

Mr. Deputy-Speaker: Would the House like to permit them to come in?

Some hon. Members: Yes, yes.

Mr. Deputy-Speaker: They may be called in; but the only thing is that they should behave well.

डा० राम न गोहर लोहिया : मैं आपको बहुत धन्यवाद देता हूँ ।

13.08 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Deputy-Speaker: The House will now take up General Discussion on the Budget (Railways) for 1966-67. Shri Priya Gupta may continue his speech

श्री प्रीय (अलीगढ़) : श्रीमन्, कितना समय खत्म हो गया है और कितना बाकी रह गया है ?

Shri Priya Gupta (Katihar): Mr. Deputy-Speaker, Sir, yesterday I was talking about bonus, but before I start talking about that may I draw the attention of the Ministry of Railways, through you, to the agreement between the Ministry of Railways and the All-India Railwaymen's Federation on the discussions held on 10th November, 1951 and 23rd August, 1951 in which it was agreed that as the third tier of the PNM machinery—

“A tribunal would be set up at the Centre consisting of equal representation from labour and Railways with an impartial Chairman which will be empowered to investigate any dispute between the Railway Board and the AIRF which may be referred to them.”

My question is: Why has this not been implemented as yet? All the disputes of railwaymen which were being discussed at the second tier of the Railway Board—there is no agreement on most of the points—are kept in cold storage.

Now, I would remind you of a recent speech of a man of the stature of the President of India, the Head of the

State, Dr. Radhakrishnan, who said:—

“Labour must have its due place in industry, No real progress in industry could be achieved unless the workers were treated as human beings and not merely as commodities.”

When he was inaugurating the Central Labour Institute constructed at a cost of Rs. 35 lakhs. The question is whether these things will remain simply in big words or whether these things will be implemented.

Then, I come to the question of bonus. The railwaymen fulfil both the conditions. The first condition is that the industry should make profits and the second condition is that the industry must have competition with the other mode of transport. The Railways are making profits and there is also competition with the road transport. I know in the circulars issued by the Railway Board in respect of the North-Eastern Railway and the Northern Railway, some special efforts were to be made for making good the possible loss of traffic income in competition with the road transport in U.P. This is a fact. Both the conditions are fulfilled by the railwaymen. The Government comes out to say that the railwaymen cannot be given bonus at par with other public sector undertaking employees because they are departmental workers. In the various Ministries, the Ministry of Finance, the Ministry of Labour, the Ministry of Defence, etc., there are clerks who are given a special type of concession in respect of calculation of overtime allowance. When the All India Railwaymen's Federation demanded the same principle for calculation of overtime allowance, the reply of the Minister was that the clerks in the Railways are industrial workers whereas the clerks in the other Ministries are departmental workers. It is by this argument that that facility was not extended to them. But when they demand bonus, the Government of India says that they are departmental workers and that bonus can only be given to the industrial workers.

[Shri Priya Gupta]

On this point, I had a discussion with Mr. Sanjivayya, the ex-Minister of Labour, on the 10th of December last and he agreed in principle and promised that in the shape of bonus something will be given to the railwaymen. I wrote to him on the 3rd January, 1966. Now, we have to write to Mr. Jagjivan Ram who recently took over as the Minister of Labour. The Railway Minister should do something in the matter.

About the setting up of the Permanent Wage board, I may say that this is a very important issue. In India, there is one criterion for calculation of the wage which is completely different from that of the rest of the countries in the world. In the other countries, the criterion is the requirement of minimum necessities of life for the workers. In 1943, when there was a great famine in Bengal, there came a question as to how it happened. A commission was set up by the then British Government and it was found that the wages were very poor and it was due to the cumulative effect of mal-nutrition since many years past that so many people died in that great famine. Therefore, they correctly laid down the principle that the wage should be fixed on the basis of the minimum wage required by the workers for maintaining themselves with the minimum of necessities of life. Of course, afterwards, the capitalists agitated and made it convenient for them and the Government laid down the principle of the capacity of the industry to pay as the criterion for fixing the wages. The Government should come forward to accept the principle of the setting up of the wage board. Simply setting up Commission or wage Board and giving Rs. 2 or Rs. 5 or Rs. 10 is no solution for the Railway workers in India, most of whom stagnate in initial grade without having any upgrading in the cadre.

Then comes the question of automation, electrification, Dieselisation, centralised traffic control, Simplification

of accounts and the Statistical work done by computers. This is a thing which is borrowed from other European countries. They are very short of man-power and they want efficiency and, therefore, they use the machines. But in our country which is a developing country, we are already having unemployment as a headache, and there are 2 crores of educated unemployed. It is no use introducing automation in the name of efficiency only. The Government only says that there will be no retrenchment but that does not prevent their officiating employees to be reverted to the substantive posts and in some cases two or three stages lower. As you know, the Supreme Court in respect of the promotions of scheduled caste employees has already held that even a promotion is an appointment. Therefore, reversion is also retrenchment from the officiating post itself. There should be proper safeguards and it should be done in a planned way.

In the project works also, on the N.F. Railway, the employees of the Survey & Construction projects, the Broad-Gauge projects, the D.B.K. projects, who have rendered continuous service of 5 to 10 years have been rendered surplus and some discharged whereas in the other zonal railways and the workshops, they have made direct recruitment without absorbing them.

As regards the Dearness Allowance, it has got two aspects. One is the neutralisation formula which has been partly recommended by the Das Commission. We wanted full neutralisation but even the part neutralisation formula has not been followed while increasing the dearness allowance. The second thing is the compilation of the all-India price index which has not been done and it is for want of that that the full neutralisation cannot be calculated as to what is the real shortfall in the real wage of the employee.

Then Sir, we have been bringing to the notice of the Finance Ministry, through you, on very many occasions

about different D.A. slab system for different categories and we want to draw the attention of the Railway Ministry also to that. The slabs of the dearness allowance should not be varying as between Class IV, Class III, Class II and Class I employees because nowadays when the rice is being sold at Rs. 3 to Rs. 5 per kg. and wheat is also being sold at a very high price, the purchaser, whether it is a Class IV employee or a Class III employee or a Class II or Class I officer, has got the same hardship. Therefore, there should be no discrimination in rates in giving the dearness allowance to various categories of employees. There should not be different slabs of dearness allowance if the Government fails to arrest the spiralling rise in prices.

Then, the Casual Labour system should be abolished. On the floor of this august House, the State Minister of Railways, Dr. Ram Subhag Singh, in reply to a question from a Member on this side of the House, categorically said that Rs. 2 has been given as the daily wage rate for each casual labour uniformly all over the Indian Railways. But we have pointedly drawn his attention to the fact that there are different rates of Rs. 1/4/-, Rs. 1/8/- and Rs. 1/12/- in the same district of the same province on the same railway. Apart from that, we want to ask why for the same work, where there are regular employees for it in the Railways, casual Labour is engaged. I say, the system of casual labour should be abolished and that it should be run by regular employees.

13.19 hrs.

[SHRI SHAM LAL SARAF *in the Chair*]

Then, I come to the Contract Labour. We have seen that for carrying of the parcels and for clearing the ashpits and loading the goods, the Railway Administration employs private contractors for supplying labourers. This work should be taken over by the employees themselves. In many cases, we find that the contractors do not

turn up and the work is taken from the existing workmen.

The country has adopted the Constitution of India, but I want to point out that the Service Conduct Rules have no relevance with the provisions of the Constitution. One Mr. Mukund Parekh, C.G.I. in the Western Railway Accounts Department, Bhavnagar, had to lose his job. The matter was raised in this House and also in the Rajya Sabha. A delegation of MPs, I was also there, went to meet Mr. Patil. Mr. Patil wanted to help the case if the party went to the court of law. But he does not want to review the case departmentally because it has become a question of prestige of the General Manager. I want a candid reply whether Mr. Parekh was officially sanctioned leave to contest the Municipality elections; after contesting and when he won the elections, how is it that his services were terminated by giving him a charge-sheet. The Railway Minister has never come forward with a reply to this. They have been beating about the bush and have been giving fictitious replies here and there. I do not mean any insinuation but they have avoided many points about it.

I now come to the question of providing all employees with Railway quarters, at least, two-roomed tenements. I remember, once the late Prime Minister Nehru also said that nobody should be given a single room tenement. The Medical Board also decided that, in a single room tenement, a family cannot remain with grown-up children and that this was not desirable not only from the point of view of social customs but also from the point of view of health itself. Then the Railway Board decided to have two-roomed tenements for Class IV Staff also. It was going on for some time. Then all of a sudden in the name of austerity, the two-roomed tenements were reduced to single-room tenements. Surely austerity does not mean taking away the minimum required from the point of view of health.

[Shri Priya Gupta]

About quarters, I also want to say that there are many quarters which have outlived their assessed life and the capital cost of those should not be taken into account for purposes of calculation of pooled rent. I am astonished to see another anomaly. Whenever subscription to Provident Fund is made, by Railway Employees, Government calculate interest at the rate of 4.5%, but when they take the rent from the employees for the quarters, they calculate on the capital cost at a rate of 6.5%. There should not be two standards in respect of this calculation.

Regarding Medical facilities it has been shown that very many medical facilities are given to the staff, but I am sorry to point out that, out of 2,000 doctors in the whole of Railways, only one-fifth of the cadre is for outdoor dispensaries; if the report of the Railway Minister is correct, then for 1,10,000 patients per day, there are only 400 outdoor doctors. That is, in 360 minutes, as many as 275 patients have to be seen by a doctor, i.e., just a minute for one patient to be attended to. How is it possible for the doctor to examine a patient in a minute and how will they give medicines to these Class III and Class IV staff?

Regarding leave, Second Pay Commission recommended that everybody should be allowed to go on leave on a programmed basis. Unfortunately today the position is that nobody is given leave. You can check it up. All the leave is wasted because of the ceiling limit on accumulation of leave.

Then I come to medically incapacitated staff. It has been stated in the report; there is a provision for professional sickness. You will be astonished to know that when the running staff—the guards and drivers—are medically incapacitated, they are not declared to be under occupational disease and there is no protection of the emoluments of the staff. A man drawing Rs. 350, because he is medi-

cally incapacitated, i.e., failed in colour vision, but otherwise fit to see, is put to work as khalasi or peon at Rs. 70 since he is a non-matric. The All India Railwaymen's Federation has held that such cases of medical incapacitation should be protected under occupational disease and there should not be any loss to them in their emoluments.

Lastly I want to submit that the eight point charter of demands including subsidised grainshops, submitted by the All India Railwaymen's Federation should be considered by the Government of India and something should be done in respect of that.

Shri Hanumanthalya (Bangalore City): I want to deal, in the first place, with the points made by Mr. Priya Gupta, the previous speaker. Being a labour leader, he is naturally prompted by the consideration to make the labourers happy.

श्री हुकम चन्द कछवाय (देवास) :
इतने अच्छे वक्ता बोल रहे हैं लेकिन हाउस में पचास मिनट की सदस्य भी नहीं है। इस वास्ते जरा गणपूर्ति करवा दें तो ज्यादा अच्छा होगा।

Shri Hanumanthalya: The previous speaker was making out a case to protect the interests of the labour employed in the Railways on all fronts. We, who represent the consumers and the people at large, welcome the idea of giving the maximum possible amenities and wages to this labour class, but at the same time we have to remember the present prevailing trend.

When I come to this Parliament, I see pasted so many posters all over the walls that several sections of government employees are going on strike. The latest threat is that about three to four lakhs of employees of the Auditor-General's office and

Accountant-General's offices throughout India are going on strike; the State Government employees are going on strike; doctors are going on strike; and even within one sector like the Railways, this happens: I have a representation here, circulated to Members of Parliament, of the Indian Railways Engineering Inspectors' Association. This category of employees complain that some other set of people have got better emoluments but not they. I observe that in all the demands, that every one looks up to somebody above and asks for wages or emoluments of the higher category and that nobody turns towards his own labourer who is getting less and who is one step below him. The Central Government employees want more never looking for a moment at what the State Government employees get. The State Government employees do not look at their inferior staff for a moment and they go on asking for more and more. It is these demands for more and more that is ultimately responsible for the inflation we are suffering from. It is this demand that has made the rupee so valueless as to demand devaluation. Even as Shri Priya Gupta suggests that there should be a wage board for one sector, I would also suggest in all seriousness—that every member of the Cabinet must consider this seriously, that there must be a national wage board. When any particular sector of Government service demands higher wages, that must be related to the wage structure of the whole set of Government employees, whether in Government service proper or in the public undertakings. Now, the demand has run riot. It is almost pell-mell, and all the time they never sympathise with the classes below them.

You may remember the famous saying that a general was able to inspire real courage and loyalty in the minds of the soldiers by saying that in the battle-field when he saw a soldier dying . . .

श्री हुकम चन्द कछवाय : सभापति महोदय, मैं आपकी व्यवस्था चाहता हूँ। सदन में गणपूर्ति नहीं है।

Mr. Chairman: There is no quorum. Shri Hanumanthaiya may resume his seat for a while. The bell is being rung—Now, there is quorum. Shri Hanumanthaiya may now resume his speech.

Shri Hanumanthaiya: A soldier was almost dying on the battle-field and he needed water. There was only one cup of water available. The General who was also wounded wanted water, but instead of himself taking the water, he said to the soldier 'Thy need is greater', but the soldier said 'Sir, thy need is greater'. It was that mutually obliging spirit that was responsible for the victory of the Army and the great name that it earned.

Here is my labour friend asking for a wage board. But nobody looks at the man who is unfortunately placed below him either in status or in emoluments; all the time they are only looking up and up. There is what is called a general demoralisation in the wage structure of this country. There is already a very frightening prospect, that this wage increase results in the rising of prices or as it is called inflation, and this in turn results in the demand for wage increase. This vicious circle, as the economists know and even a layman knows, is a circle within which the Indian economy is caught. Some brave leader or administrator has to break this vicious circle. If socialism means anything, it means equitable distribution of national wealth; it is on that basis that the wage structure must be built, whether it is for the railwaymen or for any other sector.

