

Shri Hari Vishnu Kamath: To ascertain the facts.

Mr. Speaker: Yes; to ascertain the facts.

Shri G. S. Pathak: As you have been pleased to indicate that you will reconsider this matter, I wish to point out one thing, just to assist the Chair. I wish to point out that the Supreme Court recently in the case of Mr. Umanath himself has decided that the privilege under Article 105 does not avail against detention under D. I. R. and the Supreme Court referred to the British practice also, both in the case of criminal laws as well as in the case of detention laws. That is all I wish to point out. (*Interruptions*).

Shri Hari Vishnu Kamath: You do not need this kind of light from him, Sir. Let the Home Minister give the date and time of the Madras Government order.

Mr. Speaker: I always need light from all quarters.

Shri Hari Vishnu Kamath: But not this kind of obscure light.

Mr. Speaker: Mr. Sheo Narain.

13.57 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—Contd.

श्री शिव नारायण (बांसी): अध्यक्ष महोदय, मैं आपका बड़ा अनुगृहीत हूँ कि आपने मुझे रेलवे बजट पर बोलने का अवसर दिया है। मैं उस इलाके से आता हूँ जो कि बार्डर पर है। मैं सरकार का ध्यान इस ओर दिलाना चाहता हूँ कि आज चार बरस से मैं लगातार कहता आ रहा हूँ कि लखनऊ से सिलीगुड़ी तक जो लाइन जाती है और जो नैरो गेज की है, जो सिंगल लाइन है। और जिस को हमारी तरफ छोटी लाइन कहा जाता है उस को डबल लाइन कर दें। आज फिर मैं

आप से अपील करता हूँ कि इस लाइन को आप डबल लाइन कर दें। हमारी सीमाओं के पार दुश्मन ने अपने पंजे जमाये हुए हैं। मिजो हिल में आज झगड़ा चल रहा है। अगर हमारे बीच आफ कम्युनिकेशन ठीक नहीं होंगे तो हमारे लिए बड़ी कठिनाइयाँ पैदा हो जायेंगी। आज भी बड़ी कठिनाई में से हम गुजर रहे हैं। और तब और भी इन में वृद्धि हो जाएगी। नेपाल के किनारे पर हम लोग बसते हैं। हमारे और भाई दूसरे कंट्रियर पर बसे हुए हैं। इस वास्ते बार्डर तक आने जाने के जो बीच आफ कम्युनिकेशन हैं वे बहुत अच्छे होने चाहिये। हमारे रेल मंत्री बहुत स्ट्रॉंग आदमी हैं। उनको रेल विभाग मिला हुआ है। मैं आशा करता हूँ कि कम से कम वह इस लाइन को तो डबल कर दें। ऐसा कर के वह देश के प्रॉटेक्शन में अपना हाथ बंटा सकेंगे। देश की प्रॉटेक्शन के लिए यह बहुत जहुँरी है।

Shri Priya Gupta (Katihar): When will the Railway Minister reply?

Mr. Speaker: I would request the Railway Minister to reply at 2.45 P.M.

श्री शिव नारायण : दूसरा एक इम्पा-टेंट प्वाइंट मैं यह अर्ज करना चाहता हूँ कि सहजन्मा, मेहदावल, बांसी होते हुये गोंडा तक के इलाकों को आप लाइन से मिला दें, यहाँ रेलवे लाइन बिछा दें तो नेपाल के बार्डर से हमें प्रॉटेक्शन मिल जायगी। हमारे रेल मंत्री मजबूत आदमी हैं। स्ट्रॉंग आदमी हैं, आनेस्ट आदमी हैं। अगर उन के हाथों से रेल विभाग में सुधार नहीं हुआ तो दूसरे किसी के हाथों नहीं हो सकता है। इन पर हमें बहुत गुमान है। हम इन को बधाई भी देते हैं। अभी हाल में मिलिटरी के लिये बहुत अच्छा काम किया है। है और रेल विभाग ने भी हाल की लड़ाई में बहुत अच्छा काम किया है। इस के लिए मैं रेल विभाग को बधाई देता हूँ। लेकिन साथ ही साथ मैं डा० राम सुभगसिंह जी को सेवा में निवेदन करना चाहता हूँ कि इस लाइन

को भी वह देखें और इसको भी देने की वह कृपा करे ।

13.59 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

रेलवे विभाग के बड़े बड़े अफसर यहां बैठे हैं । मैं उन से अपील करता हूँ कि यह बड़ा इम्पोर्टेंट क्वेश्चन है । रेलवे बोर्ड इस बात को देखे । रेलवे बोर्ड और रेलवे मिनिस्ट्री में कैसे को-ऑपरेशन हो वह मैं फिर बताऊंगा । मैं चाहता हूँ कि सब लोग मिल कर काम करें क्योंकि कमाऊ पूत सब को प्यारा होता है और इस कमाऊ पूत की पूरी उन्नति होनी चाहिये ।

14 hrs.

आज बड़ी शिकायत है कि रेलवे विभाग में कर्प्शन है, लेकिन मैं आज इस गवर्नमेंट को बतलाना चाहता हूँ कि कर्प्शन क्यों है । सरकार अपने कर्मचारियों को कम तन्ख्वाह देती है जिस विभाग को थर्ड क्लास के पैसेन्जर से कम से कम 100 करोड़ रु० की आमदनी होती है प्रति वर्ष उस की अग्नेनिटीज पर आप पहले 4 करोड़ रुपये खर्च करते थे अब 8 या 10 करोड़ रुपये खर्च कर दें । जो लोग आपकी सर्विस में हैं उन को आप 2 या 4 करोड़ रुपया क्यों नहीं देते हैं वह लोग शिकायत करते हैं कि सरकार उन को ठीक वेतन नहीं देती है । इसलिये चोरी होती है कि उनको पैसा कम मिलता है । हमें एकतरफा बात नहीं करनी चाहिये । दोगों तरफ की बातों को देखना चाहिये । मैं चाहता हूँ कि रेलवे मिनिसटर इस तरफ ध्यान दें ।

आज जो बड़े बड़े अफसर होते हैं रेलवे के उन के लिये फर्स्ट क्लास का रिजर्वेशन होता है, लेकिन जो लोग रेलवे को चला रहे हैं, जो क्लास 3 और क्लास 4 के रेलवे सर्विस के लोग हैं उन को भी तो देखिये । आप ने न जाने कितने फर्स्ट क्लास के पास इश्यू कर रखे हैं । 500 तो सेम्बर पार्लियामेंट हैं जिन

को पासेज मिले हुए हैं लेकिन बाकी सारे प्राउट साइडर हैं ।

श्री इण्ड्रजीत लाल मल्होत्रा (जम्मू तथा काश्मीर) : आप अपना पास कैसेल करा दें ।

श्री शिव नारायण : मैं स्टैन्डर्ड की बात कह रहा हूँ । आप जो फर्स्ट क्लास पास इश्यू करते हैं उसको ठीक कीजिये । आप देखिये कि कहां पर गड़बड़ी है और किनको फर्स्टक्लास के पास इश्यू हुए हैं ।

मैं लखनऊ की विशेष रूप से यहां पर शिकायत करना चाहता हूँ । अब की दफे जिस दिन हम लोग आ रहे थे यहां से 23 तारीख को मैं ने रिजर्वेशन कराया । 25 तारीख को मैं ने कन्फर्म भी करवाया और मुझे बतलाया गया कि 6वें नवम्बर पर मेरा नाम है । जब इतवार को लौटा तो हालत ज्यों की त्यों । जब मैं ने इन्क्वायरी की तो वहां पर मुझे से यह कहा गया कि आप डी० एस० से बात कीजिये । बाद में बाबू ने किसी तरह से मुझे सेकन्ड क्लास में बिठलाया । जो बाबू कामकर रहा था उस ने मुझे बड़ी मुश्किल से वहां पर सिटिंग सीट दी दे । लेकिन सवा नी वजे एक आदमी आया और उस ने कहा कि डी कम्पार्टमेंट में एक जगह खाली है । दिस मीन्स कर्प्शन । यह गड़बड़ी लखनऊ में होती है । फिर एक और बात देखिये पार्लियामेंट में करीब करीब 50 वर्ष से ऊपर के ही मेम्बर होते हैं । लेकिन हम बुड़े लोगों को अपर सीट देते हैं और छोटे उम्र के लोगों को लोअर सीट मिलती है । इस को भी आप को बदलना चाहिये । अगर सरकार अपने डिपार्टमेंट में डिजिटल ले आये तो, सब से बड़ा सवाल हल हो जाये । अगर पंचकुशलिटी आ जाये तो 50 परसेन्ट कर्प्शन खत्म हो जाये ।

आज गाड़ियां मनमाने ढंग से चल रही हैं । इस के लिये कोई इंतजाम नहीं है ।

[श्री शिव नारायण]

आप यह समझ लीजिये कि अगर गाड़ी 4.35 पर चलती है तो मानी हुई बात है कि हम को 4 बजे पहुंचना होता है । वहां पहुंचने पर मालूम होता है कि गाड़ी चार घंटे लेट है । इस तरह से वहां पर न खाना मिलता है न दाना मिलता है ।

लखनऊ सिलिगुड़ी लाइन के बारे में कहा गया है कि वहां जंगल का झगड़ा है । लेकिन रेलवे मिनिस्टर ने कहा कि वहां ऐसे लोग बसे हुए हैं जो कमजोर तबियत के हैं । यह आप की जिम्मेदारी है कि वहां पर आप मजबूत आदमी भेजें जो गड़बड़ी करने वालों को ठीक कर सकें । जो गंडे बकवास करते हैं, गाड़ियों को उखाड़ना चाहते, लोगों को गिराना चाहते हैं, उन को उखाड़ फेंकना इस विभाग का काम है ।

रात को जो कंडक्टर्स ट्रेनों में चलते हैं उन को आप नाइट ड्यूटी अलाऊंस नहीं देते हैं । इन सब बातों को आपको देखना चाहिये ।

इस के बाद मुझे दो बातों की और शिकायतें हैं जिन को आप देखते नहीं । मैं रेलवे मिनिस्टर से कहना चाहता हूँ कि बस्ती जिले में आप कहीं भी जाइयें । वहां पर स्टेशनों पर पर फर्स्ट क्लास बोटिंग रूम नहीं हैं । प्रंजेज रिजीम में तो वहां पर फर्स्ट क्लास बोटिंग रूम था । लेकिन जब आपकी रिजीम आई है तो वहां पर इन्स्पेक्टर की तरह से हम को बैठना होता है । बस्ती स्टेशन पर पैसेन्जर आते हैं तो उनको जगह नहीं मिलती है । इसलिये वहां पर कम से कम थर्ड क्लास की चार सीट स्लीपर कोच में गोरखपुर से बस्ती के लिये आनी चाहिये । थर्ड क्लास पैसेन्जर से आप को बड़ी आमदनी है लेकिन उसकी आप परवाह नहीं करते जिस क्लास से आप को करोड़ों रुपयों की आमदनी है उस की ओर आप ध्यान नहीं देते । मुझे इस रेलवे विभाग से यह सब से बड़ी शिकायत है कि फर्स्ट क्लास से आप को

ज्यादा इनकम नहीं है उस के लिये तो आप फ्री पास इश्यू कर देते हैं, जिस में से 500- तो हमारे पालियामेंट के मेम्बर भी हैं । लेकिन थर्ड क्लास पैसेन्जर से को कुछ नहीं मिलता है । आप को पता नहीं है कि वह किस मुसीबत से गाड़ियों में चलते हैं । मैं डेली दिल्ली से गाजियाबाद जाता हूँ तो थर्ड क्लास में जाता हूँ । वहां आप देखिये कि कितनी मुसीबत है । आदमी भरे रहते हैं, सर पर बोझ लदा होता है, लैट्रिन गन्दे रहते हैं । पानीहीन ही नहीं है । इस की ओर आप को ध्यान देना चाहिये ।

खाने का प्रबन्ध जिस दिन से रेलवे विभाग के हाथ में आया है तब से बेचारा भी भी बादशाह बन गये हैं । और मैनेजर भी बादशाह बन गये हैं । आप देखिये कि बेचारा कितने गन्दे आते हैं । जब रेलवे कम्पनी की थी तब प्राइवेट हाथों में सारा इन्तजाम था । मैनेजर डरता था कि अगर हमारे डिप्टी स्पीकर उस पर चलेंगे और शिकायत कर दें तो वह बर्खास्त हो जायेगा । आज कोई डर नहीं है उन के बैयरे गन्दे चलते हैं । अगर कोई जा कर कुछ कहें तो कोई पूछने वाला नहीं है । लोग बस्ती से लखनऊ तक बैसे ही चले आते हैं ।

आज जो फ्रंट बढ़ाया गया है वह कन्ज्यूम्स पर पड़ता है । नमक पर कर बढ़ा है । मैं कांग्रेस गवर्नमेंट से कहना चाहता हूँ कि महात्मा गांधी ने नमक सत्याग्रह चलाया था इस देश के अन्दर । उस नमक पर आपने क्यों कर लगाया । हमारे श्री मार्य ने इस की ताईद की लेकिन मैं गांधियन फिलासफी में विश्वास करता हूँ । जो कुछ गांधी जी ने कहा उस को आप देखिये और उस पर कर न लगाइये यह मेरी आप से प्रार्थना है ।

रेलवे विभाग का जो वर्किंग है वह बड़ी सुन्दर है । मैं चाहता हूँ कि रेलवे विभाग फले फूले क्योंकि उस ने देश को एकता के सुक

