

[Shri Parimal Ghosh]

Murthy, I beg to lay on the Table a copy of the Taxes on Entry of Goods into Calcutta Metropolitan Area Act, 1970 (Hindi and English versions) (President's Act No. 18 of 1970) published in Gazette of India dated the 13th August, 1970, under sub-section (3) of section 3 of the West Bengal State Legislature (Delegation of Powers) Act, 1970. [Placed in Library. See No. LT-4070/70]

Annual report of Food Corporation of India

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI S. C. JAMIR) : On behalf of Shri Annasahib Shinde, I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Food Corporation of India for the year 1968-69 along with the Audited Accounts, under sub-section (2) of section 35 of the Food Corporations Act, 1948. [Placed in Library. See No. LT-4071/70]

Budget estimates of the Employees' State Insurance Corporation

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR, EMPLOYMENT AND REHABILITATION (SHRI BISHWA NATH ROY) : I beg to lay on the Table a copy of the Revised Estimates for the year 1969-70 and Budget Estimates for the year 1970-71 (Hindi and English versions) of the Employee's State Insurance Corporation under section 36 of the Employees' State Insurance Act, 1948. [Placed in Library. See No. LT-4072/70]

12.03 hrs.

ARREST OF MEMBER

Shri Ram Sewak Yadav

MR. SPEAKER : I have to inform the House that I have received the following telegram, dated the 26th August, 1970, from the District Magistrate, Barabanki :

"Shri Ram Sewak Yadav, Member, Lok Sabha, was arrested on the 26th August, 1970, at 2 p. m. at Barabanki City, under section 188, Indian Penal Code, for violating orders under section

144, Criminal Procedure Code. He has been sent to district jail, Faizabad."

DEMAND FOR SUPPLEMENTARY GRANT (RAILWAYS), 1970-71— Contd.

MR. SPEAKER : The House will now take up further discussion and voting on the Supplementary Demand for Grant in respect of the Budget (Railways) for 1970-71. Shri K Suryanarayana.

श्री मोलहू प्रसाद (बांसगांव) : मेरा एक प्वाइंट आफ़ आर्डर है ।

अध्यक्ष महोदय : रोज़ की आदत न बना लें ।

श्री मोलहू प्रसाद : रोज़ कहने का अक्सर ही कहां दे रहे हैं । आप आइटम्स 13 और 14 को देखें । जिस क्रम में इन आइटम्स को रखा गया है, उससे ऐसा संकेत मिलता है कि इस पर चर्चा होगी ही नहीं...

MR. SPEAKER : Let him not raise such things in the House.

श्री मोलहू प्रसाद : इसके लिए आपने समय निश्चित कर दिया था । लेकिन मन्त्री महोदय उत्तर दे ही नहीं रहे हैं ।

अध्यक्ष महोदय : होगा ।

श्री मोलहू प्रसाद : इसको आपने 13 और 14 नम्बर पर कर दिया है । इसका सीधा आपके सचिवालय से सम्बन्ध है । यह आया ही नहीं । तारीख़ बता दें, कब उत्तर देंगे ।

अध्यक्ष महोदय : ऐसा मत कहिये । बजट वाली चीज़ को पहले पास करना ही पड़ेगा । इसके बाद ही यह आयागा । एक दिन इसी लिए बढ़ाया है ।

श्री मोलहू प्रसाद : तारीख बता दें ।

अध्यक्ष महोदय : रोज बतानी पड़ेगी ।
आपके लीडर्ज को मालूम है ।

श्री मोलहू प्रसाद : लीडर तो जेल में हैं ।
कुछ तारीख तो बता दें । जवाब नहीं देना है
मंत्री महोदय को, तो भत्ता लेने के लिए ही हम
यहां बैठे नहीं हैं ।

अध्यक्ष महोदय : यह पार्लिमेंट है ।

श्री मोलहू प्रसाद : पार्लिमेंट है तो
तारीख तो बता दें हमें । कोई तिथि निश्चित
नहीं होगी ? कंसी पार्लिमेंट है ?

SHRI K. SURYANARAYANA (Eluru) :
While supporting the Supplementary Demand
for Grant for Railways for 1970-71, I would
raise some points.

MR. SPEAKER : We are already past
the lunch hour. He can continue after the
lunch recess.

SHRI S. M. BANERJEE (Kanpur) : I
want to remind the House that no statement
has been made on the strike by electricity
workers in UP.

MR. SPEAKER : It will be made.

We now adjourn for lunch till 2.15 p.m.

13.07 hrs.

*The Lok Sabha adjourned for lunch till
fifteen minutes past Fourteen of the Clock.*

*The Lok Sabha reassembled after Lunch
at Seventeen Minutes past Fourteen of the
Clock.*

[Mr. Deputy-Speaker In the Chair]

MR. DEPUTY-SPEAKER : Shri Surya-
narayana.

SHRI JYOTIRMOY BASU (Diamond
Harbour) : In West Bengal the Central
Government has unleashed an unprecedented
reign of terror. The Government have
become so desperate that they have taken

to unprecedented repressive measures, and
the CRP and the local police are going to
each end every locality. Last night I got
information ...

MR. DEPUTY-SPEAKER : What do
you want ?

SHRI JYOTIRMOY BASU : I would
request you to ask the Government to tell
the House why they are doing this, and how
soon they propose to stop this atrocity.

SHRI INDRAJIT GUPTA (Alipore) :
The Government has already announced
in the press that after the end of the Durga-
pur strike they were not going to carry out
any large scale victimisation of the strikers,
but today's papers report that the manage-
ment has decided to charge sheet 3,000
workers. Therefore, coupled with what Mr.
Basu has stated we want the Minister to
make the position clear. Are workers to
be victimised simply for participating in the
strike ? This is a vindictive attitude which
should be given up at once.

SHRI JYOTIRMOY BASU : There is
no Assembly, no elected Government in
West Bengal. We will make things difficult
here if the Government behave in this
manner.

MR. DEPUTY-SPEAKER : You are
making it difficult for the Chair. Your
quarrel is with the Government, not with the
Chair.

SHRI S. M. BANERJEE (Kanpur) :
There is no Assembly in West Bengal and
there is President's rule, and it was known
to the Government of India that the Govern-
ment employees of West Bengal would go
on strike for three days just for the implemen-
tation of the report of the Hazra Commis-
sion, which was supposed to be their pay
commission. Not a word has been said
about that. Unless the Government takes
the initiative, that report cannot be imple-
mented. I am told that instead of solving
the problem of the employees, a warning
has been issued that if nobody joins today,
their services will be broken. So, I want
either the Finance Minister or the Home
Minister to make a statement.

My second point is that, as I have been

[Shri S. M. Banerjee]

pleading for the last two days with the hon. Speaker and with you, there is a reign of terror U. P. in because of the strike of the electricity workers. The Central Government is involved in it because it is due to the non-implementation of the Wage Board award. I do not want a discussion, I only want the Minister of Labour and Employment to make a statement.

MR. DEPUTY-SPEAKER : Order, order ... (Interruptions.) Members should not enter into a dialogue here. Whatever statements had been made had gone on record.

श्री जनेश्वर मिश्र (फूलपुर) : उपाध्यक्ष महोदय, मैं कई बार कह चुका हूँ कि सारे हिन्दुस्तान में रेलवे इलेक्ट्रिफिकेशन के हजार, डेढ़ हजार कर्मचारी आन्दोलन करके जेल में गये हैं। केवल इलाहाबाद में 180 कर्मचारी जेलमें बन्द हैं। उनकी मांग है कि उनको बारह, पंद्रह साल तक कैजुअल लेबरर्स के रूप में रखा गया है, अब उनको पर्मनेंट कर दिया जाये। हाई कोर्ट की भी रूलिंग है। इतिहास से आज रेलवे की सप्लीमेंटरी डिमांड्स पर बहस हो रही है। मैं रेलवे मन्त्री जी से मांग करूंगा कि वह इस बारे में वक्तव्य दें।

SHRI J. M. BISWAS (Bankura) : I want to draw the attention of the Railway Minister. About 3,000 ticket collectors and other ticket checking staff have come to Delhi and they simply wanted an interview with the Railway Minister and submit to him a memorandum. It is a matter of great regret that the hon. Minister has refused even a simple interview.

DR. SURYA PRAKASH PURI (Nawada) : These are the telegrams received from those who serve the railways and suffer, the travelling ticket examiners.

MR. DEPUTY-SPEAKER : You can speak on the Railway Demands.

SHRI J. M. BISWAS : You could ask the Minister to see them. (Interruptions.)

MR. DEPUTY-SPEAKER : You should take the right opportunity. This is not the right opportunity.

SHRI S. M. BANERJEE : I want your guidance. People come here. The ticket collectors and others came here to demonstrate before Parliament. That has been banned. They have to go to the boat club. They cannot go up to the Rail Bhavan.

MR. DEPUTY-SPEAKER : Discussion is coming.

SHRI S. M. BANERJEE : Discussion is coming but they are not coming; they are not able to come here. I want the hon. Minister to receive that memorandum.

MR. DEPUTY-SPEAKER : Shri Suryanarayana.

14.23 hrs.

DEMAND FOR SUPPLEMENTARY
GRANT (RAILWAYS)
1970-71—Contd.

**SHRI K. SURYANARAYANA (Eluru) : Mr. Deputy-Speaker, Sir, if we look at various steps taken by the new Railway Minister, Shri Nanda, in regard to the improvement in the railway services, I feel that there is no need for anybody to launch any agitation for solving the problems. Without giving the Minister sufficient time to study the problems and find suitable solutions, I think it is doing him injustice to flourish telegrams on the floor of the House or to accuse him of inaction in redressing grievances. Even if any member of the opposition is placed in his position, I am sure, he would also realise the same amount of difficulties in finding a solution over-night. Instead of resorting to agitations, we should sit together and try to find just and acceptable solutions to the various problems.

SHRI J. M. BISWAS (Bankura) : Who is he to defend the Minister? Mr. Nanda is here.

**The Original Speech was delivered in Telugu.

SHRI K. SURYANARAYANA : I am not defending, don't worry. He has got the strength to defend himself. I am not defending anybody. Since he took over as Minister, Shri Nanda has been trying his best to find acceptable solutions to various problems which beset the railway administration (*Interruptions*).

The Government has given me opportunity to speak in Telugu and translation is available. You can put on the ear-phones and hear either Hindi or English translation. So let me take this opportunity to speak in my mother tongue. (*Interruptions*).

MR. DEPUTY-SPEAKER : I would humbly request hon. Members to kindly observe some order, some dignity. When another hon. Member speaks, let us listen to him with respect. Otherwise, we are not observing the dignity of the House.

SHRI J. M. BISWAS : I have heard the translation of his speech and that is why I have put in that remark, and it is up to the Railway Minister to pacify the situation. The matter does not rest with Members of Parliament alone.

MR. DEPUTY-SPEAKER : You can counter his argument when your turn comes to speak.

SHRI K. SURYANARAYANA : I am also a representative of the people. How can he prevent my placing the representation to the Government? Just as he is representing, I am also representing. There may be difference of opinion, but I am not disputing his right to differ.

Therefore, I submit, Sir, that we should arrive at solutions by discussion and consensus and that is the true democratic way. If the Government do not look into the difficulties of their employees, then we can censure the Government. That is why I maintain, Sir, that we should arrive at decisions through discussion and agreement. No purpose will be served by trying to speak only for the sake of speaking and trying to improve the outsiders by one's eloquence. If we do not speak in that vein, please do not for a moment doubt our sincerity, integrity or honesty of purpose.

Ministers can be changed or a new Minister can be appointed but I submit that

it is difficult for the Ministers to change age-old bureaucratic methods overnight. That is why you will see that though three Ministers here held the Railway Portfolio since 1967, there are still problems vexing the railway administration. As an instance of bureaucratic neglect and indifference I can quote, Sir, the fact that whenever I travelled from Vijaywada to Delhi, the Coach has invariably been defective with water leaking here and there. Though this matter was brought to the notice of railway administration, no step seems to have been taken so far to rectify the defects.

Sir, the people intending to board trains from intermediate stations face a great difficulty in the matter of reservation of accommodation. All facilities are available only at the stations like Madras, Bombay, Calcutta and Delhi from where the trains start. I request the Railway Minister to look into this matter and do something to relieve such people of their hardships. I am aware that though he is seized of the matter he may find it very difficult to do anything in the matter unless the Railway Board and the local railway officials initiate remedial measures and implement them. Though the revenues of the railways have been increasing, enough has not been done to solve the difficulties of the passengers in such matters.

I will take only two or three minutes, Sir, to highlight the hardships of people from Andhra Pradesh, particularly the people of four or five districts of Coastal Andhra. They are facing numerous difficulties while travelling to places in North India cities. There are trains to Madras and Calcutta but there is not a single train which starts from Vijaywada and goes through the coastal districts. It is unfortunate that Waltair, which is a cosmopolitan city, does not figure prominently on the railway map of the country. It is an international port and there are the Hindustan Shipyard, a refinery and a Naval base situated there. Andhra University is there for the last 50 years. Further a new steel plant is also going to be established there. When such is the importance of this city it is tragic, Sir, that there is no direct rail link between Delhi and Vishakhapatnam. It is not only the Members of Parliament but the people of this area in Government service, business, industry etc. who are experiencing great difficulties for want of direct

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train from and to Delhi. There are special bogies in GT or Southern Express for Cochin and Bangalore but there is none for Vizag. Therefore till a new "link express" is started to connect this region beyond Vijaywada with Delhi, I request the hon. Minister to see at least some bogies are attached to the GT or Southern Express for Vishakhapatnam also. I do not mean by this Sir, that the existing "link express" beyond Vijaywada should be scrapped, I only want augmentation of the present arrangements for the travelling public.

I would also like to mention about the neglect of the Vijaywada region. In this division, Vijaywada is the centre for transshipment of goods and a very high volume of traffic emanates from this station. Foodgrains worth Rs. 10 lakhs are transported from this station alone. When the Nagarjunasagar Project is commissioned, there will be more traffic on the Vijaywada section because more foodgrains produced because of this project will be transported from this station. The Government of Andhra Pradesh have asked for a rail link connecting Hyderabad via Nagarjunasagar with Vijaywada. It was assured that a survey was being conducted to assess the feasibility of this new line. But unfortunately so far no mention has been made about this survey either in the railway budget early this year or in the current supplementary demands of the railways. The speaker who preceded me complimented Mr. Nanda for the various programmes he has initiated for the toning up of the railway administration. I would like to reserve my congratulations and offer them to him when the time proposed schemes are actually implemented. Mr. Nanda is not one who is taken in by eulogy and people have faith in his sincerity and honesty of purpose. I am sure that he would keep this in view and implement the various programmes for expanding facilities to the travelling public and I hope and trust that he will, in his endeavour, get all the co-operation from his Ministry.

SHRI LOBO PRABHU (Udipi) : Sir, when I heard Mr. Poonacha condemn the eleven point programme of the Minister, I knew he was not travelling very much by train. I have travelled during the last three years to Parliament and back by train and

I would like to pay a compliment to Mr. Nanda because there is perceptible improvement in the punctuality of trains, in the sanitation in trains and the services which the staff are rendering. In these circumstances, I was rather sorry to learn that the members of the Board gheraoed the minister and were objecting to the changes. I would like to repeat a suggestion I have been making constantly, that you have to discipline this Board. You should have an independent Secretariat. At the moment, you are at the mercy of these technocrats. I suggest that you divide the Board, so that half of the Board may become your Secretariat and the other half may function as the Board, without secretarial powers, subject to the control of the Secretariat. If you can achieve that I think we will have in this country a better running of the trains and better service to the public.