As you know, the average *per capita* income is Rs. 300 or so. On that basis, the average income per month could only be about Rs. 30. Many of these people get two to three times the *per capita* income. This is known to Government and the labour associations. Where is the rest of the

[Shri Hanumanthaiya]

money to come from? In order to pay the salaried classes of this country, they have necessarily to take away so much of the national income from the rural sector and from the other people who have not organised themselves in this vociferous manner.

श्री हुकम चन्द कछवाय : सभापति महोदय, मैं आपकी व्यवस्था चाहता हूँ। सदन में गएपूति नहीं है।

Mr. Chairman: Shri Hanumanthaiya may resume his seat for a while. There is no quorum. The bell is being rung—

Now, there is quorum. Shri Hanumanthaiya may resume his speech now.

Shri Hanumanthaiya: So, I suggest that even as there is the Supreme Court established under the Constitution in India, so must a high-powered wage board be appointed in India to see that every sector of society and Government servants *inter se* get wages related to the national income and a proper and equitable distribution thereof. Otherwise, the Indian economy would be going the way of Indonesian economy.

Shri Hari Vishnu Kamath (Hoshangabad): It is in the doldrums now.

Shri Hanumanthaiya: Everybody is asking for more, and the demonstrations compel the governmental authorities, whether in the railways or in the other sectors, to concede their demands, because these people hold a particular sector at gunpoint. If socialism means anything it is not robbing the many to pay a few; it means equitable distribution of wealth. Many a Member of Parliament or many a Member who is in charge of administration does not realise that it is the imbalance in the equitable distribution of national income, particularly in the agricultural sector, that has made us suffer on the food front. Every sector except the agricultural sector gets the maximum possible emoluments. How can

you have a particular sector produce more when you make it the least remunerative sector?

Then, my hon. friend claims for the workers the right to strike. That is a right that has been enjoyed for a long time. But I would plead with you to realise that it is an outmoded right; it is a right belonging almost to the middle ages. In the old days, if there was any quarrel on property or any other dispute between two individuals, they used to resort to what was called a duel; they used to fight it out, and whoever won was declared to be the man who had justice on his side. In the subsequent generations civilisation evolved, and it was said that entrusting it to a person called a judge, to arbitrate between two people or two sets of people was the best, civilised, way of disposing of disputes. If that is the sign of civilisation, then that must be made applicable to all industrial disputes.

I wholeheartedly welcome the compulsory arbitration that has almost been accepted by the Central Government employees. There is nothing like a right to strike any more than there is a right to a particular individual to take the law into his own hands. It is a feature of the capitalist economy to strike. I have been to Russia and I have travelled all over Russia. In a communist country, whether it be Russia or any other satellite country, there is no right to strike. Therefore, the labour leaders who claim that the right to strike is one of the fundamental rights forget at the same time that they are pleading for the establishment of socialism. I might say, however, that I am not against increase in wages according to the necessities of the situation, but that must be done rationally and judiciously. Let there be a national wage board, that I have suggested, for the whole community, and let the methods of settlement of disputes be determined, and let there be no question of strike or lock-out.

Both are equally anti-social. They affect production; they adversely affect the national interest. Whoever resorts to a strike or lockout must be declared to be unpatriotic, and public opinion must exercise itself so correctly that nobody will be able to strike, or lockout. Even as a man whose relative is murdered cannot have recourse to his own pistol or gun in order to wreak vengeance, no labourer or worker or government employee must have the right to strike. But they must be given compulsory arbitration facilities such as judicial tribunal or some other tribunal to settle disputes. In this way, all strikes must be eliminated.

Mr. Chairman: Then you have to amend the law.

Shri Hanumanthaiya: We have to.

Dr. M. S. Aney (Nagpur): Amend the Government. If a labour government comes into power, this kind of thing will never come about.

Shri Hari Vishnu Kamath: He will amend the Government too by and by.

Shri Hanumanthaiya: If members of Parliament agree with this approach to the problem, the day will not be far off when we will get such a government and our law too will be amended.

So far as the railways are concerned, all these 18 years and three Plans, whatever they have done is more by way of a patching up rather than real planning, planned progress of railway build-up or railway distribution. The first thing that has to be done is to make all lines of one gauge, that is, broad gauge. I do not want to argue about it because there are enough facts and figures to show that broad gauge operates more economically and better than the metre gauge. All the metre gauge lines today are more or less running at a loss. It is only the broad gauge lines that are paying. I do not want to dilate on that because there is enough literature

furnished to show that broad gauge, is the thing that pays and that metre gauge is the thing that does not.

It is not that I plead that in a single year all the metre gauge should be converted into broad gauge. That is a physical impossibility. Some beginning must be made. Today the Railway Ministry must lay down its policy in this direction, that definitely a beginning will be made to implement the policy of converting all the non-broad gauge lines into broad gauge lines. Throughout India there must be only one gauge.

So far as South India is concerned, I am sorry to say that the railway system is perfunctory, haphazard and inadequate. In the old days—the map before me shows this—all this railway system was based on what was called the presidency towns system. In the British days, the imperialist power established their hold on Calcutta, Bombay and Madras—called their forts. The railway train system converged on these three towns. But today even after three Plans, we have not even modified that set-up. Hence we are put to the necessity of pleading that port and railway facilities are not enough to take the American wheat that is coming in ships, and distribute it in time. The harbours are cluttered up and the railway system is not able to cope with the traffic. Why? Because every railway system has to take delivery either at Madras or at Bombay or at Calcutta or one or two other ports. On the other hand, nature has blessed India with a very long coastline. There are dozens and dozens of ports apart from these three presidency ports.

Shri Parashar (Shivpuri): On a point of order. Has the map, to which the hon. Member is referring, been laid on the Table?

Mr. Chairman: Not necessary.

Shri Hanumanthaiya: This railway map has not only been placed on the Table; it has been placed in his hands repeatedly, which he has not seen.

Mr. Chairman: Betrays his ignorance; can't help it.

Shri Hanumanthaiya: I have been urging upon the Ministry, the trunk line has to run from Trivandrum to Bangalore, to Hyderabad to Nagpur to Delhi and upto Srinagar.

The reorganisation of States has taken place. Today Bangalore City is the capital of a bigger State than Madras. All the time you are under the impression that the whole of the south is Madras. In North India the ignorance is so colossal that whenever they look at me they ask if I am a Madrasi. Their knowledge of geography is so poor that they do not know that there is Kerala, there is Mysore, there is Andhra, there is Maharashtra and probably Orissa.

Now the political system is so changed that there are 14 States and 14 State capitals. The railway system must be so based as to make the State capitals the focus towards which all the railway lines converge in their respective areas. The idea of making only three States permanent imperial powers, economic powers and political powers, is not conducive either to socialism or to a true pattern of democratic set-up.

Now they are constructing the Salem-Bangalore line. They can as well convert the metre gauge they are now building into broad gauge and extend the same upto Trivandrum

Mr. Chairman: The time is up.

Shri Hanumanthaiya: The railways are too long.

Shri Hari Vishnu Kamath: But there should be speeding up of the train.

Shri Hanumanthaiya: In every mantra, we say *Aa Sethu Himachal*. That is the mantra of national integration adumbrated not today but thousands and thousands of years ago. It is

that that has kept up Indian unity. Therefore, I want the Grand Trunk of the Indian continent to start from Cape Comerin or Kanyakumari; then let it come to Trivandrum, then Bangalore, then Hyderabad, then Nagpur, then Bhopal, then Delhi and reach the terminus at Srinagar.

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): No, no, Chashul and then Damchok.

Shri Hanumanthaiya: A beginning must be made now. That is all I say.

Mr. Chairman: He is conveniently far getting the east and west.

Shri Hanumanthaiya: For the east and west, it is already there. From Bombay to Calcutta there are several lines; there is no necessity to add to it. Therefore, I have advisedly left it out.

Shri N. Sreekantan Nair (Quilon): They are overfed already.

An hon. Member: Bombay to Dibrugarh.

Shri Hanumanthaiya: This trunk system which reaches, literally and figuratively, from sethu to the Himalayas, would be the true visible symbol of national unity.

So far as ports are concerned, why not improve Goa and connect Goa by broad gauge with Guntakal and Bombay and Bangalore. If we do that, the whole system from Goa to Madras will be made broad gauge. If we convert the line from Bangalore to Guntakal into broad gauge, the system will be complete.

Shri Hari Vishnu Kamath: You want Goa to merge in Mysore?

Shri Hanumanthaiya: Therefore, the policy that I am advocating, namely of converting all lines into broad gauge, must begin here. Let it not begin in my State, I am not so selfish, let it begin at Cape Comerin,

let it go to Trivandrum, let it come to Bangalore and then go to Hyderabad and Nagpur and upto Srinagar.

I have one point more, and after touching that point I will close. Kindly permit me to speak. Though I have several points, I will speak only on that.

There is what is called departmental catering in the railways. For the first time, the hon. Minister has announced that there is a small profit. Do you know after how much loss this small profit has resulted? These seven or eight years, more than Rs. 1½ crores has been lost and the consumer has paid through his nose—either the traveller or the person who eats at this departmental catering. And mind you, if these catering establishments had been auctioned, they themselves would have brought probably a crore of rupees or more. Therefore, the net loss is much more than a crore of rupees.

Mr. Chairman: Please wind up.

Shri Hanumanthaiya: I thought the catering should be wound up.

Shri Hari Vishnu Kamath: Not far wrong.

Shri Hanumanthaiya: Let anybody say that this departmental catered food is better than what was being supplied by the contractors. The real reason I tell you is this. I have also travelled a lot. This is another illegal facility afforded to many railway employees. Certain categories of people get free supply of coffee and other eatables from this departmental catering. Therefore what I propose is this. I do not want private people to exploit this food and make profit. I am socialist enough to concede that point. At the same time, departmental catering must be done in such a way that co-operatives must be established and they must be given facilities to run on a commercial basis but if there is loss, a proportionate cut in their pay must be effected. It is only then that

people will wake up. Now whether it ends in a loss, whether the food is good or bad, the concerned people get their pay, their promotion, their facilities, their provident fund and their pension. This is exactly the psychology that is pervading the whole Indian administration that is responsible for the plan failures as the Prime Minister says and as the previous Prime Minister said. Nobody is held responsible for anything. Their pay and emoluments are guaranteed, whether the service they do is good, bad, inefficient or indifferent. This attitude towards departmental catering must be changed into one of practical commercial proposition.

श्री जगदेव सिंह सिद्धान्ती (झज्जर) :
आदरणीय सभापति महोदय, डा० राम सुभग सिंह बड़े मीठे मंत्री हैं। इनको बार-बार प्रार्थना करते हैं और बड़े सुन्दर शब्दों में उनका वह उत्तर दे दते हैं काम चाहे बेशक रह जाय कोई चिन्ता की बात नहीं है।

मैं यह कहना चाहता हूँ कि यह जो हमारा वाहन है यह राष्ट्र का वाहन है। रक्षा के काम में भी आता है, कृषि के काम में भी आता है, व्यापार और उद्योग में भी आता है। सभी तरह के जितने हमारे भाग हैं उन सब के साथ रेलवेज का सम्बन्ध है। इस में ठीक वैसे ही ढंग रहना चाहिए ताकि यह सभी की पूर्ति कर सके। वर्तमान काल में रक्षा का बड़ा उत्तरदायित्व है। अन्न को उधर उधर भेजने का भी है तथा अन्य सामानों का भी है।

कुछ समय पहले दिल्ली से फीरोजपुर की जो लाइन थी यह प्रमुख लाइन थी। अब दिल्ली से जो पानीपत होती हुई जा रही है उस को सवारियों की प्रगतिता दी गई और इस को माल डोने की, लेकिन मैं मंत्री महोदय से निवेदन करूँ कि यह क्षेत्र आज भी अगर किसी ने देखा है वहाँ जाकर, मंत्री महोदय गये हैं, डोगराई आदि मोर्चों को तोड़ने

[श्री जगदेव सिंह सिद्धान्ती]

वाले इसी इलाके के बहादुर हैं तो इसलिये इस क्षेत्र की रेलों के ऊपर विशेष ध्यान आप को देना चाहिए।

दूसरा मुझाव मैं यह दे रहा हूँ। व्यापारी समय पर वेंगंस की मांग करते हैं तो व्यापारियों को वेंगंस की सुविधा मिलनी चाहिए जिससे कि समय पर वे अपना माल भेज सकें। अन्न के बारे में भी गड़बड़ी अधिक तब होती है जब गुड़, शक्कर का समय आता है। अब कोल्हु चल रहे हैं। मंडी में माल ले जाते हैं किसान लोग, तब वह व्यापारी कहते हैं कि हमें जब साधन मिलेंगे वेंगंस मिलेंगे तब तुम्हारे दाम देंगे, तो मैं कहता हूँ कि इस के ऊपर आप विचार कीजिये। आक्षेप करने का तो मेरा स्वभाव नहीं है परन्तु तथ्य के ऊपर आप को बेशक विचार करना चाहिए कि आप के कर्मचारियों का रवैया व्यापारियों के साथ कैसा रहता है वेंगंस देते समय ?