में बांधा है । मैसूर और दिल्ली को एक सूत्र रेलवे में बांधा है । मैं मैसूर पहुँच जाऊँ और वहाँ से फिर दिल्ली वापस जाऊँ ऐसा जाल रेलवे ने बना रखा है । इस विभाग के जो तीनों मिनिस्टर हैं वह बड़े मजबूत हैं । लेकिन मैं दिल्ली की शिकायत करना चाहता हूँ । चिराग तले अन्धेरा की कहावत बड़ी मशहूर है । दिल्ली स्टेशन पर एक पुल है जहाँ रोज गाड़ी पन्द्रह मिनट डिटैन् होती है, चाहे वह देहरा एक्सप्रेस हो या कालका मेल हो, यहाँ इतनी बदइन्तजामी है । मैंने श्री शाम नाथ को इस के बारे में लिख कर भेजा लेकिन जब जवाब मिला है उस को सुनने के से डिपार्टमेंट की स्लैकनेस का पता लगता है । रेलवे मिनिस्ट्री जानती है कि रेलवे कमाऊ पूत है । इस लिये उस को ठीक ढंग से कमाना चाहिये । और ठीक ढंग से खर्च करना चाहिये । आज सरकारी कर्मचारी आप के ऊपर डिपेन्ड करते हैं । आधी गवर्नमेंट आप हैं । आपका बजट, अलग है यह रेलवे विभाग एक एम्पायर है । यह फूड प्रॉब्लम को सालव करने में हाथ बटाते हैं । मैं अनुग्रहीत हूँ कि देश के एक कोने से दूसरे कोने तक आप का काम पहुँचा है और आप ने हमें सुख और दुःख में मदद की है, लेकिन आज समय आ गया है कि आप उन लोगों को कुछ और पैसा दें । आप की इतनी आमदनी है जो कि आप के कर्मचारी करवाते हैं, लेकिन आप उन को कुछ देते नहीं है । उनके बच्चों के लिये आप को इन्तजाम करना चाहिये । उन के प्रति आपको अनजस्ट नहीं होना चाहिये । उन के लिये आप को माकूल इन्तजाम करना चाहिये । पढ़ाई लिखाई का प्रबन्ध हो, चीप ग्रेन शाप भी आप को खुलवानी चाहियें, जैसे कि पहले थी । आज रेलवे कर्मचारियों को लाइन लगा कर खड़ा होना पड़ता है । जिस में काफी टाइम लगता है और उन की ड्यूटी में गड़बड़ी होती है । मेरी अपील है रेलवे मिनिस्ट्री से वह उन की मांगों पर सिम्पैथेटिकली विचार करें ।

हम लोग पब्लिक के रिप्रेजेन्टेटिव हैं । पब्लिक हम से सवाल करती है, बस्ती के लोग हम से पूछते हैं कि हम उन के लिये क्या कर रहे हैं । जब माननीय लाल बहादुर शास्त्री रेलवे मिनिस्टर थे तब उन्होंने सहजनवां लाइन के लिये ऐंथोरेन्स दिया था कि वह बनेगी । अगर वह नहीं बनती है तो आपके ऊपर चार्ज लगेगा । इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूँ और आशा है कि हमारी मांगों के ऊपर मंत्री जी गौर करेंगे ।

श्री ५० ला० बाबूपाल (गंगानगर) : उपाध्यक्ष महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे रेलवे बजट पर बोलने के लिए समय दिया । सर्वप्रथम युद्ध के समय जिन रेलवे कर्मचारियों ने अपनी सेवाएं करखे हुए अपने प्राणों की आहुति दी मैं उनके प्रति अपनी श्रद्धांजलि अर्पित करता हूँ । इसके बाद हमारे कुशल अधिकारियों ने जिस दक्षता से उस समय काम किया, उसके लिए मैं उनको बधाई देता हूँ । रेलवे मंत्रालय बहुत बड़ा है । उसका काम भी बहुत बड़ा है और उसकी समस्याएँ भी बहुत बड़ी हैं जिनको मैं समझ नहीं पा रहा हूँ । लेकिन मैं सर्वप्रथम निवेदन करना चाहता हूँ रेलवे मंत्री जी से कि पाकिस्तान का रबैया हमें कुछ अच्छा मालूम नहीं पड़ता । गिस्टर भूटों की बहक जब हम सुनते हैं तो हमें ऐसा ही लगता है । इसलिए हमारे सुरक्षा प्रयत्नों के अन्दर कोई शिथिलता नहीं होनी चाहिए । आपने बोडर के संबंध में पोकन से जैसलमेर तक रेलवे लाइन बनाने का जो एक प्रस्ताव रखा है उसके लिए मैं आपको धन्यवाद देता हूँ । परन्तु मैं निवेदन करना चाहता हूँ कि जिस समय युद्ध हुआ और हमारी फौजें उधर भेजी गईं तो बीकानेर के बीच में कई गाड़ियां बन्द करनी पड़ी । अम्बाला से उधर और उत्तरी भारत में जब फौजें भेजी पड़ीं तो उसमें कितना समय लगा ? मैं आपसे प्रार्थना करना चाहता हूँ कि आप इस पर पुनर्विचार करें

[श्री प० ला० बारूपाल]

कि जिस प्रकार आप पोकरन से जैसलमेर तक रेलवे लाइन ले जा रहे हैं उसी प्रकार घोकोलाव से फड़ौदी और जैसलमेर तक रेलवे लाइन को मिला दिया जाय और इधर हिन्दूमल कोट से श्री गंगानगर की रेलवे लाइन जो प्रस्तावित है, बनने वाली है, इसको गंगानगर से पद्मपुर, अनूपगढ़ और पूगल से श्री कोलायत और फड़ौदी तक कर दिया जाय तो कितना समय आपका बचेगा, यह आपके सोचने का विषय है ?

मैं अधिक नहीं कहूंगा। जनसाधारण के जनजीवन की कुछ बातें ही आपके सामने रखूंगा। बहुत से भाई जो टेम्पोरेरी हैं उनके संबंध में इतना ही कहना चाहता हूँ कि उनसे छः महीने काम कराकर फिर ब्रेक अप करा देते हैं। इस प्रकार लगातार वर्ष तक वह चले जाते हैं। इससे उनकी आयु की अवधि बढ़ जाती है और वह बेचारे नौकरी के लायक नहीं रह जाते। इसलिए मेरा यह कहना है कि जो टेम्पोरेरी नाँकर हैं उनको पहले प्राथमिकता देनी चाहिए। सेलेक्शन में काफ़ी गड़बड़ होती है। श्रीमान् जी, सेलेक्शन के नाम पर बहुत भ्रष्टाचार होता है जिसमें मैंने पहले कस दिया कि सीनियर आफिसर को किस प्रकार नीचे लाकर जूनियर आफिसर को ऊपर कर दिया जाता है। इसी तरह रेलवे का पेमेंट जो आप करते हैं क्लेमस वगैरह जो होते हैं उसके अन्दर बहुत देरी होती है। नतीजा यह होता है कि जो आपकी अदालत में जाकर वकालत करते हैं वह ठीक तरह से नहीं करते और 99 प्रतिशत केसज में रेलवे को हारना पड़ता है और डबल पेमेंट करना पड़ता है। अगर रेलवे मंत्रालय शीघ्रता से और सद्दानुभूति के साथ इनका भुगतान कर दे तो इसमें न तो उनको डबल पेमेंट करना पड़े और न किसी का परेशानी हो।

अफसरों के बारे में तो मैं ज्यादा कहना नहीं चाहता। अफसर ज्यादातर छोटे और

बड़े भी जो हमारे डिबीजन में होते हैं वह बीरा ही करते रहते हैं। उसमें कोई काम नहीं होता सिवाय इसके कि नीचे के कर्मचारियों से पैसा टटोलें। मैं पुराना आदमी हूँ। हिन्दुस्तान में बहुत काफ़ी घूमा हूँ। सारी बातें मैंने देखी हैं।

बीकानेर स्टेट रेलवे के कर्मचारियों को क्वार्टर संबंधी जो छूट थी, उसका सही रूप से पालन नहीं किया जा रहा है। यह कार्य रेलवे बोर्ड में सन् 1954 से अब तक अधूरा ही है। वह सुविधायें उनको नहीं दी जा रही हैं। उपाध्यक्ष महोदय, मेरा कर्तव्य है कि मैं आपके द्वारा उनकी बात को रेलवे मंत्री तक पहुंचाऊँ।

रेलवे लाइनों के पास जो हजारों एकड़ जमीन पड़ी है उसके बारे में हर आदमी ने सुझाव दिया है। मैं जिस क्षेत्र से आता हूँ, वह मेरा इलाका कृषि प्रधान है। वहाँ पर नहरें भी हैं और काफ़ी जमीन वहाँ पर ऐसी है हमारे किसानों ने कई बार हमसे कहा कि वह रेलवे लाइन के किनारे की जमीन रेलवे मंत्रालय से हमें एलाट करा दीजिए तो अब की इस संकटकालीन स्थिति से हम काफ़ी सहयोग अब उपजाने में दे सकते हैं। मैं उम्मीद करता हूँ कि आप इस पर ध्यान देंगे।

निर्माण कार्य के सिलसिले में मैं आपका ध्यान दिलाना चाहता हूँ। बीकानेर के अन्दर जो आपने अस्पताल रेलवे कर्मचारियों के लिए बनाया उसके लिए बहुत धन्यवाद। लेकिन जिस प्रकार से सरकार ने पैसा खर्च किया है उस निर्माण कार्य के अन्दर उसमें बड़ा भ्रष्टाचार है। वहाँ बहुत कर्रप्शन है। ठेकेदार और इन्वीनियर वगैरह कांफ़ीट देने में या सीमेंट लगाने में या ईंटें किस प्रकार का लगवाती हैं, इसमें बिल्कुल भ्रष्टाचार करते हैं। मैं कहता हूँ प्रथम श्रेणी की ईंटें न हों

हुए भी प्रथम श्रेणी की ईटें का पैसा सरकार को घोखा देकर लिया है। लकड़ी जो लगायी गई है वह भी अच्छी नहीं है। मैंने कहा इस की जांच करायी जाय और ऐसे ठेकेदारों का लाइसेंस कैंसिल कराया जाय। उनको ब्लैक लिस्ट करना चाहिए जो कि इस प्रकार देश को घोखा देने वाले हैं और जनता की गाड़ी कमाई का पैसा जो रेलवे में आता है उसको जो इस प्रकार बर्बाद करते हैं।

पासल रूम हमारे यहां नहीं है। पासल रूम न होने से काफी चोरियां होती हैं और उसमें सरकार को परेशानी होती है। तो बीकानेर डिबीजन में मंडी आदि जगहों में पासल रूम बनाये जाने चाहिए।

हमारे निर्वाचन क्षेत्र में कई स्टेशन बड़े महत्वपूर्ण हैं जैसे श्री करनपुर, रायसीनगर, रतनगढ़ आदि, लेकिन इन पर शेड नहीं है, कोई छप्पर नहीं है। वहां पर कई गाड़ियां, आती और जाती हैं। छत न होने से आंधी मेह और धूप से बहुत परेशानी का सामना मुसाफिरों को करना पड़ता है। तो सरकार को उसके लिए इन्तजाम करना चाहिए।

मैंने आपसे निवेदन किया कि जयपुर हमारा राजधानी है और गगानगर से बहुत से लोग राजधानी जाते हैं। हमने बार बार प्रार्थना की कि जयपुर और गगानगर के बीच एक एक्सप्रेस ट्रेन चलायी जावे। आपने आश्वासन भी दिया है। मैं उम्मीद करता हूँ कि रेलवे मंत्रालय शीघ्र ही वह गाड़ी चलायेगा। आपने सूरतगढ़ से हनुमानगढ़ के बीच में जो शटिल गाड़ी चलायी और दिल्ली और बीकानेर के बीच जो गाड़ी चलायी उसके लिए हम बहुत आभारी हैं और आपको धन्यवाद देता हूँ।

एक बात मुझे बीच में याद आयी कि इन गाड़ियों के अन्दर कटरिंग की व्यवस्था ठीक नहीं है जिससे यात्रियों को बहुत तकलीफ होती है। बहुत से लोगों ने इसके लिए टेंडर

दिये। लेकिन जोधपुर के अन्दर एक इंडियन रेलवे कैंटरिंग कोआपरेटिव सोसाइटी है। हमने कहा कि इंडिविडुअल प्रादमी को देंगे तो एक दो प्रादमी ही लाभ उठावेंगे और कोआपरेटिव सोसाइटी को देंगे तो जितना उसके मेम्बर हैं सबको लाभ होगा। इसके लिए सिफारिश करने वालों के नाम इस प्रकार हैं : श्री हरिश्चन्द्र माथुर, श्री जसवन्त राज मेहता, श्री एल० एम० सिधबी, श्री दलपत सिंह, पद्मा लाल बारूपाल, एस० के० डे, रामनिवास मिर्छा, बी० एस० मूर्त, भीखा भाई, दिनेश राय डांगी, इतने इतने लोगों ने और इतने मिनिस्टर्स ने इसके लिए लिखा। (घंटी बजने पर) मैं काफी चाहता हूँ। अभी तो कुछ बोला ही नहीं हूँ। मैं तो एक साल के बाद बोल रहा हूँ। पुराना मेम्बर हूँ। शोर नहीं मचाता हूँ। जो शोर मचाते हैं वह बोल लेते हैं। तो मैं आपसे यह कहना चाहता हूँ कि क्या इनमें अकल नहीं है या क्या इन्होंने ऐसे ही आखें मूंदकर के उसके लिए सिफारिश कर दी ? लेकिन वहां एक छोटा सा क्लर्क है वह उलटे मुलते केस सामने रख देता है और इस काम को नहीं होने देता। यह हमारा मजाक उड़ाता है। गांधी जी के शब्दों में यह लोक राज, जनता का राज नहीं है। गांधी जी ने कहा था कि जनता की सरकार होगी तो हुकुम जनता का चलेगा और हाकिम की कलम चलेगी। लेकिन आज हमारा हुकुम नहीं चल रहा है। हुकुम चलता है अधिकारियों का। तो सही मानों में यह जनता की सरकार नहीं है। राज हमारा है तो हुकुम हमारा चलना चाहिए और अफसर की कलम चलनी चाहिए। अगर इस तराके से नहीं होगा तो हमारा जनतंत्र कभी सफल नहीं होगा।

