes are realised.

**SHRI GADILINGANA GOWD**  
(Kurnool): I thank you for the opportunity given to me to speak on the Railway Budget.

M8LSS(CP)/68—11

I submit that the budget proposals of the hon. Railway Minister increasing the railway freight is a great burden on the community. I know that funds are necessary if we want more facilities, more lines etc, but let us examine the amount invested by the Government in the railways and the amount spent on the establishment, etc., in the railways and see whether it is in proportion with the facilities given to the passengers.

In 1947-48 the investment in railways was Rs. 740 crores, and in 1966-67 it is Rs. 2,841 crores. It has increased nearly four times. In 1955-56 route coverage was 53,596 km., and now it is 58,465 km, i.e., it has increased not even by five per cent. In 1947-48 the working expenses were Rs. 164 crores, but in 1966-67 they have gone up to Rs. 840 crores. From this you would see that though the investment has gone up by nearly 400 per cent, the route coverage has not increased by even three per cent.

I may submit to you [my own experience to show whether facilities have increased or vanished after we took over the railways in 1947-48. In 1954-55 I had an opportunity of going to Bezwada. Then there were absolutely no lights in the train. On 5th January this year I had again to go the Bezwada to attend my party meeting. I expected a lot of improvement in the railways, but unfortunately this time also we had only twinkling lights. To go to the bath room we had to use the match sticks. This is in the first Class. That is how the railways are running.

Before independence there used to be three ceiling lights and reading lights also. Now there is only one ceiling light, the others have been removed. There are no reading lights in most carriages. In the few compartments where they exist they are of a new type and with their help we cannot see the letters at all. I think many of our friends travelling in First Class we would have noticed this. There are no showers at all in some First Class compartments.

In 1954 I submitted a proposal for laying a new line from Siruguppa in Mysore State to Kurnool, which was the Andhra Capital then, Adoni and Kodumur. A memorandum was asked to be given and if you kindly refer to Lok Sabha Debates of 1955 you will see this was the endorsement that was given to me :

[Shri Gadilingana Gowd]

"This proposal will be included in the list of projects which would be considered at the time of selecting new lines, the construction of which is to be undertaken in the Second Five Year Plan period."

Fourteen years have passed. Not even the survey of this line has been undertaken. Again in 1956 I moved a cut motion and spoke on the Railway Budget. The late Shri Lal Bahadur Shastri was the Railway Minister then, and he told me categorically, this is the extract from the Lok Sabha Debates:

"We will look into the matter. I cannot say off-hand, but we will certainly look into it and reply to the hon. member as early as possible."

Fourteen years have passed. Unfortunately that convenient phrase "as early as possible" has not materialised up till now. What pains me very much is this. The other day I tabled a Starred question which was unfortunately admitted only as an Unstarred Question.

This was the question:

"Will the Minister of Railways be pleased to state :

(a) whether there was any proposal for a new railway line from Sirugappa in Mysore State to Kurmool in Andhra Pradesh through Emmiganur and Kodumur;

(b) whether it is a fact that proposed line was put in the list of railway lines to be surveyed in the second Five Year Plan;

(c) whether the line was surveyed and if not the reasons therefor; and

(d) whether the Government propose to reconsider the proposal in view of the heavy traffic developed in the area."

t pains me very much. If the Government has money, let them take it up; or let it not be taken up. But, if you will kindly see the reply -- ...

श्री हुषम चन्द्र कछवाय (उज्जैन) : सभापति महोदय, मैं आपकी व्यवस्था चाहता हूँ, सदन में इतना महत्वपूर्ण भाषण चल रहा है, लेकिन गणपूर्ति नहीं है।

MR. CHAIRMAN: The bell is ringing ... Now there is quorum. the hon. Member may continue.

SHRI GADILINGANA GOWD:

Now, I do not know whether the Minister looks into the papers or not. The answer to the first question—(a) and (b) was, "No". The answer to part (c) of the question was—because it was "No" to parts (a) and (b)—"it does not arise." For part (d) of the question, the answer was, "In view of the limited funds and resources available for the construction of a new railway line in the fourth Plan, it will not be possible to consider this proposal in the near future." This, I can accept, or I can understand, but I cannot understand the answer to the earlier parts of the question and why such an incorrect statement should be made. With a view to put supplementaries, I tabled a Starred Question but unfortunately it was turned into an unstarred question.

Probably, the Government do not want to take up the constructive suggestion made by the Opposition Members. For example, in 1964, the Andhra State Government, where the Congress is in power, made a proposal for laying a new line from Ongole to Hyderabad via Nagarjunasagar. You know Nagarjunasagar is one of the biggest projects, and it will after development irrigate about 10 lakhs acres of land, wherefrom surplus food has to be transported to the deficit areas. Even in regard to such a matter, God knows what has happened to that. Nothing is known. I know that the hon. Railway Minister is a sincere gentleman. He comes from the neighbouring State of mine, I know. I appeal to him to kindly look into these things.

Then, it was promised by the Government that the Kothagudium-Bailadilla line would be opened to passenger traffic also, but it has not been done so far.

Coming to the uneconomic narrow gauge railway lines, I may suggest one thing. You are aware that the Government are spending crores of rupees for encouraging tourism. For instance, there is the narrow gauge line from Mattupalayam to Ooty. I only appeal to the Railway Minister, through you, Sir, that the uneconomic narrow gauge lines should not be dismantled without consulting the concerned MPs and without giving them an opportunity to explain why those lines should not be dismantled.

Coming to the question of accidents, I have seen the report of the Ministry. It is stated that the majority of the accidents are

on account of sabotage. The Government has not been in a position to find out who the saboteurs were, and then again, they have not been able to punish them properly. It is therefore that these acts of sabotage are increasing.

Many of my friends have spoken about leakage of coal. I know from my area, in Guntakkal station alone nearly Rs. 500 worth of coal is being taken away with the connivance of persons who are meant for protecting these things. I do not know how many such leaking areas are there in the Railways.