Mr. Poonacha referred to the fall in freight because he said certain engines were not performing properly. May I recall that at the budget which was presented by you or by Mr. Poonacha, or which was prepared by Mr. Poonacha, I raised this point and wanted that you are putting up the freight rates so much that there was going to be an inevitable reduction in goods traffic. Even at this moment, you should look into the freight rates and reduce them so that at least you can recover the previous volume of goods traffic.

You have tried to make the trains a service for the people and you have tried to make the officials check this. I read in the papers that the minister had been to see the way in which the staff lived. I would like you to look a little farther. I have been pressing for a long time that the newly constructed Hasan-Mangalore line may have foot-paths so that the people who have to cross the rivers in order to reach the railway stations are not put to the danger of meeting a train in the middle of their journey on the bridges. This is a small matter and you yourself have said that it would cost only Rs. 4 lakhs to have these foot-paths on the bridges which are on the standard girders. There are about 30 bridges, but not all of them will be involved. Perhaps the number will be only 30. Also, decking of the bridges would make a great difference and you would make the trains really people's trains, when

you are thinking of the people more than thinking of the Board or any political party. I have every confidence that this will receive your attention.

Lastly, because Shri Deo is getting restive, I have got to refer quickly to the Apta-Mangalore Railway. That has excited the imagination of the whole West Coast that you are going to have a railway from Bombay to Mangalore which is going to fill up gaps in our railway system. This has been the desire of the whole of the West Coast that they should not have to go every time to Madras on the East coast in order to reach Bombay which is only 200-and-odd miles on their own coast. You have ordered a survey. I have been pressing that the survey is taking too long a time—18 months—when you were able to complete a survey for 200 kilometres in Iran in two or four months. I would press again that you would see that the survey is completed without delay.

SHRI PILOO MODY (Godhra) : What about stopping the train at Godhra ?

SHRI J. M. BISWAS (Bankura) : Sir, I am also one with Shri Lobo Prabhu in congratulating Shri Nanda for adopting and introducing the eleven point programme for the convenience of the travelling public. But I am sure—and I want to warn the Railway Minister—that his endeavour will not be successful because the railway officers—I mean, officers and not Class III and Class IV staff—are opposed to him in implementing this programme. I want to bring to his notice the incidents which are taking place in order to defeat his endeavour of implementing the eleven point programme.

As I have been given a very short time, in a nutshell I want to say that every year the expenditure for the Officers' Staff Training College at Baroda is being increased in the Railway Budget. I do not understand what is the activity of such a college. I know, there is no technical training being given in this college. It is a college for making some new recruits as bureaucrats and to teach them how to deal with the staff. Therefore I would suggest the curtailment of expenditure on this college. It will be better if this college is closed for ever because our Class III staff who, by promotion, become officers are very good and no training is necessary for them.

Regarding the North-Eastern Frontier Railway, as you know, there was a strike and Shri Nanda promised that there would be no victimisation. But, unfortunately, we have seen that because an assurance was given by the Railway Minister, the officers of that railway, in order to ridicule the Railway Minister, have already suspended 40 members of the staff in the North-Eastern Frontier Railway. They have been placed under suspension and 19 of them have been arrested. I would request the Railway Minister that there should be no victimisation when he assured us that no victimisation of the staff would take place and all the staff should be reinstated.

Regarding wildcat strikes in the railways, the Minister is thinking about them. Members of Parliament are also thinking about them. We are also equally worried about them. But if the Minister is very sincere about stopping these wildcat strikes, he should look after the simple grievances of railwaymen.

I want to place their grievances in two categories. One is involving financial commitment and the other grievance is about injustice. Junior staff is given promotion superseding the senior man. A senior man has got every right to grumble against that action.

I would request the Railway Minister to ensure the meetings of the Permanent Negotiating Machinery regularly and the implementation of the decisions of the PNM meetings. Although orders from the Board are there that PNM meetings between the labour and the administration should be held regularly, that is not done and this is not adhered to by many of the General Managers, heads of departments and divisional superintendents. Therefore I would request the Railway Minister to ensure that these grievances of the staff are not there.

So far as the wildcat strikes are in question, I would tell the Railway Minister that by vindictive measures this problem cannot be solved. In the South Eastern Railway recently there was a strike and, unfortunately, the Madhya Pradesh Government by arresting the General Secretary and the Assistant General Secretary of the South Eastern Railwaymen's Union created a further crisis.

As a result of that, the strike spread further. In that case, I am happy, the hon.

Shri J. M. Biswas]

Railway Minister is considering that there will be no break in service. The General Manager has recommended that there should be no break in service. I know there will be no break in service. But I would request the hon. Minister that the period of absence during strike may be treated as "leave due". Recently, in the case of the Ashoka Hotel strike which is under the Central Government, the period of absence has been treated as "leave due". It is not a loss to the administration. The staff is entitled to "privilege leave" and, for the period of absence, that "privilege leave" will be deducted. The period of absence should be treated as "leave due". The railway administration is not to lose anything. From the side of the South-Eastern Railwaymen's unions, the Union leaders are making efforts to see that the wildcat strike is stopped for ever. I hope, the hon. Railway Minister will be generous enough to accept that.

SHRI P. K. DEO (Kalahandi) : On a point of order, Sir. During the discussion on the supplementary demands, the usual practice in the House has been that the Members have to be relevant to the items which are mentioned in the supplementary demands. There is absolutely no scope for all these general matters. This has no relevance to these supplementary demands. I would request you to kindly guide the proceedings of the House in a proper direction.

MR. DEPUTY-SPEAKER : That is correct. Procedurally, on supplementary demands, the Members should confine themselves only to these demands. But that rule has always been honoured in its breach than in its observance. I will be very happy if the whole House cooperates with me in being relevant. Unless the Members cooperate, it is very difficult to enforce that.

SHRI J. M. BISWAS : I was asking about the Officers' Training College at Baroda. This is in the supplementary demands.

MR. DEPUTY-SPEAKER : Kindly try to conclude now.

SHRI J. M. BISWAS : I hope, the hon. Railway Minister will be generous enough to treat the absence of leave during the strike

on the South-Eastern Railway as "leave due".

Another point that is within the supplementary demands is about the conversion of narrow-gauge lines into broad-gauge lines. About the Purulia-Kotsila railway line, the survey order was given and the committee that was set up to go into unremunerative railways lines also recommended the conversion of the Purulia-Kotsila narrow-gauge line into broad-gauge line. An assurance was given on the floor of the House that it will be converted into a broad-gauge line. But, unfortunately, now, Mr. Chaturvedi has written a letter to some of the leaders of West Bengal that whatever assurance was given in the Parliament was not correct. It has created confusion in the minds of the people of that area. I would be glad if the hon. Railway Minister clarifies the position as to whether they are going to convert the Purulia-Kotsila narrow-gauge line into broad-gauge line.

Lastly, about the Southern Railway strike by firemen there, as you know, the strike was called off on an assurance given by the then hon. Railway Minister and by the then Minister of State that there will be no victimisation. But, recently, I had been to Vijaywada and I found a good number of staff being victimised. About 16 persons have been placed under suspension and about 10 persons are out of job for taking part in the strike. There was a loco running staff conference at Vijaywada which was attended by about 2500 people and they were very much annoyed that after giving an assurance to the Parliament, that is not implemented. In order to prevent another strike in the Southern Railway, I would request the hon. Railway Minister to consider the case of those persons who have been victimised.

About the ticket-checking staff, about 2000 of them have come here, I would request the hon. Railway Minister to kindly meet the representatives of the ticket-checking staff who are sitting at the boat club and kindly accept a memorandum from them.

And by doing so the Railway Minister will not do any harm. The only demand of the ticket-checking staff was that they should be treated as running staff and by that the Railways would not have lost anything. But they would have satisfied the demand of the staff. Hon. Member, Shri Poonacha, was

the Railway Minister at that time. He enhanced the scale of pay of officers from Rs. 700 to Rs. 1200 and from Rs. 1200 to Rs. 1600. At that time be assured that he would consider the cases of Class III and Class IV staff. But, unfortunately, up till now nothing has been done. There is a hue and cry among the Central Government employees that interim relief should be granted. Mr. Poonacha, while he was the Railway Minister, gave the assurance that the question of Class III and Class IV staff would be considered. Uptill now nothing has been done. I would request the Railway Minister; these are simple commitments which the Railway Ministry should consider and the question of wages of Class III and Class IV staff should be considered in all sympathy,

श्री रामशेखर प्रसाद सिंह (छपरा) :
उपाध्यक्ष महोदय, मैं आप की इजाजत से माननीय रेल मन्त्री महोदय का ध्यान डिमान्ड नं० 2 और डिमान्ड नं० 8 से सम्बन्धित कुछ विषयों की ओर दिलाना चाहता हूँ। डिमान्ड नं० 2 और डिमान्ड नं० 8 में बिल्डिंग्स और फेरीस के मेनेटेनेन्स एण्ड रिपेअर्स के सम्बन्ध में कहा गया है। फेरी जहाज चलाने का काम भी रेलवे में होता है। हमारे बिहार प्रदेश में पहलेजा और महेन्द्रू घाट के नीचे में पानी का जहाज चलाने का काम रेलवे करती है। कुछ दिनों से वे जहाज इतने खराब हो गये हैं कि बरसात के दिनों में ऐसी स्थिति हो जाती है कि कभी कभी आठ दस घंटे तक गंगा नदी में ही जहाज रुके रहते हैं जिस से पैसेन्जर लोगों को काफी तकलीफ होती है। अभी इस साल तो ऐसा अनुभव करने का मौका नहीं आया, लेकिन पिछले साल ऐसी स्थिति पैदा हो जाती थी कि दस घंटे जहाज पानी में रुके रहते थे। आज भी आधे आधे घंटे जहाज रुक जाते हैं क्योंकि वह काफी पुराने हो गये हैं और उनके रिपेअर का काम ठीक ढंग में नहीं हो पाता है।

इसी से सम्बन्धित इस बात की ओर भी मैं आप का ध्यान खींचना चाहूँगा कि महेन्द्रू के उस पार पहलेजा घाट है। वह टेम्पोररी

स्टेशन है। वहाँ छोटी छोटी बिल्डिंग्स बना दी गई हैं पर आप ने कुछ पैसेन्जरों की सुविधा का भी इंतजाम नहीं किया है, लेकिन पैसेन्जर्स के लिये वेटिंगरूम और दूसरी अमेनिटीज का इंतजाम नहीं हो सका है।

पहलेजाघाट उत्तर और दक्षिण बिहार को जोड़ता है। वहाँ पर काफी पैसेन्जरों को आना जाना होता है खासकर बरसात के दिनों में जहाजों को वहाँ रुकना होता है, काफी पैसेन्जर रुक जाते हैं। इसलिये वहाँ पर पैसेन्जरों की अमेनिटीज जैसे लैट्रिन्स और पानी का ठीक प्रबन्ध होना चाहिये।

एलैक्ट्रिक सिग्नलिंग सिस्टम आज कल ऐसा खराब हो गया है कि जो गाड़ियाँ लेट आती हैं उनकी सूचना सिग्नलिंग डिफिकल्टीज की वजह से आप दे नहीं पाते हैं। पटना में तो इसकी दिक्कत होती है कि आध आध घण्टे तक गाड़ी आने के पहले भी सूचना एन्ववायरी वाले नहीं दे पाते हैं, खास तौर से यह पूर्व से आने वाली गाड़ियों का कलकत्ते वगैरह से, किस समय पर आ रही हैं, उसमें कितनी देरी होगी। इसलिये मैं इसकी तरफ आप का ध्यान दिलाना चाहता हूँ। मन्त्री महोदय को इसके लिये कुछ अवश्य करना चाहिये ताकि सिग्नलिंग दुष्ट हो और पटना एन्ववायरी आफिस से लेट रनिंग आफ ट्रेन्स सूचना जल्दी मिल सके।

कम्पेन्सेशन फार लास एण्ड डैमेज के बारे में भी मैं कहना चाहता हूँ। आखिर लास और डैमेज किस वजह से होता है। आप जानते हैं कि रेलवे की तरफ से मालगाड़ी में जो सामान चलता है उस को गाड़ियों को स्टेशन स्टेशन पर रुक कर पहुंचाना होता है। उन सामानों की रक्षा के लिये आर०पी०एफ० है। आर०पी०एफ० के सचेष्ट न होने से खास तौर पर ज्यादा से ज्यादा चोरी होती है। उन चोरियों का बचाव करके आप लास और डैमेज को रोक सकते हैं।

[श्री रामशेखर प्रसाद सिंह]

आज कल चोरियों की छपरा स्टेशन पर भ्रमर है। ताले तोड़ कर वहां से बैगनों से माल चोरी हो जाता है। जो चोरी और ऐसा काम करने वाले लोग होते हैं वह स्टेशनों के आस पास रहते हैं। यहां पर आज कल लैंड ग्रैविंग की बात बहुत आती है। यह लोग रेलवे की जमीन पर जबर्दस्ती कब्जा किये हुये हैं। रेलवे अधिकारियों का ध्यान इस तरफ दिलाने के बाद भी स्थिति सुधारी नहीं है। लोग टेम्पोरैरी अलाटमेंट लेकर आ जाते हैं और जबर्दस्ती ज्यादा से ज्यादा दिन तक वहां जमे रहते हैं। ऐसे लोग जो समाज से निष्कासित हैं और बुरे कामों में लगे रहते हैं, उनको रेलवे ही प्रश्रय देती है ऐसी स्थिति में यह काम रुकने वाला नहीं है। आप को रेलवे प्रोटेक्शन फोर्स को तो सख्त करना ही है, लेकिन उसको सख्त करने के अलावा रेलवे की जमीन अनआथराइज्ड आकुपेशन में होती है उससे रेलवे को काफी नुक्सान होता है उसे भी ठीक करना है। मरवा से सोनपुर तक के इलाके में लाखों रुपये की आमदनी रेलवे की घट गई है। लाखों रुपयों की उस की आमदनी बढ़ सकती है अगर आप अनआथराइज्ड आफ लैंड को बैंकेट करवा दें और उसके ऊपर लीगली एन्टाइटल्ड आदमियों को रखें।

मैंने रेलवे मन्त्री महोदय का ध्यान एक विशेष प्रश्न की ओर दिलाया था कि छपरा स्टेशन पर प्लॉट नं० 2 अनआथराइज्ड आकुपेशन के नीचे है। रेलवे मिनिस्टर ने मुझे उत्तर दिया था कि अनआथराइज्ड आकुपेशन का केस दायर किया गया है उस को हटाने के लिये ताकि उनके फंसला होने के बाद उसको उचित अधिकारी को दे दिया जाये। लेकिन सुनने में आया है कि चूँकि जो छपरा में जो केस दायर किया गया था उसको हटा लिया गया। जिस केस के लड़ने में रेलवे को हजारों रुपये खर्च करने पड़े उसको रेलवे ने हटा लिया।

