

[Secretary-General]

during the Eighteenth Session of Fifth Lok Sabha and assented to:—

- (1) The Appropriation (Railways) No. 4 Bill, 1976.
- (2) The Appropriation (Railways) No. 5 Bill, 1976.
- (3) The Appropriation (No. 7) Bill, 1976.
- (4) The Gujarat Appropriation (No. 2) Bill, 1976.
- (5) The Pondicherry Appropriation (No. 4) Bill, 1976.

2. I also lay on the Table copies, duly authenticated by the Secretary-General of Rajya Sabha, of the following three Bills, passed by the Houses of Parliament during the Eighteenth Session of Fifth Lok Sabha and assented to:—

- (1) The House of the People (Extension of Duration) Amendment Bill, 1976.
- (2) The Electricity (Supply) Amendment Bill, 1976.

(3) The Constitution (Forty-second Amendment) Bill, 1976.

11.10 hrs.

RAILWAY BUDGET, 1977-78
AND
DEMANDS FOR GRANTS* ON
ACCOUNT (RAILWAYS), 1977-78

MR. SPEAKER: We will now take up the General Discussion on the Railway Budget.

Motion moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India on account for or towards defraying the charges during the year ending on the 31st day of March, 1978, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A, 12 to 16, 21 and 22".

*List of Demands for Grants on Account (Railways) for 1977-78 submitted to the
Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grant on Account
1	2	3
1	Railway Board	84,24,000
2	Miscellaneous Expenditure	4,05,35,000
3	Payments to Worked Lines and others	15,56,000
4	Working Expenses—Administration	52,79,80,000
5	Working Expenses—Repairs and Maintenance	221,48,94,000
6	Working Expenses—Operating Staff	112,91,45,000
7	Working Expenses—Operation (Fuel)	109,28,16,000
8	Working Expenses—Operation other than Staff and Fuel	36,53,76,000

*Moved with the recommendation of the Vice-President acting as President

1	2	3
9	Working Expenses—Miscellaneous Expenses	19,58,56,000
10	Working Expenses—Staff Welfare	19,10,53,000
11	Working Expenses—Appropriation to Depreciation Reserve Fund	46,66,67,000
11A	Working Expenses—Appropriation to Pension Fund	13,33,33,000
12	Dividend to general Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax	6,02,13,000
13	Open Line Works (Revenue)	2,99,95,000
14	Construction of new Lines—Capital and Depreciation Reserve Fund	17,27,44,000
15	Open Line Works—Capital Depreciation Reserve Fund and Development Fund	423,27,15,000
16	Pensionary Charges—Pension Fund	12,80,32,000
21	Appropriation to accident Compensation Safety and Passenger Amenities Fund	3,07,61,000
22	Accident Compensation, Safety and Passenger Amenities Fund	1,76,33,000

SHRI KANWAR LAL GUPTA (Delhi Sadar): What is the time allotted for the railway budget and for the general budget?

MR. SPEAKER: We will allot two hours for the railway budget.

MR. SPEAKER: We have to pass them today. We will have two hours for the railway budget. We will have ample time to discuss the various points on the discussion on the President's Address on the 1st, 2nd and 3rd. Further, the general budget will be there in the month of May. For the present I would appeal to the Members on both the sides to pass these Demands by the evening today so that it may go to the Rajya Sabha tomorrow. If you help me, it is all right. If you want a little more time, I have no objection.

SHRI SHYAMNANDAN MISHRA (Begusarai): Sir, yesterday you were pleased to observe that you would consider some of the points that we had made yesterday.

MR. SPEAKER: Are you referring to something under rule 377?

SHRI SHYAMNANDAN MISHRA: Yesterday I had drawn your attention to a question of propriety as also a question of breach of privilege and you were pleased to observe that you would give some thought to this matter and come today and tell the House about your view in the matter.

SHRI C. SUBRAMANIAM (Palani): It should not be rushed through like this. We cannot pass everything today. Because, in the general budget, there are some points which we want to raise.

MR. SPEAKER: I do not know; I am not very clear about it. Are you referring to the adjournment motion?