हमारे जो टिकट कलेक्टर हैं वह बेचारे टिकट चेक करने के लिए जाते हैं। लेकिन देश के अन्दर इतनी अनैतिकता और अनुशासनहीनता अचल रही है कि लोग उसे मारते हैं। उनकी रक्षा करने वाला कोई नहीं होता है।

उपाध्यक्ष महोदय : माननीय सदस्य का समय समाप्त हो गया है ।

श्री प० ला० बाबूपाल : केवल घाघ मिनट और बोलने दिया जाये, हालांकि कहना तो मैं अभी बहुत कुछ चाहता था ।

हर एक टी० टी० के लिए सुरक्षा दल उनके साथ रहना चाहिए ।

महिलाओं की रेलवे विभाग में भर्ती के बारे में मुझे यह कहना है कि उन्हें उचित अवसर नहीं दिया जाता है और नौकरियों में पुरुषों की संख्या उनकी अपेक्षा कहीं अधिक होती है । स्त्रियों को वहां पर किसी प्रकार का प्रोत्साहन व उन्नति नहीं मिलती है । मैं चाहूंगा कि जिस प्रकार से सरकार इस बारे में शैड्यूल्ड कास्ट के लोगों को प्राथमिकता देती है उसी प्रकार से रेलवे डिपार्टमेंट में महिलाओं को मिलनी चाहिए और उनको तरक्की व प्रोत्साहन दिया जाय । मुझे अभी बहुत सी बातें निवेदन करनी थीं लेकिन चूंकि आप घण्टी पर घण्टी बचाए जा रहे हैं इसलिए मैं और अधिक न कह कर अपना स्थान ग्रहण करता हूँ ।

श्रीमती सहोदराबाई राय (दमोह) : उपाध्यक्ष महोदय, आपको धन्यवाद है कि आपने मुझे रेलवे बजट के ऊपर बोलने का अवसर प्रदान किया । रेलवे मंत्री महोदय ने बड़े ही सुन्दर ढंग से अपना रेलवे का बजट पेश किया है और रेलवे में निश्चित रूप से तरक्की हुई है, उसके द्वारा अच्छा काम किया गया है । रेलवे मंत्रालय द्वारा योजनाबद्ध तरीके से काम किया जा रहा है । मेरी यह शिकायत जरूर है कि रेलवे मंत्रालय का ध्यान अधिकतर शहरों की ओर ही है और वहाँ पर नई रेलवे लाइनों बिछाने, बढ़ाने तथा अन्य विकास संबंधी कार्य किये जा रहे हैं, लेकिन जो बैंकबर्ड एरियाज हैं, जहाँ कि रेलवे लाइन बिल्कुल नहीं हैं और वहाँ की जनता को

इसके कारण बड़ी तकलीफ और दिक्कत है, उस ओर रेलवे मंत्रालय का ध्यान अभी भी नहीं जाता है । मैं मध्यप्रदेश से सागर से आती हूँ, मैंने कई बार रेलवे मनिस्टर साहब से प्रार्थना की है कि हमारे यहाँ रेलवे लाइनों का विस्तार किया जाये, लेकिन अभी तक कुछ नहीं हुआ है । हमारे यहाँ सिर्फ एक ही लाइन है, जो कि बीना से कटनी और कटनी से बीना तक है । मैंने पहले भी इसकी मांग की है और आज पुनः उसको दोहराना चाहती हूँ कि करेली से बरमान, बरमान से बड़ी देवरी, बड़ी देवरी से सागर और सागर से सायगढ़, सायगढ़ से होरापुर, और होरापुर से छतरपुर होती हुई कानपुर को चली जाय । छतरपुर हमारी पत्ना रियासत में है जो कि वहाँ बुंदेलों का गढ़ है, वहाँ अभी डकैती ज्यादा पड़ती है । अगर वहाँ रेल पहुँचा दी जायेगी तो वहाँ डकैती कम होगी । वहाँ अनाज की कमी है, भुखमरी फैली हुई है इसलिए यह और भी आवश्यक है कि वहाँ रेलवे लाइन पहुँचाई जाये, ताकि वहाँ राहत पहुँचाई जा सके, साथ ही वहाँ के किसान जो कि डकैती के कारण परेशान रहते हैं रेलवे बनने से, उनको डकैतों से भी किसी कदर राहत मिलेगी ।

श्री बाल्मीकी (खुर्जा) : डकैत रेलवे वाले भी होते हैं ।

श्रीमती सहोदराबाई राय : बाल्मीकी जी जरा सुनिए, डकैतों के कारण आज किसानों का वहाँ रहना दूभर हो रहा है और वह गाँवों को छोड़ कर शहरों की तरफ भा रहे हैं । अगर वहाँ रेलवे लाइन बनाई जायेगी तो वहाँ की जनता काम पर लगेगी, वहाँ की बेरोजगारी और भुखमरी दूर होगी, साथ ही वहाँ पर जो लकड़ी, कोयला आदि चीजें मिलती हैं उनको वहाँ से उठा कर दूसरी जगह जरूरत के मुताबिक भेजने में रेलवेज को ही फायदा होगा ।

मैंने कई बार मंत्री महोदय से प्रार्थना की है कि सागर में एक ओवर ब्रिज बनाया

जाये, लेकिन अफसोस की बात है कि वह इतनी छोटी सी बात को भी पूरा नहीं कर पाये हैं, जिस के कारण अक्सर रेलवे दुर्घटनायें हो जाया करती हैं। यह भोवर ब्रिज बनाने की मांग आज की नहीं बल्कि काफी पुरानी है, लेकिन अभी तक उस पर अमल नहीं किया गया है। देखा यह जाता है कि जो ज्यादा शोर मचाते हैं या जो चिकनी चुपड़ी बातें करते हैं मंत्री महोदय का ध्यान उनकी ओर चला जाता है लेकिन हमारे जैसे लोगों की बातों पर कोई कार्यवाही नहीं होती है और उनको हंसी में उड़ा कर टाल दिया जाता है। अपने एरिया को भी उनके द्वारा अच्छा बना दिया जाता है। लेकिन हमारा एरिया जोकि पहले से ही अविकसित और पिछड़ा हुआ इलाका है, उसकी हालत में अभी तक कोई विशेष सुधार नहीं हो पाया है। मैं फिर अपनी मांग दोहराऊंगी कि सागर, दमोह, पथरिया फाटक और मकरोनिया स्टेशन के ऊपर जहां कि डाक्टर गौड़ की यूनिवर्सिटी है, वहां लड़के पढ़ते हैं पल्टन घर भी बने हुए हैं, वहां काफी दूर दूर के लोग आते हैं, राजा महाराजाओं के लड़के आते हैं, वहां भोवर ब्रिज बनवा दिया जाये। डबल लाइन वैसे वहां जा रही है, लेकिन कोई भोवर ब्रिज नहीं बना है तो इसकी व्यवस्था वहां पर अवश्य की जाये। इसके लिए जब जब हमने कहा तब तब आपने हंसी में उड़ा दिया, लेकिन अब तो इलेक्शन सिर पर आ गया है और अगर ये जनता की पुरानी मांग पूरी नहीं की जाती है तो हम किस मुख से वोट मांगने जाएंगे। इसलिए मैं प्रार्थना करती हूँ कि हमारे ऊपर रहम कीजिए। आप उन महिलाओं पर रहम करते हैं जो कि अंग्रेजी बोलती हैं लेकिन चूँकि हम हिन्दी में बोलते हैं, इसलिए हमारी कोई परवाह नहीं करते। उन स्थानों पर शीघ्र से शीघ्र भोवर ब्रिज बनवायें क्योंकि वहां एक्सीडेंट्स हो जाया करते हैं।

वहां पर पीने के पानी की कमी है इसलिए हर एक स्टेशन पर नल व कुम्बों आदि की व्यवस्था होनी चाहिए।

प्लेटफार्म ऊंचे किए जाने चाहिए। बैकवर्ड एरियाज में तेजी से विकास कार्य आरम्भ कीजिए ताकि जनता को सुविधा हो।

खुरई, सागर और दमोह आदि से भूसे, कोयले और लकड़ी का लदान काफी होता है, लेकिन अभी उसके लिए डिब्बे नहीं मिलते हैं और अगर थोड़े बहुत मिलते भी हैं तो वह वक्त पर नहीं मिलते इसलिए वहां पर इन चीजों की लदान के लिए पर्याप्त मात्रा में डिब्बों की व्यवस्था करनी चाहिए ताकि वहां के व्यापारियों को और किसानों को सुविधा हो।

सागर आदि स्थानों में जहां कि महिलाओं के लिए बेंचिंग रूम नहीं है, वहां उसकी तत्काल व्यवस्था की जाये। ऐसी जगहों पर जहां उनकी चिकित्सा का प्रबन्ध नहीं है वहां चिकित्सा की भी व्यवस्था की जाये और डिस्पेंसरियां आदि खोली जायें और वहां महिलाओं की व्यवस्था होनी चाहिए।

पाटिल साहब के कार्यकाल में रेलवेज में बड़ा सुधार हुआ है। मैं चाहूंगी कि वह जरा हमारे इलाके की तरफ भी ध्यान दें। रेलवे में पाकिट मारी काफी होती है इसलिए रेलवे में महिलाओं के डिब्बों में महिला पुलिस का प्रबन्ध करें उससे जहां महिलाओं को काम और रॉटी मिलेगी वहां आज जो दिक्कत और परेशानी विशेषकर महिला यात्रियों को उठानी पड़ती है, वह भी खत्म हो जायेगी। मेरा यह सुझाव है कि रेलवे में हर एक लाइन पर महिला पुलिस का प्रबन्ध होना चाहिए।

श्री बाल्मीकी : महिलायें भी तो पाकिट मारती हैं।

श्रीमती सहोदराबाई राय : महिलायें आपके बुलन्दशहर में पाकिट मारती होंगी ।

मैं फिर अपनी वही पुरानी मांगें दोहरा रही हूँ और एक नाराजगी के साथ कह रही हूँ कि जल्दी से वह सब काम करवाया जाये । हमारे अविक्सित इलाकों में कोई कार्य अभी तक खास हो नहीं पाया है इसलिए वहाँ पर ये सब काम आपको करने चाहिए । मैं ने जो ओवर ब्रिज बनाएँ और रेलवे लाइन को बढ़ाने का मुझाव दिया उसे फॉरन हाथ में लिया जाये जिस से जनता को राहत मिले ।

उपाध्यक्ष महोदय : माननीय सदस्य का समय समाप्त हो रहा है ।

श्रीमती सहोदराबाई राय : मैं ज्यादा नहीं बोलना चाहती । मैं चाहती हूँ कि सागर में लोको वर्कशाप खोलिए । जहाँ नहीं है वहाँ भी इनको खोला जाये ताकि जनता को सुविधा हो ।

कटनी से दमोह गाड़ी बारह बजे आती है, सागर अढ़ाई बजे पहुँचती है और बीना पांच बजे पहुँचती है, उसके बाद और कोई गाड़ी नहीं है । मैं चाहती हूँ कि यहाँ शटल गाड़ी चलानी चाहिए, जो कि दमोह से सागर और सागर से दमोह जाये । बस मैं और अधिक न कहते हुए यही कहना चाहूँगी कि हमारे पिछड़े इलाके की तरफ रेलवे मंत्रालय तुरन्त ध्यान दे ताकि जनता को सुख-सुविधा मिले और उसके लिए जैसा मैं ने पहले कहा ओवर ब्रिज, नयी रेल लाइनें, शटल गाड़ियाँ और बैगन्स आदि की समुचित व्यवस्था करनी चाहिए ।

श्री शिवमूर्ति स्वामी (कोप्पल) :
उपाध्यक्ष महोदय, रेलवेज हमारे राष्ट्र

का एक बड़ा अंग है, जो कि हमारी जनता की सेवा का काम कर रहा है । मंत्री महोदय ने रेलवे का एक और जोन बनाया है, जिस को साउथ सेंट्रल जोन कहा जाता है । आवश्यकता इस बात की है कि जो भी जोन बनाया जाये, वह एक कान्टिगुअस एरिया में होना चाहिए । मुझे मालूम नहीं है कि मंत्री महोदय ने नक्शा या रेलवे लाइन्ज को देखा है या नहीं, लेकिन जो शोलापुर की तरफ का एरिया, हुबली डिविजन और सिकंदराबाद डिविजन हैं, उन का इस से कोई ताल्लुक नहीं है और वे बिल्कुल कटे हुए हैं । एक जोन के सुपरविजन के लिए दूसरे जोन में से गुजरना पड़ता है । मैं अपील करना चाहता हूँ कि अगर इस जोन को छोटा बनाना है, तो गूंटकल या हुबली की तरफ इस का हैडक्वार्टर बना कर एक छोटा जोन बनाया जाये और अगर बड़ा जोन बनाना है, तो इन क्षेत्रों को मिला दिया जाये ।