और केस हटा कर उसी पुराने आदमी को देने का बन्दोबस्त किया है जिसके अनआथराइज्ड आकुपेशन में वह था। जिस के यहां तालातोड़ लोगों का जमघट लगा रहता है। एक ओर उस आदमी का काम बन्द रहा, जिसने रेलवे की रेवेन्यू को बढ़ाया था, उससे जो कम दाम में लेकर दो वर्ष तक उसको अपने पास रखना चाहा था। उस आदमी का काम घाम दो वर्ष तक बन्द रहा—दो वर्ष तक सरकार ने उसका रुपया लेकर अपने पास रक्खा और उसका काम रुका पड़ा रहा! दूसरी ओर जिस आदमी को नाजायज कब्जा है उसे ही जमीन दे दी, उसको हटाने के लिये नोटिस दी जानी चाहिये। इस विषय में हमने दर्जनों पत्र लिखे। माननीय मंत्री महोदय को हम ने अपने पत्र में बता दिया था कि रेलवे में एक षड़यन्त्र चल रहा है जिस में वह पुराने लोग लगे हुए हैं जो नाजायज तरीके से वहां बैठे हुए हैं। आज लैंड ग्रैव मूवमेंट की बात की जा रही है, लेकिन वह तो पहले से ही लैंड ग्रैव किये हुए हैं। जब तक आप इस प्रकार के काम रोकेंगे नहीं और जो आपकी डिस्प्लिन है और कानून के मुताबिक चलने की व्यवस्था आप रेलवे में कायम न हीं करेंगे तब तक ताला तोड़ने का जो व्यवसाय है और लास और डैमेजेज रुक नहीं सकते हैं।

डैमेजेज और लास के जो केस आप के दायर होते हैं प्राइवेट पार्टियों के खिलाफ, उन में रेलवे जीत नहीं पाती क्योंकि रेलवे के जो आदमी केस की पैरवी करने के लिये जाते हैं वह वकीलों को असली कागज नहीं देते हैं। वकील लोग काम करना चाहते हैं लेकिन इस वजह से पैरवी नहीं कर सकते कि जो प्वाइंट उनको चाहिये, जो ब्रीफ चाहिये वह उन लोगों से छिपाये जाते हैं। इसलिये रेलवे का पैसा बहुत खर्च हो जाता है, केस भी दायर हो जाता है, लेकिन कुछ ही नहीं पाता है। कम्प्लेन्टेशन और इस तरह के दूसरे मुकदमों में आप को

चाहिये कि आप केस की पैरवी की ऐसी व्यवस्थित बांदोबस्त कर लें जिस से वकील लोग ठीक से सब काम करें और जो केस दायर होते हैं वह कोर्टस में चल सकें, और रेलवे की विजय हो।

मैं आप से निवेदन कर रहा था कि कुछ दिन पहले रेलवे मिनिस्टर ने कहा था कि डिपार्टमेंटल केटरिंग कहां पर होनी चाहिए और कहां पर नहीं होनी चाहिये और इसके लिए एक समिति बनाई थी। उस कमेटी की रिपोर्ट आई थी कि डिपार्टमेंटल केटरिंग अधिक न रखी जाये, अगर वह रखी भी जाये तो बड़े बड़े स्टेशनों पर रखी जाये। इस का हवाला देते हुए मैं छपरा स्टेशन के बारे में कहना चाहता हूँ। वह एक छोटा स्टेशन है और आप को भी वहां प्रायः भ्राना जाना पड़ता है। वहां पर दर्जनों छोटे छोटे दुकानदार हैं। जो प्राइवेट कांटेक्टर हैं उनमें से अधिकतर हरिजन हैं या मुसलमान हैं या कुछ डिसप्लेस्ड परसंज हैं। ये वे लोग हैं जो पुराने जमाने से श्री जगजीवन राम जी के वक्त से चलते आए हैं। उसी स्टेशन को नैशनलाइज करने की बात हुई है। कटिहार एक बड़ा स्टेशन, गोडा है, गोरखपुर का कुछ पोर्शन है, महेन्द्र-पालेजा के बीच चलने वाले स्टीमरों के ऊपरी डैक हैं, कप्तानगंज है और इसी तरह के और भी बहुत बड़े बड़े स्टेशन हैं जहां पर केटरिंग का काम एक दो फमिलीज के पास है। उनके ऊपर इनकी दृष्टि नहीं गई। वहां पर समाजवादी व्यवस्था की बात होनी चाहिये थी, वहां पर नैशलाइजेशन की बात होनी चाहिए थी। लेकिन जो गरीब लोग किसी तरह से मेहनत मजदूरी करके अपनी रोटी कमा रहे थे, वहीं इसको किया गया है। जिन लोगों ने मौनोपोलाइज कर रखा है और रेलवे के दस दस काम बेनामीदार लोगों के नाम से लिए हुए हैं, उनकी ओर इन का ध्यान नहीं गया है। मैं मन्त्री जी का ध्यान इस ओर आकर्षित करूंगा कि नैशनला-

इजेशन करते समय इन बातों का भी उनको ध्यान रखना चाहिये। जिन लोगों ने मौनोपोलाइज किया हुआ है, जिन लोगों ने बटर का इंतजाम कर लिया है, उनसे काम लेकर आप उसको अपने हाथ में करें लेकिन जिन्होंने रोटी का ही इंतजाम किया है, उनके साथ तो आप ऐसा न करें।

SHRI R. K. BIRLA (Jhunjhunu): At the very outset, I must compliment Shri Nanda on the various steps that he has taken, which are of a practical nature, to improve and effect efficiency in this vast organisation, but I have my own doubts whether he will be successful in his attempt.

श्री देव राव पाटिल (यवतमल): माननीय सदस्य किस डिमांड पर बोल रहे हैं यह तो मालूम होना चाहिए। यह जनरल डिस्कसन तो है नहीं।

MR. DEPUTY-SPEAKER: That is very correct. I have pointed out to the House many times that Members may confine themselves only to the Demands that are before the House now. But then I see that many Members go over a very wide field, and unless they co-operate, I cannot tell them to speak on this or that. I can only control the time.

SHRI R. K. BIRLA: I shall restrict myself to the Demands before us.

Anyway, what I fear is that Shri Nanda's wishes may not come true, as perhaps his lieutenants are not co-operating and supporting his scheme. Shri Nanda has made a 11-point programme for implementation on his own and it was very good, but I understand that it has now been transferred to the chairman of the Railway Board. I do not know why it has been done. Has it been grabbed by the Chairman, or has Shri Nanda given it on his own? I hope he will reply to this point because I am afraid that there is something in this.

Now, I come to supplementary Demand No. 14 which is very relevant, and which is in connection with new railway lines. Shri Naval Kishore Sharma had already said something about the Khetri Project yesterday.

[Shri R. K. Birla]

I have got a letter from Shri Nanda that the survey has been completed. Khetri is in my constituency, and I am thankful to Government for having decided to connect Khetri with the rail link. But I would like to inform the House that I have got a letter from D. K. Dhawan, Chairman of the Khetri Project that by 1973, he hopes to produce 33,000 tonnes of copper, which will save crores and crores of rupees worth of foreign exchange. May I know whether by that time the railway line will be in operation or not? If the railway line comes into existence after the production starts, then I would say that it is bad planning.

Coming to Pilani, I would certainly like to say that this Demand does not say anything about Pilani. I would like to inform the House that Pilani is an educational centre and it is on the educational map of India.

It has a national research institute; it has a residential university imparting education to about 5500 students coming from various parts of the country. It has a nurses training college, a public school and so on and so forth, and above all, it has an all-India industrial museum.

SHRI DHIRESWAR KALITA (Gauhati): On a point of order. He is speaking on a personal matter.

15.00 hrs.

MR. DEPUTY-SPEAKER: He is speaking about his constituency.

SHRI R. K. BIRLA: It is not a personal matter. I may tell my hon. friend, that Shri Indrajit Gupta is visiting that place as a member of some delegation. It does not belong to me alone but to everybody. Students from all over the country are educated there. Shri Vasudevan Nair and Shri Umanath know that there are 36 girls from Kerala undergoing training in nursing there. I take serious objection to Shri Kalita's remark.

Anyway, we have an industrial museum there which is the best in the country. If sufficient funds are not available in this Plan, let Shri Nanda give an assurance that at least in the next Five Year Plan something will be done definitely for this project.

Dr. Rajendra Prasad and Sardar Vallabhbhai Patel used to visit Pilani regularly. I have talked with them. They expressed surprise that Pilani was not yet linked to the railway system. I would also like to quote what Pandit Nehru said when he visited Pilani:

"After visiting Pilani and after seeing the various social and educational institutions, I do not think our boys have to be sent to Oxford, Cambridge or MIT."

If such an important place is not yet linked by rail, I think it is something that should be immediately attended.

On the 25th of this month, Shri Nanda replying to a question said that a statement was being laid on the Table. While going through that statement, under the head 'Position', it is stated: 'Final report untraced or untraceable.' If the final report is not traceable after three or four years, how is Shri Nanda going to do justice to the aggrieved parties who have not received their consignments. I would certainly like to know from him what he is going to do in the matter.

I wanted to touch on many other important points, but as you have rung the bell I resume my seat after thanking you for being kind enough to give me this much time.

श्री मोलहू प्रसाद (बांसगांव): रेल मंत्री जी ने जो अनुप्रक मांगे पेश की हैं और जो 2.73 लाख की हैं मैं उनका विरोध करता हूँ। इसलिए मैं इनका विरोध करता हूँ कल के ही यानी 26 अगस्त 1970 के हिन्दुस्तान के पेज 2 कालम छः पर एक समाचार छपा है जिसको मैं पढ़कर आपको सुनाता हूँ:

"रेल मंत्री श्री गुलजारी लाल नन्दा का रेलवे को सुधारने का 11 सुत्री कार्यक्रम खटाई में पड़ गया है। रेलवे के कार्यान्वयन कक्ष को उनकी व्यक्तिगत देखरेख से हटाकर रेलवे बोर्ड के अध्यक्ष के संरक्षण में कर दिया गया है। इस कक्ष के विखंडित होने की आशका उत्पन्न हो गई है।"

12 मार्च को संसद में घोषित यह 11 सूत्री कार्यक्रम प्रारम्भ से ही निराशाजनक रहा। इसमें अन्य बातों के अलावा रेलवे बोर्ड की व्यवस्था समेत अधिकारी स्तर पर सारे संगठन पर पुनर्विचार का का हाथ में लिया गया था। इसके साथ-साथ प्रशासनिक सुधार आयोग की सिफारिशों के अनुरूप परिवर्तन करने की बात भी कही गई थी।

सैलूनों के उपयोग के पूरे सवाल पर पुनर्विचार होना था। 7 जून को तीन दिवसीय सम्मेलन में देश के सभी भागों से आये रेलवे अधिकारी अपने अधिकृत सैलूनों में नहीं आए, वरन् उनको नई दिल्ली और दिल्ली स्टेशनों के विश्राम कक्षों में ठहराया गया।

लेकिन वस्तुतः अधिकारी वर्ग इस नए कक्ष के गठन को सहन करने को तैयार नहीं था। कुछ दिन पूर्व लैफ्टिनेन्ट कर्नल शिव किशोर के, जो विशेष ड्यूटी के अधिकारी हैं, नेतृत्व में इस कक्ष ने रेल भवन के एक कमरे में अपना कार्य शुरू किया था।

श्री नन्दा ने रेलवे बोर्ड की जून की बैठक में रेलवे की अप्रभावकारी नौकर-शाही पर टिप्पणी कर अधिकारियों में खलबली पैदा कर दी थी। बोर्ड के सदस्यों ने इसपर तीव्र प्रतिक्रिया व्यक्त की। श्री नन्दा को कहा गया "हम सम्मान के साथ काम करना चाहते हैं।" श्री नन्दा ने झड़प की घटना को बैठक की कार्यवाही से निकालने का आदेश दिया था।

अधिकारी वर्ग ने इसके बाद कार्यान्वयन कक्ष के कर्मचारियों को ही अपनी गतिविधियों का निशाना बनाया। उनको उस कमरे से हटाकर उनकी गुप्त फाइलों को बरामदे में डाल दिया गया।

श्री किशोर ने रेल मंत्री को इसकी शिकायत की और बाद में कक्ष के कुछ कर्मचारी पुनः अपने स्थान पर आ गये।

इस माह के शुरू में उस समय फिर गड़बड़ शुरू हो गई, जब कक्ष ने रिपोर्ट दी कि रेल मंत्री के विशेष सहायक के पुत्र ने देहरादून की यात्रा की और सप्ताह तक अधिकारी अतिथि भवन में रुका रहा। उसने यह कह कर रिजर्वेशन कराया कि वह श्री नन्दा का व्यक्तिगत सहायक है।

कुछ संसत्सदस्यों ने इस घटना का विवरण दे कर रेल मंत्री को पत्र लिखा था।

श्री नन्दा ने अब इस कक्ष के अधिकारियों को रेलवे बोर्ड के अध्यक्ष से आदेश लेने को कहा है। बोर्ड के पास यही काम करने के लिए अपने स्थायी विभागीय कर्मचारी हैं। ऐसी परिस्थिति में इस कक्ष के विखंडित होने के स्पष्ट आसार हैं।"

चूँकि श्री नन्दा की सुधार योजना खटाई में पड़ गई है, इसलिए उन को इस अनुपूरक मांग का एक पैसा भी नहीं मिलना चाहिये।

संसद् का काम है सरकार से अधिक से अधिक जानकारी प्राप्त करना। मैंने कई बार यह प्रश्न किया कि पूर्वोत्तर रेलवे के विभिन्न स्टेशनों पर कितने लोगों ने अनधिकृत रूप के भौंपड़ियों या मकान बनाये हैं या खेती कर ली है। एक बार यह आश्वासन दिया गया कि इस बारे में सूचना एकत्रित की जा रही है और यह सभा-गलर पर रख दी जायेगी। दूसरी बार मेरे द्वारा अनुपूरक प्रश्न पूछे जाने पर रेलवे मंत्रालय द्वारा यह उत्तर दिया गया कि इस सूचना के एकत्रित करने में काफी समय, श्रम और धन खर्च होगा, जो निकलने वाले परिणाम के तुल्य नहीं होगा। उसी सम्भव में यह पूछना चाहता हूँ कि मंत्री महो-

[श्री मोलहू प्रसाद]

दय कितना समय, श्रम और धन व्यय होने वाली सूचना देने के लिए तैयार हैं और उससे निकलने वाले परिणाम के तुलानात्मक स्थिति निकालने का मापदंड क्या है। अगर मंत्री महोदय के पास इसका उत्तर न हो, तो, रेलवे विभाग में जो अपने आप को अवल का टेकेदार समझते हैं, वह उनको उत्तर ढूँढ़ कर देने के लिए कहें।

एलियापेरुमाल कमेटी ने अपनी रिपोर्ट में रेलवे में अनुसूचित जातियों और अनुसूचित जन-जातियों की नौकरियों के सम्बन्ध में जो सिफारिशें की हैं, मंत्री महोदय अपने उत्तर में उन पर भी प्रकाश डालें और बतायें कि उन सिफारिशों के बारे में उनकी क्या प्रतिक्रिया है।