Representations have been made about the inclusion of Guntakkal in the South Central zone. I request the minister to consider this also.

I had submitted in 1955 that retiring rooms should be constructed in Manthralayam Road and Adoni, Manthralayam Road is one of the important places of pilgrimage for Brahmins. The minister is aware of it. In spite of the importance of that place, so far no action has been taken to construct a retiring room there. Adoni station is most important to commerce. There are many factories there and groundnut and cocoanut are grown there. It is called the Bombay of the south. There also I made a suggestion for the construction of a retiring room, but Government have not taken any action. Government now say that they are going to take up the construction of 38 retiring rooms in 1968-69. But so far as Adoni is concerned, the matter is under consideration only. I request the minister to realise the of these places and construct retiring rooms there as early as possible.

About guards, they approached me and from what they say, I see that there is some logic in their argument. They say that their salaries are less compared to the conductor in charge of one bogie. Their salary is Rs. 130 to Rs. 150 while that of the conductor is Rs. 200. I do not know more details and I have heard only one side. I request the Minister to examine this and see that their emoluments are increased if possible.

There is a train leaving Hyderabad and it takes 20 hours to reach Bangalore. Any

body can get in and get down when the train is moving. It runs from the capital of Andhra to the capital of Mysore. I appeal to the minister to see if the running time of this train could be cut down.

I am a member of the Estimates Committee this year and I have had the opportunity of examining in detail the railway concession given to their employees. The committee's report has already been submitted to the House and so I am free to disclose the information I got in the discharge of my duties as a member of that committee. There are 13.60 lakh employees in the railways and most of them are getting six sets of free passes and six sets of PTOs—privilege ticket orders—not only for themselves but for the members of their families also. They can go anywhere they like to any part of the country in any railway.

Sir, you will be surprised to know that the Government has no record at all about these things. From the records available we have been able to assess that it costs the Government Rs. 18 crores besides it being a pressure on the berths that are necessary for accommodating passengers who want to go urgently from one part of the country to another. In any train throughout the country you will find that a good part of the accommodation occupied by these railway officers. Their emoluments compared to other government servants working in other departments are in no way less. I do not know why this concession should be allowed to these people. I appeal to the Minister to kindly scrap these concessions. The Minister has proposed an increase in freight and fares because there was some deficit in the budget. By scrapping these concessions, which will affect only thirteen lakh people in the country, he will be able to relieve the burden that he is putting on the entire population. For giving help to thirteen lakh people why should the government burden the entire people of the country.

SHRI VIKRAM CH AND MAHAJAN (Chamba): Mr. Chairman, Sir, great hopes were laid on the Railway Budget and it was expected that it would revolutionise the railway system but, if not all, at least most of them have been belied.

[Shri Vikram Chand Mahajan]

There has been the routine rise in freights and fares. There is the routine logic that the rise in DA, rise in salaries, rise in coal prices, so on and so forth, have been responsible for this rise. May I ask those who made this budget whether the prices of petrol, tyres, diesel oil and batteries have not gone up? Is motor transport also suffering the same percentage of loss? If road transport, which is also managed by Indians, can run on a profit with the same percentage of rise in prices and other things, why should the Railways suffer a loss? Therefore, the reason is not that there is rise in the price of coal or that there has been a rise in DA and salaries. The reason is inefficiency in the Railway Administration. There has been a regular rise in freight and this year also there has been a rise.

Another argument advanced is that the demand for space for goods traffic in the railways has gone down. By raising the freight would the demand for goods traffic go up? Will the people who send their goods by railways become more in number because you have raised the freight, saying that they will send their goods by railways and the goods traffic will go up? Will it not be correct to say that the goods traffic will go up if the freight goes down? If the goods traffic has gone down, the best thing is to reduce the freight so that more people can use the railway space and thus the overhead cost could go down. But you have raised the freight in the hope that by doing so the goods traffic will go up. It is very difficult to follow this argument.

Now I come to the question of economies which have been effected in the Railways. In every first-class compartment you have a railway attendant but there is no such attendant in a third-class bogie. I am not saying that you should post one attendant in every third class bogie also. If there is no need for an attendant in the third-class bogie, why should you have an attendant in a first class bogie? Why should you have such surplus staff. Again, assuming for the time being that you cannot retrench the staff

because of labour laws, what prevents you from joining all the first-class bogies in a train and posting one attendant for four or five bogies instead of having one for each. There is always an attendant in a first-class bogie who has nothing else to do except noting down the names of passengers which even the ticket collector does and also the guard does. If you are sleeping at night he will try to wake you up and repeat the same process without in any way increasing the efficiency of the Railways and reducing the cost. It cannot be said that he is acting as a sort of guard in the sense that he protects the railway property, because by introducing the attendant the pilferage in first class has not gone down. Similarly, by not having an attendant in the third-class, the pilferage in the third-class has not gone up. This shows that this system is only a brain-wave of somebody without any benefits to the railways and yet nobody has thought fit to look into it.

Then I come to another aspect of our economy in railways. Our party stands for socialism. But it does not mean that in the name of socialism we should perpetuate vested interests or lose public revenue. One of the instances where railways is losing which has come to our notice recently is the catering department. Before catering was taken over by the railways, the railways were getting a revenue of Rs. 1 crore from the contractors, who were doing this business. But when the railways took over catering they started incurring a loss of Rs. 1 crore on it. If the food was bad earlier, it is rotten now. If the passengers have only to choose between bad food and rotten food, why should public revenues suffer for that? We should not use the shield of socialism to perpetuate vested interests. It is true that we stand for socialism but it is not correct to say that we want to ruin public administration in the name of socialism. So, this aspect of the matter has to be considered.