मैं ने गुजगता मर्तवा भी यहाँ पर कहा था कि रिटायर होने वाले आफिसर्ज के बारे में एक मनमानी तारीख—1957—को चुन लिया गया है । इस से पहले के जो लोग हैं, उन को भी इस व्यवस्था के अन्तर्गत लाने में शायद एक करोड़ रुपये से ज्यादा खर्च नहीं होगा, हालाँकि यहाँ पर करोड़ों रुपयों का खर्च बताया जाता है । मैं निवेदन करना चाहता हूँ कि जो पहले के कर्मचारी हैं क्या उन बदनसीबों को पेन्शन देना रेलवे मंत्रालय की नैतिक जवाबदारी नहीं है । मैं मुझाव देना चाहता हूँ कि आज तक जो भी आफिसर्ज जिन्दा है या कम से कम 1947 के बाद के जो भी आफिसर्ज हैं, उन सब को इस योजना के अन्तर्गत लाया जाना चाहिए । पेन्शनर्ज एसोसियेशन की तरफ से कहा गया है कि इस पर एक करोड़ रुपये से ज्यादा खर्च नहीं होगा और अगर

ज्यादा खर्च होगा, तो वे इसी को बांटने के लिए तैयार हैं ।

देश में ब्राड गेज, मीटर गेज और नैरो गेज की जो रेलवे लाइन्ज हैं, उन सब को आपस में जोड़ने के लिए और उन तमाम को ब्राड गेज में कन्वर्ट करने के लिए एक कमेटी बिठाई जाये जो कि इस बारे में एक पालिसी अख्तियार करे, ताकि तमाम देश में ब्राड गेज हो सके । मैं खास तौर से कहना चाहता हूँ कि 1947 के बाद तकरीबन 2500 किलोमीटर रेलवे लाइन देश में बनाई गई है, लेकिन हमारी स्टेट की लाइन सिर्फ मीटर गेज है और वहां ब्राड गेज नहीं है । मेरा निवेदन है कि उन लाइन्ज को ब्राड गेज में कन्वर्ट करने की कोशिश की जाये ।

मंगलौर—हसन रेलवे के पूरे प्राजेक्ट के लिए 23 करोड़ रुपये का अन्दाजा लगाया गया है । इस के लिए सिर्फ 3 करोड़ रुपये रखे गए हैं और छः सात साल में यह काम हो जायेगा । दस साल से इसी तरह के आंकड़े रखे जा रहे हैं, लेकिन काम में कुछ प्रॉग्रैस नहीं हो रही है । 1947 के बाद मैसूर स्टेट में एक माइल भी रेलवे लाइन न छोटी और न बड़ी — बनाई गई है । इस बारे में निजाम स्टेट रेलवे और मैसूर स्टेट रेलवे की तरफ से 250, 300 मील रेलवे लाइन की प्राजेक्ट का काम शुरू हो गया था । रेलवे मंत्रालय उस प्राजेक्ट का सरवं करके उस को हाथ में ले सकता है ।

कारवार—हुबली लाइन आयरन और ले जाने के लिए बहुत जरूरी है । आज वहां पर सैंकड़ों ट्रक प्लाई कर रहे हैं । इस की तरफ ध्यान दिया जाना चाहिए । रायचूर और कोप्पल को रेलवे लाइन के द्वारा मिलाया जाना चाहिए । तुंगभद्रा प्राजेक्ट एरिया बहुत उपजाऊ क्षेत्र है और अन्न के मामले में सरप्लस एरिया है । मंत्री महोदय को इस तरफ विशेष ध्यान देना चाहिए ।

दुनिया में जहां कहीं भी नई रेलवे लाइन डाली जाती है, तो फ़्ल्ट-पेकरेंस पैसेंजर गाड़ी को दी जाती हैं, लेकिन यह बड़ी अजीब बात है कि हमारे यहां गुंटकल से हास्पट तक जो ब्राडगेज रेलवे लाइन बनी है, वहां पर सिर्फ गुड्ज की गाड़ियां रन की जा रही हैं और पैसेंजर गाड़ियां नहीं चलाई जा रही हैं । अगर वहां पर कुछ पैसेंजर गाड़ियां चला दी जायें, तो क्या गुनाह होगा ? हमारी स्टेट की जनता के दिमाग में यह सन्देह बैठ गया है कि केवल आयरन और केक्सप्लायटेशन के लिए गुड्ज ट्रेन चलाने के लिए ब्राड गेज लाइन डाली गई है, लोगों की सुविधा के लिए नहीं । इसलिए इस सन्देह को दूर करने के लिए यह आवश्यक है कि उस लाइन पर कम से कम दो वक्त के लिए पैसेंजर ट्रेन भी रन की जायें । हमने यह कभी नहीं देखा है कि गुड्ज ट्रेन तो चलाई जायें, लेकिन पैसेंजर ट्रेन न चलाई जायें । जब सरकार ने इतना पैसा खर्च कर के ब्राड गेज लाइन बनाई है, तो पैसेंजर्स के लिए गुड्ज गाड़ी के साथ दो-चार डिब्बे लगा दिये जाने चाहिएं, ताकि पैसेंजर्स उन में सफर कर के अपना वक्त बचा सकें । मेरी दरखवास्त है कि दूसरी जगहों की तरह उस लाइन पर बाजाबस्ता तौर पर पैसेंजर्स गाड़ी चलाई जानी चाहियें ।

डिमांडज फार ग्रान्ट्स के एक्सप्लेनेटरी नोट में कहा गया है कि नई रेलवे लाइन्ज के कंस्ट्रक्शन के लिए जो पैसा मुहैया किया जाता है, उस का एक्सपेंडिचर जल्द से जल्द नहीं होता है और जो भी एक्सपेंडिचर होता है उस में कुछ गड़बड़ होनी है । मैं चाहता हूँ कि मंत्री महोदय इस की देख-भाल करें ।

हम देखते हैं कि तमाम मुल्क में हर एक स्टेशन पर कांयले की चोरी होती है, जो कि रेलवेज की संपत्ति है । मेरे क्षेत्र में आफ्रि-सर्ज की कोनाइवेंस के साथ कोयले की बहुत चोरी होती है । इस बारे में मंत्री महोदय के पास गदग स्टेशन, हुबली सेंटर और स अ ई जगहों से शिकायतें और रिप्रीजेंटेश : ।

[श्री शिवमूर्ति स्वामी]

चुके हैं। तमाम रेलवे के कमचारियों के घरों में सिर्फ रेलवे के कोयले से खाना बनता है। रेलवे के कर्मचारी चोरी से कोयला ला कर हर बड़े शहर में उसको ब्लैक में पब्लिक में बेचते हैं। मेरा अन्दाजा है कि इस तरह रेलवे विभाग को करोड़ों रुपये का घाटा होता होगा। मेरा सुझाव है कि इस बारे में जांच और देख-भाल करने के लिए वाच एण्ड वाइंड विभाग में एक आफिसर नियुक्त किया जाये, ताकि इस प्रकार की चोरी को रोका जा सके।

इसलिये कोई ऐसा कदम उठाना चाहिये, जिससे कि यह चोरी बचे तथा इससे करोड़ों रुपयों की बचत हो सकती है।

इस के बाद मैं आपका ध्यान रेलवे के 11,00,00,00,000 डिव्वा की ओर ले जाना चाहता हूँ। उस डिव्वा में कर्मचारियों के बैठने के लिये बिल्कुल स्थान नहीं होता है जबकि 4-5 आदमियों को वहाँ एक ही बार में बैठना होता है, इस लिये उस में उन के लिये सुविधा कें जाये। खास तौर से मैसूर डिवीजन से इसकी शिकायत आपके पास आ चुकी है। इस पर आपको ध्यान देना चाहिए।

श्री बैसरा (दुमका) : उपाध्यक्ष महोदय, आपने मुझे टाइम दिया, इसके लिये मैं आपको धन्यवाद देता हूँ। रेलवे मन्त्रालय ने जो बजट पेश किया है उसका मैं समर्थन करता हूँ।

मैं जिस क्षेत्र से आता हूँ उसके बारे में कुछ सुझाव मैं रेलवे मन्त्रालय को देना चाहता हूँ। मैं बिहार के सन्थाल परगना क्षेत्र के जिस डिस्ट्रिक्ट से आता हूँ उसको दुमका कहा जाता है। वहाँ पर एक नई रेल पटरी बिछाने के लिये कुछ दिनों से बात चल रही है। इसके लिये वहाँ के डिप्टी कमिश्नर ने जो प्लान पेश किया है, रेलवे मन्त्रालय ने अभी तक उस पर कोई एक्शन नहीं लिया है। रेल लाइन बिछाने के लिये डिप्टी कमिश्नर ने जो प्लान भेजा है,

मैं उसका भी समर्थन करता हूँ, लेकिन उस प्लान में एक सुझाव देना चाहता हूँ। डिप्टी कमिश्नर ने अपने प्लान में सुझाव दिया है कि जसीडीह से दुमका और करमाटाड़ से दुमका भाया कोरो, फतहपुर और मसालिया, दुमका लाइन डाली जाये। दूसरा सुझाव यह है कि दुमका से पीर पैंती लाइन डाली जाये। इसके बारे में मेरा यह कहना है कि यह लाइन करमाटाड़ से दुमका भाया कोरो, फतहपुर मसालिया से दुमका न होकर जामताड़ा या चितरंजन से दुमका वाया फतहपुर, मसालिया होनी चाहिए। क्योंकि वहाँ पर करमाटाड़ से जसीडीह 30-35 मील का डिस्टेंस है जो कि तजदीक रहेगा और इससे लोगों को बहुत दूर नहीं जाना पड़ेगा। जो प्लान डिप्टी कमिश्नर ने बनाया है, उसमें जरा चेंज करके जामताड़ा या चितरंजन से फतहपुर मसालिया होकर दुमका किया जाये।

दूसरा सुझाव मेरा यह है कि दुमका सदर डिस्ट्रिक्ट से जामताड़ा सब-डिवीजन 53-55 मील दूर है और दुमका से बाहर जाने वाले पैसेन्जर्स जामताड़ा से चढ़ने आते हैं। वहाँ पर रात में कोई ट्रेन नहीं है, शाम 7 बजे से सुबह 7 बजे तक कोई ट्रेन नहीं है। सदर डिस्ट्रिक्ट से जो लोग आते हैं, आसनसोल, कलकत्ता या पटना जाने के लिये, वे जामताड़ा में ठहर जाते हैं। रात में आते हैं तो भाया-जामताड़ा, चितरंजन जाकर ट्रेन पकड़नी पड़ती है। इसलिये मैं चाहता हूँ कि रात में कोई ट्रेन जामताड़ा से दी जाये, चाहे जनता हो, चाहे दिल्ली एक्सप्रेस हो, चाहे टाटा एक्सप्रेस हो, एक ट्रेन रात में अवश्य होनी चाहिये।

तीसरा सुझाव मैं यह देना चाहता हूँ कि जामताड़ा और करमाटाड़ के बीच में एक काशीटाड ब्लॉक-हाल्ट है। जामताड़ा से भी 7-8 मील है और करमाटाड़ से भी 7-8 मील है। काशीटाड के चारों ओर 16-

17 हजार की पोपुलेशन है। वहाँ के लोगों को ट्रेन पकड़ने के लिये जामताड़ा या करमाटाड़ा जाकर पकड़ना पड़ता है। इतनी दूर जाने में वहाँ के लोगों को बहुत तकलीफ़ होती है। वहाँ की जो लेबर है, वह ज्यादातर चितरंजन में काम करती है या हिन्दुस्तान केबल फैक्टरी में काम करती है या कोल-एरिया में काम करती है। इस सम्बन्ध में मैंने पहले भी रेलवे मन्त्रालय से कहा था कि लोकल या मोगल-सराय ट्रेन का स्टापेज काशीदाड में दिया जाये लेकिन उन्होंने उसको एन्क्वायरी के लिये भेज दिया। टी० आई० इंस्पेक्टर ने वहाँ इन्क्वायरी किया तो पबिया स्कूल में जाकर देखा और 400 लड़कों का जो वहाँ पढ़ते हैं रिपोर्ट दिया। मैंने 400 लड़कों के लिये नहीं बल्कि वहाँ की जनता के लिये एप्लाई किया था। वहाँ दो ट्रेन रकनी चाहियें, एक लोकल बैचनाथ घाम की और दूसरी मुगल सराय की।

मेरा चौथा सुझाव यह है कि रूपनारायणपुर में जो हिन्दुस्तान केबल फैक्टरी है, वहाँ पर पोपुलेशन ज्यादा होती जा रही है। रूपनारायणपुर के स्टेशन का प्लेट फार्म रेल पट्टी से सिर्फ़ 2-211 फुट ऊंचा है, जिस कारण कि लोग ट्रेन आने पर लाइन को त्रास करके रेल पर चढ़ते हैं, इससे वहाँ एक्सीडेंट्स हो जाते हैं। मेरा सुझाव है कि वहाँ पर ओवर ब्रिज होना चाहिये। जो वहाँ के आफिसर लोग हैं उन्होंने भी इसके बारे में रेलवे मन्त्रालय को लिखा है, लेकिन आज तक उस पर कोई एक्सन नहीं लिया गया है। इसलिये मेरा यह कहना है कि वहाँ पर ओवर ब्रिज जरूर होना चाहिये।

यह कह कर मैं समाप्त करता हूँ।

The Minister of Railways (Shri S. K. Patil): Mr. Deputy-Speaker, Sir, I am grateful to the House for the reception that they have given to to the railway budget. The criticisms that have been offered are more inclined towards commendation than towards condemnation. It is true that the railways being the biggest under-

taking in this country in the public sector, everybody should be also critical about it so that we should understand as to where the mistakes are made. I may not be able to reply to all the points of criticism because there have been many. I shall try to cover as many of them as I can, but if I leave anything, it is for good reasons. One is that my hon. colleague, Dr. Ram Subhag Singh, has covered many points that were raised up to the point that he made his speech. The second is, the railways have established a very salutary principle or practice that whatever points have not been replied to in the House, we reply to them later and keep copies of those replies in the Library, so that the Members will have the opportunity of reading them. The reply is given to every point that has been raised; whether hon. Members will be satisfied or not is a different matter. But the attempt has been that we should try to reply and never evade responsibility.