तृतीय श्रेणी के यात्रियों को विशेष सुविधा चाहिए। वे भी उसी प्रकार से भारतीय नागरिक हैं जैसे कि प्रथम श्रेणी के हैं तो उन की सुविधाओं के ऊपर भी ध्यान अधिक से अधिक देना चाहिये।

रेलवे इंजनों पर तो आप ने हिन्दी में रेलवे का नाम लिख दिया जैसे कि हम देखते हैं कि इंजनों पर, "उत्तर रेलवे" हिन्दी में अंकित है लेकिन जो रेल के डिब्बे हैं उन डिब्बों पर हिन्दी के नागरी अक्षरों का प्रयोग नहीं हुआ है तो कृपा कर के वहाँ भी ऐसा करवायें।

एक माननीय सवस्य : अन्दर है।

श्री जगदेव सिंह सिद्धान्ती : अन्दर होने से क्या होता है देखने वाले तो बाहर से ही देखेंगे ? रेलवेज में जहाँ जहाँ हिन्दी क्षेत्र है और उन में जो रेलवेज की अपनी परीक्षाएं होती हैं, विभागीय परीक्षाएं, तो वह परीक्षाएं हिन्दी में भी ली जाया करें।

जहाँ तक कर्मचारियों की पोस्टिंग का सवाल है अब बड़े रेलवेज के कर्मचारी जिनको कि हजारों रुपये बतौर तन्खाह के मिलते हैं उनको तो आप कहीं भी भेज दीजिये लेकिन जो छोटे छोटे रेलवे के कर्मचारी हैं उनकी नियुक्ति प्रायः उन्हीं स्थानों के निकट, पासपास की जाय जहाँ के कि वह रहने वाले हैं। अगर वहीं उनकी नियुक्ति की जायेंगी तो ठीक रहेगा। क्योंकि उन के परिवार वाले भी होते हैं, बच्चे भी होते हैं और वह सुविधापूर्वक वहाँ आ जा सकते हैं। और बीमारी आदि में अपने बच्चों और परिवार वालों को सम्हाल भी सकते हैं। इसलिए छोटे रेलवे के कर्मचारियों की नियुक्ति करते समय इस बात का ध्यान अवश्य रक्खा जाना चाहिए।

मैं निश्चित रूप से आप को एक घटना बताये देता हूँ। एक बहुत छोटे कर्मचारी की धर्मपत्नी बीमार हुई, बार बार निवेदन किया कि मुझे नजदीक भेज दो ताकि मैं अपने घर जाकर उस को सम्हाल सकूँ लेकिन उस का वहाँ परिवर्तन नहीं किया गया। आखिरकार वह बेचारी मर ही गई। और कुछ न हो सके तो कम से कम उन के साथ सहानुभूति तो होनी चाहिए। यथायोग्य व्यवहार किया जाय। अब एक रोहतक वाले को बिठा दिया मद्रास में और मद्रास वाले को भेज दिया गया पठानकोट में तो इस तरह से दोनों ही बेकार हो जाते हैं। इसलिए इन बातों पर भी विचार होना चाहिए।

दिल्ली के बारे में मैं कुछ निवेदन करना चाहता हूँ। दिल्ली देश की राजधानी है। यहाँ अनेक उपनगर हैं। चारों ओर से गाड़ियां आती हैं। आजकल कार्यालय का समय जो है, सभी कार्यालयों का, जिस में सरकार भी आ गई और अन्य भी आ गये, 9 बजे का है लेकिन कई गाड़ियां हैं, चारों तरफ से जो आने वाली हैं वे देर में पहुंचती हैं।

और उन को बहुत कठिनाता होती है इस लिए रेलवे टाइमटेबुल बनाते समय यह भी एक ध्यान रखना जाय। गरमी सर्दी के अनु-सार जैसे कार्यालयों का समय बदलता है ताकि सुविधा पूर्वक सभी कर्मचारी भी पहुंच सकें। प्रातःकाल ऐसे ढंग से हो कि उधर से आने वाली गाड़ियां वैसे आर्ये चारों तरफ से आने वाली गाड़ियां उन को ले जाने का भी उसी प्रकार से प्रबन्ध हो जिससे कि वह अपने अपने स्थानों पर समय से पहुंच सकें। दिल्ली में भीड़ भी न रहे और उन को यहां की बढ़ती जा रही महंगाई से होने वाली परेशानी और दिक्कत का सामना भी न करना पड़े, न उन्हें मकान लेना पड़े और न और कुछ लेना पड़े। इस प्रकार की यह दिल्ली में व्यवस्था की जाय।

14 hrs.

पहले भी इस बात की मांग की गई है कि दिल्ली के किशनगंज स्टेशन पर एक साइकिल स्टैंड होना चाहिए। वहां पर बहुत से कर्मचारी उतरते हैं। यदि वे वहां से अपने साइकिल ले कर अपने अपने कार्यालयों में चले जायें और सायंकाल उन को वहीं रख दिया करें, तो इस से रेलवे विभाग को आमदनी ही होगी, कोई घाटा नहीं होगा। दूसरे स्थानों पर भी यह व्यवस्था की जानी चाहिए।

मैं मंत्री महोदय को इस बात के लिये धन्यवाद देता हूँ कि 1966-67 के बजट में शकूरबस्ती तक डबल लाइन करने के सम्बन्ध में उन्होंने व्यवस्था करने की कृपा की है। बहुत प्रार्थना करने पर आखिर देवता प्रसन्न हुए हैं। यदि इस को कम से कम रोहतक तक आगे बढ़ा दिया जाये, तो सैनिकों को आने जाने में बड़ी सुविधा हो जायेगी। ऐसा करने पर रेलवे विभाग को किनी प्रकार की हानि नहीं होगी, बल्कि उसको लाभ ही होगा।

जो ट्रेन रोहतक से दिल्ली आती है, वह सायंकाल वापस जाते हुए शकूरबस्ती में छोड़

दी जाती है —आगे नहीं जाती है। अगर उस को जींद या रोहतक तक आगे भेज दिया जाये, तो अच्छा हो। मैं इस बारे में काफ़ी लिखा-पढ़ी करता रहा हूँ। कहा जाता है कि रोहतक में ठहरने का स्थान नहीं है। मैं निवेदन करना चाहता हूँ कि ऐसा प्रबन्ध कर दिया जाये कि वह गाड़ी रात के समय रोहतक में एक लाइन पर ठहर सके। इससे कर्मचारियों को आने जाने में बहुत सुविधा होगी।

मैं इस बारे में बहुत लिखा-पढ़ी करता रहा हूँ और डा० राम सुभग सिंह से प्रार्थना करता रहा हूँ कि शनिवार को छोड़ कर प्रातः 11-10 बजे और सायं 4-40 बजे के बीच में दिल्ली से कोई गाड़ी जींद फ़िरोज़पुर को नहीं जाती है। यदि एक गाड़ी इस अवधि के बीच में किसी समय—2, 3 बजे के लगभग—भेज दी जाया करे तो इस में हानि क्या है? कुछ लोग बसों में जाते हैं लेकिन जिन लोगों के—विशेषतया सैनिकों के—पास होते हैं वे रात के समय अपने घर पहुंचते हैं क्योंकि उन के गांव प्रायः स्टेशन से तीन चार मील दूर होते हैं। और इस प्रकार उनको बड़ी असुविधा होती है। मुझे पूरी आशा है कि मंत्री महोदय इस पर भी ध्यान देंगे।

डा० राम सुभग सिंह को होना तो फूड एंड एग््रीकल्चर मिनिस्ट्री में चाहिये था लेकिन वह रेलवे विभाग में लगा दिये गए।

श्री इन्द्रजीत लाल मलहोत्रा (जम्मू तथा काश्मीर) : यहाँ भी अच्छे हैं।

श्री जगदेव सिंह सिद्धान्ती : मैं उन के सामने एक बहुत पुराना केस रखना चाहता हूँ जो कि मैं पहले भी रख चुका हूँ। डाक्टर साहब ने विजिलेंस ब्रांच वाले भी बुला लिये और दूसरे कर्मचारियों को भी बुला लिया। पहले उत्तर रेलवे के मैनेजर थे शर्मा। उन से मुझे कोई ताल्लुक नहीं है। लेकिन बाद में

श्री जगदेव सिंह सिद्धान्ती]

आए भक्त साहब । मैंने उनको एक फ़ाइल भी हुई है लेकिन अभी तक उस पर कोई कार्य बाही नहीं की गई है । सौभाग्य से अब श्री कृपाल सिंह रेलवे बोर्ड के चेयरमैन बन कर आए हैं । चूंकि वह एक गांव के रहने वाले हैं इसलिए उन को गरीबों से कुछ न कुछ सहानुभूति अवश्य होगी । मैं ने एक फ़ाइल उनको भी दे दी है ।

दिल्ली में टिकटों की गड़बड़ी पकड़वाई गई है और कुछ कर्मचारियों को रुपया लेते हुए पकड़वाया गया है । एक केस में रेलवे के अधिकारियों ने सम्बद्ध व्यक्तियों को इनाम भी दिया है । लेकिन प्रायः यह देखा गया है कि भ्रष्टाचारी लोग मंत्रियों तक सही बात नहीं पहुंचने देते हैं । इस प्रकार के भ्रष्टाचार में सब प्रकार के कर्मचारी शामिल होते हैं । इस बारे में ठीक ढंग से जांच की जानी चाहिए और भ्रष्टाचारी लोगों को बाहर फेंकना चाहिए । जो ईमानदार और गरीब कर्मचारी हैं जो बिल्कुल रिश्वत नहीं लेते हैं उनको प्रोत्साहन दिया जाना चाहिए । यदि मंत्री महोदय इस पर विचार करके आवश्यक कार्यवाही करेंगे तो इससे सभी को लाभ होगा किसी एक को नहीं ।

मंत्री महोदय को रेलवे विभाग में ऐसा बल बनाना चाहिए जिससे सामान्य जनता को विशेषकर लाभ हो सके । जैसा कि मैं ने पहले कहा है खेती करने वालों का इस विभाग से अधिक काम पड़ता है । रेलवे में अधिक सुविधायें प्रदान करने से उनको भी लाभ हो सकेगा । और रेलवे विभाग की धामदानी में वृद्धि होगी । स्वर्गीय प्रधान मंत्री श्री लाल बहादुर शास्त्री ने "जय जवान" और "जय किसान" का नारा लगाया था । लेकिन बात एक ही है — किसान ही जवान देता है किसान ही खेती करता है और किसान ही मंडी में सब चीजें भेजता है । आज स्थिति यह है कि किसानों के कोई पत्र

नहीं है और इसलिए उनकी आवाज दूर तक नहीं जाती है । लेकिन जब रेलवे विभाग में उनके ऐसे हमदर्द महानुभाव और सहानुभूति रखने वाले मंत्री महोदय हैं तो मुझे आशा है कि इस बात का ध्यान रखा जायगा कि गरीब किसान को सबसे ज्यादा लाभ पहुंचे क्योंकि अभी तो कुछ ले दे कर सारा काम कर लिया करता है ।

जब मैं मद्रास गया तो डाक्टर साहब ने एक सूबेदार साहब को मेरे साथ कर दिया और दो घंटे में उनके लिये सारा प्रबन्ध करना दिया । उसके लिए मैं उनको धन्यवाद देना चाहता हूँ । जब मैं एक स्टेशन पर गया तो वहाँ चार्ट पर लिखा हुआ था कि स्लीपिंग कार में फ्लां सीट सूबेदार साहिब की है । लेकिन एक कर्मचारी ने उस सीट का नम्बर बदल दिया और किसी एक व्यापारी को वह सीट दे दी । जब वह मेरे पास आये तो मैं ने कर्मचारी से पूछा कि क्या बात हुई । वास्तव में उसने एक नकली चार्ट बना लिया था जब कि रेलवे स्टेशन पर असली चार्ट लगा हुआ था । यह तो प्रकट है कि बिना कुछ लिये दिये इस तरह का अनुचित काम नहीं हो सकता है ।

इसलिए मंत्री महोदय को इस बात का ध्यान रखना चाहिए कि गरीबों को पूरी सुविधा मिले—अमीरों को मिले या न मिले इसकी हमें चिन्ता नहीं है ।

बहुत धन्यवाद ।

श्री शिव चरण माथूर (भीलवाड़ा) : सभापति महोदय, सब से पहले मैं रेलवे मंत्री को इस बात के लिए धन्यवाद देना चाहता हूँ कि इस साल रेलवे का बजट पेश करते वक्त उन्होंने इस बात का ध्यान रखा कि रेल के भाड़े में बहुत बढ़ोतरी न की जाये । मैं समझता हूँ कि पिछले बहुत से वर्षों में यह पहली बार है, जब कि साधारण यात्रियों पर भार नहीं डाला गया है ।

अपनी बात कहने से पूर्व मैं रेलवे के उन कर्मचारियों को भी बधाई देना चाहता हूँ, जिन्होंने पाकिस्तान के साथ हुए युद्ध के दौरान बड़ी तत्परता, साहस और दिलेरी से काम किया। मुझे याद है कि उस समय राजस्थान के गदरा रोड स्टेशन पर रेलवे के कर्मचारियों ने जिस साहस और अदम्य उत्साह का परिचय दिया, वह सराहनीय था। मैं कह सकता हूँ कि उनके द्वारा किया गया काम मोर्चे पर लड़ने वाले किसी सैनिक के काम से कम नहीं था। इसलिए इस कृतज्ञ राष्ट्र को उन कर्मचारियों के प्रति अपनी कृतज्ञता प्रकट करनी चाहिए और उन्हें समुचित रिवाइंड देने की व्यवस्था करनी चाहिए।

इस साल युद्ध की स्थिति का सामना करने के बावजूद रेलवेज ने गुड्रज ट्रैफिक में लक्ष्य से अधिक सफलता प्राप्त की है। उसके लिए भी रेलवे मंत्रालय धन्यवाद का पात्र है। आंकड़ों के अनुसार दिसम्बर में धूम होने वाले पिछले नौ महीनों में इस साल के लिए रखा गया गुड्रज ट्रैफिक का लक्ष्य पार कर लिया गया और जनवरी, फरवरी और मार्च, इन तीन महीनों में एक करोड़ टन और अधिक माल ढोने के लक्ष्य की प्राप्ति हो जायेगी। इस के लिए रेलवे मंत्रालय धन्यवाद का पात्र है। युद्ध की स्थिति में युद्धक्षेत्रों में और दूसरे इलाकों में भी संचार व्यवस्था को बराबर कायम रखने के लिए मैं मंत्री महोदय और मंत्रालय को धन्यवाद देता हूँ।