में इन मांग का विरोध करता हूँ।

श्री चन्द्रिका प्रसाद (बलिया) : उपाध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान देश के उन पिछड़े हुए भागों की ओर आकर्षित करना चाहता हूँ, जहाँ मीन्ज आफ कम्युनिकेशन्ज नहीं हैं, रेलवे लाइनों नहीं हैं या केवल छोटी लाइनें हैं। मंत्री महोदय ने इस सदन में यह घोषणा की थी कि सरकार ने यह पालिसी बना ली है कि छोटी लाइनों को बड़ी लाइन में परिवर्तित कर दिया जायेगा। क्या वह यह आश्वासन देगे कि वह छोटी लाइनों को बड़ी लाइनों में बदलने के सम्बन्ध में देश के उन पिछड़े हुए हिस्सों को फस्ट प्रायर्टी देगे, जहाँ केवल छोटी लाइनें हैं और यातायात के साधन नहीं हैं? वह यह भी आश्वासन दें कि जिन बैंकवर्ड एरियाज में रेलवे लाइनें नहीं हैं, वहाँ नई रेलवे लाइनें बिछाई जायेंगी, ताकि उन क्षेत्रों का विकास हो सके और वे देश के दूसरे भागों के समकक्ष आ सकें।

रेलवे प्रशासन की ओर से कहा जाता है कि पिछड़े हुए क्षेत्रों में नई लाइन बिछाना या छोटी लाइन को बड़ी लाइन में परिवर्तित करना

लाभकारी नहीं है। अगर रेलवे प्रशासन के सोचने का ढंग यही रहा, तो फिर पब्लिक सैक्टर और प्राईवेट सैक्टर में क्या फर्क रह जायेगा? हम समाजवाद का नारा लगाते हैं और सारे देश को एक स्तर पर लाना चाहते हैं। अगर रेलवे प्रशासन किसी प्राईवेट कन्सर्न की तरह बिजिनेस करने की नीति पर चलेगा और कहेगा कि अमुक लाइन नहीं बनाई जायेगी, या उसको बड़ी लाइन में नहीं बदला जायेगा, क्योंकि वह अलाभकारी है, उससे फायदा नहीं हो रहा है, तो फिर देश के पिछड़े हुए भाग पिछड़े ही रह जायेंगे और वे देश के विकास में बाधक बनेंगे।

जैसा कि अभी माननीय सदस्य ने कहा है, देश की सुरक्षा की दृष्टि से आसाम तक सीधी रेलवे लाइन की बहुत आवश्यकता है, ताकि संकट के समय उसके द्वारा फौज और सासान भेजा जा सके। इलाहाबाद से बनारस, गाजीपुर और बलिया होते हुए गौहाटी तक छोटी लाइन को ब्राडगेज में परिवर्तित किया जाना चाहिए और दिल्ली से फाजिबाद और लखनऊ होते हुए सीधी बड़ी लाइन की व्यवस्था की जानी चाहिये। नार्थ इंडिया और आसाम को लिंक करने के लिए इन लाइनों की बहुत आवश्यकता है।

छोटी लाइनों को ब्राडगेज में परिवर्तित करने के सम्बन्ध में इस बान का ध्यान रखना चाहिए कि घनी आबादी किन क्षेत्रों में है। हम देखते हैं कि किसी क्षेत्र में पचास बरस पहले जो ट्रेनें चलती थीं, उनमें कोई वृद्धि नहीं की गई है। क्या वहाँ कोई आबादी नहीं बढ़ी है? क्या वहाँ कोई इंडस्ट्री नहीं लगी है? इसलिए यह बहुत आवश्यक है कि छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने के सम्बन्ध में उन घनी आबादी वाले क्षेत्रों को फस्ट प्रायर्टी दी जाये, जो अब तक नेग्लेक्टड और बैंकवर्ड रहे हैं। वहाँ पर नई लाइनें भी बिछाई जानी

चाहिए। अगर सरकार के पास इसके लिए पैसा नहीं है, तो वहां गाड़ियों की संख्या बढ़ाई जाये और गाड़ियों को तेज किया जाये, एक्स-प्रेस गाड़ियां चलाई जायें। हमारे यहां मैरिज सीजन में भी गाड़ियां नहीं बढ़ाई जाती हैं, जिनसे लोगों को बहुत परेशानी होती है।

यह भी देखा जाता है कि कोई भी गाड़ी टाइम पर नहीं चलती है। समस्तीपुर से इलाहाबाद की ट्रेन आठ और 12 घंटे तक लेट चलती है। कंट्रोल रूम की तरफ से कहा जाता है कि वह आउट आफ आर्डर है। अगर इस स्थिति में सुधार न किया गया, तो देश की जनता को रेलवेज से कैसे लाभ हो सकता है ?

देश के जिन भागों में सूखा या फलड है या जो अन्य प्राकृतिक आपत्तियों से ग्रस्त हैं, वहां कम से कम सेंट्रल गवर्नमेंट और रेलवेज के कर्मचारियों को सहायता दी जानी चाहिए।

रेलवे बोर्ड से नौकरी के सम्बन्ध में जो एक सर्कुलर जारी किया गया है कई रेलवे अफसर उसका मनमाना अर्थ निकालते हैं और उसको अपने इन्ट्रेस्ट में इस्तेमाल करते हैं। बनारस में डीजल लोकोमोटिव स्कूल में प्रिंसिपल के गलत काम करने की वजह से तीस हजार रुपये का नुकसान हो रहा है। वहां पर रेलवे के सर्कुलर को इम्प्लीमेंट नहीं दिया गया है और वहां के कर्मचारियों को निकाल दिया गया है। रेलवे के अधिकारी अपने परिवार के लोग को रखने के लिए मनमाने ढंग से काम कर रहे हैं।

SHRI S. KUNDU (Balasore) : I shall be brief and touch only a few points. This expenditure of Rs. 2.73 lakhs in March comes immediately after the Railway budget was passed in March. A note has been given by the Ministry which says that they could not know what would be the expenditure in the last week of March. This should not occur in the future. Could they not anticipate the expenditure that they are going to incur in the same month in which they were going

to pass the budget? I could imagine if something happened six months hence and could not be anticipated now. We do not know what is the financial position of the Railways. Earlier, we used to get some news in the press about some demands and some expenditure. It would be better, when such demands for grants come, if you gave us the information direct, at least by way of a financial statement about the railway finances, which can be circulated

Thirdly, I wish all good luck to the Minister on his ten-point or eleven-point programme, and I would certainly wish that he succeeds in it. Some of my friends have given compliments to him, and I would also like to join them, but actually, to be frank, I do not know whether it is actually working. He must tell us about it. I may give him one instance in this connection. The railway is one of the greatest users of coal. More than Rs. 100 crores are spent on it by the railways, and I am told by a very reliable man who has knowledge of these things that the railway incurs an excess expenditure to the extent of 40 per cent by buying under-rated coal. That means, the railways could save Rs. 30 crores to Rs. 40 crores if they exercise vigilance on the sources concerned and on the proper grade of coal that has to be supplied. There is a big gang of people, a combine of industrialists, owners and officers who are looting to the extent of Rs. 30 to 40 crores on the railways. I do not think that the Government has been able to do anything appreciable in this direction, but I get constant reports about it.

One other most important point is about the interim relief. There are 10,000 workers of the All India Railwaymen's Federation who had demonstrated recently and they wanted the Railway Minister to make an announcement that Rs. 70 should be given as interim relief to each worker. Their office-bearers met the Minister. I raised the matter two or three times, and I asked the Minister to make a statement, and he said that the Pay Commission is looking into it. The Minister of Railways has also got the labour background, and he has been working in various labour fields, and I think he should have taken a progressive lead in the country by announcing *suo motu* that an interim relief would be given to the railway workers,

[Shri S. Kundu]

and he would have been hailed by all the workers if he had done it. That would have given an impetus in other sectors also. So, I request him to announce soon the interim relief for the railwaymen.

The Minister is not listening to me. He is looking at some papers.

THE MINISTER OF RAILWAYS (SHRI NANDA) : I am listening to you.

SHRI S. KUNDU : I have said many times that there must be some sort of a comprehensive enquiry into the working of the railways. So far, I know that there have been enquiries only in bits, here and there. About the restaurants, there has been some enquiry. About the railway accidents, there have been some enquiries, and there have been some enquiries into other aspects. But on the entire totality of the railway working, the financial position and others, there has never been any comprehensive enquiry. I would like the Minister to have a Commission of Enquiry, get the reports and also see that the reports are implemented. Or, he can authorise the Railway Convention Committee to go into the question and ask them to submit a report to the Minister.

Another point which I would like to plead with Minister through you is about the fate of the 1,500 employees of the Shabdara-Saharanpur Light Railway. This is owned by the Martin Burn & Co. I telephoned to them, and learnt that they are going to wind up the railway with effect from 1st September. About 40 per cent of the expenditure is incurred on just maintaining big officers, etc., and about 75 per cent of the employees hardly get Rs. 30 to Rs. 40 each. This line passes through one of the most fertile areas of western Uttar Pradesh from where Mr. Chaturvedi hails. I want the railways to take over this line. So far, the Minister has not been sympathetic.

SHRI NANDA : Not sympathetic ?

SHRI S. KUNDU : No sympathetic in the sense that he has not nationalised this line. I am speaking subject to correction. He assured us that he is trying to see to protect the interests of the workers. But

what we are pleading is that the railways should take over this line. There is a basic difference. To this extent, he has not been sympathetic. On other aspects, he has been sympathetic. There are two or three more points.

MR. DEPUTY-SPEAKER : Yet, You should have finished three minutes ago.

SHRI S. KUNDU : I would like to bring to the notice of the Minister the problem of estimators on the South-Eastern Railway. They have been working for 5 to 10 years, but they have not been made permanent and a proper seniority list has not been drawn up. This should be immediately done. In the South-Central Railway, the fate of 20 dismissed railway employees is hanging in the balance. I hope the minister will take a sympathetic decision in their case. I do not want to repeat what has been said about the staff, but I have raised a number of times the point that due to non-allotment of quarters at Khurda Road, the employees are not getting the benefit. I do not know why the minister is protecting unscrupulous officials and not fixed the responsibility for this lapse.

The survey of the Talcher-Bimlagarh line is going on and when completed it will be one of the most important links in the Cuttak-Paradip line. Therefore, immediately after the report is submitted, the minister should order the construction of the line. I suspect there are attempts to sabotage it on the ground that there is not enough originating traffic. The Minister should see what is going on under the table and see that this line is not sabotaged.

SHRI S. R. DAMANI (Sholapur) : Sir, I rise to support the Supplementary Demands for Grants (Railways) for 1970-71. Under Demand No. 2, I would like to submit that our Sholapur Division, which some years ago was under Central Zone was transferred to the South Central Zone. After that, many confusions have arisen. The workers are protesting and the expenditure of the railways has increased. The minister should look into it and see that it is reverted back to the Central Zone.

Pandharpur is a very important place of pilgrimage in Maharashtra where thousands of people go to worship from all over the country, just as people go to Tirupati in the south. There is a long-standing demand for connecting Pandharpur by a railway line, but no effort has been made by the railways so far. It has also developed into an agricultural place. To develop this area, Pandharpur should be connected by a railway line. Similarly, Tuljapur is also an important place of pilgrimage and worship visited by thousands of people. The distance is only 30 miles. This area is fast developing and it should be linked by a railway. I am sure these lines will be very economical and they will also develop those areas.

Whenever we make such requests, the reply given is shortage of funds. But expenditure on railways has increased considerably. If you curtail expenditure, funds can be found for these railways lines. But the Railway Ministry takes little pain to go into the expenditure closely and try to reduce it.

I will give two or three instances where a huge amount is being misused. When the Railway Protection Force was created, the claim for thefts was Rs. 9 crores. After that the claim has gone up to Rs. 15 crores. So, in order to save Rs. 9 crores, now you are spending Rs. 15 crores + Rs. 9 crores, that is, Rs. 24 crores. Is it wisdom or is it economy? This is the Budget figures. They can check it up and then reply.

Then, in ten years our administrative expenditure has gone upto Rs. 80 crores from Rs. 35 crores; that is, it is 10 per cent of the revenue now. I have checked up that nowhere in any railway the administrative expenditure is more than 3 to 4 per cent. We are also running industries. There it is 2 per cent, whereas here it is 10 per cent. It should be curtailed.

Another glaring instance I would give is about repairs and maintenance. You are claiming Rs. 95 crores as depreciation on the entire stock. But how much are you spending for the maintenance and repairs of stock? You are spending Rs. 260 crores. You are claiming Rs. 95 crores as depreciation and are spending Rs. 260 crores on repairs and maintenance. This is 33 per cent of your revenue.

There are many instances which can be point out where economy can be made and from where money can be made available, if proper action is taken to save money, in order to develop these small places which are neglected for years. I have written to the hon. Minister mentioning all the points and I have got his replies to them but they are not satisfactory. Therefore I want to mention all these points, through you, to the hon. Minister to take care of these things.

Lastly, I will say that the Railway Board is a white elephant. All the money is being spent on the white elephant of an administration. If the Railway Minister takes the trouble of putting all the general managers under his Joint Secretary and deals directly with them, a large amount can be saved. Why do they not do this? The time has come when the Railway Minister should think about these matters very seriously and make economies. Every year we are increasing our fares and freight and are making both ends meet just to pay the administrator and to spend the money on administration, repairs and renewals. These are the items which are required to be looked after and, I hope, the hon. Minister will take care.

श्री सु० अ० खां (कासगंज) : उपाध्यक्ष महोदय, मैं आप का ध्यान ब्रह्म-एटा लाइन की तरफ खींचना चाहता हूँ। जिन 10 अनइकानामिक लाइन्ज के बारे में मंत्री महोदय ने एशोरेंस दिया था कि हम उन का जल्द सर्वे करायेगे मुझे मालूम हुआ है कि सिर्फ ट्रैफिक सर्वे के आदेश दिये गये हैं, इंजीनियरिंग सर्वे के लिये अभी तक आदेश नहीं दिये गए हैं, जब कि एशोरेंस दिये साल भर होने को आ रहा है। उपाध्यक्ष महोदय, मुझे इस में एक खतरा नजर आता है—मैं जब एन०आर०यू०सी०सी० की मीटिंग के सिलसिले में बम्बई गया था, तब मुझे वहाँ डी०एस० और दूसरे कर्मचारियों से मिल कर बात करने का मौका मिला था। तब मुझे मालूम हुआ कि वे लोग अनइकानामिक लाइन्ज को आगे चलाने के सख्त खिलाफ हैं। यह उस जमाने की बात है जब डा० राम सुभाष सिंह ने एशोरेंस दिया

[श्री मु० अ० खां]

था कि हम इन को उखाड़ने नहीं जा रहे हैं, बल्कि ऐसा रास्ता अस्तित्वाय करंगे जिन से ये लाइनें इकानामिक बन जाय। जब मैं बम्बई पहुँचा तो डी० एस० बड़े चौकन्ने थे और बोले कि डाक्टर साहब ने स्टेटमेंट तो दिया था, लेकिन इस में इतना नुकसान हो रहा है कि हम तो इस फेवर में हैं कि इस को खत्म कर दिया जाय।

उपाध्यक्ष महोदय, मैं बड़े अफसोस के साथ कहना चाहता हूँ कि ये मंत्री लोग तो पोस्ट-मास्टर का काम करते हैं, डारू-मुंशी का काम करते हैं, इधर से कोई खत आया, उधर पास कर दिया, उधर से जवाब आया तो इधर पास कर दिया। मुझे डर है कि इन अनइकानामिक लाइन्ज के लिए कोई खतरा पैदा न हो जाय, ये लोग कोई ऐसा घुटाला पैदा न कर दें कि सर्वे रिपोर्ट में ऐसा आया है कि इन लाइन्ज से बड़ा भारी नुकसान हो रहा है, लिहाजा इन को बन्द कर दिया जाय। हालांकि इस में काफी पैसा खर्च हो चुका है, इस के बारे में एक कमेटी बनी थी, जिस ने अपनी रिपोर्ट दी है और उस में कहा है कि इस को अगर कासगंज से मिला दिया जाय तो यह इकानामिक लाइन बन सकती है—लेकिन मुझे इन लोगों की तरफ से डर महसूस हो रहा है कि ये इस में कोई घुटाला पैदा न कर दें। लिहाजा मेरी दरखास्त है कि ये लोग जो दिखावे की कार्यवाही कर रहे हैं, इस से काम नहीं चलेगा, मेहरबानी कर के जल्द से जल्द इस का फाइनल सर्वे कराये और इस लाइन को इकानामिक बनायें। इस वक्त हर साल यह लाइन जो नुकसान दे रही है, इस के लिये कौन जिम्मेदार है, मेहरबानी कर के इस को इकानामिक बनाइये जिस से नुकसान कम हो।

जैसा मैंने अभी अर्ज किया हमारे मंत्री महोदय कुछ नहीं देखते-भालते, जो खत हमारी तरफ से इन के पास जाता है, उसको कर्मचारियों

को पास कर देते हैं और जो रिपोर्ट उधर से आती है, उस को लेकर दो लाइन हम को लिख देते हैं, यहां तक कि उस पर दस्तख्त भी नहीं करते हैं।...

