

ments concerned. Whatever help the State Governments would require in this matter, the Centre is prepared to give. I have taken note of the suggestions made and I am grateful to the hon. Members who have made certain useful suggestions. The Government will see that in the area to which this new system is being extended which is a backward area the people are properly educated and they are persuaded by education and by other methods to take to this new metric system.

With these words, I request that the Bill be passed.

Mr. Deputy-Speaker: The question is:

"That the Bill to extend the Standards of Weights and Measures Act, 1956, to the Kohima and Mokokchung districts in the State of Nagaland, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: Now we take up consideration of the Bill clause by clause.

The question is:

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Shri Shafi Qureshi: I move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

Mr. Deputy-Speaker: There are only two or three minutes to 1 o'clock. We adjourn for lunch.

12.57 hrs.

The Lok Sabha re-assembled after Lunch at four minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

DEMANDS FOR EXCESS GRANTS* (RAILWAYS), 1964-65

Mr. Deputy-Speaker: The House will now take up discussion and voting on the Demands for Excess Grants in respect of the Budget Railways) for 1964-65.

DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 46,49,848 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Repairs and Maintenance' for the year ended the 31st day of March, 1965."

DEMAND No. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 24,30,157 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Operation other than Staff and Fuel', for the year ended the 31st day of March, 1965."

DEMAND No. 12—PAYMENTS TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs 40,49,900 be granted to the President to make good an excess on the grant in respect of 'Payments to General Revenues' for the year ended the 31st day of March, 1965."

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

*Moved with the recommendations of the President.

DEMAND No. 15—OPEN LINE WORKS—
ADDITIONS AND REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 3,02,39,043 be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions and Replacements' for the year ended the 31st day of March, 1965."

Shri N. Shivappa (Hassan): I rise to oppose these Demands for Excess Grants. At the very outset of my speech, while initiating discussion on behalf of opposition benches, I am sorry I have to refer to the laches on the part of the Railway Minister in having failed to bring forward these Demands also along with the general Demands of the railways. I feel that the discussion on these Demands also should have found a place in the discussion on the other Demands as well.

There is some reason perhaps for not placing these Demands before the House during last year for want of audit report. But there cannot be any reason for not placing these demands before the House along with the Railway budget, when the Railway Budget was allowed for discussion. I have got my own reason as to why the hon. Minister has failed to place these before us then. These excess demands cover a very important subject pertaining to accidents which have been innumerable and which have been caused as a result of maladministration on the part of the railway administration. As a result of this, thousands of lives have been lost and thousands have lost their property which is expected to be compensated again at the cost of the poor man. If this was placed before the House for a broader discussion and a wider discussion along with the general Demands, I think a better opportunity would have been presented to the House to consider these things in the

proper perspective and give proper suggestions to Government so that these defects and deficiencies in administration do not reoccur in the future in our swaraj. I do not know why this point has been lost sight of and these Demands have been brought through the backdoor in this fashion. So in the very beginning, I want to object to this sort of procedure and would request the Minister to have a probe into this matter and to pin the responsibility on the officers responsible for these losses consequent on the excess demands.

Apart from this simple point which is a technical one, I want to discuss some other points pertaining to the railways. These relate to some of the statements made by the hon. Minister. He made a statement with regard to the dropping out of uneconomic railway lines in this country. In this connection, I would request him not to be hasty in this matter and not to be carried away by the opinion furnished by departmental people or small consultative committees which are not at all responsible, responsive or representative in this matter. I want to draw his attention to various projects which are under operation, which are going to be categorised as uneconomic. They cannot be uneconomic; on the contrary, they are highly economic; they can be made economic as well as profitable if proper attention is devoted or personal interest is evinced by the hon. Minister.

In this connection, I am going to cite certain projects of which I am aware, whether they are profitable or otherwise. First, the line from Mysore City to Chamarajnagar and then on to Satyamangalam. There is a line under operation from Nanjangud to Chamarajanagar. From there on, there is a proposal of a project to have a line upto Satyamangalam. If further extension is given upto Satyamangalam from Chamarajanagar I think this line can prove highly profitable. This line cannot become uneconomic.

Secondly, if the line from Bangalore City to Bowringpet is given a further extension linking it up with some other important centre, it can prove profitable. It is now narrow gauge; it should be converted into metre gauge. There is no need to dismantle this line on the ground that it is uneconomic. On the other hand, it will give a further impetus to the industries and economy of that region if it is extended in the way I have suggested. The money already invested in this undertaking must also be taken into account and it should be converted into a profitable line rather than simply declare it as uneconomic, based on the opinion of some official who is not at all interested in the economic development of the region or the benefit of the society at large or the progress of Government.

Similarly there is a line from Chikajalur to Chitaldrug which has to be converted and extended up to Kudur. If this is done, it will also work out profitably. So this cannot be treated as an uneconomic line.

With regard to these so-called uneconomic lines, I have to say another point.

All the members from Congress benches as well as our benches have advanced their argument all the time in these two decades that every railway carriage is crowded with the third class passengers, that there is overcrowding. So, when more people are travelling by rail, they are bound to pay more. Then, what is the meaning in saying that the railways are functioning at a loss? There must be some defect in the administration, some administrative lacuna which requires to be attended to properly. So, instead of declaring certain lines to be uneconomic on paper, it requires the personal attention of the hon. Minister.

It is inevitable for me again to draw the attention of the hon. Minister to a very important project taking advantage of this opportunity, and that is with regard to the Hasan Mangalore project. The Railway Minister should not mistake my reiterating this particular point again and again. I am saying this because the Railway Minister is giving some sort of declaration to the people of Mysore or to the whole of South India, saying, "After all, Mysore hitherto was a neglected area. I am a man coming from Mysore. Why do you bother? I am going to see that your project is expedited. It will be completed within 1971." But I want to point out that this project is estimated to cost about Rs. 23 crores but for so many years now only Rs. 6 crores have been spent, and only about Rs. 2½ crores have been made available for this year. If Rs. 23 crores are spent at the rate of Rs. 2½ crores every year, it will take another ten years. How can it, therefore, be completed by 1971? That is a matter to be considered.

It is also for my information that the Railway Minister has given a declaration saying that he has got about 8 crores worth materials at his disposal, that—this particular tunneling and other constructions can be finished within Rs. 17 crores. If so, I would ask the Railway Minister why all the materials that were stocked at a particular place called Sakaleshpur for this line have been shifted from there to some other project. If there were adequate stocks of materials with the Railway Ministry, there is no reason why these stocks meant for this project should be shifted to some other place. That goes to establish that there is no stock with the Government of all these materials. If they are short of them, they should not hoodwink the innocent people. Let not such a kind of thing be done at least hereafter, let us be genuine with our people, let

[Shri N. Shivappa]

our people believe that we have got a noble Minister, who will act according to his word. If the construction of this project is proceeded with regularly, that will add to the prestige of the Railway Minister. I am personally confident, I am aware that our Railway Minister is a gentleman. He has got all the qualities and will do certain things properly. But I am sorry about the statement that is going to come from the Railway Minister. I request the hon. Minister to take up this project and sanction adequate funds. I say this not because I represent that constituency but because it is a project which is important to the whole southern zone. Only Bangalore has got a strip of broad-gauge connection with Madras, a distance of 250 miles. That is the benefit that Mysore got after all these years. I know that the purpose of the Britishers in constructing Railway was—administrative convenience or transport of military in order to control us as monarchs. But ours is a democracy now. After the advent of Swarajya, we expected Swarajya. Mysore is to be considered on an equal basis with other States. Somehow the Mysore railways are merged with Madras in the south zone. It requires some other zone. State-wise zones should be there if all the states are to be given proper and adequate distribution of these things. The zonal system has to be abolished. It is a vast and bulky one with vast machinery. So many engineers and other high officers think; the railway Ministers are not coming, we are technical people, what do we care; let them do anything. They also do not care. If people want water; they do not care for the common man; they do not stop the pilferages. They behave as if they are the rulers. Our hon. Minister should see that there is swaraj in the railway ministry. He should give particular attention to this project so that it can be executed earlier; at least the promised date, 1971, should be maintained for the business

to operated, for Mysore to come up, for earning foreign exchange, for the improvement of the port of Mangalore and for the supply of all the materials that are available . . . (Interruptions.). I am only praying to him to make available some crores so that this project can be completed. I thank the Chair for having given me this opportunity to speak.

Shri Krishna Kumar Chatterjee (Howrah): Mr. Deputy-Speaker, while discussing the general budget, I made certain references to some irregularities in certain stations and I am happy that the hon. Minister has looked into them and tried to improve things. I appreciate that attempt on his part and there are a few other points which can be easily taken up by him. The employees can be given some relief which they so richly deserve. Our railways are a profit earning concern and people look upon it to be the standard bearer for all public sector undertakings. After 20 years of independence, on an examination of the working system during these years, reasonable doubts have begun to arise whether the system does not need some kind of reorientation and rethinking on certain matters is not essential. That is why while discussing the railway budget, we pointed out that the working of the Railway Board might be called into question because of certain repeated irregularities, injustice, nepotism and favouritism. In the full hope, that the railway Minister has earned the confidence of the people, I would draw his attention to certain things. He has earned, more so, the confidence of the railway employees everywhere, by his conduct in the past. I would just now point out, and I have the occasion to place before him that only last evening I had a gherao in my own flat here in New Delhi: (Interruption) it was some kind of gherao or dharna in its present form which is practised now.

Mr. Deputy-Speaker: What has it got to do with the demands under consideration?

Shri Krishna Kumar Chatterjee: The Diesel loco workers came to me in connection with their grievances, and that is why I am referring to it. On these demands for excess grants for the railways, certain demands have come in, and I want to place them before the Railway Minister so that he may look into them. Although the demands for excess grants relate to the year 1964-65, in this connection I want to raise certain questions, certain aspects of the administrative system.

I may now refer to the dieselisation of the railways. When it was started, the question about those who are working on the diesels and those who were trained, who were technical hands and trained workers, arose. In the Howrah division, the constituency which I represent, 46 diesel locos are placed there. Certain locos, because of electrification, had to be transferred elsewhere. Such a transfer naturally brought about a condition where certain surplus staff was retrenched. In the nature of things, I have requested the hon. Minister and he has assured me that he would do his best in that regard.

Then again, there are certain organisations which he should also look into. For instance, there is the Indian Railway Conference Association Employees' Union. This union has brought certain grievances before us. In this connection, I would like to point out—I will take a little bit of time only to voice certain points and this is an opportunity which we get, on the occasion of these demands for excess grants which have been placed before the House—certain things which were not placed before him in the past. Unfortunately, I represent a constituency where the railway employees are predominant. I told the Railway Minister that it is almost a kingdom, almost a railway empire, and many grievances of the railway employees have come to us for re-

dressal. While I strongly support the demands that have been placed before this House, I am sure that the Railway Minister will look into those grievances with good conscience, for the new Railway Minister has worked so nicely; even during these four months he has created some confidence in our minds that the railway system will undergo a good change, and change for the better. Therefore, I have brought to his notice these few points.