आपने जो कुछ आंकड़े उपस्थित किये हैं, उसमें यह कहा गया है कि एक करोड़ टन लक्ष्य से अधिक ढोयेंगे और उस से जो आमदनी होगी, उसके साथ साथ ऐसा सामान जो रेलवे के काम में आता है, जैसे बैलास्ट और दूसरा सामान जो रेलवे के काम के लिये इधर-उधर भेजा जाता है, उसमें कमी होगी। मैं ऐसा महसूस करता हूँ कि उस कमी के कारण रेलवे के आवश्यक काम में कोई बाधा न पड़े। इस बात का आपको

ख्याल रखना चाहिये। यदि इस बात को ध्यान में रखा जायगा, तो मैं मानता हूँ कि जो कुछ निर्माण कार्य हैं, जो विकास के कार्य हैं, उनके अन्दर किसी प्रकार की बाधा उपस्थित नहीं होगी। जो भी उपलब्धियां माल के भाड़े के रूप में प्राप्त की हैं, वह निर्माण कार्यों की गति को कम कर देने से कम न हो जाय, इस बात की ओर विशेष रूप से आपका ध्यान आकर्षित करना चाहता हूँ।

एक बात ग्राम तीर पर रेलवे यातायात और सड़क यातायात के सम्बन्ध में कही जाती है कि रेलवे यातायात को सड़क यातायात से एक बहुत बड़ा कम्पीटीशन फस करना पड़ रहा है। मैं नम्र निवेदन करना चाहता हूँ कि जहां पर रेलवे यातायात की वृद्धि हो, उसके साथ-साथ सड़क यातायात की वृद्धि भी होनी चाहिये। क्योंकि उसकी वृद्धि होने के साथ-साथ रेलवे में कार्य-दक्षता आयेगी। जहां भी शिथिलता का सवाल आता है, शिथिलता घटाने में हम लोग सफल हो सकेंगे। इसलिये रेलवे को सड़क यातायात से कभी खतरा महसूस नहीं करना चाहिये। बल्कि मैं तो कहूंगा कि रेलवे के साथ-साथ सड़क यातायात की उसी प्रकार से वृद्धि की जानी चाहिये, जिस प्रकार रेलवे का विकास लगातार हो रहा है।

मैं यह मानता हूँ कि रेलवे यदि अपनी कार्य दक्षता को बढ़ाये, समय पर चलने वाली गाड़ियां ज्यादा इन्ट्रोड्यूस करे, तेज चलने वाली गाड़ियां इन्ट्रोड्यूस करे और माल ढोने के लिये जैसा आपने बताया कि सुपर एक्सप्रेस-गुड्स-

[श्री शिव चरण माथुर]

ट्रेन चलाने की व्यवस्था आप कर रहे हैं, तो इस से आप रेलवे की कार्यक्षमता में बहुत वृद्धि कर सकेंगे। इससे किसी प्रकार का जो रोड ट्रांसपोर्ट से खतरा है, वह सामने नहीं आयेगा। इसलिये मैं कहना चाहता हूँ कि रेलवे जहाँ अपने विकास में आगे बढ़ी है, वहाँ उस को रोड ट्रांसपोर्ट से कोई खतरा नहीं होना चाहिये।

रेलवे आज हमारे देश का सबसे बड़ा पब्लिक अण्डरटेकिंग है। इस समय देश के साल भर में 210 करोड़ आदमी इस सुविधा से फायदा उठाते हैं और प्रति दिन करीब 58 लाख आदमी रेल से सफर करते हैं। इतनी बड़ी जनसंख्या को लाभ पहुंचाने वाला यह सार्वजनिक उद्योग है। इसलिये इस को इसी आधार पर चलाया जाना चाहिये जिससे यात्रियों को अधिक से अधिक सुविधायें प्राप्त हो सकें। यदि हम विशेष रूप से इस और ध्यान रखेंगे तो इस को सफलतापूर्वक चलाने में सफल हो सकेंगे।

थर्ड क्लास के पैसेजर्स के बारे में मैं कुछ निवेदन करना चाहता हूँ। मैं एक बार कलकत्ता से दिल्ली सफर कर रहा था, रास्ते में एक अमरीकन से मेरी बात हुई। उस ने बताया कि अमरीका में जो एयर कन्डीशन्ड कोचेज हैं, वे यहां से अच्छी नहीं हैं, और उस के मुकाबले में जो यहां की थर्ड क्लास कोचेज हैं वे दुनिया के किसी भी देश की थर्ड क्लास कोचेज के मुकाबले में नहीं ठहरती हैं। इतना ज्यादा ओवर-क्राउडिंग और गन्दगी इन ट्रेनों में होती है। यदि आप एयर कन्डीशन्ड कोचेज से सफर करते तो आपको तनिक भी मालूम नहीं होगा कि इस देश में कहीं गरीबी भी है।

इसलिये मैं आपसे अनुरोध करना चाहता हूँ कि आप इनकी सुविधाओं की तरफ अधिक ध्यान न देकर, थर्ड क्लास की तरफ ज्यादा ध्यान दें, तो निश्चित रूप से जो हम समाजवाद की बात कहते हैं और इस देश में गरीबों को ऊपर उठाने की बात कहते हैं, उसकी ओर अपना कदम उठा सकेंगे। जो सम्पन्न व्यक्ति है वह दूसरे यातायात के साधनों से जा सकता है और उसके पास जितने साधन हैं, उनका वह उपयोग कर सकता है, लेकिन गरीब आदमी यदि कलकत्ते से दिल्ली सफर करता है तो उसकी स्थिति ऐसी हो जाती है, जैसे कोयले की खान में काम करने वाला आदमी हो। वह यहां पहुंचते-पहुंचते थक जाता है और काला हो जाता है। इसलिये थर्ड क्लास के यात्रियों की सुविधा के बारे में निश्चित रूप से सोचना चाहिये।

मैं यह नहीं कहता कि आपने कुछ नहीं किया है। जब हमारे भूतपूर्व प्रधान मंत्री रेलवे मंत्री थे, उन्होंने थर्ड क्लास के स्लीपर कोचेज की व्यवस्था की, वह आज तक बढ़ाये जा रहे हैं, लेकिन एक दिन ऐसा आना चाहिये जब कि फर्स्ट क्लास, एयर कन्डीशन्ड क्लास न हो कर, सिर्फ एक ही क्लास हो, जिसमें महसूस हो सके कि हिन्दुस्तान के 48 करोड़ आदमी एक तरह की व्यवस्था में चलते हैं।

मैं कुछ थर्ड क्लास की स्लीपिंग कोचेज के बारे में कहना चाहता हूँ। मेरा तात्पर्य श्री-टायर कोचेज से है। अगर एक आदमी उसमें सो जाय तो फिर उठ नहीं सकता। रात में उठना भी पड़े तो सिर फटता है।

मेहरबानी करके इन यू-टायर स्लीपिंग कोचेज को हटा दिया जाये, इनसे कोई फायदा नहीं है और इतना कन्जेशन हो जाता है, खानवरों की तरह आदमी भर जाते हैं, जिसमें यात्रियों को बहुत असुविधा होती है। इसके मुकाबले में टू-टायर कोचेज काफ़ी सुविधाजनक हैं। उनमें सोने की व्यवस्था है। इसलिये यदि यू-टायर के बजाय टू-टायर स्लीपिंग कोचेज हर जगह इन्ट्रोड्यूस कर दें, तो मैं समझता हूँ कि तीसरे दर्जे के यात्री भी महसूस करेंगे कि वे सुविधा से सफर कर रहे हैं और मेरे देश में समाजवादी सरकार काम कर रही है।

एयर कण्डीशंड कोचेज समाप्त कर दीजिये, इससे कुछ ही लोगों पर प्रभाव पड़ेगा। हिन्दुस्तान की जो बहुत बड़ी जनसंख्या है, उसको इससे कोई नुकसान नहीं होने वाला है। यदि आप ए० सी० सी० कायम रखना चाहते हैं तो उसका जो किराया आज है, उससे दुगना कर दीजिये, क्योंकि वे लोग एफोर्ड कर सकते हैं। आज शायद थर्ड क्लास से छः गुना किराया उसमें लेते हैं, तो उसको 12 गुना कर देने से कोई फर्क नहीं पड़ेगा। अमरीका के एक श्रम्य शास्त्री डा० काल्डोर यहाँ पर आये थे, उन्होंने कहा कि हिन्दुस्तान जैसे मुल्क में आपके टेक्सेशन का स्ट्रक्चर एक्सपेन्डिचर-ओरियेन्टेड होना चाहिये, आदमी कमाये और उसको मीन्ज आफ प्रोडक्शन में खर्च करे, लेकिन अगर आदमी के पास पैसा हो जाय और अपने आमोद-प्रमोद के साधनों में खर्च करे तो उससे देश का प्रोडक्शन नहीं बढ़ता। इसलिये जो सम्पन्न व्यक्ति इस देश में हैं, अगर ए० सी० सी० क्लास का किराया दुगना कर दें तो उस से किसी को नुकसान नहीं होगा। रेलवे को लाभ ही होगा। यह एक भावना का प्रश्न है। एक व्यक्ति जब यह देखता है कि कलकत्ता से दिल्ली आता है तो काला हो जाता है, जब कि ए० सी० सी० में ट्रेवल करने वाला व्यक्ति, चाहे गर्मी का मौसम हो या सर्दी का मौसम

हो, जब बाहर निकलता है तो बिल्कुल साफ़ कपड़ों में निकलता है। तो उसके दिमाग पर साधारण तौर पर यह भावना आती है कि क्या यह हिन्दुस्तान है, क्या यही समाजवाद का हिन्दुस्तान है, जिसमें एक व्यक्ति उसी देश का रहने वाला ए० सी० सी० में ट्रेवल कर रहा है और दूसरा थर्ड क्लास में ट्रेवल कर रहा है। इस भावना की वृष्टि से मैं निवेदन करना चाहता हूँ कि हमारे थर्ड क्लास का ट्रेवलर आज निश्चित रूप से यह महसूस करता है कि इस देश में इस प्रकार की दोहरी व्यवस्था बनी हुई है।

एक अमरीकन ने मुझसे कहा कि आपका कन्ट्री एक्सट्रीमज का कन्ट्री है। बम्बई के फुट पाथ पर एक मिलियन आदमी सोते हैं और ऐसे आदमी भी हैं जो बड़े महलों में रहते हैं। तो इस एक्सट्रीम को मिटा कर हमें अपना एक औसत बनाना पड़ेगा और अपने को कन्ट्री आफ एव्रेज बनाना पड़ेगा। यदि यह बनाने के लिये आप शुरुआत करें, रेलवे बड़ा उद्योग है, यदि वह शुरुआत करे तो एक बहुत बड़ा काम इस दिशा में होगा।

रेलवे बजट के सम्बन्ध में मैं थोड़ा सा निवेदन करना चाहता हूँ। आपने रेल भाड़ा नहीं बढ़ाया, इसके लिये धन्यवाद। इसके साथ-साथ कलकत्ता, बम्बई, मद्रास के शहरों के अनावा सीजन टिकट में जो सांकेतिक कमी की है, वह एक बहुत बड़ी चीज है। आज तक जब भी रेलवे बजट पेश होता था, हमेशा रेल भाड़े में बढ़ोतरी होती थी, लेकिन इस दफ़ा नहीं हुई है।

श्री हुकम चन्द कछवाय : पास में चुनाव था गये हैं, इसलिये नहीं बढ़ा है।

श्री शिव चरण माथुर : लेकिन इस के साथ-साथ माल-भाड़े में जो 3 परसेन्ट की वृद्धि की है, एक जेब से बचाया दूसरी जेब में लिया। रेलवे के द्वारा जो चीजें लाई और ले जाई जाती हैं, उनके ऊपर 3 परसेन्ट वृद्धि करना बहुत ही ज्यादा भार है, जो साधारण व्यक्ति

[श्री शिव चरण मायुर]

पर घसर डालने वाला है। मेहरबानी करके, आज जनता इतने आर्थिक भारों से दबी हुई है कि इस तीन परसेंट के आर्थिक भार के कारण उस पर और अधिक भार पड़ेगा, इसको हटा देना चाहिये। मैं राजस्थान की बात कहना चाहता हूँ। आपने अपनी प्रोजेक्ट में यह व्यवस्था की है कि आठ सौ किलोमीटर से अधिक वाले स्थानों पर कोयला जाएगा तो उस पर माल ढाड़े में वृद्धि का घसर पड़ेगा।

मैं कहना चाहता हूँ कि रानीगंज और झरिया के इलाके में वहाँ जो कोलफील्ड हैं वे राजस्थान के किसी भी क्षेत्र से ग्राम तौर से करीब बारह सौ किलोमीटर दूर पड़ते हैं। राजस्थान के किसी भी इलाके से, किसी भी कारखाने से ये कोलफील्ड आठ सौ किलोमीटर से दूर पड़ते हैं, जो लिमिट आपने रखी उससे अधिक हो जाते हैं। इस वास्ते राजस्थान के दृष्टिकोण से और दूसरे जो दूरगामी स्थान हैं उनके दृष्टिकोण से भी जो आपने सरचार्ज लगाया है तीन परसेंट का वह बहुत भारी हो जाता है। इस सरचार्ज को आप कम तो क्या बिल्कुल हटा दें तो अच्छा होगा तब निश्चित रूप से और सही मानों में आपके इस रेल बजट को जनता का रेल बजट कहा जा सकेगा, कामनमैन का रेल बजट कहा जा सकेगा।