One thing on which there has been unanimous praise from all quarters—almost from every Member—was a tribute and a very glowing tribute to the magnificent services that the railways have rendered during those 22 fateful days of the conflict between this country and Pakistan. I accept those congratulations in a very humble spirit; these people have really done something of which the railwaymen, right from the Minister to the lowest gangman, will be proud for all time to come. I can assure this House that the trust that they have put in the railways and the expectations that they have of the railways will be fulfilled. It will be our task always to stand up to those expectations.

Having said that, I shall first deal, not with particular points of criticism but with some of the main questions, which are questions of policy in which hon. Members are interested, and those questions need not be left out. The first is with regard to the financial

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performance of the railways. I will give you a summary of what the railways have done so that you can understand how very profitably the railways have run: not that there has been no omission or blemish; there would always be and the attempt will be to correct those things. But we have done everything in our power to see that this concern in the public sector really becomes a profitable concern and an object-lesson to similar concerns in the public sector.

The House is aware that during every year since Independence, it is now 18 years—from year to year, without interruption, the railways have made the full payment of dividend as laid down under the convention, and also made the full appropriation for depreciation as recommended by the convention committees from time to time. During the Third Plan period, which will end shortly, the railways have maintained and even improved on this performance. During the Second Plan, the rate of dividend that was prescribed and was being paid was only four per cent as against the six per cent that we shall be paying now. There have been successive increases in the rate of dividend since then, first to 4.25 per cent from the first year of the current Plan, subsequently increased to 4.5 per cent after the Chinese aggression of 1962. The rate of 4.5 per cent applicable with effect from 1st April, 1963 was further modified in that the railways were required to pay dividend at the rate of 5.75 per cent on all capital provided for the railways after 31st March, 1964. The House is aware of the Convention adopted after discussion in December last accepting the recommendations of the Convention Committee, 1965. The following are the principal features of that Convention:

(i) The dividend rate with effect from 1st April 1966 is 6 per cent on all capital provided after 31st March 1964 and 5.5 per cent on capital provided until that date.

(ii) From the dividend payable at 5.5 per cent on the capital invested by General Finance in the Indian Railways upto 31st March, 1964, one per cent will be distributed by the Central Government to the States, the distributed sum being in two parts: Rs. 16.25 crores will be distributed in lieu of passenger tax and the balance as special assistance to the States from the Centre to help them to finance their portion of safety works, such as manned level crossings and road over-bridges and under-bridges. These questions were referred to by various hon. Members. They may know now that for the first time the Centre also is contributing in a big way, so that the States may be helped in having those bridges, etc. The distribution as between the States will in each case follow the pattern prescribed by the Finance Commission.

(iii) The provision for depreciation will be stepped up substantially to Rs. 650 crores, if this is found possible, during the Fourth Plan, as against the provision of Rs. 380 crores during the Third Plan.

(iv) A sum of Rs. 4 crores will be set apart each year from the Development Funds for the provision of passenger and other user amenities.

The new convention reflects both the increased expectation of railway performance and the increased obligations now placed upon them.

Besides the improvement in the dividend during the Third Plan, the railways have improved in another respect over the financial performance of the Second Plan. During the Second Plan, the surpluses which accrued from year to year were not fully sufficient to meet the expenditure that had to be made from the Development Fund—a fund which can only be fed from the annual railway surpluses. It had therefore become necessary for the railways, during the Second Plan period, to borrow from General Revenues to finance such ex-

penditure which is allocable to the Development Fund under the Rules of the Convention. This may not always be possible. We are now in a better position. It may be incidentally mentioned that the railways have been able to rehabilitate the Depreciation Fund and the Development Fund which had run down very heavily during the Second Plan period. The balances under these funds are now at a more reasonable level. In addition, the Pension Fund has been instituted, which will be a source of additional strength to the Railways and will enable them to meet future obligations as they fall due.

I will now give figures which will show at a glance the position from 1956 to 1961 and from 1961 to 1966, how our finances have gone on improving year after year, plan period after plan period. The Depreciation Reserve Fund—in crores of rupees—which was 103.47 in 1956 went down to 19.79 in 1961, but again rose up to 71.90 in 1966. The Development Fund was 12.97 in 1956, but at the end of the second Plan period we had to borrow Rs. 10 crores from the Government. Today from Rs. 6.54 crores at the beginning of the Third Plan, it has risen to Rs. 37 crores. Therefore, no borrowing would be necessary. The Revenue Reserve Fund which was Rs. 46.89 crores in 1956 is today Rs. 63.90 crores. The total has gone up from Rs. 63 crores at the end of the Second Plan to Rs. 195 crores today. I am quoting these figures merely to show the steady improvement in our performance.

There is now no bottleneck in the railways' transport capacity. We used to hear about shortages of wagons and coaches. That is a far cry now. During the last year of the Third Plan, steady gains have been recorded in the freight performance even on the routes which have hitherto been chronically short of capacity, namely the route to Assam via the wagon ferry across the Ganga between Farakka and Khejuriaghat and

on the East Coast route to the south via Waltair and Vijayawada.

Even though the programme of acquisition of rolling stock in the last two years of the Plan has been out back somewhat owing to lower materialisation that originally visualised of freight traffic, the locomotives and wagons available are adequate to meet the demand. There is no backlog in general goods traffic movement. And in fact, for certain specific categories of traffic such as raw coal to washeries, washed coal and other raw materials to steel plants and iron ore for export through Vizagapatnam and Madras ports, transport availability is somewhat ahead of traffic. There was a reference made to cut in wagon manufacture. Although it has not been restored fully, we have seen that large-scale unemployment does not result. That was done because the funds are limited. If the funds for rolling stock are reduced, naturally something has to be cut. The cut has not been restored fully, but more than half of it will be restored, so that there will be enough cushion and no occasion for retrenchment of people will arise.

Coming to new lines construction policy, construction of new lines requires large investments. Many people have been asking for railways in inaccessible areas. The hon. lady Member, Shrimati Sahodara Bai said that she smiles and therefore I do not take notice of her; somebody frowns and therefore, I take notice of that member. I assure her that we always take notice of her, whether she smiles or frowns. As I said, construction of new lines requires large investments. Most of the easier terrain is already covered by the existing network of railways and, generally speaking, new proposals usually encounter difficult terrain or require extensive drainage works or the crossing of major rivers. Other factors also contribute to the high cost of new line construction today. Both the country's resources and the resources made available to the railways are

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limited. Strategic lines required for national security have, of course, received the highest priority, as they must. But subject to this consideration, it is becoming increasingly necessary in the national interest to employ limited resources so as to yield the greatest productivity in the shortest possible time. Priorities in new line construction in successive plans have in general been oriented to specific developments in iron and steel and coal production, the mining of mineral ores for export schemes for serving the hinterland of new ports or the expansion of existing ports and other projects for integrated development of industry and agriculture. They start paying, immediately and therefore we get returns.

Some references were made to electrification and dieselisation in the Fourth Plan, saying that our progress has been slow. The Fourth Plan has not yet been finalised. However, in 1966-67, the first year of the plan, about 700 kms of new electrified track is expected to be commissioned on the Allahabad-Kanpur section, in the Calcutta area and the Barajamda Sector bringing the total electrified route to about 3100 kms at the end of 1966-67. I may tell the House that by far this is the fastest speed that any country has achieved. We do not take special credit, because we have had the advantage of the experience of other countries. But we have not been remiss so far as this is concerned. The Chittaranjan Locomotive Works is expected to produce 75 electric locomotives which will be used to augment the fleet on the existing routes as well as provide new motive power for traffic on the new routes commissioned. Similarly, the 50 odd diesel locomotives expected to be delivered by the Diesel Locomotive Works, Varanasi, will go to reinforce the fleet of 465 diesel locomotives operating over 6000 kms on the broad gauge.

Coming to expenditure on passenger amenities, while it is true that there

were some shortfalls in expenditure on passenger amenities in the past years, I would like to point out that this was due to genuine difficulties and that the extent of shortfall was of the same order as on other works for the corresponding periods. Recurrent shortages of materials like cement and steel and the time taken to build up the necessary organisation for executing plan works had inhibited expenditure during the earlier years. So far as cement is concerned, there is no difference between a government department and private people. We have to wait in the queue. That is why some money may not have been used. However, no shortfall is anticipated in the outlay of Rs. 4 crores on passenger amenities either in the current financial year 1965-66 or in the next year, 1966-67.

The policy of the Railway Ministry is to complete certain standard passenger amenities at all stations and in all trains before taking up further improvements in the standards of amenities, restricted to a few chosen stations.

15 hrs.

[SHRI SHAM LAL SARAF in the Chair]

Out of nearly 6,850 passenger stations on the Indian Railways, all over the country, all standard amenities have been provided at more than 5,000 stations. The cost of providing one or other of the missing standard amenities at the other stations has been estimated to be about Rs. 2½ crores only and it is hoped to complete this programme of providing the standard amenities at all stations within the next two years. Suitable instructions have been already issued to the railways to ensure that this is done.

Shri Priya Gupta: What are the standard amenities?

Shri S. K. Patil: I trust hon. Members have taken note of the relatively

extensive reductions that have been made in the tariff rates for the movement of various commodities in common use. When that 3 per cent increase was suggested, many people had been very eloquent about it and some of them pointed out that this will be the last straw on the camel's back and things like that. But they have totally forgotten that for most of the commodities which are really in daily use the rate has been reduced. I can point out as to how much it comes to and then they will understand. I am talking of the necessities of life. They are concerned with every commodity, but I am not talking about all of them. I mentioned this in my budget speech; full details are available in Annexure 'C' of the memorandum on freights and fares proposals that was distributed with the budget papers.

As an indication, I would mention that at the representative distance of 1000 kilometres for rail movement, the reduction in the tariff rate for sugar would be Rs. 8.50 per tonne, while for hydrogenated oil and ghee it will be Rs. 16.50 per tonne. For other commodities affected the reduction is even more, being Rs. 17.50 per tonne in the case of medicines and Rs. 18.10 per tonne in the case of tea. Therefore, when my hon. friend, Shrimati Jyotsna Chanda from Assam complained that 3 per cent has been added on tea, she forgot that 18 per cent has been reduced and, therefore, that 3 per cent increase does not work at all. The total reduction will be of the order of 16 to 17 per cent. She should really have congratulated the Ministry for reducing the rate rather than referring to that 3 per cent increase.

Shri D. D. Puri (Kaithal): What is the net result? Are you going to realise more by way of freight or less?

Shri S. K. Patil: I am talking of those things where the rates have been reduced. I am not talking of other things where the hon. Member

might be interested. I am talking of things that are really in daily use.

The psychological effect of the changes in freight rates has been mentioned by some hon. Members. I hope these reductions too will have their psychological effect.

Hon. Members have shown interest in the matter of salt. Of course, salt is very important. Also, it has got some kind of an emotional thing so far as salt is concerned. But I am surprised that Mahatma Gandhi's name has been brought in. Mahatma Gandhi never said, go to a shop and loot the salt there or take the salt away from there. What was the salt satyagraha. I can remind the hon. House that I seem to be the only remaining member now who was a part of that satyagraha in that year. What he said was that the salt that the nature has given on the sea benches, if that salt is there and if someone goes to take it, nobody should object. But that does not mean that when somebody has taken it from there, somebody has cured it, somebody has paid for its haulage and when the whole thing is ready for use it is your duty to take it away. For God's sake do not bring in the name of Mahatma Gandhi into this. That is exactly what he had not said. I can understand that salt is in common use and it is consumed by all and something should be done about it. But as it is, the duty on salt—I am talking of the haulage—is something round about one-third of the duty on similar things. I can give you the figures. I would explain, however, that salt rates are low and the adjustment that has been proposed is small. For the same movement of a distance of 1,000 kilometres, the tariff rate for tea is being brought down by Rs. 18.10 to the level of Rs. 88.90 per tonne. The salt rate is only about a third of this and the adjustment proposed in the tariff rate for salt was only from Rs. 36.5 to Rs. 37.2, at this distance, quite a small adjustment. As I have already stated, even at a distance of 2000 kilometres,

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the effect would have been only half a paisa per kilogram of salt.

Nevertheless, I may say that nobody is keener than the Ministry of Railways itself to minimise in every way the charges on consumers, especially the poorer section of them. I would like to inform the House that accordingly, slight though the proposal is, a review is being undertaken now to see whether it is possible to modify the proposal somewhat and reduce the extra incidence on freight charges on salt.