I wish to bring forward one other point. The permanent-way inspectors have their grievances also, both in the eastern and the south-eastern railways. They have brought certain grievances before the Railway Ministry and the Railway Board also. Their difficulty is this. We may be wrong, because the hon. Minister, the other day, in answer to a question said that there is no dual control, but at the first stage, the control certainly is that of the Railway Board, and unless the Railway Minister exercises his control on the Railway Board, it will become difficult. It is the Railway Board's authority that really works. Therefore, while I support the demands placed before this House, I urge upon the hon. Railway Minister to deep into the working of the Railway Board, where, in the present context of things, it is a superfluity.

With these few remarks, I strongly support the demands for excess grants placed before this House.

श्री एस० एम० जोशी (पूना) :
उपाध्यक्ष महोदय, मुझे खुशी है कि रेलवे की इस अतिरिक्त अनुदान की मांग पर बोलने के लिये मुझे मौका मिला है। हमारा सौभाग्य है कि हमारे मित्र जार्ज फरनेडी ने भूतपूर्व रेलवे मंत्री श्री स० का० पाटिल को परास्त करके हमारे आज के रेलवे मंत्री को यहाँ आने का मौका दिया आज हमारे जो मंत्री बने हैं वे बड़े सज्जन और शरीफ आदमी हैं। बात यह है कि हमारे बम्बई के स० का० पाटिल साहब ने तो हमारी

[श्री एम० एम० जोशी]

पूना की जो मांगें थीं, उन पर कभी विचार नहीं किया, लेकिन हमारे नये मंत्री-पुनाचा शब्द का मतलब मराठी में पुनाका हैं-में समझता हूँ हमारी मांगों पर अच्छी तरह ध्यान देंगे ।

हमारी मांग यह है कि बहुत दिनों से, जब दूसरा महायुद्ध शुरू हुआ था, तब पूना और लोनावला के बीच बहुत मारे डिफेंस इंस्टालेशन्स खड़े हो गये और इस प्रकार आहिस्ता आहिस्ता वहाँ पर बहुत उद्योग भी बढ़ने लगे । उस वक्त सिर्फ दो लोकल ट्रेन्स पूना और लोनावला के बीच चलती थी, लेकिन अब 13 डाउन ट्रेन्स और 12 अप-ट्रेन्स चलती हैं । पूना और महाराष्ट्र के जो उद्योगपति हैं उन्होंने और मराठा चेम्बर आफ कामर्स ने कई डैपूटेन्स रेलवे बोर्ड के पास भेजे, मगर उन के रेप्रेजेन्टेशन्स पर मिनिसट्री की तरफ से कोई ध्यान नहीं दिया गया । आज भी परिस्थिति यह है कि वहाँ पर डाउन तथा अप ट्रेन्स के लिए एक एक लाइन है, जब कि वहाँ पर ट्रैफिक इतना ज्यादा है अब तो वहाँ पर दो और लाइनें डालने की जरूरत है । मैं यह तो नहीं कहता कि वहाँ पर फौरन दो लाइनें और डाली जाय, क्योंकि हो सकता है कि आज हमारे पास इतना पैसा नहीं है, इतने साधन नहीं हैं, लेकिन वहाँ के लोगों की जो जायज शिकायतें हैं, उन को तो दूर करना ही चाहिये । वे शिकायतें क्या हैं ? शिकायत यह है कि अब जब वहाँ पर उद्योग घन्घे बढ़ रहे हैं, मजदूरों को इधर से उधर जाना घाना पड़ता है, गहरों में रहने के लिए जगह नहीं है, लोग देहातों से आते जाते हैं और कारखानों में काम करते हैं—उन को इस में बहुत असुविधा होती है । 1953 में हम लोगों ने वहाँ पर 23 दिन की हड़ताल की थी—डिफेंस एम्प्लॉयर्स की । किस

लिये ? हम लोगों को किराये के बारे में कुछ रियायत मिल जाय और तब हमें वह वह रियायत डिफेंस मिनिसट्री की तरफ से कुछ कन्वेंन्स एलाउन्स के रूप में मिली, लेकिन वह भी स्नैब वेसिबल पर मिली - यानी जिसकी बेसिक पे पचास हों उसको रु 9 से अधिक और उसके ऊपर के स्लेबस पर कम । बाद में हकूमत का यह निर्णय हुआ कि डीयरनेस एलाउन्स का बेसिक पे में मर्ज कर दिया जाय, तब जिनकी बेसिक पे 50 रु थी, मर्ज करने के बाद उनकी पे 75 रु हो गई और इस तरह से पहले जो हमारे वहाँ के लोगों को मिलता था, वह और भी कम मिलने लगा । इस संबंध में बहुत सारी शिकायतें करने पर भी हम लोगों को कुछ फायदा न हुआ । हम लोगों की मांग सिर्फ मजदूरों के लिये ही नहीं है, बल्कि समाज के लिए भी उसकी जरूरत है । जब यह एग्जिड डेवेलप हो रहा है, वहाँ पर उद्योग बढ़ रहे हैं, तो यह जरूरी है कि लोगों का रहना बम्बई जैसे शहर में, या कलकत्ता जैसे शहर में या मद्रास जैसे शहर में नहीं बढ़ने देना चाहिये मैं आज 10 साल से यह रोना रोता हूँ कि अगर इण्डस्ट्रीज को हम को दूसरी जगह ले जाना है और बड़े-बड़े शहरों में केन्द्र नहीं करना है तो हमारे फीर-स्ट्रक्चर में चेन्ज होना चाहिये, लोगों को सुविधायें मिलनी चाहिये । वहाँ के उद्योगों का माल लाने-ले जाने में और वहाँ जो मजदूर काम करते हैं उनके आने जाने के किरायों में कमी करनी चाहिये, उन को कन्वेंशन देना चाहिये । लेकिन उनको ये सुविधायें नहीं दी जाती हैं । इस के साथ एक और प्राबलम भी जुड़ा हुआ है । अगर हम किरायों में कन्वेंशन दे देंगे तो हमारी हाउसिंग की प्राबलम कुछ हद तक सुलझ सकती है, क्योंकि फिर काम करने वालों को बड़े शहरों में रहने की जरूरत नहीं रहेगी, फिर लोग देहातों में रहेंगे, अपने स्टेशन से चढ़ेंगे और कारखानों में चले जायेंगे लेकिन ऐसा नहीं हो में पाया । बम्बई और अन्य जगहों में किराये में कितना ऊर्क है,

कितना डिस्क्रिमिनेशन है, मैं उसे आपके सामने रखता हूँ। बम्बई शहर की जो सर्वान रेलवेज हैं—उस में बम्बई और कर्जत के बीच का अन्तर 100 किलों मीटर का है, उसके लिये रेलवे का जो माहवारी पास मिलता है, उसके लिये 18 रु 70 पैसे देना पड़ता है, जब कि लोनावला और पूना के बीच का जो अन्तर है वह सिर्फ 64 किलोमीटर है, उसके लिये, हम को 26 रु 80 पैसे देना पड़ता है। 100 किलोमीटर के लिये 18 रु 70 पैसे और 64 किलोमीटर के लिये जो माहवार पास है उस के लिये 26 रु 80 पैसे। मैं दूसरे भी सारे रेट्स दे सकता हूँ, लेकिन वक्त की कमी से उस में नहीं जाऊंगा। लेकिन इस में कितना अन्याय है यह मैं बतलाना चाहता हूँ। यह चीज रेलवे अथॉरिटीज के सामने भी रखी गई मगर उन के दिमाग तो इतने जमे हुए हैं, उन में जरा सा भी लचीलापन नहीं है, वह सोच ही, नहीं सकते जब हम लोगो ने उन के सामने इस को रक्खा तो उसके जवाब में जो उन का नोट आया, वह मेरे पास है। उस में वह लिखते हैं, वजह क्या बतलाते हैं यह देखिये :

"The suggestion is that season ticket fares between Poona and Lonavala should be on the same basis as the Bombay-Kalyan section. Fares for the monthly season tickets in other than suburban areas of Bombay, Calcutta and Madras are on a uniform basis throughout the Indian Railways. These charges work out to about 5 to 20 single journey fares although 60 single trips or even more could be made in a month."

यह लोग क्या हिसाब लगाते हैं? हम काम के लिये कारखाने में जाते हैं। मीक की खातिर बच्चों की तरह एक दिन पांच पांच दफ्त लफर करते हैं। उस के बाद का जो आर्क्यूमेंट है वह इस प्रकार है :

"Even as it is, the charges collected from the season ticket holders do not cover the cost of running the train services."

यानी अलग अलग अगार आप हिसाब लगायेंगे कि मुनाफे में है या घाटे में है, तो सारा गड़बड़ हो जायेगा। पूरी रेलवे की बात हम को सोचनी चाहिये कि मुनाफा होता है या घाटा होता है। इस के बाद वह क्या कहते हैं :

"It would not, therefore, be possible to make any further reduction in the charges."

बम्बई-लोनावला जो है वह चलता रहेगा। वह वैसे ही चलता रहेगा। आगे देखिये :

"Over the Bombay, Calcutta and Madras suburban areas, different basis which vary from city to city have been in force for a very long time . . ."