अब मैं कुछ रिजनल मांगों के बारे में कहना चाहता हूँ, जो हमारे अपने क्षेत्र की समस्याएँ हैं उनके सम्बन्ध में कुछ निवेदन करना चाहता हूँ। रेल मंत्री महोदय का ध्यान मैं उस बात की ओर दिलाना चाहता हूँ जो उन्होंने 16 अक्टूबर 1964 को रेल मंत्रालय के भवन में राजस्थान से आए हुए करीब डेढ़ सौ व्यक्तियों के सामने कही थी। यह बात उन्होंने कोटा और चित्तौड़गढ़ रेलवे लाइन के बारे में कही थी। लेकिन पहले मैं इस इलाके के इतिहास के बारे में थोड़ा सा निवेदन कर

देना चाहता हूँ। यह रेलवे लाइन 1949 में मंजूर हुई थी और मंजूर होने के बाद वहाँ पर सारे ट्रैक पर रेलवे का मटोरियल भी पड़ गया था और कुछ रेलवे स्टेशन भी बन गए थे। लेकिन बाद में कुछ राजनीतिक कारणों से उस रेलवे लाइन को ड्राप कर दिया गया। यह मुझे बहुत ही दुख के साथ कहना पड़ रहा है। जो सारा सामान उस रेलवे लाइन के लिए आया हुआ था उसको कांडला ले जाया गया। कांडला के बारे में मुझे कोई शिकायत नहीं है। इस रेलवे लाइन को ड्राप करना खुद मैं बहुत बुरी बात थी जिस की ओर से रेल मंत्री महोदय का विशेष ध्यान दिलाना चाहता हूँ। जब इस ओर रेल मंत्री जी का ध्यान दिलाया गया तो उन्होंने बड़ी कृपा करके इस बात को कहा कि उसकी दुबारा जांच की जाए। हालांकि जांच पहले हो चुकी थी लेकिन फिर भी उसकी दुबारा जांच की गई, उसकी फीजिबिलिटी के बारे में जांच की गई, उसका इकोनॉमिक सर्वे किया गया। वह पत्र भी मेरे पास है जिसमें उन्होंने यह कहा था कि सरकार ने इस प्रकार का आदेश दिया है। वह जांच भी हो गई लेकिन मुझे अफसोस है कि रेल मंत्री जी के भाषण में न तो नई रेलवे लाइनों में कोटा-चित्तौड़गढ़ रेलवे लाइन का जिक्र है और न ही उनके भाषण में इसका जिक्र है। यह रेलवे लाइन ऐसे क्षेत्र में से गुजरती है जो क्षेत्र आजाद के आन्दोलन के जमाने में मशहूर रहा है। आपने विजिलिया आन्दोलन का नाम सुना होगा। हमारे देश के इतिहास में वह एक शानदार आन्दोलन था। 1921 में जब वह आन्दोलन चला तो महात्मा गांधी से जब इसके सम्बन्ध में सन्देश देने के लिये कहा गया तो उन्होंने कहा कि विजिलिया के किसान सारे देश के प्रागे हैं, मैं उन्हें क्या सन्देश दूँ। वहाँ हजारों लाखों व्यक्तियों ने आजादी की लड़ाई लड़ी है। यही नहीं वह क्षेत्र आर्थिक दृष्टि से बहुत सम्पन्न क्षेत्र है। वहाँ अग्रर रेलवे लाइन चली जाती है तो उस क्षेत्र का ग्राम तौर से द्रुत गति से विकास हो सकता है।

इस वास्ते में प्रार्थना करता हूँ कि कोटा, चित्तौड़गढ़ की रेलवे जिस का चिक्र आपके भाषण में नहीं है और जिसका सर्वे भी हो चुका है, उसको आप मेहरबानी करके फोर्थ फाइव थीअर प्लान में ले लें। जहाँ तक राज्य सरकार का सम्बन्ध है उसने इस रेलवे लाइन के बारे में प्राथमिकता के आधार पर आप को अपनी सिफारिश भी भेज दी है। अब ऐसी कोई चीज नहीं है जिससे आप यह कह सकें कि इस रेलवे लाइन को हाथ में न लिया जाए।

राजस्थान की एक और रेलवे लाइन के बारे में मैं निवेदन करना चाहता हूँ। यह लाइन सामरिक दृष्टि से बहुत महत्वपूर्ण है। यह लाइन गोरकरण जैसलमेर लाइन है। रसा की दृष्टि से यह बहुत महत्वपूर्ण लाइन है। जैसलमेर के रेगिस्तानी इलाके में पाकिस्तान से हमारी लड़ाई हुई थी। वह इलाका यातायात की दृष्टि से बहुत ही पिछड़ा हुआ है। वहाँ न तो सड़कें हैं और न ही रेलवे लाइन हैं। वहाँ कोई भी व्यवस्था अब तक यातायात की नहीं है। मैं निवेदन करता हूँ कि रसा की दृष्टि से यह एक बहुत महत्वपूर्ण रेल लिंक है। मुझ डिटेलज का तो पता नहीं है लेकिन इसका न तो आपकी स्पीच में और न ही नई रेलवे लाइनों जहाँ डाली जानी है, कोई चिक्र है। न ही इस लाइन को सर्वे कराने के बारे में कोई चिक्र किया गया है। इसलिए मैं निवेदन करता हूँ कि इसके बारे में भी आप ध्यान दें। इससे निश्चित रूप से इस क्षेत्र को भी लाभ पहुंचेगा और सामरिक महत्व की भी यह एक रेलवे लाइन होगी।

Shri Man Sinh P. Patel (Mehsana):
Sir, I would like first of all to congratulate the Railway Minister and the railway Board on their successful achievements. It has been the good fortune of this minister that in the initial stages normally, success has been proved by material facts. As it has been said, during the emergency, the railway administration was much

more efficient, for which I would like to compliment all the members of the Railway staff, the Railway Board and the Minister.

The minister has said in his speech that they have achieved self-sufficiency in wagons and coaches, but they are trying to achieve self-sufficiency in all other aspects also. When I look at this, I would like to mention that there was once a proposal for construction of wagons by a private enterprise in Gujarat State which was being recommended by the Gujarat Government. I am not worried how the industries are being located as far as the railways are concerned. But looking to the emergency, from the point of view of self-sufficiency in wagons and coaches, if it were equitably distributed in the four regions of the country, it will be ultimately much more advantageous for the safety of the country. I would not like to go into further details of the general speech of the minister, but I would like to refer to some of the major items like passenger services. There is a long paragraph on it and a pamphlet has been given to us—*Forwards Better Conditions of Travel*. Where are the better conditions of travel being brought in? I come from a part of the country served by metre gauge. The minister is not accustomed to travel by train; he travels by air. But if he desires to travel some day by train, he should travel in a metre gauge train and see the conditions there. There are two specific divisions in this country—broad gauge and metre gauge. In this pamphlet, there is not a single photograph showing the metre gauge railway. I find there Black Diamond Express, Taj Express, Air-conditioned Deluxe trains, etc. What are these expresses? Year before last, when I had the opportunity to participate in this discussion, I said this. There is not a single air-conditioned train in the whole of the metre gauge railway of this country. Does the minister, who has foresight and imagination, contemplate any air-conditioned train in the metre gauge, so that

a large part of the country can atleast see a third class air-conditioned coach?

The Minister of Railways (Shri S. K. Patil): There are air-conditioned coaches in the metre gauge.

Shri Man Singh P. Patel: Where? Probably he is referring to the first class air-conditioned coaches in the metre gauge. It is our misfortune that people who travel by first class air-conditioned coaches are negligible—a thousandth part of the travelling population. I am more concerned with people who travel in third class. I have a first class pass, but my economic condition is not such that I can travel in first class with my entire family. When there are only 17 lakh people who pay incometax in this country, what will be the percentage of people who travel in first class or in air-conditioned coaches? My only anxiety is for third-class passengers only. It has been already decided to increase the number of third-class coaches for conditioned travel in broad gauge. I only wish that before there is a reshuffling of the cabinet and he gets a higher portfolio, the minister should see that third class-air-conditioned travel is made possible on the metre gauge preferably on Delhi-Jaipur-Ahmedabad, so that the people at large may benefit from it.

Now, Sir, I come to the proposals where he has given some concessions to the essential commodities or certain high rated commodities. In this book where those proposals are explained, on page 4, under item 3, for ghee the existing classifications are 100-B for smalls and 92.5-B for wagon loads. The proposed classifications are 85-B (special) and 75-B (special) respectively. Both these high rated classifications are proposed to be reduced to a lower classification. The item mentioned is ghee. But ghee is prepared out of milk. First comes milk and then ghee. As the hon. Minister knows, Gujarat supplies 25 per cent of the total consumption of milk in Greater Bombay. There are also milk

products and milk powder which are also required for the defence personnel. Therefore, in this proposal to reduce the classification in the case of certain high rated commodities like ghee, I would suggest that milk, products and milk powder should also be included so that it will help the common people if milk which is the first need of the common people is put under a lower classification. All urban areas are getting milk from suburban areas within a distance of 40 or 50 kilometres.

Then I come to the question of amenities for the passengers. In one paragraph, I find, it is said that departmental catering has now come to a stage where it has earned some profit. I think it is an accepted principle of the Railway Board and the Ministry to run this department on a no-loss no-profit basis. When they have earned some profit, I can say that they have achieved some balanced administration. But there is a distinction between the departmental catering on the broad gauge lines and that in the metre gauge lines. I would request the hon. Minister of State, Dr. Ram Subhag Singh, to visit the New Delhi Station and the Delhi Main Station. There are two trains, the Frontier Mail and the Ahmedabad Mail. One is on the broad gauge and the other on the metre gauge. There is a substantial difference in catering. You may say that there is only 20 per cent difference, but there is that difference in the ordinary vegetarian *thali* served in these two trains. Is profit to be earned in this way, I do not know? On the contrary, substantial precaution should be taken to see that better food-stuff is being served to the passengers on all trains.

Sometimes we find that the staff of catering department going with the trains have no powers to make local purchases and there are no arrangements for making local purchases at way-side stations in between junctions. I was a victim of this difficulty only a week back. I was travelling by the Southern Express from

Delhi to Madras and Bangalore. The train was delayed by six hours. The train which was to reach at 6.00 reached only at 12.00. The dining car man came and explained to us that there was no arrangement for local purchase nearby Madras or Vijayawada stations and therefore they were unable to serve any food to us because they had exhausted everything that they had. I think this sort of restrictions for making local purchases by the departmental catering staff should be waived whenever the trains are running late, when the journey is beyond a distance covering 24 hours and when passengers are put to inconvenience by the late running of the train. Because there were restrictions on their making local purchases they could not give us any food. This happened only a week back. I started on the 14th of this month and I had this experience on the 16th at Vijayawada. The hon. Minister may kindly enquire as to how this happened on the 16th. This happened at about 11.00 when the passengers were asking for food. We were told that there was no arrangement for local purchase and therefore we will have to go without food.

I would like to congratulate the hon. Minister and the Railway Board for giving better facilities to the third class passengers—you may call it three-tier or two-tier compartments. Especially in respect of the metre gauge trains I find that the Railway Ministry are carrying out the suggestion that I made on a previous occasion. They are increasing the length of the third class berths to 6 feet. Previously the arrangement was—you can still see that in the old coaches—there was one single seat on one side and one berth on the other leaving some way in between with the result that the length of the berth was only 4-3/4 Ft. The process of removing the single seat and making it a long berth of 6 feet has started, but I desire that this process should be made a little faster. It may mean that some of the existing coaches have to be replaced or they have to be re-modelled according to the new standards. There is now difference between metre gauge

and broad gauge, three-tier and two-tier, air-conditioned and non-air-conditioned coaches. Therefore, this process of increasing the length of the third-class sleeper berths should be carried out at a faster rate.

I now come to the main point in regard to accidents. I am happy to read the pamphlet issued by the Ministry of Railways—A Review of accidents on Indian Government Railways. We can be proud of the efficient management of the Indian Railways. At least the accident have been reduced. It can be due to the help of nature or it can be due to better and efficient management. I take it that it is due to better and efficient management. Even then I find from page 9 of this pamphlet that nearly 60 per cent of the accidents due to derailments have been due to failure on the part of the railway staff. Out of a total number of 1035 derailments, 622 were due to failure of railway staff. This shows that somewhere there is dissatisfaction among the staff, inadvertence on the part of the staff, negligence on the part of the staff or the full strength of the staff is not available at certain places and they are required to serve the master somewhere else. I suggest that a detailed enquiry into this should be made. My other suggestion is that whatever is possible should be given to the lowest grade staff whereby they will feel happy, there will be less accidents and travel will become a little more safer.

Then, there is a slight sluggish approach on the part of the railways to convert existing flag stations into small normal stations. In the small Rajkot Division of Western Railway, in Mehsana District, in between Vijapur and Amliasan, there is the Gawada—Melosan flag station. It has been in existence for the last 22 years. I have suggested its conversion into a normal station. Though there is no circuitous road nearby and the total population is about 17,000, they have now a very good reason, a sensible reason to give for not converting it into a normal station. They say because of the emergency nothing can

[Shri Man Sinh P. Patel]

be done. Simply because of this I desire that the emergency should be lifted. If the Government, even for these small jobs like converting a flag station into a normal station, gives this excuse of emergency, I think it should be lifted. Even after 22 years it remains a flag station because of this emergency.