The new slogan of their railways is that because of uneconomic lines it is suffering losses. I had the opportunity of travelling by two or three such so-called uneconomic lines. One is Simla-Kalka and the other is ;

Pathankot-Jogindernagar. These trains are always full whenever you travel and yet we are told that they are running at a loss. The basic reason is that the engines break-down quite frequently. They are pre-war model engines, and their overhead cost is excessive. Then, there are too many first-class compartments and too few third-class compartments and often no second-class compartments. In the Pathankot-Jogindernagar line there is no second-class compartment. I have often asked the railways to introduce a second-class compartment in this line so that those people who can afford to pay a little more than the third-class fare could pay for second-class and avail of these facilities. Yet, nothing has been done in this matter for the last so many years. So far as the first-class is concerned, it is mostly used by pass-holders. Therefore, the real reason why these lines are uneconomic is more frequent break-down of the engines in routine regular trips. Yet, the railways have propounded the theory that they are uneconomic lines and, therefore, they are closing them down.

There is also motor transport running parallel to these railway lines. I have not so far come across any road transport operator saying that he is closing down this route because it is uneconomic. Then, what is the reason for this profitability for motor transport and, at the same time, loss for the railways? The reason is not far to seek. To hide their own inefficiency, they are putting the blame on the lines as such.

I have an alternative suggestion to make on this point. If you cannot run these railway lines profitably and you are going to close them down, why could you not hand them over to somebody else who is willing to run them? Why do you want to follow the dog in the manger policy that neither will you run them nor will you allow others to run them? I am not suggesting that you should hand over these lines to somebody here and now. But, at the same time, do not close them either. Before closing them down, try the alternative of handing them over to somebody who is willing to run them.

Then there is the rise in third-class passenger fares also. My submission is that the common man is already overburdened. After meeting the kitchen expenses he has hardly any surplus left.

People do not travel by the railways because it is a sort of entertainment to them; they travel because they have to. Do not squeeze them to an extent that you make them feel that this country does not belong to them and that they are being harassed by their own countrymen. It is high time that we have another look at the fares and the comfort we provide to third-class passengers and see whether we should put such a high fare on them or not.

There is another point about the destruction of railway property. Many Members have made the suggestion that there should be a compulsory contributory levy on that area. It is a very good suggestion. If there is burning down of railway property or trains, people living in three or four square miles of that area around that particular railway station should be forced to contribute not on the ground that all of them were participants in the violent or anti-national act but on the ground of apathy, their callousness to their property which is called Government property. This was a very good system which was followed by our ancient administrators, the practice of penalising an area which indulged in anti-national activities, not necessarily confined to railways. I suggest that we have a second look at these things and start all over again and learn something from our ancient practices also.

Then there is one line which I went to bring to the notice of the hon. Minister and that is the Kalka-Delhi line. There is a great military centre at Chandigarh. Most of the railway capacity is taken over by the military authorities and by the soldiers. The Western Command is at Simla. Again the capacity is taken over by them. Bogies are mainly reserved for them. It is high time that we had a new train or more bogies so the common man also could take some benefit out of the railways.

All said and done some credit must be given to the railways; they are still running.

SHRI MURASOLI MARAN (Madras South): Mr. Chairman, having had enormous capital sunk in every corner of India in the railways, we now seem to be in the sorriest state of affairs to report to the nation loss in revenues. If we had had it in the 1930 we had the depression to point out as the cause. If we have it now, we have nothing but the faulty planning of the planning Commission and the over-centralisation

[Shri Murasoli Maran]

In the Railway Board to lay our charges at their doors. How quickly the authorities jump at recession, as if it was the only reason for the loss ! Even if it is so, it brings no credit to the Government because the recession is their own creation.

The railways suffer not only on account of the recession but there are many other contributory causes. Creation and development of railway facilities around collieries and steel mills has meant disproportionate reliance for the survival and prosperity of railways on certain industries. On a wider network the railways could have earned enormous profit from variety of sources. But this obsession of the Planning Commission that railways around steel mills would create miracles has betrayed both the Government and the Planning Commission, with the result we have unused surplus capacity and non-revenue yielding investments in certain zones. Areas which were farther away from steel mills and coalfields are left undeveloped. Open wagons meant to carry bars of iron and coal were used to carry the precious food-stuffs with the result a lot of wastage and pilferage occurred on the way. This happened when the precious food-stuff was moved to Bihar. This happens even now at Madras and from Madras to Kerala. Perhaps, the Railway Board does not think or the Planning Commission does not permit them to think that food-stuff movement is as important as steel movement. Having committed this gross blunder, how can we take shelter under a event of yesterday—the recession ? The root cause of the railway malady is the result of events spreading over a decade and odd.

The initiative in policy-making and planning has been usurped from the Railway Board by the Planning Commission. In our country, planning has superseded the principle of federalism and India, a federal State, is behaving more like a unitary State in many respects and to this the Railways are no exception. With this initiative taken away, the Railways have no other alternative but to bow to the whims and fancies of the Planning Commission and they even could not re-arrange their priorities. If the Planning Commission is a monster, the Railway Board is another monster, one monster sitting on another monster. Today we are told almost unanimously by men in-charge of railway

operations that they have no initiative to decide in their zones.

The Acworth Committee, in 1920-21, wanted to develop "local touch and local responsibilities" and wanted "to create conditions of healthy emulation between divisions." Later on, the Wedgwood Committee in 1937, wanted to preserve "a measure of rivalry between different administrations". But what is happening now? The individual railways are not more than mere administrative units or relay-stations to receive and carry out orders from Delhi. With near about 10 million k.m. of route-line, can't different zones be considered viable enough for taking decisions ? With a well-defined financial objective, managerial behaviour would develop. But it is lacking. It is high time that the Centre should relax its strangle-hold on these individual railways so that they might initiate policies adapted to the needs of areas served by them. A positive keenness towards decentralisation and towards objectivity of criteria is lacking. In Britain, we find regional autonomous undertakings set up in the case of some nationalised industries, for example, in electricity. The area Boards of the British Electricity Supply may be commended. Defects of centralisation may be sealed down by autonomous corporation. The Kunzru Committee of 1948 was highly dissatisfied with the centralisation of the Railway Board and suggested vesting of control and management of Railways in a statutory authority. Later, Mr. K. Santhanam, a former Railway Minister wrote in Indian Railways Annual 1959 as follows:

"I venture to suggest it is not wise to believe that the Government of India will continue indefinitely under the political control of a single party. Being the biggest national undertaking, it will be wise to place the railways under a statutory authority which is beyond party politics." I wish the hon. Minister will take cognizance of this recommendation.