बहुत दिनों से चल रहा है। जैसे प्रीवी पसेज चल रही हैं वैसे ही यह चल रहा है। इसलिये इसे इसी तरह चलाना है। मैं तो उल्टी बात कहूंगा। छोटे-छोटे शहर जहां पड़ते हैं, जहां एक लाख की जनसंख्या है, वहां ज्यादा सुविधा देना चाहिये ताकि जो हमारी इंडस्ट्रीज हैं वह डिस्पेंस हो जायें। लेकिन यह नहीं होता है। मैं समझता हूँ कि हमारे मंत्री जो इस पर ध्यान देंगे। मैं ने इस के बारे में मंत्री महोदय को एक पत्र भी लिखा है।

दो-तीन दिन पहले मैं ने पढ़ा कि देश में इतनी अनाज की कमी है और एक जगह से दूसरी जगह अनाज ले जाना पड़ता है, खास कर वो बन्दरगाह होते हैं वहां से दूसरे शहरों को अनाज ले जाना पड़ता है। जब इन को ले जाने का काम होता है तब रेलवे के पास कबर्ड वेगन्स नहीं होते। खुले वेगन्स जो होते हैं उन के ऊपर तारपीलिन डालते हैं। लेकिन वह भी ठीक तरह से नहीं डालते हैं। नतीजा यह होता है कि जो अनाज होता है वह बाकिर के दिनों में खराब हो जाता है। मैं मंत्री महोदय से

[श्री ए० एस० जोशी]

अनुरोध करूंगा कि वह इस के बारे में कोई काम करें।

अभी मेरे पास एक टेलिग्राम आया है जो कि मिनिस्टर साहब के पास भेजे दिया है, कि पूना और शोलापुर के बीच में दोब एक स्टेशन है जो कि जंक्शन है। वहां लोगों को पीने का पानी नहीं मिलता। जब पानी नहीं मिलता तब लोग क्या करेंगे गर्मियों के दिनों में? स्टेशन पर पानी नहीं मिलता तब कैसे लोगों का काम चलेगा? जो टेलिग्राम मैंने दिया है उसके बारे में मंत्री महोदय को पता लगाना चाहिये। यहां कहा जाता है कि स्टेशनों पर ठंडा पानी मिलेगा लेकिन मैं खुद अक्सर देखता हूँ कि जब हमें स्टेशनों पर पानी पीने के लिये जाना पड़ता है, तब कहीं पानी नहीं मिलता। मैंने स्वयं दो-चार बार ऐसा अनुभव किया है कि दौड़ते जाओ लेकिन पानी नहीं मिलता, कम से कम स्टेशनों पर पीने का पानी तो मिलना ही चाहिये। फस्ट क्लास के लिये तो प्रबन्ध है लेकिन थर्ड क्लास के वास्ते नहीं है। इस का प्रबन्ध होता चाहिये।

एक और अनुरोध करना है। कुछ दिन पहले कुपाम और बंगलोर के बीच में ऐक्सिडेंट हुआ था। उस की डिपार्टमेंटल एन्वारी चल रही है। उस के खिलाफ मैंने समाचारपत्रों में देखा है। गड़े खत हमारे पास आते हैं कि डिपार्टमेंटल एन्वारी से काम नहीं चलेगा। वहां जो कुछ हुआ है उस में ऐसी चीजें आ गई हैं जिन के लिये जुडिशियल एन्वारी जरूरी है। मैं मंत्री महोदय से अनुरोध करूंगा कि इस के बारे में वह सोचें और खास कर जो चीज मैंने रखी हैं उस पर सहानुभूतिपूर्वक विचार कर के कम से कम जो यह छद्दी सी मांग पूना-शोलापुरा के मजदूरों की है उस को मानें।

श्री अ० सि० सहगल (विलासपुर):

उपाध्यक्ष महोदय, मैं डिमांड नं० 5 पर बोल रहा हूँ। वोट आन अकाउंट के लिये जो 46 लाख, 49 हजार, 848 रु० की मांग है उस के सम्बन्ध में मैं कहना चाहता हूँ कि एक्सेज चीजों पर जो यहां हैवी एक्स्पेन्डिचर हुआ उसके कारण पब्लिक अकाउंट्स कमेटी के सामने यह चीज आई और उन्होंने इसे देखने के बाद लिखा कि रोलिंग स्टॉक और एलेक्ट्रिकल इन्वपमेंट के बारे में यह खर्च किया गया है। ठीक है उन्होंने ऐसा लिखा। लेकिन मैं अर्ज करूंगा कि यह जो चीजें हैं यह पहले से देखी जानी चाहियें। जिस समय हम असेसमेंट करते हैं और अपना बजट बनाते हैं उसी वक्त हम को अच्छी तरह से सोच कर अपना बजट बनाना चाहिये। हो सकता है कि इसमें कुछ ज्यादा एक्स्पेन्डिचर आ जाय क्योंकि एलेक्ट्रिफिकेशन की नई चीज रेलवे ने अपने हाथ में ली है। इसकी आज हम को जरूरत है। लेकिन जब हम इन चीजों में हाथ डालते हैं और उसके लिये पैसा रखना चाहते हैं तो इस तरीके से हम को रखना चाहिये जिस में जब यह पब्लिक अकाउंट्स कमेटी के सामने जाये तो वहां से किसी किस्य की टीका टिप्पणी इस के ऊपर न होने पाये।

इस के साथ साथ डिमांड नं० 8 जो है उस के सम्बन्ध में आपसे कहना चाहता हूँ कि आपने 24 लाख, 30 हजार, 157 रु० रक्खा है। इसमें जो चीजें हमें दी गई हैं उन में जो गुड्स डैमेज हो जाते हैं उन के बारे में रुपया रक्खा गया है। इसके लिये आपने 15 लाख रु० रक्खा, लेकिन जो असली रीजन इस के थे वह क्या थे, इस का भी डिपार्टमेंट से पता लगाना आपका काम है। जैसा अभी मेरे मित्र ने कहा कि तारपोलिन बरसात के पहले ठीक से न देने के कारण जो लासेज हुए उस के लिये भी हम को पैसा देना पड़ता है। आज बहुत सी चारियां भी होती हैं। दुर्भाग्य तो यह है कि आज हम देखते हैं कि आज लोगों की अनोबत्ति चोरी की तरफ हो रही है। जब रेलों हमारे गुड्स योड में खड़ी रहती हैं

या अथ कभी बाहर खड़ी रहती हैं तो हमारी प्रोटेक्शन फोर्स के होते हुए भी चोरियां होती हैं। इन चोरियों को रोकने के लिये हमें अपनी प्रोटेक्शन फोर्स को टाइटने अप करना पड़ेगा और उन्हें बतलाना पड़ेगा कि उनकी मारल ड्यूटी है कि वह इस को रोकें। जैसा मैंने उस रोज कहा था कि आप यह अधिकार प्राप्त कीजिये कि ग्रान दि स्पाट जो भी वैनस को खोलता हुआ देखा जाये उस को शूट कर दिया जाये। इस में किसी तरह की हत्या की बात नहीं आयेगी। आप को यह अधिकार प्राप्त करना चाहिये और नदन का आप को देना चाहिये। होता क्या है कि अधिकार होते हुए भी ग्राज जिस तरह से उन का इस्तेमाल होना चाहिये वह हम नहीं कर पा रहे हैं। इस की ओर हमारा ध्यान जाना चाहिये।

इसके साथ मैं आप के सामने अर्ज करूंगा कि आपने जो डवलिंग की है अनूपपुर से लेकर कटनी तक वह बहुत ठीक किया है। जिलासपुर से कटनी लाइन पर जो जिलासपुर से खोंसरी तक और पिंडरा रोड से अनूपपुर तक जो हिस्सा है उस को भी डवल करना चाहिये। साउथ ईस्टर्न रेलवे पर यह लाइन हमलिये बनाई गई कि पहाड़ की वजह से देरी होती थी। हम लोगों ने पहले जो सुझाव आप को दिया था उस को आप ने माना है, इस के लिये मैं आपका शुक्रगुजार हूँ। आपका भी और बल्कि रेलवे बोर्ड का शुक्रगुजार हूँ कि उन्होंने हमारी बात को माना, हालांकि वर्षों बाद माना। हमें खुशी है कि वहां पर जो टनेल है उस को पार करना आसान हो जायेगा।

मैं यह बात भी कहना चाहता हूँ कि जिलासपुर से लेकर अनूपपुर तक की लाइन को जिस कां आप ने बीच में डवलिंग कर दी है उस को भी पूरा करें। एक डायरेक्ट लाइन आपको यहां से कटनी तक देनी चाहिये। इससे आपको बहुत फायदा होगा और सुविधा भी बहुत होगी। सुविधा यह होगी कि आप बम्बई की तरफ गाड़ियों को ले जा सकेंगे और कलकत्ता से

जो गाड़ियां आंगी उनको तब आप डाइवर्ट करके भी इधर से ले जा सकते हैं। आपको मालूम ही है कि कभी कभी यहां पर फ्लडज आ जाते हैं जिन के कारण बम्बई आदि जाने वाली लाइन के टूट जाने के कारण आपको बहुत दिक्कत का सामना करना पड़ता है। यदि यह लाइन आपकी तैयार रहेगी तो इस तरह की जब कोई कंटिजेंसी एराइज होगी; जब कोई जरूरत पड़ेगी और जरूरत ही नहीं बल्कि आडिनरी कोर्स में भी आप इस लाइन को यूज में ला सकेंगे। मेरा निवेदन है कि आप इस पर गौर करें।

जिलासपुर से मंगोली, पेंडरिया, मांडला और जवलपुर के लिए भी लाइन की बहुत आवश्यकता है। इसके बारे में सरकार को बहुत पहले से कहा जा रहा है। मेरा ऐसा ख्याल है कि तीस-चालीस साल से इसकी मांग हो रही है। जब डा० राम सुभग सिंह जी रेल मंत्रालय में राज्य मंत्री थे तब भी हम लोगों ने इस पर जोर दिया था और कहा था कि इस लाइन को बनाया जाए। अब तो वह पालियामेंटरी एफेयर्स के मिनिस्टर हो गए हैं। अब उनके सामने कोई बात नहीं आ सकती है। इसलिए मैं निवेदन करता हूँ कि इस पर भी आप विचार करें।

अब मैं इलाहाबाद के केटरिंग के बारे में कुछ कहना चाहता हूँ। मेरे पास टी०टी० आई० का लिखित पत्र है। मैं आपको उसे देने के लिए तैयार हूँ। लेकिन शर्त यह है कि आप कोई ऐसा स्टैप न लें कि उस बेचारे के खिलाफ एक्शन हो जाए या उसकी नीकरी जाती रहे और उसके घर वाले बाद में मेरी बदनामी करें। और मझ को बुरा भला कहें मैं बड़ी मुश्किल में हूँ कि यह पत्र आपको बताऊं या न बताऊं। मेरे पास सब चीज राइटिंग में मौजूद है। मैं इसको बताना नहीं चाहता हूँ। मैं इतनी ही प्रार्थना करता हूँ कि आप किसी न किसी तरह से इसको दुरुस्त करें। इस केटरिंग के बारे में मैंने ट्रेवलिंग टिकट कलेक्टर को भी कहा था। मैंने कहा था कि मेरी आंखों के सामने

[श्री अ० सि सह्यग]