Now I come to the question of wage boards. Here are people interested in labour. My hon. friends on this side and also my hon. friends on that side are interested, and that fraternity is common. Therefore, they want the introduction of a wage board. Another matter that has been raised again and again is the question of a wage board for the railway employees. I dealt with this matter last year and my view regarding this is still the same, namely that the conditions of service of railway staff are quite different from those in the private sector and can be compared more to the conditions of government servants than of industrial workers. I am convinced that if their emoluments are taken along with fringe benefits like free medical treatment, more liberal provision of cheap residential accommodation, educational assistance and various other amenities as well as more liberal leave rules and greater security of tenure, railway servants are on the whole in a better position than most industrial workers. In any case, it is not possible to consider any change for railway employees in isolation without considering the reaction on other central government employees. But this much I can say, that if this matter has got to be considered sometime, surely the representatives of the railway people, their leaders, have established the nice practice of meeting us from time to time expressing their view points and if I am convinced by putting plus

and minus as to what will be the position after the wage board is set up and what they are enjoying now, I will consider it. They cannot have the best of both. Therefore, this is a matter which is constantly under review and it will be reviewed.

Then I come to the question of extension of medical facilities for retired employees. When we want to extend these facilities to our retired people, it is something that will cost quite a lot of money. It will be an amenity to our retired employees. As a measure of help to retired railway employees, a scheme has been prepared to extend to them the facility of outdoor medical treatment, including the supply of drugs and medicines, more or less on the lines of the Central Government Health Scheme in Delhi. The facility will be available at about 50 hospitals—practically all the divisional, central and workshop hospitals at the zonal railways. A retired employee and the wife or husband of the employee will be eligible to join the scheme. The contribution will be as low as 50 paise per month for staff who retired on a pay of Rs. 75 or less, and 75 paise for staff who retired on a pay between Rs. 76 to Rs. 150. The maximum contribution will be Rs. 5 per month. The widow or widower of a deceased railway employee will also be eligible to join the scheme. This should afford substantial relief to retired staff with their straitened resources.

Now comes the question of grain shops. A lot of noise has been made about grain shops. I would have been happy, in these days when there is so much debate every day about food, if it was possible for us to do something. Any time I would be happy, no matter what the consequence of the thing is, provided food was available somewhere. If you merely open a grain shop, from the next day there will be a queue before it with nothing to sell. Therefore, opening of grain shops will not do.

Shri Priya Gupta: Let them start with whatever is available....

Mr. Chairman: Let the hon. Ministers go on.

An hon. Member: Let the Minister continue without interruption.

Shri S. K. Patil: Leave the hon. Member to me to deal with.

The opening of grain shops in lieu of dearness allowance has been raised by a number of hon. Members. I would like to emphasise that this is a general question affecting all Central Government servants and not merely Railway staff. I, however, concede that the Railways by their very numbers can reasonably be expected to take a leadership in this if the circumstances so permit. (*Interruption*).

The hon. Member should hear this. The experience of the Railways during the last war, and many years thereafter, with running of grain shops was very unhappy. Various committees which included Members of this Parliament, such as Grainshop Inquiry Committee, Railway Corruption Inquiry Committee, Indian Railway Inquiry Committee, and several Public Accounts Committees have commented adversely upon them and the corrupt practices which are found there like bogus or inflated number of cards, bad quality of supplies, complaint about under-weighment, etc. Because of those complaints the scope of grain shops was first reduced and, later on, it was decided to abolish the grain shops as early as possible. The process has not yet been completed. Even now there are some shops in the country run for the railwaymen. In order to help the railway staff, however, the railway administration have, with the help of the State Governments, tried to provide fair price shops, either run by the railwaymen's consumer co-operative societies or dealers authorised by the State Governments. Out of 450 stations having a concentration of 300 or more employees, about 430 have fair price shops already, 366 run by the railwaymen's consumer co-operative

society and their branches and the rest by authorised dealers.

I may say here something more. If after two or three months the supply position is found to be better, we can review the position. When the crops are coming into the market and there is availability of food, we can certainly consider it again. But, in the absence of availability, we should not add to the dangers which we are already having. Therefore, that question shall be constantly under review and we shall come back to it. Because, we know that the railwaymen are very hard-working and, therefore, they must get good food. There is no doubt about it. My sympathies go to them because in the worst of times they have rendered their best and to the satisfaction of the people.

Then I come to the Railway Public Service Commission. This is something which is a special privilege of the hon. Members from Bihar. I am really glad that there is unanimity in the demand for Public Service Commission. I wish the same unanimity is there in many other important matters because then the difficulties will be reduced. Some hon. Members seem to think that we shall have Public Service Commissions because some States want it. If that principle is accepted, then all the States will have to be given a Service Commission each. But I can understand that being a populous State they have certain difficulties of their own. I have been examining how I could solve this problem.

The House should understand how the Railway Service Commissions are appointed. We have already got four Railway Service Commissions. There is one in Calcutta which caters to the Eastern Railways and the South Eastern Railways. There is one at Allahabad which caters to the Northern Railways and the North Eastern Railways. There is one at Bombay which caters to the Central Railways and the Western Railways. The one at Madras caters to the Southern Railways. So far as the N.F. Railways

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is concerned, it looks after itself. It has no Service Commission.

Now, what is it that the Railway Service Commission does? So far as posts higher than class III are concerned, the recruitment is made by the Union Public Service Commission. Therefore, the Railway Service Commission does not come into the picture in such recruitments. So far as class IV posts are concerned, recruitment is done in the Divisions. Therefore, that also does not come to the Railway Service Commission. Only recruitment of class III employees is done by the Railway Service Commission. I know that there are thousands, or even lakhs, of such employees. I can understand that. Therefore, if we give something like that for Bihar....

Shri A. P. Sharma (Buxar): I did not say for Bihar.

Shri S. K. Patil: He is rather hasty. When I have said what I have to say, I am sure he will be satisfied.

‡ Suppose we have picked up Bihar for such an office. How shall I distribute the work? Because, Bihar is connected with both Calcutta and Allahabad, as it is in between. Those people who really want to apply come from not one zone but four zones. If I provide something special, it has no meaning. It must have some relation to the existing zones of the railways. That has to be borne in mind. So, I have thought of a scheme which will give them the maximum satisfaction. They will perhaps have something better than anybody else, perhaps the better of both the Commissions.

The views expressed by hon. Members regarding the necessity for setting up a separate Service Commission to cater to the recruitment needs of that section of the railways running through Bihar area have been given very careful consideration. The anxiety of the Members to ensure that

the candidates from Bihar area are not inconvenienced in taking written and oral examinations conducted by the Railway Service Commission is also understood and appreciated by me. In the context of the very grave administrative difficulties that will arise if the zonal system were split up for recruitment purposes on the basis of political jurisdiction, I have been working out ways and means of satisfying the interests of candidates from this region, from Bihar. The recruitment for the Eastern Railway, including that for portions of the Railway running through the Bihar State, is undertaken by the Service Commission headquartered at Calcutta and for the metre gauge portion of North Eastern Railway by the Service Commission headquartered at Allahabad. The appointments of the Chairman and Members of these Commissions are made in consultation with the UPSC and while sending up panels of names for such appointments to the UPSC the recommendations made by the States concerned are fully considered.

Arrangements have been made to conduct examinations held by the Railway Service Commissions at 12 centres in Bihar area, including of course the more important centres like Patna, Chakradharpur, Dinapur, Gaya etc. In this context, I may mention that approximately 75 per cent of the Class III vacancies filled through the Railway Service Commission are those in non-technical categories and the examinations for these categories are held at the various centres indicated by me. Even in the case of the technical categories, depending upon the number of candidates applying, such examinations are conducted at various convenient centres. However, as a further step, the Railway Service Commissions of Calcutta and Allahabad will be instructed to establish an office for the convenience of this very populous region—perhaps at Danapur—and to visit it some time every

year for conducting oral as well as written tests for Class III recruitment. So, now they have not to go anywhere except within their own State and they will have all the advantages which they are clamouring for.

15.15 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The hon. Member, Shri Priya Gupta, said that the Railwaymen fulfilled both the conditions prescribed by the Bonus Commission, namely, the industry should be profit-making and it should be competitive and yet the railwaymen had been denied the benefit of bonus on the plea that they were departmental employees. We are very proud that at one time he was an employee of the railways and we would like our employees to come to this House more and more to help the railwaymen. It is an essential job that he is doing.

Shri Priya Gupta: Of losing the job?

Shri S. K. Patil: It is a good thing. When the Bonus Commission was set up by the Government of India, one of the terms of reference stipulated in the Resolution issued by the Ministry of Labour and Employment on 6th December, 1961 was as under. Because sometimes hon. Members are in a hurry and when they read a document they read only that portion which is convenient to them, forgetting the other part. The terms of reference say:

"The term 'Industrial Employments' will include employment in the private sector and in establishments in public sector not departmentally run."

The word "not" was printed in small letters; perhaps, it should have been printed in block letters.

"...and which compete with establishments in the private sector."

Thus, it will be seen that employees of public sector undertakings run departmentally were specifically excluded from the terms of reference of the Bonus Commission. Railways are excluded from the Bonus Scheme because they discharge a public function and their surpluses cannot be considered as "profits". The statutory position is also quite clear from section 32(iv) of the Payment of Bonus Act, 1965, which lays down that it does not apply to "employees employed by an establishment engaged in any industry carried on by or under the authority of any department of the Central Government or a State Government or a Local Authority". Therefore, this was not given.

The hon. Member, Shri Shinkre—he is not here—complained that the total demand for grants was Rs. 1,455 crores when the traffic revenues are only about Rs. 796 crores in the budget year. Now, budget is a speciality which has got to be studied. The budget is prepared in a form which has got to be accepted. I do not blame the hon. Member. I am quite sure that when he becomes a Legislator again, either here or in Goa, he will very closely study how the budgets are prepared so that he could understand these figures of Rs. 1,455 crores and Rs. 796 crores. Evidently, he wanted to imply that while our income is only Rs. 796 crores, our expenditure is Rs. 1,455 crores.

For a concise presentation of the financial picture without the complications of accounts of gross and net expenditure, I would like to refer him to the pamphlet of eight pages circulated with the Budget Papers entitled "Budget of the Railway Revenue and Expenditure of the Central Government for 1966-67". That will give him the correct picture and remove his doubts. The presentation to Parliament is being made in accordance with the form approved by the Comptroller and Auditor-General. Certain items of Credits under each demand, which go in reduction of

[Shri S. K. Patil]

expenditure when booked in accounts, are nevertheless treated as outside the scope of the Demand in the interests of greater Parliamentary control. The total net expenditure will be Rs. 976 crores of which Rs. 530 crores is for Revenue expenditure proper including pension payments, Rs. 133½ crores for dividend—this time the dividend has increased to Rs. 133.5 crores—and the balance of Rs. 313 crores for works charged to Capital, Depreciation Reserve Fund and the Development Fund.

Dr. Ranen Sen wanted to know what was the programme for achieving complete self-sufficiency. He seems to be under a kind of delusion that self-sufficiency means that everything must be done departmentally by railways and that private people must not do anything. If this is his notion of self-sufficiency, then even in thousand years I do not intend having it because if there are things which are done cheaply by other people and we can get the advantage of it, I do not see any reason why I should encumber the administration by having this thrust upon them. But, if by self-sufficiency he means that we have got to spend money unnecessarily and that should be stopped, I share his anxiety and I shall give him the picture which is very very hopeful.

So far as freight wagons, passenger coaches and steam locomotives are concerned, these are almost entirely indigenous; only a few items like special roller bearings, rubber bonded fittings etc. and some portions of the wheel sets requirements are being imported. Steps have been taken to accelerate the drive for self-sufficiency and finding of indigenous substitutes for the remaining small items. Wheel sets production is being increased.

It may be mentioned that of the total purchases made by the Railways in 1964-65—the figure that was

mentioned by my hon. colleague—amounting to Rs. 320 crores only, Rs. 285 crores worth of things were indigenous; therefore, he could see that nearly 90 per cent were from indigenous sources. With the development of industry in the country it is expected that in the next few years, imports will be restricted only to a few items of a highly specialised or proprietary nature.

Some of the hon. Members must have seen an exhibition that we put up here exhibiting about 1,000 to 2,000 items that we import so that our industrialists could produce them if they could. It was primarily intended for them. Not only in Delhi but it will be in Bombay, Calcutta, Madras and other places so that even these items on which we spend annually Rs. 30 crores to Rs. 35 crores in importing them, a considerable portion if not all of them can be manufactured here. It will be our endeavour to see that the Railways become completely self-sufficient; but I can say that the Railways are self-sufficient more than any other single thing that we have got in the public sector. There is no particular pride in it because we have had the advantage of working on it for many many years.

Much has been said about overcrowding. It is a perennial complaint and it is also justified. I do not blame hon. Members. It will be our constant anxiety to see that new trains are introduced. During the year 1965-66 (upto 31st October, 1965), a total of 175 trains have been introduced or extended involving an addition of 17,008 kilometrage daily—in one year. The change in traction from steam to diesel or electric for the haulage of long distance Mail and Express trains on the important trunk routes has also been made use of for augmenting loads to the extent feasible and a number of important trains such as Madras-Howrah Mail and Howrah-Kalka Mail have benefited by it.

My hon. friend, Shri R. S. Pandey, who had recently paid a visit to Japan and came back much benefited by the experience of what he saw there, must have seen that railway which runs between Tokyo and Osaka. If the hon. Member has seen it—I am quite sure, he has seen it and has possibly taken a ride in it—it is a different type of railway. It is not the flat railway that we have got here; it is 14 feet higher throughout from Tokyo to Osaka and there is no hindrance whatsoever. It is electrically run and their attempt is to attain the speed of 250 kilometres an hour. They have come up to 200 kilometres and I am quite sure they will come to 250 kilometres. The same thing cannot be done here, exactly, but still something has got to be done. Therefore we have got to keep our tracks under constant observation, whether it can bear the increased speed or not. Some of the track has been lying there for the last 30, 40 or 50 years and that is not precisely the track which can allow all this kind of a speed. There is a constant endeavour to increase the speed and our train that goes from Delhi to Agra, the Taj Express, has attained a speed of 75 miles per hour.