The increase in passenger fare and freight rates will create one more round of violent ripples in the vicious circle of inflation and rising prices. It will be reflected in the cost of thousands of consumer items and the poor and the middle class people will carry an unjust and unreasonable burden. This proposed enhancement will not augment the

purses in our State. The railways will not fetch more revenue because in our State the railways face a terrific and efficient competition from motor transport. It would be interesting to know that already our State has reached the road requirement targets as envisaged by the Bombay Plan of Chief Engineers for 1961-81. The present length of roads in our state equal to 1981 target. More than 94 per cent of the railway lines are closer or parallel to the roads. Let me quote from another authority:

"The long distance express bus service run by the State Government is a special feature of passenger transport services in this area. These services compete with railway travel. They have been particularly successful alongside the metre-gauge line specially for journeys where railway travel involves change of trains at intermediate junctions."

There are the findings from the "Regional Transport Survey of Madras and Pondicherry" by the National Council of Applied Economic Research.

At present, the third-class fare in the express trains and the bus fare in the express buses run by our State Government are just equal. With the proposed enhancements, the scale will be tilted in favour of express buses. For example, from Madras to Tiruchirapalli, for a distance of 205 miles, if a passenger travels in an express bus instead of in the Government of India's express train, he will be saving Rs. 1½. So, how can we expect our people to patronise the railway system? Moreover, recently, our State Minister of Transport, Mr. Karunanidhi reported to the Legislature that he got increased revenue in bus transport system because more people travelled in express buses as they had reduced the fare from 6 P. to 5 P. per kilometre. I am afraid, the proposed increase in railway rates not bring in more revenue in our State. I think, it is better if the hon. Minister reduces the rates. While we are reducing the rates in Madras, this Congress Government is increasing the fares and rates. The authorities have no justification to raise the rates and fares. The railways have accumulated Rs. 161 crores for no other purpose than as fixed deposit with the Government of India. We do not know what prevented the hon. Minister from tapping that amount before taxing the

public. It has become a practice that, whenever they feel an itching palm, they find it convenient to increase the rates and fares. It is high time that such exercises were put an end to.

Has any attempt been made to find out the economic consequences of these enhancements of rates and fares? No. I think, the railways are using their monopoly position and are playing with the people and the economy by fits and starts. I think, it is necessary that a new body on the lines of the United States Inter-State Commerce Commission or the Canadian Board of Transport Commissioner should be set up; or else, the present emasculated Railway Rates Tribunal should be rearranged on those lines; or else, the Standing Finance Committee for Railways of the Pre-Independence Central Legislature should be revived as a more powerful instrument for ensuring sound financial policies. Before the Railways increase their fares and rates, they should consult these bodies which in turn would go into a thorough examination of the pros and cons of these enhancements.

The decision to dismantle some of the lines in our State has come as a bolt from the blue. Our people consider it as a fantastically wrong decision to dismantle these lines: Mettupalayam Ootacamund, Mayuram Tranquebar; Peralam Karaikkal and Nidamangalam Mannaragudi. The reason advanced for this is that they are unremunerative lines. The axiom all over the world is that the railways are considered more as a public utility service and not as a commercial service. They say that they are working uneconomically. If uneconomic working is the only criterion, I am sorry to say that we should have to close down many of the public sector undertakings before coming to these lines.

The hon. Minister says that a judicious selection of branch lines for closure will be undertaken. We doubt the *bona fides* of this contention. Will the hon. Minister be pleased to place on the Table of the House a list of uneconomic branch lines in India, the corresponding facts about their earnings and expenditures, line by line and section by section, and also how and on what basis it has been decided to close these branch lines among the rest, particularly in the South. Has the Parliament ever been taken into confidence and told how many uneconomic

[Shri Murasoli Maran]

narrow gauge lines are in North India and how many of them have been closed? We consider that political considerations rather than economic considerations are in the background.

Regarding those lines in Thanjavoor district, I want to say a few words.

16.45 Hrs.

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

In Tanjore District we cannot provide alternative road transport. Already, these roads pass through rich agricultural land, and they are situated in low-lying areas. From the safety point of view we cannot increase the number of buses and trucks running in this area. Moreover, Tanjore District is the rice bowl of Tamil Nad, and gets top priority as a food collecting centre. During times of deficit we have to move food quickly from this district to other deficit areas. It is really ironical that a Government which gives top priority to food production and distribution should dismantle these lines. We feel it is highly unimaginative, to say the least.

The authorities have exposed their ignorance in deciding to dismantle the Mettupalayam Ootacamund line. It has taken the engineering genius of the best railway builders of the world to build this line on the model of the Rigi system of railways in Switzerland, in 1908. An alien British firm used the talents of the Swiss engineer Rigenbeck and undertook this dangerous and seemingly infeasible task of laying the rail road in one of the most rugged hilly terrains of India but our swadesi independent Government which celebrated the international Tourist Year recently is thinking of dismantling this line. It looks ridiculous. We are spiting the talents that went into building this line. Will the hon. Minister refer this problem to the ministry of Tourism so that they will make this hill station more attractive, so that the Railway Board, instead of shedding tears, will be bothered about providing more coaches and engines in good condition.

These authorities are covering up their inefficiency and that of the system with the camouflage material of economy. For example, a bus covers the distance of 32 miles from Mettupalayam to Ooty in 2½ hours, whereas the train takes four hours. How can you expect this fast moving society to

patronise the slow moving railways? Has any attempt been made to make the trains faster and lower the costs by putting in diesel traction? No.

The First Class fare from Mettupalayam to Ooty is three times the First Class bus fares. The tariff is based on inflated mileage. This should be brought down.

Another disgusting fact is that there are no lavatories or wash basins in those coaches. Instead of providing these amenities, a bad name is given to the dog before it is hanged.