नों को जब खाना नहीं मिलता है तो मुझे गस्सा मानूँ होता है। यदि वे बेचारे लोग ये मुसाफिर लोग एक प्लेट चावल चाहते हैं और उनको एक प्लेट चावल न मिले तो हम और क्या कर सकते हैं। कहां हमारी एफिशेंसी जाएगी। मुझे इसके जवाब में बताया गया था कि हम आपको देने के लिए तैयार हैं आप चावल ले सकते हैं। मैंने कहा कि चूँकि मैं नेशनल काउंसिल का मैनबर हूँ और मेरे पास-पास है इसलिए आप देना चाहते हैं लेकिन मुझे चावल नहीं चाहिये मेरे पास खाना है। लेकिन जो बेचारे पैसैजर्ज हैं उनको आप क्यों नहीं देते हैं। मैं आप से निवेदन करता हूँ कि वहाँ की आथोरिटीज को आप आगाह करें कि इस तरह से वे काम न करें और केटरिंग का अच्छा इंतजाम करें और इस तरह से करें जिसमें मुसाफिरों को कोई तकलीफ न हो। जब हम लोग इस्पैकेशन पर जाते हैं तो इस तरह की चीजों को हम जरूर देखते हैं। हमने कोई नोट या चिप्टो नहीं लिखी है और इसलिए नहीं लिखी कि कहीं ऐसा न हो कि उस आदमी का घर बरबाद हो जाए और उसके बाल-बच्चे हमें कहें कि आपकी वजह से ऐसा हुआ है। इस तरह की चीज ठीक नहीं है। आपको चाहिये कि आप इस ओर ध्यान दें। मैं जानता हूँ कि आप इसको करेंगे इसको ठीक करेंगे। लेकिन आपको चाहिये कि जल्दी आप इस ओर ध्यान दें। हम लोगों ने भी वहाँ आथोरिटीज को समझा दिया था। मैं चाहता हूँ कि आप भी इस बारे में कुछ करें।

इन शब्दों के साथ मैं इन डिमांडज को स्पॉट करता हूँ।

श्री श्रीरुद्र लाल बेरबा (कोटा):
रेलवे की एक्सेस ग्रांट्स के सम्बन्ध में मुझे भी अपनी कुछ बातें कहनी हैं। पांच, आठ, बारह, पंद्रह कुछ ऐसी मांगें यहाँ पेश की गई हैं। इन में नई लाइन्स के बारे में भी कहा

गया है। मुझे भी नई लाइनों के बारे में थोड़ा सा कहना है। एक तो कोटा से थिरुवीर लाइन के बारे में मैं कहना चाहता हूँ। जब हमारे डा० राम सुभग सिंह रेल मंत्रालय में राज्य मंत्री थे उस वक्त वह इस लाइन का उद्घाटन करने के लिए गए थे। 26 हजार रुपया इस लाइन के सर्वे के लिए एक साल रखा गया था और 46 हजार रुपया दूसरे साल के लिए रखा गया था। इस लाइन के ऊपर जितना पैसा लगता उतना पैसा शायद दो साल के अन्दर वसूल भी हो जाता, उतनी आमदनी दो साल के अन्दर शायद आपको हो भी जाती अगर आपने इस लाइन को बना करके चालू कर दिया होता। इस लाइन पर पत्थर की बड़ी बड़ी खदानें हैं और सारा यह माल रेल गाड़ियों से आता और जाता है। वह पत्थर तमाम हिन्दुस्तान में जा सकता था। अब वह सारा पत्थर आदि मोटरों के द्वारा जाता है और वहाँ से जहाँ रेलवे लाइन है वहाँ तक मोटरों से आता है और आ कर स्टेशनों पर पड़ा रहता है। हीं ऐसा न हो कि आपने जो पत्थर वहाँ पर उद्घाटन करते समय रखा था यह लाइन उस पत्थर में ही रह जाए। आपके स्वागत के लिए वहाँ पर दरवाजे बनाये गये थे। बूंदी के बाजारों में आपका बड़ा सज धज के साथ स्वागत किया गया था। उसी तरह से किया गया था जैसे नए रेलवे के इंजन का किया जाता है, नई लाइन जब बन कर तैयार हो जाती है, उसको खुशा मनाई जाती है। लेकिन उस लाइन पर अभी तक कुछ काम नहीं हुआ है। हम रिपोर्ट को देखते हैं और डिमांडज को देखते हैं तो हमें मिल प्रगति इसके बारे में देखने को मिलती है, आँखों में इस चीज को देख कर आंसू आते हैं। आज वहाँ हो क्या रहा है। उद्घाटन पत्थर जो आपने रखा था, कुत्ते टांगें ऊँचो करके पेशाब कर रहे हैं आप ने मिलिटरी परपज के लिए लाइन बनाने पर अंधाधुन्ध 64 लाख रुपया खर्च किया है। यह अच्छी बात है। लेकिन इस

लाइन पर अगरे आप 32 लाख भी खर्च करने को तैयार हो जाते तो शायद यह लाइन बन कर तैयार भी हो जाती। लेकिन इस ओर कोई ध्यान नहीं दिया गया। मैं चाहता हूँ कि इस लाइन का सर्वे करवा करके इस पर जल्दी से काम चालू किया जाए।

कोटा से बारन तक लाइन जाती है। लेकिन बारन से शाहबाद तक कोई लाइन नहीं है। वह एक आदिवासी एरिया है। उस का आज तक कोई सर्वे नहीं हुआ है। पीछे आशवासन भी दिया गया था कि उसका सर्वे करवाया जाएगा। मैं जानना चाहता हूँ कि उस आशवासन की पूर्ति आप कब करने जा रहे हैं। लेकिन अभी तक तो इसको आपने टच तक नहीं किया है। यहां आदिवासी रहते हैं। देश के अन्दर डाकू समस्या का समाधान करने के लिए सरकार करोड़ों रुपया खर्च कर रही है। मैं समझता हूँ कि अगर यह रेलवे लाइन निकल जाए तो यह सारी जो डाकू समस्या है यह खत्म हो सकती है। चम्बल का जो बीहड़ इलाका है, यह लाइन उसको मिलाती है। लेकिन फिर भी खेद की बात है कि सरकार का ध्यान उधर नहीं गया है। मैं चाहता हूँ कि उधर आप जल्दी से जल्दी ध्यान दें।

अधिकारियों के दुर्व्यवहार के कारण रेलवे को तथा यात्रियों को जो नुकसान होता है, तकलीफ होती है, उसकी एक मिसाल मैं आपको देना चाहता हूँ। पंद्रह तारीख को हमारे यहां रनिंग रूम्ब में से पंचे निकाल लिये गये। वजह यह बताई गई कि इन में फायरमैन और ड्राइवर आराम करते हैं, सोते हैं। इस वास्ते इन रनिंग रूम्ब के पंचे निकाल लिये जायें। इसका नतीजा यह हुआ है कि गंगापुर के 240 फायरमैन और ड्राइवरों, 32 सवाई माधोपुर के ड्राइवरों और फायरमैन आदि ने और बीस कोटा के ने सिक लाव की एप्लीकेशंड भेज दी। इसको वजह से आठ आने बटे गाड़ियां लेट हुई और लाखों रुपये का नुकसान रेलवे

को हुआ। इसकी सजा बेचारे यात्रियों को भी भुगतनी पड़ी। अगर किसी को अदालत में तारीख भुगतने के लिए जाना था तो बूकि गाड़ियां लेट हो गई वह अदालत में समय पर जा कर हाजिर नहीं हो सका और उसके खिलाफ डिप्री हो गई, किसी का बाप या किसी की मां बीमार थी तो वह उन से मिलने को समय पर उनके पास नहीं पहुंच सका और उसके मां-बाप मर गए। यह सब डी० एस० भाटलीवाला की वजह से हुआ। मैं आपसे प्रार्थना करता हूँ कि इन साहब से हमारा पीछा आप छुड़ायें। इस तरह की जो घटनायें होती हैं इनकी तरफ आपका ध्यान जाना चाहिये, इस पर आप को गौर करना चाहिये। इनके मारे जो रेल कर्मचारी हैं वे अपने क्वार्टरों के पास गाय नहीं रख सकते हैं। उन्होंने गायें रखने के लिए जो शंड बनवाये थे उनके भी तुड़वा दिया गया। इस के विपरीत जो अफसर हैं उनके बंगले के अन्दर तीन तीन गैरेज होते हैं, उन में गायें भी रह सकती हैं, मोटरें भी रह सकती हैं, उनके अन्दर पंचे भी लग सकते हैं, उनके बंगलोज में कूसर और रेफ्रिजरेटर तक चालू हो सकते हैं लेकिन जो श्रमिक हैं उनको अफसोस की बात है कि कोई सुविधा नहीं दी जाती है। मजदूर लोग अपना खून पसीना एक करके रेलवे के लिए कमाई करते हैं और रेलवे को फायदा पहुंचाते हैं। आप रेलों में जो नुकसान होता है, उसकी बात करते हैं। मैं कहना चाहता हूँ कि या नुकसान आपके अफसरों का जो दुर्व्यवहार होता है उसके कारण होता है न कि श्रमिकों के कारण।

क्या क्या गड़बड़ियां रेलों के अन्दर की जाती हैं, उनकी एक मिसाल मैं आपके मामले और रखना चाहता हूँ। वंगन वर्कशाप में सिल्वेशन हुआ चार्जमैन का। पच्चीस आदमियों में से पांच आदमियों को ले लिया लेकिन आप देखें कि किन आदमियों को छोड़ दिया। जिन्होंने पन्द्रह पन्द्रह बीस बीस साध की नौकरी कर ली है, उनको तो छोड़ दिया

[श्री श्रीकां. लाल बेरवा]

और मनमाने ढंग से उन पांच घादमियों को ले लिया जिन को रेंच, प्लायर, पाना तक पकड़ना नहीं आता था। मैं चाहता हूँ कि आप इसकी ज्यूडिशल इन्वैस्टिगेशन करके देख लें कि मैं जो कह रहा हूँ वह सही है या गलत है। अगर मेरी बात असत्य निकले तो जो आप कहेंगे मैं करने के लिए तैयार हूँ। इस तरह के जो गड़बड़ घोटाले हैं इनकी तरफ आपका ध्यान जाना चाहिये। अगर इन चीजों को जनरल मैनेजर के नोटिस में लाया भी जाता है तो भी वह कान में रुई डाल कर चुप बैठ जाते हैं और कोई एक्शन नहीं लिया जाता है। मैं चाहता हूँ कि इस तरह की जो घटनायें हैं इनकी तरफ आप ध्यान दें।

सवाई माधोपुर में एक सिमेंट फैक्ट्री है। उसके लिए पत्थर फलोदी डूंगरी से आता है। वह रेल गाड़ियों में आता है। वहाँ से सारी की सारी गाड़ी पूरी लोड हो कर आती है। एक डिब्बे में 22-22 टन पत्थर भरा जाना चाहिये जबकि उस में 33-44 टन भरा जाता है। सवाई माधोपुर में अठारह महीने से बेइंग मशीन पड़ी रही लेकिन उसको लगाने का नाम तक नहीं लिया गया। जहाँ तक मैं जानता हूँ यह सिमेंट फैक्ट्री साहु जैन की है और चूँकि उनका प्रभाव वहाँ बहुत है इस वास्ते इसको लगाया नहीं गया है। पार्लियामेंट में भी इसके बारे में प्रश्न हो चुके हैं। जब प्रश्न हुए तो उसके बाद जो विजिलेंस इंस्पेक्टर थे वह पांच डिब्बे काट करके उनको बयाना तुलवाने के लिए ले गए। तीस मील के फासले को तय करने में तीन दिन लग गए। काफी परेशान उन इंस्पेक्टर को किया गया कि किसी तरह से गाड़ी को छोड़ जाए। लेकिन उसने गाड़ी को नहीं छोड़ा। जब उसने गाड़ी को तुलवाया तो सारी की सारी गाड़ी भोवर लोडिड निकली अब इसका नतीजा यह हुआ कि उस इंस्पेक्टर को वहाँ से ट्रांसफर करके जयपुर भेज दिया