Then, a passenger shed was to be constructed at Makakhad station between Kalol and Vijapur. A donation of Rs. 5000 was offered 14 years back. That has been taken back by the donor after 9 years—some two years back—because the passenger shed did not come up. The donation was made by the well known philanthropist of Bombay, Lallubhai Hukam Chand of Messrs. Lallubhai Aminchand Ltd., of Bombay. He had to take back the donation because of the sluggish attitude of the railway officers at the Divisional level.

Finally, in my last speech, Sir, I had suggested one small station at Bhesana in between Linch-Jotana on the Mehsana-Viramgam line. During this one year no action has been taken on that. That means I have to follow it up. I will take my own course of following it up. But once again I have to mention about the flag station. It has been found worthy of consideration to have a flag station, but it is not taken up because the emergency comes in the way. There are also other items like construction of over-bridges at level crossing, manned or unmanned, in the district of Mehsana. I hope all these small items will be better attended to at the lower divisional level.

Shri S. M. Banerjee (Kanpur): Mr. Chairman, Sir, I congratulate the Railway Ministry and the railway workers for the good work done in some of the spheres of the administration and on the railway lines. When I congratulate them it does not mean that I do not criticise them for their failure, certain failures which are

genuine and certain failures which could have been avoided if the Railway Board or the Ministry were much more vigilant.

I am happy that some new trains have been introduced, or are likely to be introduced, by which the congestion in the third class and other classes is going to be minimised. I feel that even today with so many trains there is considerable congestion in the third class with the result that sometimes we find that a particular bogie which is meant only for 32 or 36 passengers carries 80 or 86 passengers. That, I am sure, is the worst type of black-marketing by the railway administration because they get fares from 86 passengers whereas they provide seating capacity only for 36 passengers. What is the solution? We are told by the Railway Minister, by the Members of the Railway Board including the Chairman, that more people have started travelling. I do not know why they travel. With the growth of population, with the growth of organisation and industrialisation, more people are bound to travel. If they travel, it should mean that there is congestion. The answer is the introduction of more trains. My suggestion to the hon. Railway Minister in this connection would be to do away with air-conditioned coaches in some of the trains because, according to me, such coaches are not the need of the hour. Especially when we have an emergency and every time we are given sermons about austerity, why should there be air-conditioned coaches meant for a handful of users? So, these coaches should be completely abolished and their place should be taken by third class sleeping coaches.

I am one with the hon. Minister when he says that the three-tier coaches should be done away with. I know the origin of these three-tier coaches. They were actually meant for exporting goods to Nepal. But then we started manufacturing them as sleeper coaches. It is very difficult to sit in that compartment. I am sure that if the hon. Minister or the Minister of State climb to the upper

berth he will not be able to come down without the help of a coolie. The sleeper coach should be of the proper size and height. When this size is not accepted by other countries, why should it be thrust on our poor passengers? Even though there is congestion in our railways, we cannot do away with sleeper coaches, but in future there should be only two-tier coaches, not sitting-cum-sleeper but entirely sleeper. After all, the maximum revenue comes from the third class passengers. So, why should you not give them some amenities? The amenity can only be in the form of accommodation. So, more third class Janata trains should be run from big cities like Calcutta, Delhi, Bombay and Madras and, if I may say so, from Kanpur also.

Coming to the problem of the railway employees, whenever we ask for a wage board immediately the answer comes that the railway employees are getting certain benefits, are they prepared to forego those benefits. Perhaps, my hon. friend, Shri Peter Alvares may plead their case in a better way. Why is the wage board denied to them? When we ask for a Central Pay Commission for all Central Government employees we are told that it is not possible to have such a commission at present because of the financial position of the Government. When we ask for a wage board for the railway employees we are told: why do you want a wage board when the railway employees are better off as compared to other employees. It is the burning demand of the railway employees to have a wage board. Who should judge whether their salaries, allowances and working conditions are adequate and reasonable? Should it be done by the hon. Minister, the Railway Board or by a High Court Judge of a tribunal. Only a tribunal can give an impartial judgment in the dispute between the railways and their employees. That is why we want a tribunal. Then there will be job analysis, job evaluation and fixation of fair remuneration.

Then I come to the provision of cheap grain shops. The other day the hon. Finance Minister was making a statement in response to a calling attention notice which stated that the additional dearness allowance which has been sanctioned is inadequate. After making a long statement he said that an increase of Rs. 5 is not the real solution unless the prices come down. But who is responsible for it? Are the railway employees numbering 12 lakhs responsible for not holding the price-line? No, they are not responsible for it. It is the responsibility of the entire government. If for the last 17 years during which they ruled the country they could not hold the price-line, surely the railway employees are not to suffer for it. Since the dearness allowance is not linked up with the cost of living, since that theory has not been accepted—the recommendation of even the Das Commission was that it should be neutralised to the tune of 90 per cent in the case of the lowest-paid employees—since neutralisation has been done only to the tune of 70 per cent and they are paid Rs. 5—according to my calculation it comes to Rs. 5.60 but that is a different matter—I would plead with the Government, particularly with the Railway Minister that the railways should provide cheap grain shops to their employees, as they were having during the British time. We know that the grant of Rs. 5 or 10 will not solve the problem. We are aware of it; we may not be able to help them that way. We know from practical experience that whenever Rs. 5 is sanctioned as additional dearness allowance, the market price goes up by Rs. 10 with the result that one has to spend Rs. 5 extra from his own pocket in addition to what additional dearness allowance he gets.

Shri Hanumanthaya: What is the remedy?

Shri S. M. Banerjee: You should provide them cheap grain shops where you supply them 20 or 24 important basic items of food. The details can be discussed between the railways and the federations as to what those items

[Shri S. M. Banerjee]

should be. It was done during the British period. I do not know why it has been denied to the railway employees when we have our own government.

Then I come to the problem of the casual employees. I must congratulate the railways, particularly Dr. Ram Subhag Singh, for taking a decision to de-casualise the casual employees. One letter which has been issued by the Railway Board to the General Managers has solved the problem to a great extent. I would say that any employee who works continuously for a period of six months or more should be regularised. It is done in other Ministries like Defence and Works and Housing. Why should there be any difficulty in the railways following this procedure?

They may very well say that those who are engaged in construction work cannot be regarded as regular employees. But I am not talking of construction work alone. If the workload is a stable one and it is likely to continue for quite some time why should the men engaged in that work be denied the benefits which a regular employee gets? So, I would request that this be done on the railways, specially on the South Eastern Railway have referred this matter to the railways. I am happy that the Minister has taken some decision. It should be adopted on an all-India level.

Then I come to the mass-scale transfer of accounts staff from the South Eastern Railway. I have discussed this matter with him. On the basis of job analysis, some accounts officer or financial adviser—I am not imputing any motive to the financial adviser—had a brainwave that there is surplus staff and certain posts were reduced. But not a single officer has been declared surplus or transferred. These officers are borne on the permanent cadre. They are never temporary. From the time they are in the wombs of their mothers they become permanent. This is a sad com-

mentary on the running of the administration. Thousands of accounts staff are being transferred on the ground that those posts have been surrendered, or are likely to be surrendered. So, I would request that these transfers be kept in abeyance till the hon. Minister or the Railway Board takes a final decision in the matter.

Then I come to the Garden Reach Workshop. During the emergency the working hours of every establishment were increased by half an hour. In the case of Garden Reach which is the head office of the South-Eastern Railway it was increased by one hour. Today there is no pressing emergency. This morning Shrimati Savitri Nigam forgot that there was any emergency and asked a question: what is the use of such and such a thing when there is no emergency. Similarly, once Shri A. P. Jain also forgot that there was an emergency. Even the Congressmen are slowly forgetting that there is an emergency because emergency has become a big joke with us today. So, I would suggest that in the case of Garden Reach also the increase in working hours should be only half an hour. Why should they alone work one hour extra?

Then, about the discontinuance of the shuttle. In a place like Calcutta where the population has increased, where the least benefit is given to any employees, where men have to stake their lives practically every day for coming in the buses and trams—the manner in which they travel I hope you have also seen—where during the peak hour there is no accommodation for passengers, I am sorry to say that the shuttle running from a particular place to Garden Reach has been discontinued and we are told that because the Port Commissioners demanded a huge amount from the Railways, it has been discontinued. I will urge upon the Railway Minister and Dr. Ram Subhag Singh to see that it is restored.

The other thing is about two employees who were detained under the

DIR. I am all against the DIR. And what did these two employees, Lakshminarayana and MN Chakraverti, do during the emergency at the time of the Chinese aggression? They collected money for the National Defence Fund and asked the workers to work more. They have been arrested. One of them has been sacked and even the allowance which was being paid by the Railways has been stopped. These two employees are as loyal as the hon. Minister; that is why I request that Shri Lakshminarayana and Shri M. N. Chakraverti should be released immediately. The Railway Minister should take the initiative and tell our all-powerful Home Minister, Shri Nanda, about it because every time we see Shri P. C. Sen, he says that it is the Centre's responsibility and when we come to the Centre, they say that it is the State subject, and I as the President of the Organisation move like a Shuttlecock between the Centre and the State. I do not know who smashes me most; but it is the Home Minister who smashes me the most and I am out of the court. So, I request that this case should be looked into and immediate action should be taken.

Then, there are many employees who are discharged under the rule under article 311(2) (b) and there is no remedy for this. I would request that these cases should be reconsidered by the Railway Ministry.

There are two points more and I have done. I would put a straight question to the hon. Minister. Why has the workers' union in Chittaranjan, which is the only representative union, not been recognised? No outsider is there; it is run by the employee and it is run so efficiently. Even the foreign countries have started envying our Chittaranjan Locomotives. Long live Chittaranjan workers! Why is this particular union, which represents 90 per cent of the employees and where there is no outside influence, not recognised? A memorandum was presented to Shri S. K. Patil when he went there and he promised to consider this. Dr. Kam Subhag Singh also promised this.

I would request and urge upon him that this should be definitely done.

Then, night duty allowance should be paid to all the employees.

Then, the last point is about over-bridges in Kanpur. The Central Government has sanctioned the amount but the State Government has not given the matching grant of 50 per cent. I am told, "why do you not meet the Chief Minister?" When I go to Lucknow, I see that there is a peculiar Ramila there. I do not know whom to approach. So, I request that the Central Government should approach our Chief Minister and see that over-bridges are provided in Kanpur.

श्री विभूति मिश्र : (मोतिहारी): सभापति महोदय, मैं अपने रेलवे मंत्री श्री रेलवे मंत्रालय को हार्दिक धन्यवाद देता हूँ। पाकिस्तानी लड़ाई के समय में जिस तत्परता और जिस मुस्तीही से इन लोगों ने काम किया है उस में हमारी विजय के श्रेय में उनका जबरदस्त हिस्सा है।

मैं आगे एक बात कहना चाहता हूँ क्योंकि हमारे रेलवे के तीनों मंत्री मौजूद हैं। पाटिल साहब हमारे पुराने कांग्रेसी बर्मा हैं। रेलवेज ने नमक के ऊपर जो भाड़ा बढ़ाया है उसके लिए अपनी रिपोर्ट में लिखा है कि अनएकॉनामिक है। आप फ्री डिस्पेंसरीज खोलते हैं, स्कूल, कालिज में फ्री लड्डकों को पढ़ाते हैं बजोफे देते हैं। लेकिन हिन्दुस्तान के गरीब आदमियों को नमक ऐसी चीज है जो आप कम दाम पर यहीं दे सकते हैं। इस में लिखा है कि बहुत काम पैसा बड़ेगा। आधा पैसा दाम बड़ेगा अब आधा पैसा या चाहे जो भी बड़े मैं समझता हूँ कि आज गांधी जी होते तो किसी की हिम्मत नहीं होती कि नमक पर कोई भाड़ा बढ़ाये बल्कि गांधी जी की तजवीज होती कि हिन्दुस्तान का गरीब आदमी जो कि गांधों में रहता है और जो सत्तू थोड़ा नमक मिलाकर खाता है। उस के लिए नमक फ्री हो। इस

[श्री विभूति मिश्र]

लिए मैं पाटिल साहब से हृदय से प्रार्थना करता हूँ कि बड़े भ्रदब से प्रार्थना करता हूँ कि कम से कम नमक के ऊपर यह जो आप ने महसूल बढ़ाया है इस महसूल को बंद कीजिये क्योंकि यह वेलफेयर सरकार है। गरीब आदमी जो कि गाँवों में रहते हैं उनकी और तो कुछ मयसर होता नहीं है बेचारे नमक और भात खाते हैं, नमक और रोटी खाते हैं, नमक और सत्तू खाते हैं। वैसे मैं कभी रेलवे के बारे में बोलता नहीं था लेकिन मैं ने जब आपका यह भाषण पढ़ा तो और नमक पर महसूल की बात देखी तो बोलने पर मजबूर हुआ। कोयले पर आपने भाड़ा भी बढ़ाया है, उस में हमें कोई एतराज नहीं, प्लेज पर आप लगाइये, यह तेल फुलेल पर लगाइये, साबुन पर आप लगाइये उस से मुझे कोई एतराज नहीं है। और भी बहुत सी लकजरी की चीजें हैं जिन पर आप टैक्स लगा सकते हैं। आपने कई चीजों पर टैक्स छोड़ भी दिया है जो कि आप लगा सकते हैं। लेकिन गाँवों के जो हल चलाने वाले होते हैं वह कम से कम नमक तो खाते ही हैं, नमक रोटी खाते हैं इसलिए नमक पर आप महसूल मत लगाइये। अलबत्ता जिन चीजों पर आप ने टैक्स छोड़ा है उन पर अवश्य टैक्स लगाइये। अब नमक के लिये आप कहते हैं कि वह अनैकोनामिक होता है लेकिन मैं समझता हूँ कि हमारे यहां बिहार में उत्तर प्रदेश से जो कि 800 किलोमीटर दूर हैं वहाँ के आदमियों पर आपका पैसा पड़े, चाहे जितना पड़े, वह उचित नहीं होगा। मैं समझता हूँ कि शायद ही कोई गरीब आदमी ऐसा होगा कि जो कि नमकके कारण जेल नहीं गया होगा। हमारे पाटिल साहब पुराने कांग्रेसी हैं और मैं उनसे खास तौर पर से अपील करता हूँ कि यह जो नमक वाला भाड़ा है और महसूल है आप उस को हटाइये।