श्री उमनाथ (पुद्दूकोट्ट) : ठीक है, हम भी एग्री करते हैं।

श्री मु० अ० खां : मि. नन्दा जी को एक खत लिखा था कि आगरा-कानपुर लाइन के बीच में दो गाड़ियां चलती हैं—एक कानपुर से कासगंज और दूसरी कासगंज से आगरा और फिर एक आगरा से कासगंज और कासगंज से कानपुर—इन को टुकड़ों में चलाने के बजाय सीधा डायरेक्ट कर दिया जाय। इस में इन का कोई खर्च भी नहीं पड़ेगा, वही गाड़ियां बजाय इस के कि कानपुर से कासगंज और फिर 6 घंटे बाद आगरा के लिये रवाना हों, उन को डायरेक्ट कर दिया जाय। उस खत का मेरे पास जवाब आया, उस के साथ मिनिस्ट्री का एक नोट है, जिस पर कोई दस्तखत भी नहीं है। यह इतना बेहूदा खत है—मुझे माफ करेगे—ये लोग इतना नहीं देखते हैं कि उस खत में जो लिखा गया है, वह सही भी है या नहीं है। इन के डिपार्टमेंट के कर्मचारी इतना झूठ बोलते हैं, इतना बल्फ करते हैं—यह खत आप को पढ़ कर सुनाता हूँ आप इस से अन्दाजा लगा लीजिये। ये लिखते हैं—

“107 अप कानपुर से 9.05 बजे छूटती है और 18-30 बजे कासगंज पहुँचती है, जब कि 108 डाउन 8.55 बजे कासगंज से छूटती है और कानपुर 18.40 बजे पहुँचती है, इस लिये 23 अप से कासगंज पहुँचने वाले यात्री 12 डाउन कुमाऊँ एक्सप्रेस का उपयोग कर सकते हैं।”

उपाध्यक्ष महोदय, 23 अप कोई ट्रेन ही नहीं है उस लाइन पर। मेरे पास टाइम टेबिल है—इस टाइम टेबिल में कोई ट्रेन ही नहीं है। इन्होंने देखा ही नहीं और जवाब दे दिया—यह कितना इर्रैलेवंट जवाब है, कितना ब्लफ है। इस तरह से ये कर्मचारी मंत्री को आंकड़ों में फंसा कर बरगला देते हैं और हम को भूटा जवाब दिलवा देते हैं। मैं अपील करता हूँ—जिस अधिकारी ने इस तरह का बेहूदा खत लिखवाया है, गलत रिपोर्ट दी है, उस के खिलाफ कार्यवाही की जाय।...

SHRI DHIRESWAR KALITA : This is a matter of privilege also.

श्री मु० अ० खां : जी हां। 23 अप कोई ट्रेन आगरा कानपुर के बीच में नहीं चलती है। इस लिये मेरा निवेदन है कि 107 अप जो कानपुर से 8.05 पर चलती है और कासगंज 18.30 पर पहुंचती है और 108 डाउन जो कासगंज से 8.55 पर चलती है और कानपुर 18.40 पर पहुंचती है—जब कि 118 डाउन कासगंज से 5.15 पर चलती है और 108 डाउन कासगंज से 8.55 पर चलती है—इन दोनों को दो टुकड़ों में न चलाया जाय, इन को सीधी डाइरेक्ट ट्रेन कर दिया जाय कानपुर और आगरा के बीच में। यह एक साधारण सी बात है इस में कोई पैसा भी खर्च नहीं होगा और कोई तवालत भी नहीं होगी। मुझे अफसोस यह है कि हमारे मंत्री महोदय रेलवे भवन में बैठ कर इतनी तकलीफ भी नहीं करते हैं कि हम मेम्बर को क्या जवाब दे रहे हैं। यह इतना गलत और बोगस जवाब है—अगर आप इजाजत दें तो इस को टेबल पर रख दूँ। मैं रेलवे अधिारटीज के इस एक्शन को बहुत कन्डैम करता हूँ।

श्री सीताराम केसरी (कटिहार) : उपाध्यक्ष महोदय अभी जो हमारे दोस्त ने

कहा आफिस के नोट के सम्बन्ध में, मैं भी अपनी ओर से यही बात कहना चाहता हूँ। मन्त्री जी का एक पत्र मेरे पास भी आया था थाना धीरपुर के ओवर-ब्रिज के सम्बन्ध में। मैंने मन्त्री जी को लिखा था कि थाना बीरपुर में पचास-पचास फीसदी आबादी दोनों तरफ है इसलिए वहां पर ओवर-ब्रिज बनना चाहिए। नन्दाजी तो इमानदार आदमी ठहरे, भले आदमी ठहरे और इसमें कोई शक नहीं कि वे कोशिश कर रहे हैं कि इस विभाग में जो खामियां हैं वह दूर हो जायें। लेकिन मेरे पास जो पत्र आया वह यह कि थाना बीरपुर के नार्थ साइड में चन्द मकानात हैं। मैंने लिखा ऐसी बात है तो मैं हर तरह से इसको चैलेंज करता हूँ। इसीलिए मैं आपसे कह रहा था कि जो इन्होंने बात कही वह सच्ची बात है। मैं नहीं चाहता कि किसी कर्मचारी या आफिसर के खिलाफ कुछ कहूँ लेकिन इस तरह के झूठे नोट मन्त्री महोदय के सामने भेजना कहां तक उचित माना जा सकता है जबकि वह मेरे क्षेत्र की बात है और मैं उसको अच्छी तरह से जानता हूँ।

दूसरी बात यह है कि मनिहारी से कटिहार तक की लाइन बड़ी इम्पार्टेंट लाइन है लेकिन उसको डिसेमेंटिल करने के लिए आर्डर हुए हैं जोकि मैं समझता हूँ उचित नहीं है। आप जानते हैं कि उत्तरी पूर्वी भाग डिफेन्स के प्वाइंट आफ व्यू से कितना महत्वपूर्ण है। मनिहारी एक ऐसी जगह है कि जब सड़ाई चली नार्थ ईस्टर्न साइड में चाइनीज इन्वेजन के समय तो आपने उस रास्ते को पूरी तरह से चलाया। प्रतिरक्षा के दृष्टिकोण से वह बहुत ही महत्वपूर्ण है। लेकिन जहां तक मुझे सूचना है, रेलवे चाहती है कि उसको वहां से हटा दिया जाये। मैं चाहता हूँ कि आप उसको अच्छी तरह से सर्वे करा लें। उसकी यहां पर बहुत ही जरूरत है।

[श्री सीताराम केसरी]

तीसरी बात यह है कि मैंने इस बात का बहुत आग्रह किया है कि मनिहारी और बीरपुर से लगायत कटिहार तक आप सबेरे एक ट्रेन दें जिससे कि लोग कटिहार जा सकें।

चौथी बात—मैंने खुद भी लिखा है कि महादेवपुर घाट में औरतों के ठहरने का कोई प्रबन्ध नहीं है, कोई विश्रामालय नहीं है। इसलिए वहाँ पर उनके ठहरने का प्रबन्ध होना चाहिए।

पांचवीं बात—नांगछिया स्टेशन बहुत इम्पॉर्टेंट है। उसके सम्बन्ध में मैंने खुद भी लिखा है कि आसाम मेल को वहाँ पर रुकना चाहिए। लेकिन उसका जवाब यह दिया गया कि मेल थोड़े डिस्टेंस पर नहीं रुकती है। मैंने फिर उसका जवाब दिया कि नांगछिया—कटिहार और नांगछिया—बीरपुर में जो डिस्टेंस है उससे कम डिस्टेंस में आप आसाम मेल को रोकते हैं जैसे बरौनी से बेगूसराय और बेगूसराय से खगरिया इत्यादि के बीच में कम डिस्टेंस है। अगर आप उससे दूर के ही डिस्टेंस पर ही रोकते तो मुझे कोई एतराज नहीं होता। इस लिए मेरी मांग है कि नांगछिया जोकि बिजनेस के दृष्टिकोण से बहुत इम्पॉर्टेंट है वहाँ पर आसाम मेल को रोकने की व्यवस्था होनी चाहिए।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे समय दिया।

श्री शिब नारायण (बस्ती) : उपाध्यक्ष महोदय, मैं रेलवे मन्त्री का अनुग्रहीत हूँ कि मैंने उनको 9 अगस्त को चिट्ठी लिखी थी तो उन्होंने जवाब दिया है :

“Representing against the shifting of the Office of the IOW Basti, N. E. Railway.

दस साल से यह आफिस खुला हुआ है। हमारा एरिया बहुत बैंकवर्ड है। लेकिन वहाँ पर

जो एक बना बनाया आफिस है उसको गोरखपुर हटाया जा रहा है। अब चूँकि आपने जवाब दिया है इसलिए मैं उम्मीद करता हूँ कि यह काम हो जायेगा।

दूसरी बात यह है कि मैं 22 तारीख को बस्ती गया था और मैं इस बात को बरसों से कहता चला आ रहा हूँ कि शहर का मामला है वहाँ पर अन्डर ग्राउन्ड ब्रिज बनना चाहिए क्योंकि उसके न होने से घंटे-घंटे, दो-दो घंटे तक फाटक बन्द रहता है। मैं रिकशे से उतर कर गेटमैन के पास गया तो स्टेशन से चाबी लाकर उसने फाटक खोला। यह बहुत जेनुइन मांग है। मैं श्री गुलजारी लाल नन्दा को धन्यवाद देता हूँ कि जो मांग हम करते थे कि रेलवे बोर्ड को समाप्त किया जाये उसकी हेडलाइन्स आज अखबारों में है कि रेलवे मंत्रालय में जॉर का घमाका... (व्यवधान)... इन्होंने नौकरशाही को समाप्त करने के लिए कदम उठाया है उसके लिए मैं इनको धन्यवाद दूँगा जिस दिन कि ये रेलवे बोर्ड को खत्म करेंगे क्योंकि यह एक बहुत बड़ा हिन्डरेन्स है। ये डिमोक्रेसी में मिनिस्टर को सिर्फ एक रबर स्टैम्प समझते हैं। मैं चाहता हूँ कि आप इस डिपार्टमेंट को ठीक करें। आज हर स्टेशन पर भट्ठी खाने खुले हुए हैं जहाँ पर खड़ा होना भी मुश्किल है। लखनऊ स्टेशन के हर प्लेटफार्म पर भट्ठीखाने खुले हुए हैं, धुवें से दम भर जाता है। केटरिंग की बुरी हालत है। लखनऊ यू०पी० का कैपिटल है, वहाँ पर आप भी जाते हैं, मिनिस्टर्स भी जाते हैं और तमाम फारेनर्स आते हैं। ये हमारे सूबे की और देश की नाक काटते हैं। गांधी टोपी और खद्दर-घारियों को ये कुछ भी नहीं समझते हैं। नन्दा जी को भी ये कुछ नहीं समझते हैं। लेकिन वे धाद रखें कि हम को नन्दा जी के ऊपर गुमान है। मैं उम्मीद करता हूँ नन्दा जी 11 सूत्री कार्यक्रम को कार्यान्वित करेंगे और उनकी सारी

बदमाशियों को खत्म कर देंगे। यह हमारे लिए बड़ा शेमफुल है। मैं उस इलाके से आता हूँ जहाँ से हुजूर आते हैं। हमारा पूर्वी इलाका चीन और पाकिस्तान के मुंह में है, वहाँ पर किसी भी समय अटक हो सकता है। हमारी मांग है कि वहाँ पर आप बड़ी लाइन कर दीजिए लेकिन उस पर कोई सुनवाई नहीं होती है। मैं नन्दा जी से दखिस्त करता हूँ कि हम आपके साथ खड़े होंगे, दाहिने या बायें लेकिन आप 11 सूत्री कार्यक्रम को लागू करें।

MR. DEPUTY-SPEAKER : Now, the hon. Minister.

SHRI BAL RAJ MADHOK (South Delhi) : Some of us had given cut motions but we have not spoken.

MR. DEPUTY-SPEAKER : I had said that we would discuss the Demands and the cut motions together.

SHRI BAL RAJ MADHOK : If you would give me just one minute, then I would make my submissions.

MR. DEPUTY-SPEAKER : If I allow the hon. Member, then I have to allow many others.

SHRI BAL RAJ MADHOK : We have our cut motions and we would like to speak on them.

MR. DEPUTY-SPEAKER : I shall allow them to put one or two questions only. But let them not make speeches.

श्री बलराज मधोक : मैं इतना ही कहना चाहता हूँ कि आज कल बड़ी चर्चा चल रही है आप की और रेलवे बोर्ड की, लेकिन मैं कहना चाहूँगा कि जैसे हमारे यहाँ चलता है उसमें मिनिस्टर भी चाहिए और ब्यूरोक्रेट भी चाहिए। उनके आपस में टकराव से जनता मरेगी। इसलिए टकराव की जगह पर कोआपरेशन का वातावरण होना चाहिए।

एक बात मैं दिल्ली में ओवर-ब्रिजेज के संबंध में कहना चाहता हूँ। इस समय दिल्ली में ओवर ब्रिजेज नहीं हैं जिसके कारण आध-आध घंटे और घंटे-घंटे भर तक ट्रैफिक रुका रहता है। कुछ ओवर ब्रिज बनने शुरू हुए हैं जैसे पटेल नगर में लेकिन वह दो साल से बन रहे हैं और पता नहीं कब तक मुकम्मल होंगे। मेरा निवेदन है कि दिल्ली के अन्दर ओवर ब्रिजेज के काम को प्राथमिकता दी जाय। अन्यथा दिल्ली का ट्राफिक और ट्रांसपोर्ट पहले से ही एनाकिकल कंडीशन में है आगे वह और भी बुरा हो जायगा। मुझे इतना ही कहना है।

श्री प० ला० बालरूपाल (गंगानगर) : मैं मंत्री जी से आसाम मेल के संबंध में यह जानना चाहता हूँ कि आसाम मेल पहले पुरानी दिल्ली से चलता था लेकिन अब नई दिल्ली से चल रहा है। आसाम मेल से राजस्थान, पंजाब और हरयाणा के सैनिक इधर से जाते हैं और उधर से आते हैं। साथ ही बिजनेस मैन भी उस में चलते हैं। जो आर०टी०ओ० का आफिस या सैनिकों का विश्राम गृह है वह पुरानी दिल्ली में है। इसलिए आप समझ सकते हैं कि उन को कितनी दिक्कत होती है। हम ने यह मांग की थी कि आसाम मेल को वहीं से चलाया जाय। यह हमारी ही मांग नहीं है। बल्कि दैनिक यात्री संघ तथा अन्य संस्थाओं की मांग है कि उस को पुरानी दिल्ली से चलाएं। लेकिन अफसर लोग झूठ बोलते हैं और मिनिस्टर और हम को बेवकूफ बनाते हैं। इसलिए मैं जानना चाहता हूँ कि क्या आप आसाम मेल को पुरानी दिल्ली से चलाएंगे ?