गया। सात घाट क्या उस में तेरह चौदह टन वजन ज्यादा निकला। अब इस तरह की ये घटनायें होती हैं, इनकी तरफ आपका ध्यान जाना चाहिये।

मैन्टेनेंस डिपोजिट को आप देखिये। जो पत्थर डिब्बों में सवाई माधोपुर आता है, उसके बारे में मैं कुछ कहना चाहता हूँ। पत्थर गाड़ी के डिब्बों में भर तो दिया जाता है लेकिन उसके बाद उस डिब्बे को वहाँ जाम करके छोड़ दिया जाता है और तब जो डिब्बे हैं वे अपने आप टकरा टकरा जाते हैं और डिब्बे डैमेज हो जाते हैं, टूट जाते हैं। होना तो यह चाहिये कि एक डिब्बे को भर कर इंजन ले जाय और दूसरे के और तीसरे के साथ इस तरह से उनको जोड़ना चला जाए। लेकिन ऐसा न करके जैसा मैंने आपको बताया है वैसा किया जाता है। चीफ इंजीनियर व जी० एम० के यहाँ से इसके बारे में आर्डर भी आया था कि इंजन डिब्बों को ले जा कर दूसरे डिब्बों के साथ जोड़ें और डिब्बों को इस तरह से छोड़ न दिया जाए क्योंकि इससे डिब्बे टूटते हैं। लेकिन पन्द्रह दिन बाद पर दूसरा आर्डर कर दिया गया और इसका नतीजा यह हुआ कि जो पहले का आर्डर था वह धरे का धरा रह गया, उस पर अमल नहीं हुआ। साथ ही ऐसा भी किया जाता है कि ड्राइवर को पचास सौ रूपया दे कर कह दिया जाता है कि वह कह दे कि इंजन बीमार है। यह जो आर्डर पर अमल नहीं होता है, इन पर अमल होना चाहिये और इस तरह के जो अशुभकार के केसिस होते हैं, इनकी तरफ आपका ध्यान जाना चाहिए। बाटलीवाला साहब किसी भी अपील नहीं सुनते हैं, जिसका परिणाम यह है कि नीचे वाले अशुभकार करते हैं। मैं ने कई बार कहा है कि उन से हमारा पीछा छुड़वाया जाये।

हमारे यहाँ जो 500 बेचारे हरिजन कर्मचारी हैं, जो रात दिन रेलवे की सविस करते

हैं, बाटलीवाला साहब ने उन की झुग्गी झोपड़ियां तुड़वा दीं और नगरपालिका ने उन लोगों को गन्दे नाले के पार बसा दिया है। वहां पर इस तरह की शरारत की जा रही है। अगर इन बातों की सुनवाई नहीं की जायेगी, तो जैसे सदरन रेलवे में फायरमैनो की हड़ताल हुई है, वैसी नौबत हमारे यहां भी आ जायेगी। इस लिए मंत्री महोदय हमारे डी० ए० की डिबरी टाइट करें, वरना एक दिन हमारे यहां हड़ताल हो जायेगी और प्रशांति फैल जायेगी, जो कि हम बिल्कुल नहीं चाहते हैं।

19-डाउन के पीछे जो पार्सल ट्रेन जाती है, वह सर्वाई माधोपुर से जयपुर जाने वाली गाड़ी से मिलनी चाहिए। शाम को जो गाड़ी सर्वाई माधोपुर से जयपुर के लिए चलती है, उस में स्त्रीपर कोच होने चाहिए 19-डाउन बिल्कुल खबाखच भरी रहती है, क्यों कि उस में जयपुर वाली सर्वारियां होती हैं। अगर पार्सल ट्रेन को जयपुर वाली गाड़ी से मिला दिया जाये, तो यह भीड़ कम हो जायेगी।

दिल्ली से जो डीलक्स डायरेक्ट बम्बई जाती है, उस में एम०पी० का कोई कोटा नहीं है। यह क्या मजाक है। इस बारे में कई लैटर लिखे गए और उन के जवाब में कहा गया है कि सेशन बन्द होने के बाद कोटा डाल दिया जायेगा। जो सदस्य दिल्ली से बम्बई जाना चाहते हैं, उन के लिए इस डीलक्स में कोई कोटा नहीं है। सेशन के बाद कोटा देने का क्या लाभ है? तब तो मिनिस्टर या उन के सेक्रेटरी ही उसका फायदा उठायेंगे। संसद सदस्यों की कोई वैल्यू नहीं है। मेरा सुझाव है कि और रेलवेज की तरह वैस्ट्रन रेलवे में भी एक बर्थ का इमर्जेंसी कोटा रखा जाना चाहिए, ताकि मिनिस्टर वाले और एम०पी० आसानी से यात्रा कर सकें और किसी इमर्जेंसी केस में उस का उपयोग किया जा सके।

वैस्ट्रन रेलवे के जो कर्मचारी दिल्ली आते

हैं, उन के लिए रहने आदि की भ्रमण से कोई व्यवस्था नहीं है। रनिंग रूम में भ्रमण सेंट्रल रेलवे या नार्दन रेलवे का कोई पलंग मिल जाये, तो वैस्ट्रन रेलवे का कर्मचारी उस पर सो सकता है, वरना उस के भ्रमणा उस के लिए कोई व्यवस्था नहीं है। इस लिए यह आवश्यक है कि वैस्ट्रन रेलवे के कर्मचारियों के लिए यहां पर रहने की ठीक व्यवस्था की जाये।

यही हाल वैस्ट्रन रेलवे की गाड़ियों का है। मथुरा में जो कंट्रोलर बैठा हुआ है, वह यह शैतानी करता है कि जब तक सेंट्रल रेलवे की गाड़ी नहीं निकल जाती है, तब तक वह वैस्ट्रन रेलवे की गाड़ी नहीं निकालता है। अगर सेंट्रल रेलवे की कोई मालगाड़ी भी आ रही हो, तो वह वैस्ट्रन रेलवे की फ्रंटियर और डीलक्स को रोक कर पहले उस को जाने देता है। कई दफा ऐसा किया गया है।

दिल्ली में 12 नम्बर का प्लेटफार्म वैस्ट्रन रेलवे का है। अगर जगह की कमी की वजह से देहरादून एक्सप्रेस को 9 नम्बर प्लेटफार्म पर खड़ा कर दिया जाता है, तो जब तक सेंट्रल रेलवे की सब गाड़ियां नहीं निकल जायेंगी, तब तक उस को नहीं छोड़ा जाता है। इसी लिए वह लेट हो जाती है।

मंत्री महोदय ने कहा था कि सर्वाई माधोपुर और गंगापुर के बीच में मन्थारना के पास बनास नदी के पुल को 1968 में पूरा कर दिया जायेगा। उस पुल के लिए चार लाख रुपये की मन्जूरी हुई थी। अब तक उस पर सोलह लाख रुपया लग चुका है, लेकिन वह पुल जैसे का तैसा पड़ा हुआ है। उस में जो करप्शन हुई है, उस की जुडिशल एन्क्वायरी की जानी चाहिए। पहले वह काम ठेकेदार ने किया। फिर उस को हटा कर डिपार्टमेंटल स्तर पर काम किया गया। उस के बाद फिर ठेकेदार को वह काम

[श्री श्रीकार लाल बेरवा]

दिया गया। अब फिर वह काम डिपार्ट-मेंटल लेवल पर हो रहा है। इस में पी० डबल्यू० आई०, आई० एन० और एक्ट० एन० ने बहुत करणन किया है और बंगले और कोठियां बना ली हैं।

अन्त में मैं फिर कहना चाहता हूँ कि हमारे डी० एम० को वहाँ से हटा दिया जाये, बनास नदी के पुल के संबंध में जो करणन हुई है, उस की जुडिशल एन्क्वायरी की जाये और वैंस्टन रेलवे के कर्मचारियों के लिए दिल्ली में रहने की उचित व्यवस्था की जाये।

Shri R. D. Bhandare (Bombay Central): I am really sorry that I have to raise a point of order. Sir, you are a great parliamentarian . . .

Shri S. Kandappan (Mettur): A point of order cannot be raised in a vacuum.

Shri R. D. Bhandare: Your name has been written down in parliamentary history. We are now discussing the Demands for Excess Grants which have been presented before the House under article 115 of the Constitution. Only four or five Demands are referred to at page 2 of the explanatory memorandum. When there is a new service and provision has not been made for it, the Minister has a right to come before the House. If at all there is to be any discussion, then the discussion must be confined to the particular point only. But I find that you are allowing a general discussion. I am therefore really sorry.

Mr. Deputy-Speaker: I entirely agree with his objection. I had myself made an observation that this was not the general discussion on the railway budget; at that time cut motions were moved and hon. Members had had enough opportunity. That is why I wanted to regulate it and I have said that hon. Members should confine

themselves to not more than five minutes each.

Shri R. D. Bhandare: But it must be regulated.

Mr. Deputy-Speaker: There are six or seven groups that have to be called, and I must call some Members also from the Congress side. How is it possible to accommodate all of them if everybody is going to take more than five minutes?

श्री बेरवार पाटिल (यवतमाल): यह मेम्बरों को बुलाने और उन को टाइम देने का सवाल नहीं है, बल्कि सवाल यह है कि मेम्बरों जो कुछ कहें, वह रूल्स और विषय विषय के अनुसार हो।

Mr. Deputy-Speaker: This is an opportunity which some hon. Members can have. I am requesting them to be very brief. Otherwise, I shall have to curtail the time and ask the hon. Minister to reply or else there would be a debate without any reply.

Shri R. D. Bhandare: If irregularity is to be shared by both sides, that also would not be proper. Therefore, the Chair as the presiding deity must follow the rules.

Mr. Deputy-Speaker: I am trying to regulate it but it is very difficult.

Shri D. C. Sharma: My hon. friend's name also will be written down in the history of Lok Sabha.