What will the public undertakings like the Cordite Factory, Aravankadu, the Hindustan Photo Film Co., the Radio Astronomy Centre etc., do for getting their vital supply and disposing of their products? Now you remove the railway, then you will remove these public sector industries to some place in the north. Is it the scheme of things to come?

In the name of justice and fair play, not even a whisper should have been made regarding dismantling the Mettupalayam-Ooty line. It is meeting ground and health resort of three neighbouring States—Mysore, Kerala and Andhra. At one stroke, damage is being done to all the four southern states. The day is not far off when Ooty will be linked with Mysore and Kerala by sails and in that context it will be the most retrograde step to remove this line. The hon. Minister says that financial help will be given to provide an alternative transport system. I would like to know whether buses will be redesigned to include all the impediments and luggage which a family takes on a train which cannot be taken on a bus.

No major decision on closure should be made until an enquiry committee is appointed to go into a comprehensive and ruthless survey of the whole transport system, with costing not just of railway profit and loss but of the real economic cost of providing alternative transport, and prior parliamentary sanction is sought. That is our plea.

There has been a certain narrowness in railway policy which I also want to point out. We had two Ministers in the Railway Ministry from our state and they also failed to correct the regional imbalance. I refer to Mr. O. V. Alagesan and Mr. S. V. Ramaswamy. They would have done a signal service to the people of Tamil Nad

if they had converted the metre gauge lines into broad gauge. On the other hand, Mr. Alagesan thought it fit to introduce electric traction between Madras and Villupuram. He never thought it good to convert the metre gauge line into broad gauge.

In the Southern Railway, according to the 1963, 64 figure, the cost of hauling a ton of goods is 4.38 paise in the metre gauge and 3.13 paise in the broad gauge. There is also hardship in transshipment.

Mr. Ramaswamy, on the other hand, connected two broad gauge points, Salem and Bangalore, by a metre gauge line. Had it been a broad gauge line with a steel plant in the offing, much benefit would have accrued to that area.

Then there is gross disparity in the investment as between the regions existing in the railways. In the regionwise capital investment and the region-wise distribution of assets, what we cannot understand is, why the South is being neglected. Take, for example, the electrification of railways. We have in our States, only one line which is electrified: Madras to Villipuram. But in the entire country, the electrification extends to 28,000 kms of route length or 5,500 kms of running track length. This is an indication of lopsided development and step-motherly treatment, and this must be put on an end to.

In the United Kingdom, there is a plan for regional development. The government has demarcated certain areas as Development Areas and according to the Distribution of Industry Act of 1945, concessions are given to the industries to go there. What is more important, the Act has definitely laid down the place of transport industry in promoting such regional development. In Germany, lower rates are prescribed for 'green areas,' that is, sparsely populated lands such as the Bavarian Forest Area. In our country, the attitude of our railways towards the different areas in order to promote regional planning and regional development is not clearly known. At least the demands of our future should be properly attended to.

MR. DEPUTY-SPEAKER : The hon. Member's time is up.

SHRI MURASOLI MARAN : Sir, I request to give me just five more minutes.

I wish to quote from the National Council of Applied Economic Research:

"Many of the major needs of South India such as coal, iron and steel, and grams and pulses have of necessity to be transported from North India. As the years roll on and the standard of living of our people improves there will be an evergrowing increase in such movements.....It would not be incorrect to say that the north to south railway lines will be the very life lines of supply to South India. In all these circumstances, broad gauge is the obvious long term choice for such lines in preference to metre gauge, single line or double line on account of its ability to carry larger volumes of traffic with greater ease and at cheaper costs."

The north to south metre gauge main line sections will be reaching the limits of their capacity before 1975-76; that is their finding. And before then, they should be converted into broad gauge lines.

In this context, I should also like to press for the electrification of Madras-Arkonam and Madras-Gumidipundi lines. Already, a flourishing industrial complex is there in Ennore, and with the setting up of the oil refinery, a fertiliser plant, a petro-chemical complex and the Ennore thermal plant, the activities are likely to go up. Moreover, the pressure of residential accommodation within Madras has become so acute that that only fast means of transport in these areas could facilitate dispersal of residential colonies to the north and west of Madras. Further, these lines are no less important than Bombay-Kalyan line which gets top priority.

In this connection, I also want to mention about the injustice perpetrated on our people in the South through the Railway Ministry. I refer to the order that probationers of Indian Railway Service of Engineers would pass an examination of Praveen standard in order to get confirmed in their posts. It is a clear instance, and a cowardly act of cramming Hindi down the throat of the unwilling people in an indirect way. Of all the departments, why should the railway, under a South Indian Minister, become a fanatic weapon of Hindi imperialism? We want to know how many doctors, engineers and

[Shri Murasoli Maran]  
 technicians are there whose promotions are blocked because of the stipulation. That list will be staggering. I think that unless you are sadists, you should not prolong this unjustifiable agony. We want a categorical assurance from the Minister, not an assurance like the Nehru assurance which could be watered down later, but a genuine assurance which should be implemented in action immediately.

For nearly 15 years, the people of Kallakudi have been wanting to give a proper name to their railway station. So much insisted by a private firm that the station's name is retained as Dalmiapuram and not as Kallakudi. The private firm can quote their friendly Government in Delhi but not the people of that area. Agitations are dismissed as non-existent, and the repeated demands made by the people are uncared for; as if to negate the democratic etiquette, because of a non-Congress Government existing there.

Even the persuasion of the State Government is unattended to.

MR. DEPUTY-SPEAKER : Please conclude now.

SHRI MURASOLI MARAN: Only one minute. It shows the arrogant and contemptuous indifference to the aspirations of the people. I request the Minister to be more generous in respecting the wishes of the people. I request him not to use the railways as a vehicle and symbol of Hindi propaganda. We do not need Devanagari letters to point to us our own railway stations. We can identify the same without those letters. They are as foreign to us as Greek and Latin. To the extent that Hindi signboards inflame the feeling of the masses, they are *per se* sources of mischief. So, I request the minister to replace the same. Of course, they have already been replaced by the angry youngmen. I request the minister not to rewrite them.