श्री मोठा लाल मोना (सवाई माधोपुर) : सभापति महोदय, मैं रेलवे स्कूलों के बारे में जानना चाहता हूँ कि सरकार की नीति क्या है ? मंत्री महोदय हमेशा कहते हैं कि यह

[श्री मीठा लाल मीना]

राज्य सरकारों का मामला है। राज्य सरकारें कहती हैं कि ये रेलवे के स्कूल हैं हम क्या कर सकते हैं? हमने कई बार इन स्कूलों के बारे में पूछा तो मंत्री जी का जवाब यही आया कि इस में राज्य सरकार करेगी, लेकिन वह जवाब देते हैं कि यह रेलवे के स्कूल हैं हम क्या करें? तो इस के बारे में आप अपनी नीति की स्पष्ट घोषणा करें। या तो आप रेलवे स्कूलों को तोड़ ही दीजिए या फिर उन को चलाने के लिए आप की तरफ से पूरा प्रबन्ध होना चाहिए। तथा उनकी उन्नति की जिम्मेदारी होनी चाहिये, मैं विशेषकर गंगापुर सिटी स्थित रेलवे स्कूल के बारे में कह रहा हूँ।

दूसरी बात यह है कि दिल्ली बम्बई के बीच में देहरादून एक्सप्रेस, जनता एक्सप्रेस, फ्रंटियर मेल या जितनी भी गाड़ियां चलती हैं उनमें फर्स्ट क्लास के डिब्बों की स्थिति तो ठीक है लेकिन थर्ड क्लास की सवारियों को बैठने के लिए भी जगह नहीं होती है। खड़े-खड़े आदमी परेशान हो जाते हैं और सवारियां स्टेशनों पर रह जाती हैं। मैं चाहता हूँ कि इन दो स्टेशनों के बीच में एक यात्री रेल गाड़ी जो तेज रफ्तार की हो, चलाने की कोशिश मंत्री महोदय करें।

बौलपुर से गंगापुर सिटी तक एक नई रेल लाईन डालने की जो योजना स्वीकार कर ली गई है उसके बारे में सर्वे करने की ओर अभी तक कोई ध्यान नहीं दिया गया है। मेरी विनती है कि उस का शीघ्र सर्वे कराया जाये ताकि जो डाकूग्रस्त क्षेत्र है उस की उन्नति व विकास हो सके और लोगों को इस समस्या से छुटकारा मिल सके। और अन्त में मैं गंगापुर सिटी प्लेट फार्म पर पूर्ण छात्रों की व्यवस्था करने की ओर मंत्री जी का ध्यान आकर्षित करता हूँ।

श्री श्रीकारलाल बोहरा (चित्तौड़) : मैं संक्षेप में कहूँगा। वैसे तो समस्याओं से हमारे नन्दाजी परिचित हैं लेकिन मैं याद दिलाना चाहता हूँ कि रेलवे बोर्ड ने 1948 में चित्तौड़ कोटा रेलवे लाइन को मंजूर कर लिया था। आज मैं इस प्रसंग पर जोर दे कर कहना चाहता हूँ कि जनता की भावनाओं को समझने की कोई ताकत रेलवे बोर्ड में नहीं है। जनता का प्रतिनिधि होने के नाते मैं श्री नन्दा से कहना चाहता हूँ कि अब समय आ गया है कि रेलवे बोर्ड को भंग कर दिया जाये क्योंकि वह जनता की भावनाओं को रिप्रेजेंट नहीं करता। वह जनता की भावनाओं को समझने की चेष्टा नहीं करता। इसी लिये चित्तौड़ रेलवे लाइन का काम रुका हुआ है।

दूसरी बात यह है कि चेतक एक्सप्रेस को दिल्ली जंक्शन से ले जायें और उदयपुर तक उस को एक्सप्रेस बनाये। आज वह बैलगाड़ी के रूप में चलती है और उस से जनता को कोई फायदा नहीं है। चेतक राणा प्रताप का घोड़ा था जो बहुत तेज चलता था। इस लिये मैं चाहता हूँ कि चेतक नाम को सार्थक बनाया जाय और इसको एक्सप्रेस बना कर दिल्ली से उदयपुर तक ले जाया जाये।

SHRI DHIRESWAR KALITA (Gauhati) : In 1967, 67 MPs submitted a memorandum to the then Railway Minister, Shri Poonacha. He made an inquiry. There was some correspondence he had with the Government of Assam. Accordingly, the Railway Board sanctioned Rs. 30,000 which was handed over to Gauhati University to make a study regarding the transport needs of the Assam Valley. In the Railway Board, this matter was discussed by Shri Nanda. But up till now, the Government are sitting tight over the report. A decision has to be taken to extend the board gauge line from Jogigopa via Gauhati by south to Tinsukia.

Recently a deputation from Goalpara North led by an hon. member of this House

met the hon. Minister. You know that during the last India-Pakistan war, the riverine rout from Assam to Calcutta was closed.

MR DEPUTY-SPEAKER : That is well known.

SHRI DHIRESWAR KALITA : If it is well known, it is also the duty of the Government of India to ensure that the transport needs of that area are well attended to. Therefore, they demanded that from Pokiragram to Dhubri, a gap of only 15 miles has to be connected by a broad gauge line.

I hope the Minister will give replies to these questions.

SHRIMATI ILA PALCHOUDHURI (Krishnagar) : The question of a light railway from Krishnagar to Nabadwip Ghat has been surveyed. There was a committee which went into this. I want to know what has been decided about it and when it will come about.

Secondly, from Krishnagar to Karimpur, which is a border area, there has been a survey for a railway line. When funds are available, I hope that will be taken up.

I request the Minister to clarify these two things.

श्री सत्यनारायण सिंह (वाराणसी) : मन्त्री महोदय का एक पत्र हमें मिला है जिस में उन्होंने कहा है कि भ्रष्टाचार को दूर करने के लिए उन्हें मेम्बरों और रेलवे कर्मचारियों का सहयोग मिलना चाहिए। हम ने अभी तार भेज भर मऊ जंक्शन के वर्कर्स के बहुत सी कम्प्लेंट्स भेजी हैं मन्त्री जी के पास। एक सिग्नल आफिसर रेलवे के सामान को चोरी कर रहा है, तस्करी कर रहा है और डकैतों को सामान बेच रहा है इस की लिखित कम्प्लेंट भी उन के पास भेजी गई। उस के बाद वर्कर्स के भ्रष्टाचार के खिलाफ नोटिस द्वाारा हम लोग मीटिंग करना चाहते थे तब गुण्डों को बुला कर आम्स ले कर वर्कर्स के ऊपर हमला कराया गया। मैं जानना चाहता हूँ कि जब उन्होंने हमारे वर्कर्स का सहयोग मांगा है तब

भ्रष्टाचार को दूर करने के लिए जो कर्मचारी भ्रष्टाचारी अफसरों के खिलाफ उन से सहयोग कर रहे हैं उन की मदद वह करेंगे या नहीं ताकि उन को उन का सहयोग प्राप्त हो सके ?

SHRI AMRIT NAHATE (Barmer) : I would like to know from the hon. Railway Minister whether he is prepared to institute an enquiry into the very grave conduct of the railway authorities in stopping all railways from Jodhpur to Barmer and Gadra Road for 24 days in the month of July. The estensible excuse was the sand storm, but I can assure him that if he institutes an enquiry and seeks the co-operation of the people there, it will come out that in such a sensitive border area the stopping of all railway communications for 24 days in a month was criminal when it was avoidable.

Secondly, will the hon. Minister tell us what, after all, are the standards and criteria for the laying of new railway lines? In view of the fact that railways have been instrumental in furthering regional imbalances in the country, do the railway authorities propose to do away with these regional imbalances by laying new railway lines?

SHRI TENNETI VISHWANATHAM (Visakhapatnam) : I find no provision in the Supplementary Demands for starting a Rajdhani Express to the South. There are four Rajdhanis in the south, Hyderabad, Bangalore, Madras and Trivandrum. Why is there no provision? This question arises directly out of the Demand.

श्री तुलशी दास जाचव (वाराणसी) : जो सूचना कल मिली थी वह यह कि लोडिंग और अनलोडिंग का जो काम है वह पिछले जमाने से इंडिविजुअल कंट्रेक्टर्स को दिया जाता रहा है। हमारी पालिसी समाजवाद की है और हमारा काम सोशलिस्टिक पैटर्न से चलता है। जो वर्कर्स हैं कोल लोडिंग और अनलोडिंग करने वाले, उन की सोसायटी बनने के बाद भी उन को वह कंट्रेक्ट नहीं दिया जाता। मेरी श्री नन्दा से रिक्वेस्ट है कि जो इस तरह की सोसायटियां हैं उन के हित का ध्यान रखते हुए वह रूल

[श्री तुलशी दास जादव]

कर दें कि यह काम कम्पसरीली उन सोसायटियों को दिया जाये और शीघ्र उन को कंट्रैक्ट दे दिये जायें क्योंकि इंडिविजुअल कंट्रैक्ट का जो तरीका है वह ठीक नहीं है।... (व्यवधान)

दूसरी बात मैं यह कहना चाहता हूँ कि शोलापुर डिवीजन को सिकन्द्राबाद या साउथ जोन में लेने से वहाँ के कर्मचारियों को बड़ी तकलीफ है। इस लिये आप उस को सिकन्द्राबाद डिवीजन से निकाल कर सेन्ट्रल जोन में डाल दें। इस के लिये मन्त्री महोदय के पास एक डेलिगेशन भी आया था। मेरी विनती है कि अब पूना सतारा की नई लाइन बन गई है। अगर चाहें तो आप उसको भी उबर लें। लेकिन शोलापुर को सेन्ट्रल जोन में रखें। इस के लिये बड़ी जोर की मांग है और इस को स्वीकार करना चाहिये।

श्री जनेश्वर मिश्र (फूलपुर) : मंत्री महोदय ने एक एक्सरसाइज बुक भेजी है ताकि रेलवे के भ्रष्टाचार को करने के लिए जो शिकायतें हों वे उनको भेजी जा सकें। मैं उन से एक सवाल करना चाहता हूँ। मैं चाहता हूँ उसका वह साफ जवाब दें। क्या एक लड़का जिसने अभी छः महीने हुए वकालत का इम्तहान पास किया था आपके यहाँ रेलवे का वकील मुकदरर किया गया है या नहीं किया गया है, और क्या यह सही नहीं है कि उस लड़के का नाम विजय बहुगुणा है जो कांग्रेस पार्टी के जनरल सैक्रेटरी श्री हेमवती नन्दन बहुगुणा का लड़का है? अगर यह सही है तो क्या भ्रष्टाचार को खत्म करने का यही तरीका है? इसके बारे में आप क्या कर रहे हैं।

श्री अब्दुल गनी डार (गुडगाँव) : मैं चाहता हूँ कि रेलवे की तरफकी हो। आपके सामने कनसल्टेटिव कमेटी की मीटिंग में रेलवे बोर्ड के चेयरमैन ने मेम्बरों की तौहीन की थी। हम वाक आउट कर जाते अगर हमारे दिल में

आपके लिए इज्जत न होती। मेम्बरों का सहयोग लेने के लिए रेलवे बोर्ड के खिलाफ जो उनको शिकायतें है, क्या आप उनको सुनेंगे और सुन कर रेलवे बोर्ड के अफसरों की गर्दन जो बहुत अकड़ी हुई है उसको कुछ ढंडा करेंगे?

(श्री अब्दुल गनी डार (गुडगाँव) : मैं चाहता हूँ कि रेलवे की तरफकी हो। आपके सामने कनसल्टेटिव कमेटी की मीटिंग में रेलवे बोर्ड के चेयरमैन ने मेम्बरों की तौहीन की थी। मैं चाहता हूँ उसका वह साफ जवाब दें। क्या एक लड़का जिसने अभी छः महीने हुए वकालत का इम्तहान पास किया था आपके यहाँ रेलवे का वकील मुकदरर किया गया है या नहीं किया गया है, और क्या यह सही नहीं है कि उस लड़के का नाम विजय बहुगुणा है जो कांग्रेस पार्टी के जनरल सैक्रेटरी श्री हेमवती नन्दन बहुगुणा का लड़का है? अगर यह सही है तो क्या भ्रष्टाचार को खत्म करने का यही तरीका है? इसके बारे में आप क्या कर रहे हैं।)

THE MINISTER OF RAILWAYS (SHRI NANDA) : Mr. Deputy-Speaker, My task has become more difficult indeed.

15.56 hrs.

[Shri K. N. Tiwari in the Chair]

It has been a wide-ranging, full length discussion as if the Railway Budget was being discussed and it is physically impossible for me to deal with all the questions raised. I was conscientious and went on making notes but towards the end my capacity was exhausted... (Interruptions.) With regard to new lines, stations, timings, etc., very important in themselves individually, I have evolved a method by which it should be possible to give as much satisfaction as we can afford. A new system has been adopted of having meetings on the basis of a few divisions, regional consultative committee meetings. There are sixteen of them. By the end of the session all the sixteen meetings will have been held.

It is a small group. Previously on questions that a Member might ask or information that might be required, we circulated notes. But the notes did not suffice. Now the course of two hours or more we discussed each individual matter, each question and each demand and then in some cases we go a little further in the matter of giving satisfaction. I do not want to hazard replies off hand as a result of which I may be in a worse position. The officers know more than I do regarding all these matters of detail. I shall there-

fore follow the procedure as I did in the case of the Railway Budget. To the hon. Members who ask questions here, I shall send notes after full consideration. There were some important issues raised but they also go beyond the range of the supplementary demands, but this is the order of the day, and I shall deal with them briefly... (An Hon. Member : Like the railways). Railways move on all the time... (*Interruptions*)...Not to the extent of our proceedings being delayed.

16.00 hrs.

First to speak was hon. Member Mr. Poonacha. I am grateful to him for the constructive approach he brought to bear on his contribution. Some of the observations which he made, I am sorry to say, were based on imperfect information and wrong assumptions, but I am very glad that the hon. Member is keeping in touch with what is going on in the Railway Ministry and among the railwaymen. He took particular pains to emphasise that while the 11-point programme and the activities flowing from it were directed towards amenities for passengers, we have neglected the vital aspects of revenues. It is vital, of course : the earnings of the railways. Because, if we have not got adequate earnings, we shall have no capacity at all to meet the many wishes, the multiplying wishes of the hon. Members and of the people of this country.