श्री ना० नि० पटेल (बलसार): उपाध्यक्ष महोदय, माननीय सदस्य ने जो प्रश्न उठाया है, वह ठीक है, लेकिन जिन मेम्बरों को रेलवे बजट पर बोलने का मौका नहीं मिला है, उन के लिए केवल यही मौका है कि वे अपने अपने क्षेत्रों की दिक्कतों को यहाँ पर पेश करें। अगर हम लोग अपने क्षेत्रों की समस्याओं को यहाँ पर पेश नहीं करते हैं, तो जिन लोगों ने हमें यह भेजा है, वे कहेंगे कि उन के प्रतिनिधि कुछ भी नहीं करते हैं।

मैं रेलवे अनुदानों की मांगों का समर्थन करता हूँ और अपने क्षेत्र के लोगों की मांगों को पेश करता हूँ। मैं चार साल से वेंस्ट्रन रेलवे की बिरार-यावरमती रेलवे लाइन की इन्फ्रिक्शन के सवाल को उठा रहा हूँ।

Shri Dattatraya Kunte (Kolaba): I would like to know whether you consent to a breach of the rules of this House. That is the question that I am putting to you, Sir.

Shri S. Kandappan: We have discussed like this in a general way on the previous occasions also.

Mr. Deputy-Speaker: This has been the practice before also. I have been here and I have watched the debates on Demands for Excess Grants before also. Those Members who had no opportunity were given opportunity and they could ventilate some local grievances or some local inconvenience or some grievances of railwaymen. I could allow that much now also with the co-operation of hon. Members. But hon. Members should confine their remarks to those two or three matters only. Otherwise, I cannot do anything.

Shri Dattatraya Kunte: May I point out that you have never pointed out to the House the regulations or rules under which we have to discuss these Demands? There are new Members here and they have to be told about the procedure to be followed. If you are going to allow a general debate on the railway budget, then you may not call it Excess Demands or Supplementary Demands or Railway Budget and so on but you may simply call it Demands relating to the railways and then allow a general discussion and then allow pandemonium to prevail in this House and yet call this House as the greatest legislature in the country. And you say you have no control. Let me make one thing very clear in this regard. Yesterday, when somebody

wanted to raise a point of order you said that nothing would go on record as long as Shri Nath Pai had not spoken. You wielded that authority in the House yesterday but now you are pleading your helplessness when the right rules are pointed out to you. I am really surprised. What else could a Member be expected to point out to you? Or shall a Member like me who has been in the legislature for a long time also follow this practice because this is the practice that there would be lawlessness here and we should stand by that? I would like you to give your ruling about it.

Mr. Deputy Speaker: It is not a question of there being lawlessness.

Shri Dattatraya Kunte: It is lawlessness.

Mr. Deputy-Speaker: There is no comparison between what happened yesterday and what has happened today. The point is that hon. Members coming from distant parts would like to say something, and I am appealing to them to be very brief. Already, we have saved some time on the Bill that we had passed earlier; I think we had saved some twenty minutes or so. I cannot follow the steam-roller practice and say that there shall be no further debate and the hon. Minister should reply. I know the rules. I have followed them. I have also sometimes participated in debates on Excess Grants. Generally the minimum time is given. I would again appeal to hon. Members to bear this in mind.

15 hrs.

Shri Dattatraya Kunte: Relevancy seems to be at a discount in this House.

Shri Krishna Kumar Chatterji: Nobody can have a grievance. You have already pointed it out to us.

बी ना० बी पटेल : उपाध्यक्ष महोदय, मैं साबरमती बिरार लाइन के इन्फ्रिक्शन के बारे में कह रहा था। आज चार साल से मैं यह बात रख रहा हूँ। 1968 में कम्प्लेटिव कमीटी में मैं ने यह बात कही थी। उस क

[श्री ना० नि० पटेल]

उत्तर मुझे यह मिला है कि सर्वेक्षण हो रहा है। धाशा है कि यह काम वर्ष 1967-68 में शुरू कर दिया जायेगा। तो यह तो हर वक्त हमें वादे मिलते रहते हैं। मगर हमें तो विश्वास तब आयेगा जब एलेक्ट्रिकफिकेशन के लिए पोलस और वायर्स डाले जायेंगे और उस की लाइन डाली जायेगी। तो यह काम जल्दी शुरू हो जाय इतनी मेरी प्रार्थना है।

दूसरी बात मैं यह कहना चाहता हूँ कि जब माननीय डा० राम सुभग सिंह रेलवे के डिप्टी मिनिस्टर थे उस वक्त बलसार-सूरत के बीच में एक शटिल चलाने के लिए हम लोग दो साल से कोशिश कर रहे थे मगर वह हो नहीं पा रहा था। जब वह खुद बलसार आये और उन्होंने देखा कि वहाँ के लोगों की क्या फोर्सिंग है तो उन्होंने वह शटिल शुरू की। आज उस में इतना पैसेंजर ट्रफिक जा रहा है कि लोग बाहर लटक कर जा रहे हैं क्योंकि वहाँ ट्रैफिक बहुत ज्यादा है।

तीसरी बात यह है कि मैं आज एक साल से कोशिश कर रहा हूँ कि बलसार दहानू के बीच में यह शटिल एक्सटेंड कर दी जाय। वहाँ की जितनी ग्राम पंचायतें, ताल्लुक। पंचायतें और डिस्ट्रिक्ट पंचायत हैं उन सब ने रेजोल्यूशन पास कर के भेजा है कि बलसार से दहानू के बीच में इसी शटिल को एक्सटेंड कर दिया जाय। यह बात मैं ने यहां कन्सल्टेटिव कमेटी में रखी थी। उस का जवाब मुझे मिला है कि जहाँ तक इस गाड़ी को बलसार से दहानू तक बढ़ाने का सवाल है पर्याप्त सुविधा न होने के कारण और इंजिन घमाने की सुविधा वहाँ न होने के कारण यह सुझाव न उचित है और न ऐसा करना व्यावहारिक है। तो मेरी एकही प्रार्थना है कि वहाँ लाइन तो कोई नई डालनी नहीं है। दहानू में पहले से ही वार्टरिंग स्टेशन है।

इसलिए वहाँ केवल एक लूप लाइन डालने की जरूरत है और जहाँ तक इंजिन फेरने के लिए सुविधा न होने का सवाल है तो उस के लिए जैसे डांजिल इंजिन बामी याई में चलने हैं वैसे ही वहाँ चलाए जायें तो यह सवाल नहीं आयेगा। इस तरह से अगर इस शटिल को आप वहाँ तक बढ़ायेंगे तो आप देखेंगे कि आप को कितनी आमदनी होती है।

दूसरी बात मैं यह कहना चाहता हूँ कि हमारे यहां एक ट्रेन चलती है बम्बई और अहमदाबाद के बीच में जो सौराष्ट्र एक्सप्रेस कही जाती है, वह भिलाड और पारडी स्टेशन पर खड़ी नहीं होती। भिलाड एक ऐमा स्टेशन है कि जहाँ एक ग्रन्थशाला फारेन एंड से चल रही है और बहुत से फारेनर्स वहाँ आते हैं। तो वहाँ पर वह ट्रेन बड़ी हीं। चाहिए यह मेरा निवेदन है।

बलसार स्टेशन के रेलवे कर्मचारी जां हैं, अभी मैं 15 दिन पहले वहाँ गया था, करीब 150 लोगों ने दरखवास्त दी कि उन लोगों को बारिश के दिनों में रैन कोट नहीं मिलता और कपड़े नहीं मिलते। मैं इस सिलसिले में डी०एस० से भी मिला था। लेकिन इस के ऊपर क्या किया यह अभी तक पता नहीं। मेरी प्रार्थना है कि उस की भी जांच करवायें।

Mr. Deputy-Speaker: Shri Anbuezhian. He will please be very brief and to the point.

Shri S. Kandappan: I would request you to be a little indulgent towards him. He is making his first speech.

Mr. Deputy-Speaker: I am trying to accommodate everyone.

Shri Anbuezhian (Dindigul): I was not given an opportunity to participate in the general discussion on the railway budget. So, it is my duty

to express my feelings about my constituency today.

Parcels of perishable goods such as fruits and flowers booked from Kodaikanal Road to Kumbakonam, Sirhazhi, Chidambaram, Cuddalore and Tindivanam have been refused by the railway authorities from 1st May, 1967. The Madurai-Madras Janata Express, Train No. 114, is scheduled to stop at these stations. I do not know the reason why the booking of parcels of perishable goods to these stations is refused even though the train stops at these stations.

The Kodai Road area is full of agriculturists. They are sending flowers and fruits to all parts of Tamil Nad. So, there is a heavy loss to the agriculturists and much inconvenience to the merchants, and it is a loss of revenue to the railway administration also. So, I would request the hon. Minister to take necessary steps to accept parcels of perishable goods from Kodaikanal Road station.

In Tamil Nad there is no restriction to bring rice from one place to another within a district. So, permission for booking the luggage of rice bags must be given to the stations within the districts concerned. By doing this we can increase the income also through luggages.

In this connection, the railway department should have close contact with the Tamil Nad Government, *Tamizhaga Arasu*, so as to know when the Government restricts rice movements from place to place and when it does not.

Palani is a tourist station, it is also a pilgrim centre. Thousands and thousands of people are going to the Palaniandavar temple to worship Lord palaniandava daily. During the festival time, lakhs and lakhs of people entrain and detrain at Palani station. So, I wish to suggest to the Railway Minister to collect pilgrimage tax from the passengers who are entraining and detraining at Palani.

Shri S. Kandappan: We are giving you revenue. Give us also a share.

Shri Anbucheshiyan: It is also a source of income to the Municipality of Palani and the railway department. I hope the Railway Minister will look into this matter and necessary steps will be taken.

In my constituency, Kodaikanal Road station is an important station. It is also a tourist station. A large number of foreigners who are going to Kodaikanal Hills get down here. So, the platform of Kodaikanal Road station should be completely covered by roof.

Now there is only one platform. Most of the trains are crossing there during day and night. So, I request the hon. Railway Minister to be kind enough to make necessary arrangements to construct a second platform for Kodaikanal Road station.

In my constituency, Dindigul is the biggest town. Though Dindigul is a junction, there is no facility at all. The Railway department should provide retiring rooms at Dindigul Junction. The passengers coming from Palani-Oddanchathram side have to wait for a long time to catch trains. So, the railway department should take immediate steps to provide retiring rooms for both the third class and upper class passengers.

Four express trains are now running from Madurai side to Madras touching Dindigul Junction. Since it is a junction, and it is an important town, it is necessary to attach at least one separate third class reserved compartment to any one of the express trains. I hope the Railway Minister will do the needful without delay.

There is no passenger train between 9.30 hours and 14.30 hours from Dindigul to Madurai. That is a long gap of five hours in the main route. I would request the Railway Minister to introduce at least one passenger

[Shri Abuchezhiyan]

train from Dindigul to Madurai between 9.30 hours and 14.30 hours.