Shri Priya Gupta: Not yet; it will from 1st April.

Shri S. K. Patil: Yes, the hon. Member will have to wait for some time for a few more miles to be added to its speed, Acceleration of important passenger trains on major trunk routes by change of traction from steam to diesel or electric, wherever possible, is also being resorted to. A beginning was made in this direction by putting the following trains under diesel or electric traction, the Howrah-Madras Mails and Howrah-Delhi-Kalka Mails. Thus the journey time from Howrah to Delhi will be reduced by 1 hour 35 minutes and that from Delhi to Howrah by 1 hour 55 minutes, or nearly two hours. Sealdah-Pathankot Expresses are also being hauled by electric engines now, over certain sections.

My hon. friend, Shri Harish Chandra Mathur, suggested that the number of Super Express Goods Services should be increased. Presently these are running on seven routes, including Delhi-Bombay, Bombay-Calcutta, Calcutta-Madras and Calcutta-Delhi. It is intended to increase the frequency of these services on the existing routes and to cover new routes to suit the traffic offering on the basis of a review now being made.

Then Dr. Ranen Sen wanted to know

Shri D. C. Sharma (Gurdaspur): Do not mention names.

Shri S. K. Patil: He made a very good speech and had given many points. That is why I refer to him again and again. Hon. Member need not be jealous of him because he did not speak on the Railway Budget. He wanted to know the progress of the Committee appointed to go into the various aspects of metropolitan transport including circular railway in Calcutta. I can assure him of one thing, whether he believes or not, that I am as anxious as anybody in Calcutta that the circular railway must come as quickly as possible; but the difficulty is not on my part. I can just tell you where things stand now.

A Study Team on Metropolitan Transport appointed by the Planning Commission at my request consisting of a Leader, 7 members and a Secretary, visited Calcutta last year and, *inter alia*, have had discussions with the Study Group set up by the West Bengal Government to assist them, on the Calcutta Circular Railway proposal. It shall be our endeavour to have that work expedited so that sooner they come to a conclusion the better it is and we shall have to take it in hand.

Shrimati Jyotsna Chanda talked of the Silchar-Manipur rail link and of its extension to Manipur. When Members talk of the rail routes they merely give the mileage; they do not

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talk of the gradient and the type of terrain that it has got. It is just like somebody saying, "Kashmir is so near why do you not take it to Srinagar?" One must understand that it is not flat terrain that you can have it; there are enormous difficulties that have got to be taken into consideration. No survey has yet been undertaken to examine the feasibility of establishing a rail link between Silchar and other place in Manipur. The terrain is exceedingly difficult for the construction of such a railway line

Shri Priya Gupta: Is it more difficult than the existing hill section?

Shri S. K. Patil: Yes. It will have to traverse difficult mountain slopes and will be very much restricted in its transport capacity due to steep gradients and sharp curves.

Shri Priya Gupta: Wrong statement.

Shri S. K. Patil: Even if it is there the capacity to carry on that is less and it is bound to be less. A railway line in this area will be very costly to construct as well as to maintain.

Shri Priya Gupta: It is costly, not impossible.

Shri S. K. Patil: Manipur is already connected by a metalled road from Manipur Road railway station to Imphal. Improvement in road transport facilities seems to be a better proposition in this difficult area than construction of a railway line. The Planning Commission are conducting a transport survey of Assam and the entire eastern region. Due considerations will be given to the recommendations of this Study Team and whatever the Railways have to do in order to give this facility to that almost in accessible tract, Railways will be only too pleased to do it.

My hon. friend, Shri Priya Gupta, who is making a running commentary all the time

Shri Priya Gupta: Because you made wrong statement.

Shri S. K. Patil: . . . spoke of the desirability of coal, ash and cinder handling contracts being given to those who could handle the work on a co-operative basis. It is a very useful suggestion that he has made. The Railways have been encouraging co-operatives wherever possible. With a view to encouraging the growth of labour co-operative societies the following concessions have been allowed. In cases where tenders are called for, they are permitted to furnish 10 per cent of the earnest money, subject to a minimum of Rs. 500 and a maximum of Rs. 1,000. They are not expected to furnish the full security amount in one lump sum like others; the security is made up by easy monthly deductions of not more than 5 per cent from the bills. As on 31st December, 1965, 34 Co-operative Labour Contract Societies for handling coal etc. were existing on the Indian Railways. Of these, 18 societies were holding 28 contracts. We are continuing our efforts to organise as many societies as possible. I can assure my hon. friend that more and more societies will come and he will see that this part of it will be brought under a co-operative system.

Shri Priya Gupta: Can it be run departmentally?

Shri S. K. Patil: No, not departmentally. We have to run Railways not coal.

Shri Shiv Charan Mathur stated that adequate recognition should be given to the railway employees who laid their lives for the country during the Indo-Pakistan conflict and that suitable rewards should also be given. I made a mention of it and I am grateful to the House for that. Not only we shall do that, give the rewards etc., but even to commemorate those magnificent services that they have rendered, we want to do something more. Nearly 20 railwaymen

have died and scores of others have been injured during that unfortunate conflict. They come from Punjab from where my hon. friend, Prof. Sharma, comes.

20 Railwaymen were killed during the recent conflict with Pakistan. Each family of persons who lost their lives on duty of the Railways was paid Rs. 500 as *ex gratia* payment and Rs. 1,000 as assistance from the Railway Minister's Welfare and Relief Fund/Staff Benefit Fund, in addition to payment of the full normal compensation ranging from Rs. 3,000 to Rs. 7,000 and the payment of settlement dues and family pension. Further, other donations generously contributed by members of Railway staff have also become available to these families. The widows or dependants are also being provided suitable jobs on the Railways and children given assistance in the form of free education upto the Higher Secondary standard. If there is any member of a family who can work in the Railways, he is immediately taken. No other qualification is necessary. That is being already done. I must even compliment some voluntary organisations in the Railways, specially ladies who call themselves Railway wives which means wives of the Railwaymen. (Interruption) My hon. friend, Prof. Sharma, should not take any objection to that. They have collected lakhs of rupees and articles worth lakhs of rupees. Not a month passes when there are no collections. They collect donations and send them to various centres, not only to these people but even to refugees and other people. That is a very wholesome activity indeed and the House will be glad that it will continue.

A posthumous cash award of Rs. 1,000 as Railway Minister's Cash Award was also sanctioned to the family of Shri Chaman Lal, Fireman, Pathankot Shed, who was awarded posthumously Ashoka Chakra Class I.

Shri D. C. Sharma: Well done.

Shri S. K. Patil: He comes from the hon. Member's constituency and, I think, this will help him in getting elected again to this House.

It has also been decided that suitable monuments and plaques should be erected in memory of 20 railwaymen who lost their lives at the sites/stations where they fell. The two symbols of commemoration will be as follows:

- (i) A monument of stone/brick cement concrete with an inscription in marble to be erected near each of the sites where they fell in the discharge of their duties; and
- (ii) A marble plaque bearing a suitable inscription to be fixed at a prominent place at each of the railway stations concerned.

My hon. friend, Shri U. M. Trivedi, stated that incognito inspections by officers should be introduced. There used to be in by-gone times some such things—the kings would go somewhere incognito and they used to have artificial beards, etc. because to grow beards and then to remove them will be very difficult. I do not know how it is. But surprise inspections are often conducted by officers where considered necessary. Officers also carry on incognito inspections. For example, when reports of ticketless travel on certain sections of the Eastern Railway were received, officers who had recently joined the Railways were asked to go incognito and carry on investigations and inspections. It would, however, be very difficult for senior officers to perform useful activities incognito because they can easily be recognised. But some other methods can be found.

My hon. friend, Shri Shinkre, also talked about the conversion of railway line in Goa to broad gauge. The feasibility of laying a Broad Gauge line in Goa, as a part of the conversion of the existing Metre Gauge line from Hospet to Marmugao in the context of a long-term plan for move-

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ment of iron ore for export via Goa is under study and surely in time to come it will be undertaken.

Shri K. L. More wanted that the conversion of Miraj-Kolhapur railway line should be taken up immediately along with the conversion of Poona-Miraj, as 80 per cent of the traffic on the Poona-Miraj Section is coming from Kolhapur. It is a very good observation. A decision regarding conversion of the Miraj-Kolhapur Section to B.G. will be taken after detailed examination of the survey reports. Therefore, that is also a matter which is engaging our attention.

My friend, Shri Hanumanthaiya, wanted the railway line from Goa to Guntakal and Guntakal to Bangalore to be converted to Broad Gauge. As regards conversion of the Guntakal-Bangalore M. G. Section is concerned, it has been proposed to undertake a traffic survey for examining traffic prospects and to assess the justification for this conversion. Depending on the results of these investigations, the need for conversion of this Section will be examined from time to time.

Shri Hanumanthaiya also suggested that Salem-Bangalore railway line which is now under construction as Metre Gauge should be converted to Broad Gauge. An analysis of the pattern and level of traffic in this region has revealed that the existing Bangalore-Jalarpet single line B.G. Section and the new M.G. line between Bangalore and Salem taken together would be able to carry all the traffic anticipated in this region in the next ten or twelve years. There is, therefore, no justification now to incur an additional outlay of about Rs. 3 crores for conversion of this line to B.G. particularly when there is paramount need for maximum economy in expenditure. The sub-structures of bridges etc. of the new M.G. line are, however, being designed and constructed to suit the Broad Gauge requirements so as to facilitate conversion of the line to B.G. when such

conversion is necessitated and justified from the traffic and operational points of view.

A point was raised that Property Tax levied by the Government of U.P. on low-paid staff like Gangmen and Gatemen should be withdrawn. The State Governments have full powers under the Constitution to levy this tax and the Central Government cannot intervene or withdraw the same. It is not a matter in U.P. alone. This is the position all over India. There are taxes of the local authorities, the Municipal Corporations, etc. We cannot go into their way.

Shri Priya Gupta: Why not the Railways bear some portion of it?

Shri S. K. Patil: The Railways should pay everything. If you give 133 crores which I give to the public exchequer, then that amount can perhaps be used for things like that.

Where the local bodies do not render any services, efforts are made in suitable cases to persuade the State Governments to set up Notified Area Committees for the Railway Colonies or Settlements which incidentally excludes the staff from the liability to pay the Tax. Where services are not rendered, then we ask them to notify them as Notified Areas where their jurisdiction for taxation does not come.

My friend, Dr. L. M. Singhvi, talked about zones. I can quite understand that. Naturally, if I were from Rajasthan, I would be interested in zones. There is nothing wrong about that. What I am saying should not depress him. That is something which is encouraging. It is in keeping with the kind of a speech that I made. I did not say that these zones will immediately come. But my mind is working in that direction. Sometimes it is really good that one should express one's mind so that other minds also think of that. It will be done sometimes. These are made purely for

operational efficiency. The regrouping of the Indian Railways is a continuous process and is constantly under examination. The first major regrouping was done in 1951-52. Thereafter, the next reorganisation was done in 1954. Then in 1964, it became clear that the Central and the Southern Railways had very heavy work-loads and the efficiency indices of the Southern Railway were falling, while there was a slackening in the improvement on the Central Railway. So, a new zone was announced. It will come into being in the next few months.

Shri Priya Gupta: By political pressure.

Shri S. K. Patil: Not by political pressure at all. If there is a political pressure, my hon. friend perhaps puts so much pressure on me that I must make a special concession for him.

A recent review has indicated that the workload on the Northern Railway has remained static for the past two years, 1963-64 and 1964-65, at the level of 210, and the increase in the workload on the Western Railway has also been only marginal. In view of additional expenditure involved, regrouping is resorted to only when operating conditions and workload warrant such a step. There seems to be no pressing administrative or operational need to organise a new zone by carving out portions of the present Northern and Western Railways. The review of workload is, however, continuous and when the need arises, appropriate action will be taken for any adjustment in or regrouping of these two Railways. I have particularly mentioned these static conditions and the marginal increases in the workload of both the Railways because they are coming to a point where possibly a zone may be necessary.

Shri A. P. Sharma: The Kunzru Committee also recommended it.

Shri S. K. Patil: It is constantly under our review.

Now, I come to Tariffs. I have said something about the tariffs. But I will give some more details. The House is aware that the Railways have a wide-ranging scheme in operation for concessional freight tariffs for various export commodities. The hon. lady Member from Assam, Shrimati Chanda, however, made a suggestion regarding exemption of certain export items from the levy of the supplementary charge of 3 per cent. Tea was one of the main items mentioned. I have given the reply to her that in fact it has gone down by more than Rs. 16 and, therefore, that point does not arise. So also many other items which are of daily use, which are mostly used by people.

About the programme of building up of diesel locomotives, my friend Shri Ravindra Varma has stated that the progress of building of diesel locomotives is very much behind time and the schedule originally laid down is not being kept. The facts are that the project could be progressed only after foreign exchange had been arranged from the Export/Import Bank of the United States for the supply of plant and machinery and components of Locomotives. From that stage, the factory has been coming up very satisfactorily. Production is proceeding at a steady pace now. Capacity is adequate. The question of imported components is a limiting factor and efforts are continuing to arrange the necessary foreign exchange. Therefore, if there is slight delay and we have fallen back, it is not because there is no desire or there is any remission our part, but it was because of non-availability of foreign exchange which has now been made available. Therefore, matters are progressing now.