The situation is bad enough, and I agree it should not be allowed to become worse. The railways have been showing continuing deficits since 1956-7. The overall deficit from 1-4-1964 to 31-3-1970 may be deemed to be about Rs. 175 crores. During the last four years, it comes to a total of nearly Rs. 150 crores ; that is, an average of about Rs. 37 crores a year. This is no occasion for me to go into all reasons. We can deal with them at other times. But the hon. Member, Mr. Poonacha, should be familiar with the circumstances and the conditions in which the losses were incurred. He presided over the destinies of the railways for some years.

During his two years, the losses were about Rs. 75 crores. These figures must be well known to hon. Member, Shri Poonacha. The balance in the Revenue Reserve Fund,

which was Rs. 63 crores at the beginning of 1960-61, has been exhausted and the loss of Rs. 9 crores nearly had to be taken from the general revenues in 1969-70. The hon. Member, Mr. Poonacha, with great concern about the railways, thought that he should on this occasion point out what was happening during the current year. I am glad that he has done so ; the facts that he has given are largely true. There is a shortfall in goods traffic during the current year. Till the end of June, there has been a shortfall of 2.9 million tonnes in the revenue earning traffic as compared to the anticipations. Most of this shortfall of 2.9 million tonnes has been on coal and on traffic to and from the steel plants. This traffic has not come up to the expectations and has been even 1.32 million tonnes below last year's traffic in the corresponding period. The traffic in general goods, which is a high-rated traffic, is up to the expectations.

Regarding passenger traffic, Mr. Poonacha possibly did not have the correct information. There has actually been an increase of 7.5 per cent in the passengers originating, against the anticipation of three per cent ; mainly because of this, in the first four months of the current financial year, the passenger earnings have been about Rs. 4½ crores more than anticipated. The increase in passenger earnings has made good the shortfall in the earnings from goods traffic. This fact is well known to us all, namely, that this heavy traffic is largely concentrated in that region where steel is produced and for steel we have to move iron ore and coal. Here, therefore, it is no fault of the railways. There has been a decline in these activities. There is decline in production and movement. All these have largely accounted for the situation which I have described. Mr. Poonacha issued a warning that we should gear up the administrative machinery and show better performance if we want to avoid any further increase in freight rates. It is not easy to wipe out the accumulated effect of the deficiencies. I shall indicate what we are attempting to do but I welcome any concrete suggestions. Some suggestions have been made about thefts, about reducing freight rate. If we have reached the stage of diminishing return where any increase in freight means loss of revenue, certainly it is a point for close discussion. I

[Shri Nanda]

have some knowledge of economics and I shall welcome any outcome of that discussion which will lead to improvement in revenue.

The hon. Member said that the eleven point programme deals only with amenities. It is not so. Items 10 and 11 deal with goods and passengers. He did not refer to them. Item 10 says :

"We shall take various steps to make our goods transportation as attractive to users as possible by speeding up delivery and eliminating malpractices in the course of transit."

But the main thing from which everything flows is item 1 :

"Best use will be made of any information and new suggestions emanating from employees and other sources, which may lead to increase in efficiency, avoidance of loss, reduction of expenditure, increase in earnings, detection of offences and improvement generally."

So, it will not be correct to say that all these things have escaped our attention.

Some drives have been launched. I feel overwhelmed by the consideration shown for me, generosity and liberal comment. I do not lay any claim that any number of points pursued with all the intensity I can command will in the space of a few months lead to any revolutionary change. It is a big organisation. There are some practices which have grown, rigidities have developed and vested interests are there. To change all that will mean a deep transformation. I have no illusions about my being able to do all that, but as much more as can be done with co-operation from all sides, I am trying for I am getting some results, however small.

The first drive that was launched was to save fuel. Coal costs Rs. 10 crores and diesel oil Rs. 45 crores a year. I thought this was one direction in which some substantial results could be achieved. The scheme was intended to provide for a watch, to check leakages at all points, beginning with the collieries and ending with the consumption in locomotives. I have a certain amount of satisfaction that in a few weeks, in terms of issue of coal, the saving is reported to be 6 to 7 per cent. In some divisions it is as much as 10 to 12 per cent

or more. So, the possibilities are there and I believe that we shall be able to make use of those possibilities more and more.

Regarding thefts and pilferages also we have made a start. I see the need for doing much more than what is being done. The amount of compensation that is being paid year after year is rising each year by Rs. 1 crore and today it is Rs. 11 crores. It covers thefts, pilferages and losses for other reasons. I think, there is a great deal of scope for reducing the losses on this account. I can go as far as to say that 50 per cent of it can be saved. Rs. 5 crores is no mean figure, particularly in the present conditions.

I tried to move in some other directions also which have troubled the mind of Shri Poonacha. I think, the trouble was whether the corporation, whose services are being enlisted for the performance of a certain task to help the railways, has the requisite competence. I am sure, the hon. Member wants us to raise the level of performance of our staff; also, he would like to have savings made by better inventory control. I should like him to feel easy on that score. I have taken good precautions to see that whatever is done in the interest of the railways and that for anything that is spent, there will be a much bigger return.

I will now like to give to the House and the hon. Member particularly the fact that it is not Nature Cure Corporation, but it is NC Corporation. That does not mean that it is Nature Cure Corporation; it means something else. I do not know from where the hon. Member got that. It is a private limited company. It is a premier organisation calculated to remove economic maldistribution. That is one aspect of it.

The Corporation was registered in the year 1950 and started business in 1957. Even though the Corporation is a private limited company registered under the Companies Act, it is a non-profit sharing organisation. It is not for the purpose of distribution of profits to any individuals. All the profits of the Corporation are spent on humanitarian activities on organised lines and in propagating its missions and movements, chief among them being "The Needs of Life Movement"; that is, everybody in this country should have the satisfaction of the

primary needs of life on a minimum basis.

The Corporation has done singularly good work in the fields of inventory control and fuel economy. Its statistical quality control services have been availed of by several undertakings, both in the public and the private sectors. I underline the public sector. Some of the outstanding institutions—there are 30 in all and I will just mention a few of them—are Tata Oil Mills, Western India Spinning and Manufacturing Company, Escorts Limited, Hindustan Spinning and Weaving Mills, Devidayal Cables and a number of them in the private sector and Central Designs Organisation, Bombay, Employees' State Insurance Corporation, Fertiliser Corporation, Export Credit and Guarantee Corporation in the public sector. There are a number of our public sector undertakings which are having the services of this Corporation. So, please disabuse your mind that anything wrong has happened.

I may inform the hon. Member that there are very good reports about this Corporation. Escorts who are paying Rs. 1,10,000 *per annum* to the NC Corporation say that substantial savings have been effected in production costs. The Planning Commission Research Programmes Committee has sponsored a study of capital locked up in excess stores and inventories through the NC Corporation. Kirloskar has given a very good report saying that there is reduction in rejection and scrap pattern of components in manufacturing lines to the extent of 50 per cent resulting in substantial saving in raw material cost and machinery. A systematic control on stores inventories leading to a reduction in capital locked up in stores is there and it has been brought down by 50 per cent over all these years.

This, I hope, will satisfy the hon. Member, and also regarding the training camp. There are about 80 different institutions which are utilising their services and, amongst them, there are public undertakings also.

I would proceed now to deal with a few other points, in the first instance, as emerged from the hon. Member, Shri Poonacha, and one of the things he said was about the locomotive break-downs.....

SHRI SONAVANE (Pandharpur): There are other Members also. Why should you attach so much importance to him.

SHRI KANWAR LAL GUPTA (Delhi Sadar): The train has not crossed the first station. The speed is so slow that the train is still on the first station (*Interruptions.*)

SHRI NANDA: Sir, because some reflections were made, I could not let the matter rest there. When certain reflections were cast by the hon. Member, then Railway Minister, saying that something was being done which was not in the interest of the railway administration. I had to clear up that ground for future also.

SHRI UMANATH (Pudukkottai): But in the bargain, don't leave out others.

SHRI NANDA: Now, there is one thing which was a common issue among many Members and that is the question of losses arising because of thefts, pilferages, etc. and what the R. P. F. is doing. It affect stores and other property of the railways. It is true, as he said, thefts, particularly, pilferages have been increasing and it is also true that a part of it involves the collusion of of railway employees and the R. P. F. I have got some figures which show that. I have also got figures which show how many persons among the R. P. F. were killed and injured in doing their duty. Let us have both sides of the picture. In 1968, 29 persons were killed and, in 1969, 34 were killed; 240 were injured in 1968 and 311 were injured in 1969. I have got the figures of the last few months also.....

SHRI DHIRESWAR KALITA: What are you proving by it?

SHRI NANDA: I am saying that the R. P. F. personnel is involved in thefts and they have been arrested and convicted. But that is one side of the picture. There is the other side of the picture also. That means it is not the question of disbanding of the R. P. F. but re-organising it, improving its recruitment, its training and its supervision. This is being undertaken.

SHRI J. M. BISWAS: Do you call the G. R. P. innocent?

SHRI NANDA : I do not know who is innocent and who is not innocent...

SHRI J. M. BISWAS : This is a vital point. When you say that the R. P. F. in collusion with certain railway employees are doing it, you leave out the G. R. P. The G. R. P. are also equally responsible. You know it.

SHRI NANDA : I know it. I also know that the cases of that kind have occurred and there are also anti-social elements. When there is something to be stolen, many people join in that enterprise. I dealt with that aspect. This is part of our programme, the Eleven-point programme, so that we may do as much as possible, by bringing in a co-ordinated effort by all the elements, that is, the railway employees, of course, including the officers, the vigilance people, the RPF, the GRP and the police of States. We are trying to bring about that kind of co-ordination because I believe that they are at cross purposes in many places and all the money that we are spending on the organisation here and there, for example, in respect of the money we are spending on GRP, we are not getting proper return. Much more has to be done and in that direction I am trying to move ; I know this is a difficult task ; but I believe some progress will be made there.

Now I shall deal with the problems relating to the workers. I wish to refer to the question of electrification and the unemployment of persons in the organisation which is doing the electrification work. One Hon. Member gave certain books to me, he is not present in the House just now. I went into the whole case. He said as if people were being dismissed on one day and re-employed the next day in order to injure their prospects. It is not so. Because, even 6 months will not make any material difference. It is because they change from one place to another, those changes have to be made, and also there upgradation is done when one takes up some other job and hence such entries have to be made.

But the main question is about casual labour. I have expressed my feelings very strongly on this subject ; nobody should remain in that position in which he does not know at all what will happen to him and to his family tomorrow. I feel very strongly

about it. On this subject of contract labour, or casual labour I cannot forget all that I have spoken out and written and pleaded on this subject. Certain work has to be done, which work is not permanent and continuing. There are certain persons employed. Suppose you build a house, would you keep all those masons and workers and others ? (*Interruption*) I want to develop a point. I have my own attitude about it. But the point is this. Some are there in the Railways for instance who have added to the creation of new assets, who were participating in the creation of those assets, and they are not becoming employees ; and the point is whether it is our duty to make them employees. You may say, the Government as a whole may do it ; society as a whole may organise its activities in such a manner that nobody should be without employment. He should get the prime necessities of life which are required for his existence. Let us try to do that ; that is what Socialism is, to my mind. But you cannot ask one department to pay all the while for these 10 000 persons while they are working for the department only a part of the time. Therefore, the casual labour problem has to be dealt with on other lines, than simply asking the railways to go on paying. We are trying to do this and help as many employees as we can.

SHRI DHIRESWAR KALITA : Let him start it in the Railways first.

SHRI J. M. BISWAS : I want to ask one question. How is it that one man has been working as casual labourer for the last 22 years ? He is remaining in the same place, doing the same duty. How can this happen ?

SHRI NANDA : I can explain it, Sir. If I am given the time, I can explain it.

श्री मोलहू प्रसाद : सभापति महोदय, जो मेम्बर यहाँ नहीं बैठे हैं उनके प्रश्नों का उत्तर मंत्री महोदय दे रहे हैं, जब कि मैं यहाँ उपस्थित हूँ, मेरे प्रश्न का उत्तर नहीं दे रहे हैं। मैं आप का उत्तर सुनने के लिये बैठा हुआ हूँ।

SHRI NANDA : I think the question of casual labour was raised by a number of

Members. I am dealing with larger issues now. As far as the Individual questions are concerned, I have said that hon. Members will certainly get proper answers.

Why is it that they have been there for so long ? It is because of the great consideration shown by the railways so that when one work stops, they are taken to some other work and so on. That is how continuity is provided. Now, about 300 persons are being taken to the Jagadhri workshop where there is some scope for employment created.

SHRI KANWAR LAL GUPTA : Is he satisfied with his answer ?

SHRI NANDA : I am satisfied with the answer, but not with the conditions. Certainly, there can be no better answer. Could anybody explain to me whether there can be a better answer ? Today, in the circumstances in which the Railway Ministry is placed, there cannot be any better answer.

SHRI J. M. BISWAS : I can do it. We can explain it.

SHRI NANDA : I know the hon. Member and how things are being done in those things which are in their hands.

SHRI J. M. BISWAS : The same people are working against the same vacancies.

SHRI KANWAR LAL GUPTA : He is an elderly man and I have great regard for him. But why is he there if he cannot do anything ? Why should he say that nobody can do any thing except this ?

SHRI NANDA : I have said that we are doing these things. With all due respect to my hon. friend, I would say that under the present conditions, nobody can do anything better. Suppose in any organisation with which he is connected or with which his friends are connected, if he can give that promise that everybody who is employed in any construction job will be permanently employed, I shall do that in the railways.

SHRI KANWAR LAL GUPTA : When he is out, we shall do that.

SHRI NANDA : I am trying to provide for everybody, but it is not possible to give

an assurance that I shall succeed immediately in doing that. We are taking the worker from one job to another. Whenever any opening arises, we take them there and give them work. But more cannot be done now.

SHRI KANWAR LAL GUPTA : Let him say that within three or five year's time, all these people will be absorbed.

श्री जनेश्वर मिश्र : आप से पूछा गया था कि बहुत से इलैक्ट्रिफिकेशन के कर्मचारी जेल में बन्द हैं, आप इन्टरवीन करके उनको बाहर निकलवायें और उनके आन्दोलन को खत्म करवायें ।

SHRI NANDA : I have not exhausted the question of the employment of the workers employed on the electrification schemes. Regarding those workers who are, I am told, arrested...

AN HON. MEMBER : 300 of them are arrested.

SHRI NANDA : Whatever the number is, is it expected that if anyone does something which amounts to an offence and if the police comes and does its part as it is expected to do under the law, then is it an offence that I am committing ?

श्री जनेश्वर मिश्र : यह कौन कहता है ?

SHRI NANDA : Suppose they go and detain a train or squat on the truck, or they do some gherao or they intimidate and thus make life impossible for some other people, certainly the law will have its course. (Interruptions) Hon. Members perhaps do not know my interest in the working class. It dates back to the year 1921 when I started my working life ; all my life I have devoted to this cause. Do hon. Members think that I shall do any injury to any worker ? No, I shall not do any injury to the worker.

I was asked about certain difficulties of the workers. I know about those difficulties. As an immediate programme, I have issued an order, and I would like the House to know it because that will show in what direction I am moving. I will devote prompt attention to grievances of employees

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and expeditious disposal of any representation which the recognised unions may make.