अब एक बात मैं बतलाता हूँ। हमारी सरकार ने जमींदारी को हटा दिया। 10

रुपये, 20 रुपये, 30 रुपये और 50 रुपये वाले जमींदार को हटा दिया लेकिन वह रेलवेज से यह व्हीलर की जमींदारी को नहीं हटा पाई है। अब मेरी समझ में नहीं आता कि हमारे रेलवेज मंत्रालय की उन के साथ क्या सांठ गांठ है कि वह व्हीलर की जमींदार को कायम रखे हुए है? इसकी मोनोपोली तोड़नी आवश्यक है। अब एक स्टेशन का इसका काम आप एक गरीब आदमी को दे दें। वह मेहनत करेगा और चार पैसे कमा कर खायेगा लेकिन यह जो उसकी एक जमींदारी बनी हुई है, 5, 10 लाख रुपया इन की सालाना आमदनी है उसको कायम रखना उचित नहीं है। मैं चाहता हूँ कि इस व्हीलर की जमींदारी को आप हटाइये।

एक बात मुझे और कहना है। पाटिल साहब ने वायदा किया था कि वे बिहार के लिए एक रेलवे सर्विस कमिशन बनायेंगे। बदकिस्मती हमारे बिहार की यह रही कि श्री जगजीवन राम रेलवे के मिनिस्टर रहे, डा० राम सुभग सिंह रेलवे के मिनिस्टर हैं, लेकिन वे लिहाज के मारे कुछ बोलते नहीं हैं कि हम बदनाम हो जायेंगे और नतीजा यह होता है कि बिहार सफर करता है। अब पांच करोड़ हमारी पापुलेशन है लेकिन वहाँ पर एक रेलवे सर्विस कमिशन नहीं है। अगर पूरे हिन्दुस्तान में देखा जाय तो सब से कम आमदनी हमारे यहां के लोगों की है। हमारे बच्चे स्कूल जाते नहीं हैं। उसका कारण यह है कि हमारे यहां शतनी गरीबी है कि हमारे लड़के पढ़ नहीं सकते। जैसे जैसे थोड़ा बहुत पढ़ लेते हैं। इलाहाबाद अगर चले भी जा सकें तो जगह नहीं मिलती, रहें कहाँ? इसलिए हवा, पानी का भी असर होता है। अब मान लीजिये कि कोई दिल्ली में रहेगा और किसी जगह जाना होगा तो तुरन्त चला जायगा। इसलिए मेरा कहना है कि हमारे यहां के आदमियों का खयाल रखते हुए बिहार में एक रेलवे सर्विस कमिशन की सख्त जरूरत है। आप ने कहा है कि हम इसे

कंसिडर करेंगे। मुझे पूरी उम्मीद है कि प्रायः उसे तगड़े मिनिस्टर जो कहेंगे उसे करेंगे जल्द और इसकी व्यवस्था बिहार में कर देंगे।

दूसरी बात मुझे यह कहनी है कि प्रायः समस्तीपुर तक बड़ी लाइन ले गये हैं। समस्तीपुर के प्रागे . . . (इंटरप्रांस)।

सभापति महोदय : जो प्वाइंट्स प्रायकी पार्टी के ग्रन्य सदस्यों ने मसलन् श्री क० ना० तिवारी ने अपनी स्पीच में रख दिये हैं उन्हें दुबारा न कह कर माननीय सदस्य ग्रन्य बातें कहें।

श्री बिभूति मिश्र : एक बात मुझे कहनी है। बराबर भगेजी राज्य के जमाने से लेकर आज तक यह तीसरे दर्जे के पैसेजर्स के लिये बराबर लोग शिकायत करते आये हैं कि तीसरे दर्जे के पैसेजर्स बहुत तकलीफ में रहते हैं। सरकार ने जनता ट्रेन और कई ग्रन्य गाड़ियां चलाई हैं, उसने कई कदम उठाए हैं, लेकिन तीसरे दर्जे के मुसाफिरो के लिये अब भी रेल गाड़ियों में बड़ी भीड़ रहती है। कुछ दिनों पहले डाक्टर साहब ने कहा था कि लोग गाड़ियों की छत पर चढ़ कर यात्रा करते हैं। इस अवस्था में यह आवश्यक है कि तीसरे दर्जे के मुसाफिरो के लिये और सहूलियत दी जाय।

15 hrs.

मेरी कांस्टीट्यूएन्सी में जिले का हैड-क्वार्टर मोतिहारी है। वहां पर स्टेशन पर चाय-पानी और मिठाई आदि की जितनी दुकानें हैं, वे सब हमारे जिले के बाहर के लोगों को दी गई हैं। यह कहा जायेगा कि संविधान में लिखा हुआ है कि सारा हिन्दुस्तान एक है। मैं कहना चाहता हूँ कि संविधान में यह भी लिखा हुआ है कि सब के साथ सामाजिक न्याय किया जाएगा। आज हम

लोगों के साथ सामाजिक न्याय नहीं किया जा रहा है। कम से कम दर्जा 3 और दर्जा 4 की नीकरियां तो हमारे यहां के लोगों को दी जायें। अगर ऐसा नहीं किया जाएगा, तो नतीजा यह होगा कि आठ दस बरस के बाद जो लड़के शिक्षा प्राप्त कर के निकलेंगे उनमें बेकारी बढ़ेगी। यद्यपि हम लोग लायल कांग्रेसमैन हैं, लायल देशभक्त हैं लेकिन भविष्य में बेकारी से घसन्तुष्ट हो कर वे लोग कहेंगे कि हम इंडियन युनियन में नहीं रहना चाहते हैं, क्योंकि यहां पर सब के साथ न्याय नहीं होता है। मैं मंत्री महोदय से निवेदन करूंगा कि इस समय चाय-पानी और मिठाई की जो दुकानें बाहर के लोगों को दी जाती हैं, वे हमारे यहां के लोगों को भी जायें।

जहां तक रेलवे टाइम टेबल कमेटी का संबंध है, वह कोई रिप्रेजेन्टिव कमेटी नहीं है। जैसा कि श्री पांडेय ने कहा था, हम लोग सजेस्सन्ड भेजते हैं, जिन के उत्तर में लिख कर आ जाता है "रिप्रेटिड"। मैंने तो सजेस्शन भेजना छोड़ दिया है, क्योंकि वहां पर न कोई देखता है, न कोई सुनता है। या तो रेलवे मिनिस्टर साहब इस कमेटी को रिप्रेजेन्टिव बनायें और विभिन्न जोन्ड के पालियामेंट के सदस्यों को उसमें रखें, अथवा वह रेलवे बोर्ड के लोगों को उसमें रख कर यह काम चलायें।

जहां तक केंटरिंग का संबंध है, मैं निवेदन करना चाहता हूँ कि हम घासिक भावमी हैं और चूंकि हम मांस, मछली और प्याज आदि नहीं खाते हैं, इसलिये हमारे जैसे लोग प्रायः रेलवे की दुकानों पर खाना नहीं खाते हैं, कभी-कभी जरूरत पड़ने पर वहां खाना खाते हैं। हम देखते हैं कि वहां पर दूध, दही और फलों का कोई इन्तजाम नहीं है, जिससे हमारे जैसे लोगों के लिये बड़ी मुश्किल हो जाती है और मैं निवेदन करना चाहता हूँ कि हमारे जैसे लोग इस देश में बहुत हैं। इसलिये मैं चाहता हूँ कि केंटरिंग

[श्री विभूती मिश्र]

का ऐसा प्रबंध किया जाये जिस में हमारे जैसे लोगों के लिये भी खाने-पाने का व्यवस्था हो।

उत्तर बिहार वालों को अपने यहां जाने में बड़ा मुसीबत है, क्योंकि वहां पर कोई फास्ट ट्रेन नहीं है। जितनी गाड़ियां हैं, वे सब कलकत्ता, मद्रास, बम्बई, दिल्ली और कानपुर जैसे नगरों के लोगों के लिये हैं। इसलिये हम लोगों को भी कोई फास्ट ट्रेन्स दी जायें।

हमारे यहां मोतिहारों से पहलेजाघाट और मोतिहारों से समस्तापुर जाने के लिये कोई एक्सप्रेस ट्रेन नहीं है। मैं आशा करता हूँ कि रेलवे मिनिस्टर साहब इस बारे में कोई इन्तजाम करेंगे।

मैं कन्सल्टेडव कमेटी में कहते-कहते थक गया हूँ कि मोतिहारों स्टेशन पर फर्स्ट क्लास का कोई बेटिंग रूम नहीं है। वहां पर फर्स्ट और सैकेंड क्लास का एक कम्बाइन्ड बेटिंग रूम है। थर्ड क्लास का बेटिंग रूम स्टेशन से अलग हट कर है, जहां कोई भला आदमी जाना नहीं चाहता। इसलिये यह आवश्यक है कि थर्ड क्लास का बेटिंग रूम रेलवे स्टेशन से सटा हुआ और प्रोटेक्टिव होना चाहिये, ताकि वहां पर लोग ठीक तरह से बैठ सकें। डिस्ट्रिक्ट का हेडक्वार्टर होने के नाते वहां ऐसा इन्तजाम करना चाहिये कि लोगों को वहां रहने में सहूलियत हो।

रेलवे मिनिस्टर साहब को ऐसा प्रोग्राम बनाना चाहिये कि वह हिन्दुस्तान के हर एक हिस्से में घूमें। गांधीजः जब गुजरात से चम्पारन गये, तो उन्होंने हमारे लिये बड़ा काम किया।

सभापति महोदय : अब माननीय सदस्य अपना भाषण समाप्त करें।

श्री विभूति मिश्र : सभापति महोदय, क्या हम लोग पालियामेंट के मेम्बर नहीं हैं? यहां पर इन्वेलिटा और फोटिटो का बात कही जाती है, लेकिन हम देखते हैं कि किसी माननीय सदस्य को बीस मिनट दिये जाते हैं और किसी को पन्द्रह मिनट। मैं चैलेंज करता हूँ कि कल सब माननीय सदस्यों को बीस मिनट या उससे अधिक मिले हुए हैं।

जब पाटिल साहब फूड मिनिस्टर थे तो उन्होंने हमारे जिले में कोयम्बटूर के बेसिस पर एक गृगरकैन सीड फार्म दिया। लेकिन जब से वह रेलवे मिनिस्टर बने हैं उन्होंने कभी भी हमारी तरफ जाने का प्रयास नहीं किया है। मैं उनको कहना चाहता हूँ कि उनके समय पर हमारा भी उतना ही हक है, जितना कि और लोगों का है। उन को प्रोग्राम बना कर सब जगह जाना चाहिए और सब जगहों के लोगों की समस्याओं का पता लगाना चाहिए।

हमारे यहां गंडक नदी पर डुमरियाबाट पर सेंट्रल गवर्नमेंट के ट्रांसपोर्ट डिपार्टमेंट के द्वारा एक पुल बन रहा है। मैं चाहता हूँ कि मंत्री महोदय इस बात का ब्याल रखें कि वहां पर रेल-कम्-रोड ब्रिज बनाया जाए ताकि चम्पारन और सारन से दिल्ली जाने में सहूलियत हो। अंग्रेजों के जमाने में शबि या सिदवलिया नाम की एक स्कीम थी लेकिन मंत्री महोदय के राज में वह स्कीम खत्म हो गई।

हमारे यहां जो भी रेलवे लाइन्स बनी हैं वे सब अंग्रेजों के समय की बनी हुई हैं। जब से हमने स्वाधीनता प्राप्त की है इन अठारह बरसों में उत्तर बिहार में कोई रेलवे लाइन नहीं निकली है। हमारा अनुभव है कि किसी स्थान पर रेलवे लाइन निकालने के लिये यह आवश्यक है कि या तो वहाँ का

कोई मिनिस्टर हो और या वहां से कांग्रेस कमेटी का कोई प्रभावशाली मेम्बर हो। चूंकि हमारी यह स्थिति नहीं है इस लिये हमारे यहां कोई रेलवे लाइन नहीं निकाली गई है।

समस्तीपुर तक बड़ी लाइन चली गई है लेकिन वह हमारे बर्हा नहीं जा रही है क्योंकि चम्पारन में न तो कांग्रेस का और न सर्वनमेंट का कोई बड़ा आदमी है। मैं निवेदन करना चाहता हूं कि चम्पारन बाया मुजफ्फरपुर तक बड़ी लाइन होनी चाहिये।

नारायना पर जो पुल था वह जमाना हुआ 1922 में बह गया। तब से लेकर आज तक गोरखपुर से चम्पारन को बनेकट करने के लिये कोई पुल नहीं बना। कभी सुनते हैं कि गंडक के बेराज पर पुल बनेगा और कभी सुनते हैं कि सीधा पुल बनेगा। हम चाहते हैं कि रेलवे मंत्री इस बारे में पूरी तहकीकात करें और जो सहूलियत हो सके वह प्रदान करें।

आज समस्तीपुर में डी० टी० एस० का दफ्तर है। उस पर हमें कोई ऐतराज नहीं है। लेकिन तिरहुत डिवीजन में चार जिले हैं और लकड़ी, फस्कर और धान आदि जितना सामान हमारे जिले से एक्सपोर्ट होता है उतना किसी जिले से नहीं होता है। इसके बावजूद डी० टी० एस० का दफ्तर समस्तीपुर में है। जगजीवन बाबू ने मुझ से कहा था कि मोतिहारी में डी० टी० एस० का दफ्तर बनाया जावेगा लेकिन आज तक उस पर ख्याल नहीं किया गया है और डी० टी० एस० का दफ्तर समस्तीपुर में ही रह गया है।

सरकार कलकत्ता बम्बई जैसे बड़े नगरों को डेबेलप करती है और साथ ही और छोटी-छोटी जगहों को भी डेबेलप करने का प्रयत्न करती है। लेकिन ऐसी जगहें भी हैं जिन को डेबेलप न करने से लोगों को असुविधा और तकलीफ होती है।

अन्त में मैं श्री पाटिल से कहना चाहता हूँ—डा० राम सुभग सिंह से नहीं क्योंकि वह तो लिहाज के मारे कुछ नहीं बोलेंगे—कि जो बातें मैंने कही हैं उन पर ध्यान दिया जाये और विशेषकर बिहार के लिये पटना में एक रेलवेज पब्लिश सर्विस कमीशन स्थापित किया जाये।

Shri K. L. More (Hatakanangle):
Mr. Chairman, Sir, I am grateful to you for giving me this opportunity.