When the Madurai-Madras Janata Express was introduced, it was running via the chord line, i.e., via Trichinopoly, Vriddachalam, Villupuram, Chingleput, Madras. But it was diverted in the main line, viz., via Tanjore, Kumbakonam, Mayuram, Chidambaram and Cudoalore. So, one more express train from Madurai to Madras via the chord line must be introduced, and it must start from Madurai after 21.00 hours.

The railway department has decided to construct a new broad gauge line from Dindigul to Karur. The commercial survey and the engineering survey are over, but there is delay in starting the work. I request the Railway Minister that without any sort of delay this line should be completed.

As far as my constituency is concerned, two new lines are most essential. They are Dindigul-Gudallore via Theni and secondly, Dindigul-Karaikudi, via Melur. A survey has been made for the Dindigul-Cudallore line some years back but there is no response for that. No action has been taken so far. These two lines will cover the rest of the important areas of Madurai district. So, on behalf of my constituency I request the hon. Minister to pay special attention to these new lines. The name boards of the railway junctions and railway stations should also be in the regional languages. There is no difficulty in doing this. In Tamilnad each and every railway junction and railway station should have a name board in Tamil.

Shri Sonavane (Pandharpur): I would like to touch only two points. First is the policy statement of the hon. Minister on narrow gauge lines. My reaction to that is that instead of serving the passengers using these lines better, you are transferring them from the frying pan to the fire. Instead

of providing good facilities or converting such lines to metre or broad gauge, and this make them profitable, if you scrap them you will not be serving the interest of the people of the rural areas through which these narrow-gauge lines run. The rural areas through which these narrow-gauge lines run deserve greater attention at the hands of the railways because all the cities and big stations are served with electricity, fans, loudspeakers and everything else. But there is nothing in these areas served by the narrow-gauge lines; they are completely neglected and you are now thinking of scrapping them. Why? Because you say it runs at a loss? If there is a loss, try and think how to get better revenue by improving them, by converting them. Instead of providing a better facility, to deprive a large number of people of even their existing facilities is a very suicidal policy and it would not be in the interest of the rural areas. In this connection, I would refer to an important N.G. line. In my constituency—Latur-Kurduwadi-Miraj. Our demand was for conversion, since the days of late Shastriji, running down to our friend. I have made that point and I still make that point. Shri H. C. Dasappa did assure us that when the material from the Poona-Miraj conversion from metre to broad-gauge became available, he would use it on this section. I do not know what has happened to that promise. I would remind my hon. friend to look into this. The traffic survey and the engineering survey and so on had been done but it is not in the plate before us for eating, in the form of conversion.

My long-standing suggestion was for electrification of trains from Poona to Sholapur from Koyana hydro-electric power. You are doing good service on the Central Railway. This is like the left arm and electrification could be done. Sir, I think I was strictly within the limits of the excess demands for grants.

Mr. Deputy-Speaker: Mr. Ramamurti; he should follow the rules regarding excess demands because the nature of the discussion is limited. You should not enter into anything about your constituency. Two minutes.

Shri P. Ramamurti (Madurai): Mr. Deputy-Speaker, Sir, we are asked to sanction Rs. 4.14 crores in addition to what has already been sanctioned. I am not going to refer to any problem of any particular constituency, this or that. But when we are sanctioning so many crores of rupees, naturally we are interested in seeing that the railway administration is run properly, and the proper running of the administration depends fundamentally upon the relations between the administration and the workers who man the railways.

For the last three days we knew what happened over the Southern Railway. All that I would like to point out to the Minister is that this is only a symptom. Unless the Government realises and the Railway Minister realises that in the relations between the workers and the management, strict adherence is given to the principle of what is called collective bargaining, the relations are bound to deteriorate day after day. People have tolerated the existing situation for so long, but the people also and particularly the working class, is getting conscious of its rights. It will be said, "Yes; we have recognised some federation; we are having collective bargaining." I want to point out that it is a caricature of collective bargaining. After all, what is collective bargaining? Collective bargaining is done by people; it is understood that the worker has got to sell something; he sells the labour power; the management buys it. In this buying and selling of labour, power, instead of doing it individually, it takes place in the labour market, and collective bargaining takes place. This is the accepted principle. Who can collectively bargain on behalf of all the workers? Obviously not those

people who are imposed by the Government, who are imposed by the management and who do not command the confidence of the workers. If you say that this is collective bargaining, then obviously it will lead to all sorts of trouble.

Today, for example, we know as a matter of fact that in a number of places, in a number of railway systems, if tomorrow an election is held by secret ballot or any ballot, the union that has been recognised cannot get even 10 per cent support of the 10 per cent of the workers. It has been proved over so many years, in every election that has taken place all these years. In the works committee elections held in so many places, the recognised union—if there was what you call the system of deposit—lost its deposit, and it has been consistently losing its deposit. But still, that is the union recognised. In the works committee elections, the co-operative societies election, all the elections that you conduct, the so-called recognised unions are not able to command the confidence of the workers. Some other unions command the confidence of the workers, and they get elected by an overwhelming majority, but still, the Government says, "No, I would not recognise you." Now, Sir, it is the fundamental right of the worker to have collective bargaining. So long as the fundamental right of the worker is not recognised, then I want to warn the Government that what happened in the last three or four days in the Southern Railway is going to be repeated in railway after railway, and then only, you will wake up.

Therefore, this is the basic question. After all, it is the question of the right of the worker; it is a question of the self-respect of the worker and if his self-respect is touched like this, if he is not able to get his grievances redressed by proper representation through the machinery in which he has confidence, then this trouble will arise again and again. I do not want the Minister to answer me now. Let

[Shri P. Ramamurti]

him think over it. I do not want an answer immediately: "No, we are not going to do it; it will not help them." Think over it, in your own interest, and in the interest of the administration, in the interest of the efficient running of the administration and proper relations between the workers and the management. I say let us have elections; accept that challenge. Let us have elections. Whomsoever the workers have got confidence in, let that union be recognised. If I have no majority, if I do not get them majority, I do not want to be represented; I do not want myself to be imposed upon the workers. Therefore, on the basis of this principle; if they are not prepared to do this, then there will be this kind of unofficial strike hereafter.

The worker is not prepared to do that, because he knows that the so-called recognised unions do not represent him and they do not go to them. Therefore they are not able to deliver the goods. This is going to be the future.

Mr. Deputy-Speaker: The hon Member's time is up.

Shri P. Ramamurti: One word more. Secondary, there is the attitude of the management; the attitude of the administration. When there is need for economy, when economy is called for, the poorest of the poor will be touched. Of course, the big guys will not be touched; they will continue to have all the emoluments and all the other things that they have. I just got a letter from Alwaye. Alwaye is no my constituency. It is a place where there is a fertiliser factory and ever so many other factories are also there. Daily thousands of parcels come. You have got luggage porters paid by Government. Unfortunately their number is not sufficient. If you engage them, you will have to pay them according to the wage schedule. Then, there are

the ordinary licensed porters. The administration is forcing them saying, "If you want to keep your licence, work here. I will pay you only so much." This is forced labour that is being extracted for showing economy". This is nothing but fleecing the worker and extracting slave labour. When there is a greater number of parcels day after day, engage more luggage porters and pay them the normal wages to which they are entitled. But the railway administration does not do that. This is the kind of thing happening in station after station. The Railwaymen's Federation will not represent this, because they do not know the problem at all. They have no touch with the workers.

Mr. Deputy-Speaker: He should conclude now.

Shri P. Ramamurti: Yes, Sir. Government must change its policies. Gone are the days when the Congress Government, which had monopoly in every State, somehow with the help of the police imposed on the workers the INTUC or some other union. Today there are other Governments also. They will not help you to impose a particular union with police help. Let us now accept a democratic procedure . . .

Mr. Deputy-Speaker: Let us accept some procedure here now.

Shri P. Ramamurti: Let them think over the entire policy governing the question of recognition of unions. In the interests of the administration, of better relations between the workers and the administration, and of democracy itself, let them adopt a democratic procedure.

Shri Srinibas Misra (Cuttack): Sir, this is an Appropriation Bill on old accounts. The Ministry can have the satisfaction that whereas in the previous year there was excess in expenditure in the case of six items, in 1964-65 it was on four items only. But

is that all? Should not the ministry, while preparing the budget or the Appropriation Bill, be careful to find out what will be the necessary expenditure involved in certain matters? For instance, Demand No. 12 is Payments to General Revenues—Rs. 40,49,900. Could not the ministry know that so much amount will have to be paid to the General Revenues? This expenditure was incurred in 1964-65. The audited account was placed on the Table of the House on 11-3-66. Was it not proper for the ministry to place this Appropriation Bill before the House in 1966 itself? Why this delay? Why should the ministry await the report of the PAC to bring this Bill for regularising the excess? This is a serious matter. Every now and then, in every budget, in every appropriation, this ministry is exceeding the grants sanctioned by the House. They know that excess expenditure has been incurred, but they sleep over it and after it is pointed out, they come forward with an Appropriation Bill for regularising it. Of course, the expenditure has been incurred and the PAC has recommended that it should be regularised. But the serious aspect of it is that year after year, this ministry is spending more than what is granted by the House. This is very objectionable. The defect lies in this. They do not prepare their estimates properly. The estimates are prepared very carelessly relying upon article 115 under which they will get it regularised somehow or the other. They feel that by the strength of their majority it will somehow or the other be regularised. But there it is a question of the sanction of this whole House that is concerned. This House has sanctioned a certain amount. The Ministry has exceeded it by as much as Rs. 4 crores. It is not a small amount. Under item No. 15, which relates to open line works, additions and replacements, the excess is to the tune of Rs. 3 crores. What can be the causes? Some of the causes are apparent. They plan their expenditure,

then they change their plan recklessly—I may be excused for saying so—with the result that in the middle some estimates are revised, the expenses go up, new contractors and new persons are entrusted with the work and the expenses go in excess of the grants.

Regarding acquisition and survey—of course, I will be strictly within the scope of this Bill and I will not go beyond it—

Mr. Deputy-Speaker: But you must be within the time limit also.

Shri Srinibas Misra: I will also be within the time limit. I will mention only one example. A line from Cuttack Station to Paradeep Port is being built. The survey work is going on. What happened? The Ministry must have made some estimate of the expenditure to be incurred on the survey work and for acquisition of land. The persons who are doing the survey are surveying in such a manner that the line will go through lands where there are homesteads, houses and buildings belonging to individuals with the result that the Government will have to pay a higher compensation for the lands acquired. Side by side there are waste lands and lands belonging to Government and land of less value. This land should have been surveyed. Thousands of people in the locality have represented to the Minister concerned that the line should not go through their land and the line should make a detour. But nothing appears to have been done. My request to the hon. Minister is that the line should be taken in such a way that there will be less of expenditure to the Government and less of trouble to the people concerned.