Shri Dinen Bhattacharya suggested introduction of additional trains and augmentation of loads of existing trains in Calcutta area. 450 local trains are at present running in Howrah and Sealdah Divisions of which 308 are under electric traction

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and the remaining 142 under steam traction. Changeover from steam to electricity will provide 20 to 60 per cent more accommodation than the existing steam trains. An analysis of traffic in the Calcutta area has shown that but for a few peak hour locals, the other services are not fully utilised. There is thus no immediate justification for introduction of additional trains in the area. But the improvement that we are suggesting from steam to electricity, etc., will go on and, as I said, it will give an additional increased capacity from 20 to 60 per cent.

Regarding the time taken for the disposal of claims for refund, this is also a question that often comes. We are trying; the information that has been supplied to me indicates that there has been a constant improvement and the time-lag is being made less and less.

Regarding the catering quality of food and service of late, there is difficulty in obtaining cereals such as rice, wheat, atta, etc., and their quality is not always upto the mark. Railway Administrations are doing all they can within these limitations to improve the quality of food and services. Some members have been proposing, "why not private men do it" and others are proposing, "why not Government do it". We are trying the best of both the systems. We must move continuously. This is something where, once you do a thing, you cannot undo it. Therefore, these experiments must be carried on. There are human weaknesses that are noticeable; an attempt is being made to cure them.

Shri Ram Sewak Yadav referred to non-maintenance of connections of branch line trains with the main line services at junction points. This does not happen quite often. Sometimes when the trains are delayed, then it happens, but an attempt is made to see that connections are

made available. Every endeavour is made to secure the maximum number of connections at junction points. A recent analysis made in this regard has shown that, during the period from August 1965 to January 1966, the position in respect of maintenance of scheduled connections at various junctions on the Indian Railways was generally satisfactory, being mostly more than 90 per cent. This is a good performance.

Shri Laskar wanted that Pilot Engines with sufficient arms should move ahead of trains in North-East Frontier Railway in Naga area to restore confidence in the travelling public. I can give the House some idea as to how we are proceeding in that area.

Army authorities are responsible for the safety of trains on the Luming Badarpur and Luming Simalguri Sections of the North East Frontier Railway. The following preventive measures have already been enforced by the Army in this area:—

- (i) Search Light Pilots with armed men pilot all passenger trains plying in these Sections between dusk and dawn.
- (ii) Every passenger train carries an armed escort in the front, the rear and the middle.
- (iii) Foot patrolling is done both day and night by police battalions posted at different camps in the disturbed area under the control of the Army Sector Commander.
- (iv) All goods trains are escorted by armed guards of the Railway Protection Force.
- (v) Recently, a Second Battalion of the Special Emergency Force of the Railways Protection Force has been placed at the disposal of the local army authorities for reinforcing the security arrangements in these two Sections.

Shri C. R. Basappa complained about the non-provision of over-bridge at Tiptur. No firm proposal for a road over-bridge at Tiptur has been received from the State Government. The Railways are prepared to construct over/under bridges at any of the busy level-crossings when sponsored by the State Government if the State Government concerned agreed to bear their share of the cost. There is a formula recognised and that is understood by both the State Governments and the Central Government. As soon as they are ready—because the expenses on the approach road have to be borne by them—we shall do it; so far as the Railways are concerned, they are ready to do it. We have put some funds at their disposal from the coming financial year. Therefore, let us hope that they would come with their proposals and we shall have the difficulties removed.

Shri B. P. Maurya quoted certain figures to show the increase in certain categories of accidents. The figures given by him did not pertain to "Train Accidents"; they related to certain categories of accidents that fall under "Failure of Equipment" or accidents "Not involving trains". The latter took place in yards in course of shunting, etc. None of these categories affects the safety of passengers. Even in their case, the total number of accidents falling under group of the Table (given in Chapter I of the Review of Accidents) under "failure of equipment", has been considerably reduced. The consequential accidents which affect directly safety of life, limb or property have shown a marked trend of reduction.

My friend, Mr. Rane, stated that the wagons supplied for the transport of bananas from the Bhusaval area were not suitable being of steel construction and that a new type of wagon suitable for banana traffic should be designed and manufactured. I can assure my hon. friend, Mr. Rane, that the bananas are constantly under our review. Everybody likes banana and, therefore, we do not want that

any harm should come to banana. We are really grateful to the planters of that district who are capable of producing so many—I do not know how many—millions of bananas; we are even having an export market for that. We must, therefore, help them as much as we can.

Bananas were initially moved in covered and open wagons. The question of improving their transport arrangements was recently taken up by a Committee. As a result of the Committee's recommendations, arrangements were made to supply "CA" type wagons with wooden flooring for movement of this traffic recently—not before. These wagons, as also "V" type wooden body wagons on the western Railway with louvres on sides, have been found quite suitable for this type of traffic, which has also been accepted by the trade. My hon. friend may inspect those things and in case he feels that bananas require some additional protection, I am prepared to give that.

Banana traffic is, however, being cleared satisfactorily with the two types of wagons referred to above by making special arrangements for their movement with minimum transit time and by providing shed facilities at certain stations for stacking consignments.

Shri Sinhasan Singh expressed the fear that concrete sleepers which will be manufactured at the lower level will not be strong enough and have the risk of accidents. I can assure him that this has been gone into and we are having them done in the public sector ourselves with the expert collaboration that we could get. Such a difficulty should not arise because we want the track to be strengthened in every possible way. Higher speeds would require the track to be strengthened. So that type of fear should not exist.

Many other suggestions have been made. Shrimati Sahodra Bai Rai wanted bridges. I do not know whether she will follow my speech. Of

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course, she will get a translation. So far as the bridges are concerned, we have laid down a policy that the State Government has to sponsor the scheme and come to us and we will readily agree to do that. What money they have to spend and what we have to spend has all been settled. There are no difficulties about it. So far as their part is concerned, M.P. will get some additional funds . . .

श्रीमती सहोदराबाई राय : राज्य सरकार के पास पैसा नहीं है, आप ही पैसा लगाइये।

श्री स० का० पाटिल : हमने थोड़ा दे दिया है इस काम के लिये, थोड़ा ज्यादा पैसा दे दिया है।

So she will really be happy that these things will be done.

I have covered most of the points. So far as the remaining points are concerned, as I have said, it has been a salutary practice, which we have put into action, that whatever points remain unanswered, will be answered in a special brochure and that will be kept in the library, so that the members will have the opportunity of looking at it.

Before I conclude I must say that I am very happy indeed over the trend of speeches which the hon. members made, although they have been critical; they have got to be critical; unless they point out their difficulties, we are not understanding them. I can quite understand that the Railways in India require development both intensively and extensively. What has come in in the other countries will take another fifty years to come in in India. We have got to increase and lengthen our lines, and we have got to modernise them, and we have got to change from narrow gauge to metre gauge and from metre gauge to broad gauge. All these things are there. But sometimes money or finance is a limiting factor. It is a limiting factor, no doubt. Some-

times I feel, although I do not want it to be done, that if the railways really do everything for themselves, without being a part of a larger plan, possibly, the performance of the railways would have been still better, because at present we have got to stand in a queue like many others; I do not find fault with anybody because a set of priorities has got to be there laying down what should come first and what should come second and so on, and that is what the Planning Commission is for. Subject to that, it shall be our constant endeavour to see that as much extension of the services as we are capable of would be rendered.

With these words, I am sure that when the Demands are placed before the House, they will be passed.

Some hon. Members rose—

Mr. Deputy-Speaker: I can allow only one or two hon. Members to put questions.

Dr. Ranen Sen (Calcutta East): I am glad that the hon. Minister has made a reference to the Calcutta circular railway.

Mr. Deputy-Speaker: He has said that at the earliest possible moment it would be taken up.

Dr. Ranen Sen: I would like to seek some clarification from him. I had put a question on this on the 25th February, 1966, and from the answer I find that the West Bengal Government have set up a study team. Earlier, in the course of the half-an-hour discussion on this matter, the hon. Minister had said that he had appointed a study team—and he had announced the names also—to go into these things in regard to the Calcutta Circular Railway. But it was reported in the Calcutta papers that the West Bengal Government also had set up a study team.

Mr. Deputy-Speaker: Both the Governments have set up study teams.

Dr. Ranen Sen: Ultimately, I would like to know whose verdict will prevail, and whose verdict will be accepted by the Government of India. It is known that the West Bengal Government had previously set up some study teams and some committees and they had the verdict of those committees. So, I would like to know what would happen ultimately.

Shri S. K. Patil: I had a talk on this subject with the Chief Minister of West Bengal more than once, and I had suggested to him that the problem of the circular railway was not an isolated problem; it was the transport problem of the city of Calcutta. Therefore, all modes of transport have got to be considered, and we have got to see how the circular railway fits in so that for the future expansion it would be easy. Therefore, he himself suggested that I should take the initiative in having an expert committee in which foreign expertise would also be available especially from those countries where such things are done.

Surely, the committee or the team that the West Bengal Government have appointed would help because that is also necessary since they have done the spade-work. But ultimately it is the Planning Commission that will come to the conclusion as to what the picture of the transport as a whole of the City of Calcutta should be.

Shri R. S. Pandey (Guna): Yesterday, I had referred to the technoeconomic survey.....

Mr. Deputy-Speaker: Dr. L. M. Singhvi.

Shri R. S. Pandey: . . . of Madhya Pradesh; in about eight districts there is no railway line.

Mr. Deputy-Speaker: I have called Dr. L. M. Singhvi.

Dr. L. M. Singhvi (Jodhpur): A great deal of the hon. Minister's reply has been devoted to elaborate in-

dividual questions and elaborate answers thereto. But the hon. Minister has not given any indication of what Government's policy formulations are in respect of transport co-ordination as a general larger matter and not merely a matter of railway administration.

I would also like to point out that the persistent unyielding neglect to which the metre gauge on the railways has been subjected has to be removed, and this can be done only by creating a separate zone for this, because otherwise, those sections always remain a part of the larger whole in which they do not receive the necessary attention.

Shri S. K. Patil: So far as the question of evolving a national transport policy is concerned, as the House knows—I do not know whether they have got the latest report of the committee—

Dr. L. M. Singhvi: Yes, we have got it. I raised this matter on the floor of the House the other day.

Shri S. K. Patil: The House will remember that it was perhaps eight years ago when I was the Minister of Transport and Communications and not of railways, that I was responsible for appointing the parent committee in order to evolve a national policy. Then, it went on to different phases, and ultimately the report has come. I have seen through the report, and in many respects I like it, but it has got to be seen by other Departments, not only by the Railway Ministry but by the other Ministries. But I am sure that very soon some kind of a firm decision would be taken.

So far as the metre gauge is concerned, I think my mind is also working on the same plan as the hon. Member's.

Shri A. P. Sharma: While announcing about the South Central Zone, the hon. Minister himself made a statement in this House that the picture of

(Shri A. P. Sharma)

the Indian Railways' regrouping would not be complete unless and until the 10th zone was created. In view of the recommendations of the Kunzru Committee on Railway Accidents that the Northern Railway and the Western Railway are very unwieldy and the Northern Railway extends from Moghalsarai to Jodhpur, will the hon. Minister tell us when, as a result of the constant review which he says he is making, he is going to make an announcement about the formation of the 10th zone.

Shri S. K. Patil: I had said so even when the ninth zone was created two years ago, and yet it has taken such a long time even to inaugurate it, because it is not merely a question of the declaration that the zone is created, but many things have got to be done; unless it is opened and it goes on, we cannot divert our attention to something else. But if what I have said just now is any indication as to how our minds are working, I think there is the clearest proof in it.

Shri Priya Gupta: May I seek one clarification?

Mr. Deputy-Speaker: When I had called the hon. Member earlier, he did not get up. We cannot convert this into a question-hour now. We have already had a full-dress debate for about 20 hours or so.

Shri Priya Gupta: You did not call me earlier, but you had called Dr. Ranen Sen.

Mr. Deputy-Speaker: All right, he may put his question.

Shri Priya Gupta: May I request the hon. Minister not to cancel the entire argument about the wage board and the grainshops and the bonus? The question raised by me was about the principles of fixation of wage, which he never touched at all; he only touched on the question of comparison of the railway workers with other workers. That is not the criterion. That is my first question.

Mr. Deputy-Speaker: He can put only one question.

Shri Priya Gupta: My second question is also a part of it. Regarding the question of bonus, they have stated sometimes that the railway workers are industrial workers, and sometimes they have stated that they are departmental workers. That position also needs clarification.

Regarding grainshops, if the grains are available through the other market sources, they can also be made available through the subsidised grainshops.

These are the principles which I had raised, but he has not touched them at all. He has evaded them.

Shri S. K. Patil: I have nothing to add to what I have already said.

Mr. Deputy-Speaker: Now, we shall take up the Indian Tariff (Amendment) Bill.

Shri Ranga (Chittor): I also wanted to put one question.

Mr. Deputy-Speaker: I am sorry; we cannot convert this into a question-hour.

The Minister of State in the Departments of Parliamentary Affairs and Communications (Shri Jaganatha Rao): The Demands are there still to be discussed and hon. Members can put those questions at that time.

15.58 hrs.

INDIAN TARIFF (AMENDMENT)
BILL

The Minister of Petroleum and Chemicals (Shri Alagesan): On behalf of Shri Manubhai Shah, I beg to move:

"That the Bill further to amend the Indian Tariff Act, 1934, be taken into consideration."

Shri D. C. Sharma (Gurdaspur): What is the time allotted for this?