At the outset, I would like to congratulate the hon. Railway Minister, Shri S. K. Patil, the hon. Minister of State, Dr. Ram Subhag Singh, the Deputy Minister and the Railway Administration for the admirable and spectacular performance which the Railways have given so far. Our nation cannot forget the valuable services rendered by our Railways so effectively and promptly at the most crucial and emergent times of Chinese and Pakistani aggression.

Our nation cannot also forget the most precious role that is being played increasingly by the Railways in the field of the country's economic development and passenger services.

The present budget is a glowing indication of the Railways' brilliant performance. Many instances can be cited in support of my statement, but I have no time to go into them. With your permission, I would like to make one or two observations.

With regard to one line, which has already been referred by the Minister—the Hon. Minister has been kind enough to refer to Miraj-Kolhapur branch line—with regard to that line it is said that the surveys have been completed and reports are under preparation on the outlays needed for conversion of the Miraj-Kolhapur branch line. I am grateful for this but it has not gone or it has not progressed beyond surveys and reports. Nobody knows when the construction of this line would be taken up. The greatly increasing traffic needs on this line,—the long standing grievance of the people of that area and even the original surveys of the Railways have shown that it is most

[Shri K. L. More]

practicable to take up this Kolhapur-Miraj line, aligned with the Miraj-Poona line. Of course, with regard to this Miraj-Poona line, the construction has been already started and a reference to this line is also made in the following words:—

“The Poona-Miraj section is also being converted to broad gauge to cater adequately for the increase in traffic consequent mainly on the completion of the Koyna Project in the area.”

In this connection I would like to submit that it is absolutely useless and impracticable to go on with this Poona-Miraj conversion of metre gauge into broad gauge without taking up the Kolhapur-Miraj line. This is because 80% of the traffic is from the Kolhapur region. I have, on many occasions, drawn the attention of the hon. Minister as well as the Railway administration to this need. The traffic requirements on this line are very heavy. There are six co-operative sugar factories and they are producing more than ten lakhs bags of sugar. Similarly gur is the most important commodity in this region and more than ten lakhs of lumps of gur are exported to Gujarat and other parts of the country. Another thing is that this area is very important from the point of view of small scale industries: diesel-oil engines, water pumps, parts of automobile engines and so many small engines are manufactured in this area; they are manufactured in a large scale and the export of these is also very important. To handle this heavy traffic, the Railways must come to their aid. If the conversion of this Miraj-Kolhapur line is not completed, if this line which is only 48 kilometres is left out for sometime to come, then there would be a great loss not only to the Railways but also to the people of those areas because the whole traffic would be stranded at Miraj, and the loss would be such that within that amount, the construction of that line could be taken up.

15.13 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

One thing that I would like to say is this. I cannot appreciate the observations made by the hon. Minister; the reason that he has given for taking up the Poona-Miraj line, which is nearly 252 kilometres, is the development of the Koyna Project. Koyna Project is a future thing; it has yet to be developed, but the traffic in Kolhapur region is already there and there is a great need to handle the traffic there. I would, therefore, most humbly urge that the hon. Minister and the Railway administration should take up this line as urgently as possible and relieve the hardships of that region.

I would also like to place one more thing before the hon. Minister for his kind consideration. That is, with regard to the increased freight on coal and coke. One hon. Member has said that there should be no increase on salt, but there can be increase on coal and coke. I do not agree with him. He has become sentimental. He must take into consideration the industries first. Now those industries which are lying beyond 800 kilometres will suffer from this increase. This is a clear discrimination. I request the hon. Minister not to make this discrimination because Maharashtra, Gujarat, Rajasthan and Punjab are developing small-scale industries and they will be put to many hardships.

I have many points to cover, but since I have no time, I would only say that the Railway Budget is most welcome and I support it.

Shri Shinkre (Marmagoa): As a rule, if repeated praises are showered on a person, that person tends to become a little complacent and take too many things for granted and I believe that my hon. friend, Shri Patil, is no exception to this rule.

Ever since Independence, we have been, in this House and elsewhere, praising the performance of the Railway administration and the successive

Railway Ministers in such a manner that most Railway Ministers and the Railway Administration have almost come to think that they have really achieved something wonderful and extraordinary.

An hon. Member: Not so long as you are here.

Shri Shinkre: Therefore, I want to sound a slightly different note, a slightly discordant note, and be somewhat critical of my hon. friend, Shri Patil.

There are several reasons why I want to be critical of him. First and foremost, he is a very intelligent person. He has very broad shoulders and is thick-skinned. Should my criticism be unjustified or wrong, he can hit back at me more harshly and should my criticism be justified and correct, I expect Shri Patil, a very intelligent man, a resourceful man, a man with enough power behind him, to make himself bold to take whatever radical and revolutionary decisions may be required to be taken to make our Railways something worthwhile or more than what they presently are.

Shri Surendranath Dwivedy (Kendrapara): Does my hon. friend want Mr. Patil to make a revolution?

Shri Shinkre: A revolution in the railways. I know that he is not capable of doing any revolution elsewhere because he belongs to such a group of persons as believe very much in conservatism. May God help him! But within his own limitations, let us see how he has done the budgeting.

First of all, I want to refer to the budget itself. What sort of a budget has Shri S. K. Patil presented? Is it a surplus budget? Is it a deficit budget? Is it a well-balanced budget?

Shri Surendranath Dwivedy: It is a commercial budget.

Shri Shinkre: I know that according to his speech it is a surplus bud-

get, because the estimated revenues are more than the estimated expenditure. But the papers that have been circulated on behalf of the Railway Ministry, at least to a layman like me, make very little sense, and I wonder very much whether they have made enough sense to Shri S. K. Patil, because I know he does not have enough time to go into the details of these numbers and figures, and as a rule it is a very intelligent device to present too many numbers, a jungle of numbers and keep many people quiet because they know very well that they have in front a real jungle of numbers, and so most people let them pass; and especially in a matter like the railways, when the railways can be expected to have first-class accounting and first-class auditors, everybody is liable to take for granted that everything must be correct at this front.

What I want to say is this, namely that whereas the budget in general shows a total revenue estimated at Rs. 795 odd crores, the demands total something like Rs. 1455 odd crores. Nowhere in the so many papers circulated on behalf of the Ministry has it been shown how this difference will be assessed and from what sources this difference will eventually be paid. If Shri S. K. Patil thinks that this explanatory memorandum makes any sense to laymen like us, he is mistaken; then I would like to say that I do not think that the Railway Ministry expects every Member of Parliament to be an expert in finance and accounting and audit; we are mostly common men, laymen who have only been taught that two plus two make four in arithmetics. So many explanatory notes have been given after each head, but I confess that I could not make any head or tail out of it.

Shri N. Sreekantan Nair: That is the purpose.

Shri Shinkre: My hon. friend, Shri N. Sreekantan Nair, says that that is the purpose. That might really be the purpose, because I do not know where this difference of more than Rs. 650

[Shri Shinkre]

crores is to come from. It cannot come from the estimated revenues which are only Rs. 795 odd crores. There may be some difference this side or that side, but that difference will not go up or cannot be expected to go up to Rs. 1455 crores. Is it to be met from the several funds that the railways have accumulated over the years, or is it to be taken on loan from the Government of India or the Central exchequer? I know that it has to be taken from all these three sources. But there has been a purpose, if I might say so, not to make this perfectly clear. I do not know why. It is time that the Railway Ministry should think in terms of giving laymen like us something more clear and more explicit so that we know how much exactly the railways are earning, and how much they are spending out of the earnings, and how much they will eventually require in the course of the year from the funds which have accrued or which have been credited to their accounts after several years, as well as from the public exchequer.

Generally, the Railway Ministers, one after the other, would turn down any suggestion for any new lines or new improvements in case they feel that they would not be very remunerative, on the stock argument that the railways are being operated on a commercial basis and they are not a charity institution and they cannot undertake this project or that project because it would not be remunerative.

So, I think that if we assess the railways' performance only on the basis assumed by the Railway Administration that it is a commercial proposition or a commercial undertaking and come to a certain result whereby we shall be in a position to say that the railways' performance is not that good, then I hope or expect that Shri S. K. Patil will accept the blame and will agree with me that his performance as the Railway Minister or the performance of the Railway Administration so far has not been so good as he wants us to believe.

It has been said in this House and elsewhere by no less a person than just one of his own Cabinet colleagues whom some Member of Parliament who was sitting close to me at that time called a new convert, but whom—I do not want to call people bad names, especially people of that stature—I would call him a new prophet who is going to save this ruling party from economic disaster. He has said that all public undertakings can be reasonably expected to give to the country a return of 12 per cent, and if they give a 12 per cent return they should be considered as doing well. So, let us apply this very yard-stick to the performance of the railways. According to the papers circulated, we know that the railways have a total asset estimated at Rs. 3491 crores; I say this subject to correction, because they have made here again a bungling. At one place they have shown that the total assets are of the value of Rs. 2890 odd crores; they have added one explanatory note there to say that whatever money or capital has accrued or has been credited to the railways as a result of various funds has not been included therein; elsewhere when they have given a balance sheet they have shown this very figure; namely Rs. 3491 odd crores as the total assets of the Indian Government railways. Assuming that the total assets of the railways are Rs. 3491 crores, straight arithmetic will show that the railways must return to the public exchequer something like Rs. 420—unfortunately—crores.

An hon. Member: Why 'unfortunately'?

Shri Shinkre: It comes to Rs. 420 crores odd. I do not want the railways to become '420'. From my own point of view, the Indian Railways must return to the public exchequer much more, because the railways are about 110 years old and it is a set principle in any industrial undertaking that after the initial ten years they must without any difficulty show a profit of between 15 to 20 per cent.

Shrimati Savitri Nigam (Bombay): They are also expanding every year.

Shri Shinkre: They may expand, but they must be self-financing. If they cannot be self-financing even after 110 years, then what is the sense in it? I would ask Shri S. K. Patil one question in this connection. He is a very powerful man. Suppose tomorrow this Parliament decides to hand over the railways to some private operator and Shri S. K. Patil himself is appointed the plenipotentiary to negotiate this deal; he knows that the railways mean to the country a capital outlay of Rs 3491 odd crores. What is the minimum royalty that he would ask for from the private operator? Nobody would agree with him if he went anywhere less than 15 per cent. But let us assume that 12 per cent is the figure as given by that wizard.

An hon. Member: Who is that wizard?

Shri Shinkre: Why should I cite names? The names are too well known to be cited here.

Mr. Deputy-Speaker: The hon. Member may continue a little later. Now, we shall be taking up the calling-attention-notice.

15.30 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

ATTACK BY MIZOS ON GOVERNMENT TREASURIES ETC. LUNGLEH.—contd.

Shri Hem Barua (Gauhati): I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon:

The reported attack by 10,000 Mizos of the Mizo National Front on Government treasuries and armouries at Aijal and Lungleh of the Mizo district.

श्री कल्याण सिंह (कैराला) : मेरा प्वाइंट ऑफ ऑर्डर है। क्या एक दिन में दो दके कार्लिंग घट्टेशन पढ़ा जा सकता है ?

✓ The Minister of Home Affairs (Shri Nanda): Sir, we have been in constant touch with the Government of Assam in regard to certain serious incidents that have occurred on the night of 28th February and 1st March in the Mizo Hills district. The position as ascertained from the State Government is that between 10.30 P. M. on 28th February and 3 A. M. on 1st March, some tribes also resorted to acts of lawlessness and violence at Lungleh, Aijal, Eayrangte, Chawngte and Chinlunang in their attempt to disrupt communications and overawe public servants. The total number who took part in all these places is about 800-1300. We have reasonable grounds to believe that these tribals are led by extremist elements in the Mizo National Front. The first attack was at about 10.30 P. M. on the 28th February on the sub-treasury at Lung'eh. A gang 500 to 1000 strong attacked a camp of Security Forces and an Assam Rifles Post. This attack was beaten back and some of the attackers are stated to have been killed on our side, two men of the Assam Rifles were killed and three wounded. The whereabouts of the Sub Divisional Officer of Lungleh who was surrounded are still not known. The latest reports to reach from Lungleh indicate that the situation there is under control.

At about 2.00 A. M. on the 1st March, a number of persons attacked the Telephone Exchange at Aijal and an hour later the District Treasury was also attacked by about 100 to 150 persons who took away ten rifles, two bayonets, some rounds of .303 ammunition and cash from the single lock of the Treasury. They tried to break open the double lock but did not succeed.

At about 1.30 A. M. on the 1st March, a gang of 100 to 150 people armed with lathis surrounded the S. D. O., P. W. D. at Eayrangte and asked him to get out of the district. The mob took the key from the Chowkidar and took over the departmental stores and the jeep. There were