SHRI RAMAVTAR SHASTRI (Patna) :

Why recognised unions ? सभापति महोदय रिकगनाइज्ड यूनियन्ज तो हवा में हैं—ये हवा से बात करना चाहते हैं. अनरिकगनाइज्ड यूनियन्ज से बात नहीं करना चाहते हैं... (ब्यवधान)...

SHRI NANDA : He should have patience. This was a point which touched me very much. Decisions are taken but no implemented. I know decisions are taken at various levels in the system and they are not being implemented. I have said there should be prompt implementation of decisions. I am going to have a drive for prompt implementation.

Then proper conditions and amenities in places of work—These are a few points I am concentrating my attention on—prompt settlement in regard to payment of dues. There are arrears accumulated for years. Pensions are not being paid. Then reform of welfare and personnel organisation.

SHRI GANESH GHOSH (Calcutta South) : May I ask a simple point for clarification ? I said yesterday that several persons had been arrested simply for shouting slogans and bails are not granted to them. Before he considers the basic points about regularising their conditions, would he help them get out of jail ?

SHRI NANDA : I have dealt with the point already.

As regards workers' participation, I said something will be done. I know if it is to be real, it cannot be done just by a sweep. It has to be developed.

I have said that a quarterly report on the working of the railways at different levels should be made to the workers. I will make a quarterly report of how the railways are functioning listing the kind of changes in the existing system which should become a matter for prior consultation with the workers' representatives before they are effected. Setting up of a suitable machinery for such consultation will be attended to,

Committees of workers are to be formed in various railways colonies to attend to the difficulties and problems of the residents. Also to provide for an effective say of the workers on other matters concerning their welfare. This is an elementary minimum programme which I am trying to carry out.

There is one other thing to which I have to turn because it has exercised the minds of hon. members. Feelings have been generated and certain expressions used which hurt me somewhat. This is about the cell, the Board and all kinds of things that are possibly being rumoured as happening. If it were not for the new things that I am trying—they are not new except in the sense that they are being intensively done—I would not like to be in any place where I have to go on doing simply routine work. That is not my temperament. If this whole programme, the 11-point programme and the cell fail, then I need not be here. Because then what do I do ? I know that if in the routine way things are to go on, they are not going to improve ; it will not be possible to bring about any very effective improvement in the system. Therefore, these things are important.

श्री कंवर लाल गुप्त : आप जोश में कह गये हैं, बाद में तकलीफ होती है। आप जब होम मिनिसट्री में थे, तब भी आपने कहा था कि करप्शन खत्म नहीं होगी तो मैं छोड़ दूंगा...

श्री शशि भूषण : इन्होंने उस वक्त ब्लैक-मार्केट खत्म करने की बड़ी कोशिश की, ईमानदारी से वायदा किया था, लेकिन इन्होंने साथ नहीं दिया।

श्री नन्दा : इन्होंने साथ नहीं दिया, लेकिन मैं चला भी गया।

श्री कंवर लाल गुप्त : आप के जाने से हमें खुशी नहीं हुई।

SHRI NANDA : As I said in the beginning, I do not lay very great claims, but whatever little is possible I will do. That little may not be very much.

On the question of this Cell, it is very natural that when something new is done, it disturbs some people, and it might provoke some adverse reactions also, but I must say that when Shri Lobo Prabhu and some other hon. Members said that there was some perceptible improvement here and there, I was glad. It may be or may not be.

SHRI S. KUNDU : Do not take their compliments seriously.

SHRI NANDA : What did I say ? I said it may be or may not be. Why have you to correct me when I have myself said what was necessary ?

If any improvement has occurred, please understand that I cannot go out and do those things myself. It is the officers, the employees and workers who have done it at various levels. It may be that more can be done if there is more co-operation, if there is more collaboration. I will try to seek that.

SHRI S. KUNDU : How do you seek that ? That is the point.

SHRI NANDA : First I will give the facts because so much stir has arisen.

I am quoting, in pursuance of the announcement made by me in the Rajya Sabha, an Eleven Point Programme was drawn up and a Special Cell was created with the object of implementing that Programme.

The Cell was formed nearly two months back. During this period, I have closely watched its working. A stage has now come when, on the basis of the experience gained, the guide-lines should be laid down and the frame-work should be drawn up for the working of the Cell.

I am convinced that the Cell has considerable potentialities and that there is a large scope for making a useful contribution in support of the functions of the Railway administration and furtherance of its objectives. The functions of the two wings of the Cell and the conditions and limits under which they will operate must now be clearly defined.

I want to make it plain that the pivot of the whole project is the voluntary service of non-official workers and institutions. It

was decided to introduce the official element only to ensure that the efforts of the voluntary workers did not become ineffective for want of necessary support from the official machinery. Members of the non-official wing and the personnel of the official wing have to be fully aware of the important fact that implementation of the Eleven Point Programme is primarily, and for all practical purposes, to be the concern and function of the vast machinery of the Railway administration. It had been clearly emphasised in the earlier communication that the precise responsibility for implementation of the programme would continue to be that of the Zonal Railways and the various functionaries of the Railway Board. The Special Cell can have only a supplementary and a complementary role.

The official wing has to serve as the channel for transmission of information and suggestions emanating from voluntary workers to the administration at appropriate levels, and to keep in touch with the progress of implementation. Any field work undertaken by the official personnel of the Cell will have to be in pursuance of the general or specific decision taken by the Voluntary Help Committee. Where this field of activity goes beyond contacting the officials in the administration, at various levels, the general or specific approval of the Chairman of the Railway Board must be obtained. Because they will be dealing with the officials, the Chairman of the Railway Board himself comes into the picture. Some days ago, I spoke to the Chairman of the Railway Board that he should consider himself the head of the official Cell, for the implementation of this programme.

There will be a monthly progress report and a quarterly evaluation of the work done by the entire cell.

On the non-official side, the position is simple. The members of the Committee and the Social Workers have been requested to observe and obtain information regarding the situation and conditions pertaining to the various items of the Eleven Point Programme. They will elicit from the officials concerned the directions, and the occasions for which they need and can utilise the help of the voluntary workers. If there is any experience of lack of

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sympathy or co-operation on the part of any officers the member of the Committee or the social worker has only to convey this to the Convener of the non-official wing, whose responsibility it would be to bring the fact to the notice of the appropriate authorities through the official wing.

The hon. Member Shri Madhok spoke about it and it is exactly what I am aiming at so that there should be something positive and not continuing conflict. Every body must know what his part is. All this controversy was needless. It has created commotion and needless apprehension and I should like to dispel them. Not that there is no opposition and there are no difficulties. There are. But by and large the officers, particularly on the open lines in various zonal railways are cooperative and enthusiastic. Because, for example, don't they know that if we succeed in bringing down the payment of compensation on account of the losses due to thefts etc. they will gain in reputation and they will be the gainers mostly? Therefore, most of them will do their job and I hope there will be no difficulty about that.

श्री श्रीकारलाल बेरवा : भ्रष्टाचार बन्द करो :

समापति महोदय : यहां पर किसी को स्लोगन नहीं लगाना चाहिए। यह कोई पब्लिक प्लेस नहीं है।

SHRI NANDA : I know that I have taken a long time. For the various individual matters, as I said in the beginning, there are channels that are available for dealing with them. They will be dealt with by a letter, or a note may be given. I do not say that I write that myself. I say I am enclosing a note. The idea is that I cannot vouch for the full accuracy of the information. I also add often: "you are welcome to come and discuss with me." I have opened out full channels of communications and discussions so that you can get some better results....(Interruptions). Practical work? Everyday I have to sign fifty or sixty letters of acknowledgement to hon. Members. Later on there are replies.

That also consumes a little bit of time and most of these are about the transfer of this person or that person or things of that kind.

SHRI BALRAJ MADHOK : I suggest that while the other speakers should keep time the Hon'ble Minister should also keep time. If he goes on spinning...

MR. CHAIRMAN : His difficulty is that every Member wants that he should reply to the points he has raised. In the middle also they get up one after the other and put questions. That is how this is prolonging. Now he should finish his speech.

SHRI NANDA : I am prepared to sit down if you feel so. I am answering the points which have been raised. I am not spinning out anything.

SHRI TENNETI VISHWANATHAN : We were greatly perturbed when one of our colleagues from behind read out a newspaper extracts of something that has happened. I should like him to say something about it.

The newspaper extract was read. It is only fair that he replies to it.

SHRI NANDA : If I proceed further, Mr. Madhok will say I am spinning out. I have given a very precise, definite statement in order to dispel all kinds of apprehensions and doubt, and it gives no room for any doubt.

Regarding the Shahdara-Saharanpur railway, I have been there, to see what it was. It was hardly a safe moving train. Possibly that track and the locomotives and the coaches should have been discarded long ago. There should be some other way for the passengers and for the goods. but the question of workers and of employment is certainly a very important and serious matter, and that is what took me there. I met the people, and I then asked the management as to what they were thinking of doing. I suggested to them that in order to enable us to deal with the matter effectively, let there be about three months extension so that we can find out various alternatives. I cannot say much about

that. Somehow, this approach does not seem to be fructifying. We have written several letters and had correspondence with the State Government as to whether they are prepared to take over that line. It is a company, and we are prepared to help in every possible way, but I do not think the State Government is prepared to take it over.

MR. CHAIRMAN : May I request the Minister to send written replies to all the other points which had been raised ?

SHRI NANDA : I shall do that. (Interruption)

SHRI J. M. BISWAS : Nandaji was willing to reply, Sir.

श्री हुकमचन्द कछवाय (उज्जैन) : जो बातें मेम्बरों ने उठाई हैं उन का उत्तर तो मन्त्री महोदय देते नहीं हैं, अपनी बात ही कहते हैं। इस को हम कैसे बर्दास्त करेंगे ?

सभापति महोदय : सप्लीमेंट्री डिमान्ड चल रही हैं। उन का जवाब देने में मन्त्री महोदय पचास मिनट ले चुके हैं। अगर आप भी इस पर और टाइम लेंगे तो कैसे काम चलेगा ?

श्री मोलहू प्रसाद : मैं इनकी ही बात मन्त्री महोदय से जानना चाहता हूँ कि रेलवे सेवा के बारे में जो पेरूमल कमेटी की रिपोर्ट में है, उस के बारे में उन की क्या प्रतिक्रिया है। समाचार पत्रों में भी कुछ छपा है उस के बारे में भी मैं उन से पूछना चाहता हूँ।

SHRI NANDA : Does Mr. Kanwar Lal Gupta want me to answer the question of Mr. Kachwai ? (Interruption)

श्री मोलहू प्रसाद : मेरा नाम मोलहू प्रसाद है, मेरी बातों का भी जवाब मन्त्री महोदय दे दें।

SHRI NANDA : The answer is this. I have told the hon. Member that he can come to me and we will discuss this problem.

But I have also at the same time told him that I am not going to meet representatives of the non-recognised union. We do not want a break-up of the labour movement in the country. But then there are hundreds of unions. I want to have a strong labour movement, and not fragmentation of the unions. (Interruption)

SHRI J. M. BISWAS : 3,000 people have come from all over the country.

सभापति महोदय : मैं आप को अलाऊ नही करता हूँ। मन्त्री महोदय काफी बोल चुके हैं।... (व्यवधान)

श्री मोलहू प्रसाद : सभापति महोदय मेरा आप से निवेदन है कि मैं ने तीन बातें उठाई थीं। एक तो पेरूमल रिपोर्ट में जो कुछ रेलवे सेवा के सम्बन्ध में कहा गया है उस के बारे में मन्त्री महोदय की क्या प्रतिक्रिया है ? दूसरी बात यह कि अखबारों में जो कुछ समाचार छपे हैं उस का उन्होंने स्पष्टीकरण नहीं किया और तीसरी बात यह है कि मन्त्री महोदय कितना समय, कितना श्रम और कितना धन लगने वाली सूचना देने के लिए तैयार हैं। मुझे इन बातों का उत्तर मिलना चाहिये।

श्री हुकमचन्द कछवाय : मन्त्री महोदय ने ऐसी बात सदन में कही है जिस ने सारे देश को गुमराह किया है। उन्होंने यह भी कहा है कि मेरी उन व्यक्तिगत चर्चा हुई थी तब उन्होंने कहा है कि मैं किसी यूनियन से नहीं मिलना चाहता जो मान्यता-प्राप्त न हो। मेरा कहना है कि 3 000 रेलवे कर्मचारियों की कठिनाई को, उन की समस्या को ले कर, जो रेलवे को कमाई कर के देते हैं, वह आये हैं। लेकिन उन की बात को सुनने का मन्त्री महोदय के पास समय नहीं है। मैं मन्त्री महोदय में कहना चाहता हूँ कि जो उन की कठिनाइयाँ हैं उन के संबंध ध्यान पूर्वक विचार के वह कोई ठोस कदम उठायें।

सभापति महोदय : अब आप खत्म कीजिये।

श्री जि० मो० विस्वास : उन को दूसरे प्वाइन्ट्स का भी जवाब देना चाहिये ।

सभापति महोदय : मैं श्री मुकर्जी से प्रार्थना करूंगा कि वह माननीय सदस्य को समझायें । वह किसी दिन मंत्री महोदय के पास जा कर सारी बातें डिस्कस कर सकते हैं ।

श्री जि० मो० विस्वास : कौन जायेगा, कहा जायेगा ?

सभापति महोदय : आप मेरी बात पहले सुन लीजिये । जितने प्वाइन्ट्स यहाँ उठाये गये हैं, अगर उन का जवाब मन्त्री महोदय ने नहीं दिया है तो जिन लोगों ने वह प्वाइन्ट्स रेज किये हैं वह उन को लिख कर दे दें, फिर भी अगर आप जरूरी समझें तब जा कर उन से डिस्कस कर लें । अब आप सदन की कार्रवाई चलने दें । ... (व्यवधान)

MR CHAIRMAN : I shall now put all the cut motions to the House.

All the cut motions were put and negatived.

MR. CHAIRMAN : The question is :

"That a Supplementary sum not exceeding Rs. 2,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Demand No. 2—Miscellaneous Expenditure."

Those in favour will say 'Aye'.

SOME HON. MEMBERS : Aye.

MR. CHAIRMAN : Those against will say 'No'.

SOME HON. MEMBERS : No.

MR. CHAIRMAN : The Ayes have it.

SOME HON. MEMBERS : The Noes have it.

MR. CHAIRMAN : Let the lobbies be cleared.

16.55 hrs.

(Mr. Deputy-Speaker in the Chair)

MR. DEPUTY-SPEAKER : Order, order. The lobbies have been cleared.

SHRI KANWAR LAL GUPTA : We do not want any division.

SHRI J. M. BISWAS : We do not want any division.

MR. DEPUTY-SPEAKER : The question is :

"That a Supplementary sum not exceeding Rs. 2,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Demand No. 2—Miscellaneous Expenditure."

The motion was adopted

16.56 hrs.

APPROPRIATION (RAILWAYS)
NO. 3 BILL*, 1970

THE MINISTER OF RAILWAYS (SHRI NANDA) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of railways.

MR. DEPUTY-SPEAKER : The question is :

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

The motion was adopted.

SHRI NANDA : Sir, I introduce† the Bill.

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 27-8-1970.

†Introduced with the recommendation of the President,