श्री विद्या धर बाजपेयी : (अमेठी) :  
 उपाध्यक्ष महोदय, मैं रेल मंत्रालय की आलोचना के लिए नहीं वरन् कुछ रचनात्मक सुझाव देने के लिए खड़ा हुआ हूँ।

16.56 hrs.

[MR. SPEAKER in the Chair]

रेलवे का अतीत बहुत गौरवपूर्ण रहा है। यह बहुत ही मुनाफे वाला विभाग रहा है।

और अन्य विभागों के घाटों को भी पूरा करता रहा है। लेकिन आज यह घाटे में चल रहा है। देश में जो अनुशासनहीनता व्याप्त है वह रेलवे में भी आ गई है। जिस तरह से हम हवाई जहाज में या पानी के जहाज में चढ़ने से डरते थे उसी तरह से आज हम गाड़ी में जब जाते हैं तो अपनी जिन्दगी को खतरे में अनुभव करते हैं। एक्सीडेंट्स की संख्या बहुत बढ़ गई है। तरह तरह के दूसरे खतरे भी पैदा हो गए हैं। मैं मंत्री महोदय के सामने कुछ सुझाव पेश करने जा रहा हूँ। जिनको मैंने रेल यूनियनों जिन में विभिन्न पार्टियों की यूनियनें हैं, उन से संग्रह किया है, रेल अधिकारियों से मिल कर बातचीत के दौरान हासिल किया है और आपस में जो गोष्ठियां होती हैं जो वार्ता होती हैं, वहां प्राप्त किया है। जो लोग मंत्री से नहीं मिल पाते हैं या उन से वार्ता नहीं कर पाते हैं, उन से वार्ता के दौरान मैं उन्हीं मुझे ये सुझाव दिये हैं। उन सब के अनुभव के आधार पर मैं उनकी बातों को मंत्री महोदय तक पहुंचाना का यत्न करूंगा। ये जो सुझाव मैंने तैयार किये हैं उनको मैं पढ़ कर ही आपको बताना चाहता हूँ ताकि समय की बचत हो और आपको भी बीच में घंटियां न बजानी पड़ें।

माननीय रेल मंत्री जी की विभागीय विज्ञप्तियों के अनुसार रेलवे एक व्यापारिक संगठन है जो यात्रियों को उचित मूल्य पर यात्रा तथा माल ढुलाई की सुविधायें प्रदान करने के लिए जन साधारण तथा इस सदन के भी समक्ष उत्तरदायी है। समय समय पर या तो उपरोक्त सुविधाओं में कुछ सुधार लाने के नाम पर या अपनी ही कर्मचारी समस्याओं में उलझ कर रेल विभाग ने यात्रा भाड़े तथा माल ढुलाई में यथेष्ट वृद्धियां भी की हैं जिन्हें जनता ने निर्विरोध स्वीकार किया है। पर कुछ ऐसे विचारणीय विषय हैं जिन पर माननीय रेल मंत्री महोदय का उचित ध्यानाकर्षण नहीं हो सका है तथा जिन के कारण समस्त सुविधाओं के बावजूद भी

रेलवे आज जन साधारण की प्रेम पात्र न बन कर केवल उन में आतंक और भय की ही सृष्टि कर पा रही है ।

इन में सर्वोच्च स्थान रेलों से यात्रा करने वाले यात्रियों की सुरक्षा तथा सुविधाओं का है जिन पर कुछ प्रकाश डालना अनुपयुक्त न होगा । आप जानते हैं कि रेल विभाग का अधिकांश यात्री भाड़ा तीसरे दर्जे के यात्रियों से ही प्राप्त होता है जिन में अधिक संख्या अपने अधिकारों को भली भांति न समझने वाले भोले भाले ग्रामीणों की होती है । इन निरीह यात्रियों को यात्रा के पूर्व बुकिंग आफिस की खिड़कियों पर ही जैसे रोमांचकारक अनुभव होते हैं उन से इस सदन को अवगत रहना अत्यन्त आवश्यक है । कभी वहाँ पर मौ का नोट दस का हो जाता है, कभी दस का नोट एक का हो जाता है । कभी स्टेशन मास्टर या बुकिंग क्लर्क के पास रोजगारी न होने के कारण समयाभाव में यात्री को बकाया पैसे छोड़ कर गाड़ी पकड़नी पड़ती है ।

पर लखनऊ में तथा कुछ अन्य स्टेशनों पर ऐसे जघन्य अपराध के मामले प्रकाश में आए हैं जिन में अत्यन्त निरीह और दीन हीन यात्रियों को बम्बई-कलकत्ता-दिल्ली या मद्रास के टिकट मांगने पर उचित से कुछ अधिक ही पैसे ले कर उन्नाव के, उन्नाव से कानपुर के, उत्तरटिया के, अथवा बछरावा से राय बरेली के टिकट, कभी कभी पिछली तारीखों के दे दिये जाते हैं तथा यात्रियों को यह कह दिया जाता है कि वे किसी को ये टिकट दिखायें ही नहीं । गाड़ियों पर ऐसे यात्रियों को पुनः चार्ज देना पड़ता है तथा पैसा न होने पर रेल को धोखा देने के प्रयत्न में रेलवे एक्ट की धारा 112 के अन्तर्गत जेल की हवा भी खानी पड़ती है । आश्चर्य है कि ऐसे मामलों को रेलवे पुलिस के सादी वर्दी के सिपाही हर प्रमुख स्टेशन पर तैनात होते हुए भी पकड़ते नहीं तथा पकड़ कर देने पर भी पुलिस ऐसे लोगों को गिरफ्तार नहीं करती तथा रेल