My last point is about these losses in open lines. One example of recklessness has been pointed out by the hon. Member on that side. That is regarding the closing of narrow gauge lines. What will happen to the investment made in the narrow gauge lines? That will result in a severe

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loss. If you cannot change them into either metre gauge or broad gauge lines, you are not going to serve the people and you are going to make all the investment on these lines into scrap.

Sir, these are some of the causes for such huge excess expenditure for which the Minister has to come forward again with an Appropriation Bill, dealing with appropriation in respect of excesses in regard to 1964-65. I think the Minister should be very careful in formulating the estimates of expenditure. It should be done in such a way that there will be no occasion for him to come to this House for further grants like this.

Shri S. M. Banerjee (Kanpur): Mr. Deputy-Speaker, Sir, I would only touch three points. I hope the hon. Minister is aware that all the railway employees, whether they are with the All India Railwaymen Federation or the NFIR, which is a backbone-less organisation of the railways, have decided to go on a token strike for one hour on 11th September, 1967 on the question of DA. Sir, the Railway Ministry is the only Ministry which provided some amount for the payment of dearness allowance despite perhaps the objection or no objection of the Finance Minister. I would only request the hon. Ministers, the 'trimurthis' of the Railway Ministry—Shri Poonacha, Shri Parimal Ghosh and Shri Jamir—to fight it out with the Finance Minister and pay dearness allowance to the railway employees.

My second point is that the hon. Railway Minister and his Minister of State have shown enough gesture of goodwill to the employees who are likely to be retrenched due to railway electrification. Again, notices have started in Kanpur and Mughalsarai. I would like him to apply his mind to this problem and withdraw the notices forthwith.

The Minister of Railways (Shri C. M. Poonacha): Mr. Deputy-

Speaker, Sir, I am thankful to you and to the House for the consideration extended to the excess demands of the Indian Railways.

Shri S. Kandappan: We have to. There is no other way out. You have already spent the money.

Shri C. M. Poonacha: Hon. Members have referred to other aspects of railway administration, along with the demands for which we have requested them to give their kind approval. The demands as such fall under four demands—Demand Nos. 5, 8, 12 and 15. Since other matters of importance also have been raised during the course of the debate, I shall briefly refer to a few of them. Before referring to the local issues that have been raised during the course of the debate, I would briefly refer to the particular demands.

Demand No. 5, as hon. Members would have seen from the paper that we have circulated, relates to the maintenance expenditure of rolling stock such as engines, coaches, track and such other things, where the cost of material went up, and, therefore, that there is an excess expenditure over the amounts sanctioned by the vote of this House. For that we have come for the necessary approval of this House to meet this excess expenditure. A question was asked as to why it could not be precisely estimated at the time of framing the budget and why is it that after the framing of the budget, later on, the Ministry finds that its own estimates had gone far wrong and excess expenditure is incurred. While such an argument could be true, the fact is that as soon as we get the approval of this hon. House, the amounts are allocated amongst 9 different railway systems and 3 production units and the expenditure could not—with precision be controlled and to get the final figures and compile them it does take some time. Had we known these variations earlier, we would have come before the House when the supplementary demands were discussed. Even that

could not be done because at the lower formations and levels and the different railways the pattern of expenditure are so varied and so vast that certain bookings could not be done in time and, therefore, there is a lapse of time.

Now, there are certain instances where the estimated expenditure has been exceeded rather steeply. For example, reference was made to Demand No. 15, which relates to the new assets acquired, new lines constructed, open line works. In open line works, since we have taken up an ambitious programme of dieselisation, renewal of tracks, doubling of tracks and electrification, certain estimates could not be adhered to because the cost of material and other things went up very much. Therefore, this excess has occurred.

Demand No. 12 is one where a safe estimate could have been made, because it relates to the dividend payable to the general revenues. Even there the capital at charge increased. The capital at charge at the time of preparing the budget was less than what it was when the dividend was calculated. At the time of calculation of dividend the capital at charge was more because we had spent much more on the capital account, as we had big projects on hand and we had to provide large sums of money for the completion of these big projects.

As against our estimate of about Rs. 253 crores that year our capital expenditure went up to Rs. 275 crores. Therefore the capital at charge, which was at the figure of Rs. 2,136 crores for that year, went up to Rs. 2,160 crores. Therefore the dividend that is to be paid on the capital went up. Therefore, the excess figure of Rs. 40 lakhs is required and for that purpose we have come before the House.

These are normal things. If you take the overall picture the excess is

well within the limits. This happens in the railways which has a very big budget for its implementation and vast and varied programmes on its list. So, there are certain variations which do take place. These variations would not come to the regular booking of expenditure quite in time and therefore this extra-ordinary measure of taking recourse to the articles in the Constitution. With the approval of the Auditor-General and the Public Accounts Committee we come before this House.

Coming to the specific points raised I would like to refer to the point raised by my hon. friend, Shri Ramamurti, first before I take up the other things.

Shri P. Ramamurti: I do not want the answer.

Shri C. M. Poonacha: You have raised the point and the House is entitled to know what is the position, if not you. He raised the point that so far as labour is concerned we have two federations and that those federations do not command the confidence of the vast majority of workmen which I question.

Shri P. Ramamurti: Have an election.

Shri C. M. Poonacha: We will come to that.

But it is not merely the theory or principle of collective bargaining, as he put it, it is organised labour. Labour has to be organised and that organised labour has its own responsibilities. It is not merely bargaining for bargain sake. At times I have come across instances where it is bargaining for bargain's sake which cannot be the attitude of organised labour. We want to see that labour is organised, that labour interests are safeguarded, that the emoluments paid to labour, the welfare of the labour and the treatment to labour all there would be lawlessness here and these would bear the capacity of the industry to which it is attached. It

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cannot be unreasonable and exorbitant, beyond the capacity of the industry or the concern whatever it is. Therefore it has its own limitations and responsibilities and we cannot say that collective bargaining is to bargain for anything, for whatever comes to the idea of certain labour leaders in this country. It cannot be so.

So far as the railways are concerned, we are following the accepted principle.

Shri P. Ramamurti: By whom? By you; none else. Indian labour has not accepted this.

Shri C. M. Poonacha: Accepted by this House. This House has laid down a policy of labour management and welfare. We are well within that.

Shri P. Ramamurti: What is that?

Shri C. M. Poonacha: On the other hand, we are a bit more generous. If we have erred, we would have erred on the right side and not on the wrong side in this matter.

Shri P. Ramamurti: All right, have it.

Shri C. M. Poonacha: In these matters I would certainly expect responsible Members like Shri Ramamurti to take a constructive attitude.

Shri P. Ramamurti: I give a constructive suggestion.

Shri C. M. Poonacha: I am certainly one with you to go the whole hog, to go to the full extent provided there is that responsiveness. It cannot be demand for demand's sake. It has been, in certain instances, a case of demand for demand's sake, whatever may be the consequences! Such an attitude on the part of labour or even on the part of the employee . . .

Shri P. Ramamurti: May I interrupt you?

Shri C. M. Poonacha: You did not want the explanation. Why are you worried about it?

Shri P. Ramamurti: Can you show, for example, the Southern Railway labour union putting up any demand which you will say is an impossibility and therefore on that it has gone on strike? Take the recent case. It is not a question of reasonable demand only; it is a question of representative capacity of the union.

Shri C. M. Poonacha: My hon. friend referred to the general point and I am meeting that general point. You said that it should be collective bargaining. While recognising that, I am saying that it is also the responsibility on the part of the labour and it is the organised labour . . .

Shri P. Ramamurti: Who is to decide? Is it the management to decide?

Shri C. M. Poonacha: I am referring to the point that there is the responsibility on the part of the labour also. It is not merely bargaining, however collective it may be. That is my point. The interest and the economy of the country also will have to bear the strain of such demand and bargaining. Well, within limits, we will consider all the reasonable and legitimate demands and there will be nothing wanting, so far as the Railways are concerned, in this matter. But, at the same time, if there should be unreasonable demand and then recourse to extra-ordinary methods, we will have to take that up also and meet it in the proper manner which it deserves.

Then, there were many other points made with reference to local requirements. We will have all those points duly examined and then we will give our best consideration to them. I have to only, in passing, refer to the observation made by my hon. friend, Shri Shivappa, about the Hassan-Mangalore Railway line. He entertained a fear that the project is likely

to be given up. That is not so. On the other hand, we have taken up the project in all seriousness. What has happened is that this is linked up with the Mangalore port project and this railway line has been conceived for servicing the major port which is going to be located on the west coast and the programme has been so phased as to complete this railway line by the time the Mangalore port project is also completed. There is no point in having heavy capital investment and building up the capital-at-charge while the port for which it is intended to serve would not be there. Therefore, it is a phased programme and according to the Mangalore port project programme the construction of the Hassan-Mangalore railway line will also be taken up and completed. I do not want to refer to other matters.

Shri M. R. Krishna (Peddapalli): When you have mentioned about the Hassan-Mangalore railway line, you say something about other lines also.

Shri C. M. Poonacha: There are quite a large number of them which were raised at the time of the Railway Budget also.

About the Poona-Lonavala railway line which was mentioned by Shri S. M. Joshi, I will certainly have it examined. This is a long-standing demand.

There is one point that I would like to make here. All this comes under concessions and the Railways are required to provide so many concessions. If there is a famine, there should be concessions; if there is a big industrial base, there should be concessions; if an urban area develops, there should be concessions; if the students and the teachers excursions take place, there should be concessions; if the seminars take place, there should be concessions. There are all round concessions. If it is a question of augmenting the revenues of the Railways, there is a hue and cry. We have to reconcile these

various interests and that is our endeavour as to how best we can reconcile all the interests including that of labour and operate the Railways as best as we can.

I thank the House for giving me an opportunity and I commend the demands for the acceptance of the House.

Shri P. Ramamurti: 'Poona' happens to be included in the name of the Minister 'Poonacha'. You take that also into consideration.

Mr. Deputy-Speaker: There is no time left now.

The question is:

"That the respective excess sums not exceeding the amounts shown in the third column of the order paper be granted to the President to make good the amounts spent during the year ended 31st day of March, 1965, in respect of the following demands entered in the second column thereof—Demands Nos. 5, 8, 12 and 15"

The motion was adopted.

15.45 hrs.

MOTION RE: FOURTEENTH AND FIFTEENTH REPORTS OF THE COMMISSIONER FOR SCHEDULED CASTES AND SCHEDULED TRIBES FOR THE YEARS 1964-65 AND 1965-66

The Minister of State in the Department of Social Welfare (Shrimati Phulrenu Guha):

I beg to move:

"That this House takes note of the Fourteenth and Fifteenth Reports of the Commissioner for Scheduled Castes and Scheduled Tribes for the years 1964-65 and 1965-66, laid on the Table of the House on the 30th March, 1967, and 8th June, 1967, respectively"