के अधिकारी उनकी गिरफ्तारी में बाधा बनते हैं, उनकी पीठ ठोकते हैं तथा उल्का उक्त स्टेशन से स्थानान्तरण करने के लिए भी तैयार नहीं होते । लखनऊ में पिछली जुलाई से इस जनवरी मास तक अनेक पार्सल आफिस की चोरियों तथा बुकिंग में जाल बट्टों के मामले प्रकाश में आए, रोजनामचों में उल्लिखित भी हुए पर उन पर कोई कार्रवाई की गई हो, ऐसा दृष्टिगोचर नहीं हुआ । मुसाफिरों में जब काटने की घटनायें बढ़ी हैं तथा जनता के पुलिस पर अपराधियों से महानुभूति रखने के मन्देह में इस दमियान वृद्धि हो हुई है, जो कि चिन्ता का विषय है ।

रेलवे सुरक्षा दल के द्वारा रेल कर्मचारियों तथा यात्रियों के साथ मारपीट की घटनाओं में वृद्धि हुई है, जिस के अनेक मामले लखनऊ में ही प्रकाश में लागे गए हैं । गाड़ों में तथा चलती गाड़ियों में सुरक्षा दल की असंख्या व्यवस्था रहते हुए, भी चोरियाँ होती रहती हैं तथा सुरक्षा दल के मैनिकाँ द्वारा भी चोरी करने कराने की अनेक घटनायें प्रकाश में आई हैं । रेल मंत्रालय को सुरक्षा दल को और अधिक शक्ति देने के पूर्व उन के वर्तमान कर्तव्य की अतीत की स्थिति से तुलना करने की चाहिए तथा एक संमदीय गिण्ट-मंडल द्वारा स्थिति का उचित आकलन कर लेने के उपरान्त तथा कानून की उपयुक्त शिक्षा देने के उपरान्त ही इस प्रकार का कोई कदम उठाना चाहिए ।

यह देखा गया है कि अधिकांश ब्रांच-लाइनों पर गाड़ियों में प्रकाश की व्यवस्था नहीं होती, टिकियाँ में पानी नहीं भरा होता, डिब्बों में सफ़ाई नहीं होती, गद्दे कटे होते हैं तथा खिड़कियाँ ठीक से खुलती बन्द नहीं होती । विशेषकर लखनऊ-सुलतानपुर-जफ़राबाद, रायबरेली-कानपुर, फ़ैजाबाद-इलाहाबाद, बालामऊ-कानपुर, जौनपुर-इलाहाबाद आदि लाइनों पर यात्रियों को पैसा दे कर भी सुविधा और सुरक्षा के साथ

## [श्री बिद्याधर बाजपेयी]

गन्तव्य स्थान पर पहुंचने की निश्चितता प्राप्त नहीं होती, जो अत्यन्त चिन्ता का विषय है।

लखनऊ से दिल्ली आने के लिए पुरानी दिल्ली के लिए, जिस के यात्री बहुसंख्यक होते हैं, केवल एक ही गाड़ी है, जिस के अस्सी प्रतिशत स्थान आरक्षित होते हैं। उदाहरण के लिए 83-अप दिल्ली एक्सप्रेस में सारी प्रथम श्रेणी, 50 प्रतिशत द्वितीय श्रेणी तथा तीन थ्री-टायर, टू-टायर बांगियों के अतिरिक्त 80 अन्य तृतीय श्रेणी के स्थान आरक्षित होते हैं तथा माधारणतया लगभग अनारक्षित स्थान ग्रहण करने वाले 6 या 7 सौ यात्रियों के लिए केवल 160 या अधिक से अधिक दो सौ स्थान उपलब्ध हो पाते हैं। अनेक यात्री इस दुर्व्यवस्था में पीड़ित होते हैं, चढ़ते उतरते हुए चोट खाते हैं तथा भ्रष्टाचार, जेबकटी, फीजदारी आदि के शिकार होते हैं, जिनके उत्तरदायित्व से माननीय रेल मंत्री महोदय बरी नहीं हो सकते।

यह दुर्व्यवस्था समस्त देश में है, जिस का उचित उपचार अविलम्ब किया जाना आवश्यक है। लखनऊ-दिल्ली के बीच एतदर्थ शाम को एक और ट्रेन चलनी चाहिए तथा तृतीय श्रेणी की कम से कम दो बांगियां 83-अप में और बढ़ाई जानी चाहिए। बम्बई तथा मद्रास के लिए भी थ्री टायर तथा टू-टायर बढ़ने चाहिए तथा उन से आंशिक थ्री-टायर व्यवस्था हटा देनी चाहिए। बम्बई के लिए 50 प्रतिशत द्वितीय श्रेणी के भी आरक्षण की व्यवस्था होनी चाहिए तथा लखनऊ, कानपुर, दिल्ली आदि प्रमुख जंक्शनों पर याडें में यात्रियों को बिठा कर उन से बेशुमार पैसा बटोरने वाले सुरक्षा दल के सैनिकों पर अंकुश लगाया जाना चाहिए।

स्टेशनों पर गाड़ियों के देरी से प्लेटफार्मों पर आने के कारण भी दुर्घटनाओं में वृद्धि हुई है। रेलवे डाक्टर दुर्घटनास्थल पर आने पर आपत्ति करते हैं तथा आने पर क्रियमाण

यात्री से भी वे अपनी फीस मांगते हैं, जो अमानुषिक हैं। माननीय रेल मंत्री महोदय को उक्त विषयक नियमों में आवश्यक संशोधन की व्यवस्था करने का कष्ट करना चाहिए।

स्टेशनों पर बेंडर सरकारी सामान बेचते हैं, अतः खाद्य पदार्थों में, पान-तम्बाकू में, सिगरेट आदि में, घटिया सामान बेचने तथा बाजार भाव से दुगने के लगभग दाम लेने का कोई औचित्य नहीं है। सरकार यदि उचित भाव से शुद्ध पदार्थ नहीं बेच सकती, तो उसे पुनः उक्त व्यवस्था को ठेकेदारों के द्वारा करने पर विचार करना चाहिए। उदाहरणार्थ लखनऊ में रेबड़ी का बाजार भाव तीन रुपये किलो है, जबकि स्टेशन पर वही साढ़े पांच रुपये किलो बिकती है। यही स्थिति अन्य पदार्थों की है, जिसका एकमात्र कारण माल सप्लाई करने वाले ठेकेदारों पर अधिकारियों का अनुचित दबाव है। माननीय रेल मंत्री महोदय को नव-नियुक्त-वॉइंग सुधार समिति को और अधिकार देकर उक्त दुर्व्यवस्थाओं को ठीक कराना चाहिए। देखा यह गया है कि कैंटरिंग में भी सरकारी व्यवस्था के बाद सेवा का स्तर गिरा है तथा घाटे की अर्ध-व्यवस्था चालू हो गई है। माननीय रेल मंत्री महोदय को इस विषय में अपने सम्बन्धित अधिकारियों पर कड़ी नजर रखनी चाहिए, जिस से कैंटरिंग से माल की तस्करी बन्द हो सके तथा घाटे को लाभ में परिणत किया जा सके।

रेलों में बचत योजना के नाम पर निम्न-वर्ग के कर्मचारियों की समय-समय पर छंटनी होती रहती है, जिससे यात्रियों की सुविधा और सुरक्षा में कटौती होती है तथा कर्मचारियों में तनाव व आन्दोलन की वृद्धि होती है। उदाहरण के लिए लखनऊ मंडल में अभी हाल में ही यह तय किया गया है कि रेलवे लेबल फ्रांसिंग गेटों पर से गेटमैन हटा दिये जायेंगे, जिससे गाड़ियों तथा मोटर-बैलगाड़ियों आदि में टक्करों की सम्भावनायें बढ़ जाने का भय है।

निर्माण विभाग में तथा रेल-पथनिरीक्षण विभाग में भी असाधारण छंटनियों की व्यवस्था की गई है, जिससे बेकारी बढ़ेगी, परिचालन में सुरक्षा तथा सुविधाओं में कटौती होगी तथा अनावश्यक मज़दूर आन्दोलनों की सृष्टि होगी। इस बचत को अन्य प्रकार से भी पूरा किया जा सकता है, जिस पर माननीय रेल मंत्री महोदय का ध्यान अभी तक आकृष्ट नहीं हो पाया है। आम तौर पर रेलवे के हर एक मंडल में लगभग 300 से 450 तक इन्स्पैक्टरों की व्यवस्था होती है, जिन पर वार्षिक 30 लाख से 45 लाख तक हर मंडल में खर्च किया जाता है। ये कर्मचारी केवल अफ़सरों और कर्मचारियों के बीच एक दूरी कायम रखने में सहायक होते हैं। आतंक, भ्रष्टाचार, उत्पीड़न तथा आवर्जक (नकारात्मक) प्रशासन के पृष्ठ-पोषक होते हैं तथा सुपरवाइज़रों और अफ़सरों को कर्मचारियों से सीधा सम्बन्ध रख कर स्वयं काम की देख-रेख करने से बचाते हैं। इनमें से अनावश्यक संख्या घटा कर रेल प्रशासन लगभग बीस लाख रुपये सालाना की बचत कर सकता है या कर्मचारियों को अधिक सहूलियतें दे सकता है। आम तौर पर प्रत्येक मंडलीय कार्यालय में तथा विशेष तौर पर रेल के मुख्यालयों और रेल मंडल, अनुसंधान अभिकरण और मानक संगठन तथा अन्य सम्बन्धित कार्यालयों में अनावश्यक सहायक अफ़सरों, विशिष्ट अधिकारियों, वरिष्ठ अधिकारियों आदि की एक अच्छी खासी फ़ौज खड़ी कर रखी गई है, जो आंकड़ों के भ्रम जाल में डाल कर सरकार पर अनावश्यक व्यय-भार बढ़ा रही है। माननीय रेल मंत्री महोदय को प्रशासनिक सुधार समिति का इस ओर ध्यानाकर्षण कर के इस मद में कम से कम चार करोड़ रुपये प्रति-वर्ष बचत का प्रबन्ध करना चाहिए। रेल के मुख्यालयों, रेल मंडल के तथा अधीनस्थ (जैसे मानक संगठन) कार्यालयों में वातानुकूलन तथा तड़क-भड़क की व्यवस्था इस असम्पन्न देश पर एक अत्यन्त अनुचित व्यय-भार की सृष्टि करती है, अतः इसमें भी कटौती की जानी आवश्यक है।

17-09 HRS.

A STATEMENT RE: OCCUPATION OF AN INDIAN ISLAND KUCHCHATIVU BY CEYLON

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF PLANNING AND MINISTER OF EXTERNAL AFFAIRS (SHRIMATI INDIRA GANDHI): Mr. Speaker, Sir, on Friday the 1st March, I promised to make a further statement to this House regarding the Kuchchativu Island.

Hon. Members might recall that in the past, questions concerning this Island have been asked in both Houses of Parliament. As was stated in reply to Question No. 896 in the Lok Sabha on the 30th August, 1960, (and I quote) "there is some controversy between us and the Ceylon Government as regards jurisdiction over the Island" (Unquote). Fishermen from India and Ceylon use the Island during the fishing season which lasts from February to April. There is a small Church which Catholic pilgrims from India and Ceylon visit every year during Saint Anthony's festival in March. Saint Anthony is the patron Saint of fishermen.

Our High Commissioner called on the Hon'ble Prime Minister of Ceylon and last week our External Affairs Ministry also called the High Commissioner of Ceylon in Delhi. I have now received a message from the Hon'ble Prime Minister of Ceylon both through our High Commissioner in Colombo and the Ceylonese High Commissioner in Delhi that he is agreeable to any matter concerning Kuchchativu being discussed in accordance with the procedure laid down during my meeting with him in September last year. Hon'ble Member will recall that it was agreed then that "senior officials of the two Governments should meet once a year alternately in Colombo and New Delhi to review the progress of India-Ceylon relations in all fields and exchange views on other matters of common interest". We appreciate this friendly approach and propose to discuss this in accordance with the above procedure, which appears adequate to deal with the situation both in our opinion and in the opinion of the Ceylon Government.