MR. SPEAKER: How much time do you require for the railway budget?

SHRI C. SUBRAMANIAM: I was saying that for the general budget, more time may be allotted.

SHRI SHYAMNANDAN MISHRA: My submission was that the imposition of President's Rule on Jammu and Kashmir was announced to the whole world but the House was not informed about it. That constituted, in my view, a question of propriety if you so please, also a question of

[Shri Shyamnandan Mishra]

breach of the privilege of the House. You were pleased to observe that you would give some thought to the matter and come to the House today and give your ruling.

MR. SPEAKER: I would suggest that you raise this issue also along with the other points when we discuss this subject. Then, the Government would be in a position to give the reply.

AN HON. MEMBER: It is a special issue.

MR. SPEAKER: I know it is a special issue. The question is whether Government is ready to give a reply. It is true I said yesterday that I will give my thought to this matter.

SHRI SHYAMNANDAN MISHRA: But it must be treated separately.

SHRI VASANT SATHE (Akola): The explanation should be laid on the Table. It should not be confused with the discussion on the adjournment motion. Government must lay the Proclamation and the reasons for the same on the Table. Government have already announced them to the world outside and not to the House. That is the complaint.

SHRI J. RAMESHWARA RAO (Mahbubnagar): There is a convention that when the House is in session, if any important announcements are to be made, the House should first be informed of them before they are released to the press. That is what my colleague, Shri Shyamnandan Mishra, is drawing your attention to. It has nothing to do with the adjournment motion.

PROF. SHIBBAN LAL SAKSENA (Maharajganj): I have given notice of some cut motions.

MR. SPEAKER: I was dealing with them. But, in between came this demand.

Has the Prime Minister anything to say on this point?

THE PRIME MINISTER (SHRI MORARJI DESAI): If you want me to say something on this now, I will say it. In any case, during discussion on the adjournment motion I will have to say why this was done. So, I would not refer to that now. This was an action taken by the Governor of Jammu and Kashmir, I have been advised by the Law Ministry, Law Minister, that it has to be laid before the Assembly and not in Parliament here. I am examining it further..... (Interruptions).

SHRI MOHD. SHAFI QURESHI (Anantnag): Where is the Assembly? The Prime Minister should know that the Assembly has been dissolved.

SHRI K. LAKKAPPA (Tumkur): How can the Governor dissolve the Assembly?

SHRI MORARJI DESAI: May I say that we have been told that it is not necessary to lay it on the Table of the House here and that it need be laid only in the legislature there? (Interruptions).

SHRI K. LAKKAPPA: It is the most unconstitutional thing that the Prime Minister is submitting here.

SHRI MORARJI DESAI: After President's Rule is declared, it will come here and not go before the Legislature. This is what I was advised. If the advice is not proper, I will examine it again. If it is wrong, I will make amends for it.

MR. SPEAKER: The Assembly is no more there. Therefore, it cannot be placed before the Assembly. The Prime Minister has agreed to get it examined further and make amends. I think it is a very fine gesture. We shall now go to the next item.

SHRI SHYAMNANDAN MISHRA: I may point out for the consideration of the Prime Minister that the Con-

stitution of Jammu and Kashmir also makes it abundantly clear that the proclamation has to be issued with the concurrence of the President of India.

MR. SPEAKER: He says that he will examine it further and make amends. I think Mr. Mishra should leave it there.

I would now request hon. Members to move their cut motions.

PROF. SHIBBAN LAL SAKSENA: What about the cut motions given notice of today?

MR. SPEAKER: Normally you should give the previous day. However, I will waive the rule and allow you to move the cut motions.

The cut motions are taken as moved.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I beg to move:

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to abolish the Railway Board (1)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to concede the just major demands of Railwaymen which were put forward by the National Coordination Committee of Railwaymen's Struggle in February, 1974 (2)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to provide adequate cover to Railway Platforms in Kerala where there is heavy monsoon (3)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to absorb all catering staff in permanent posts (4)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to provide adequate housing to all railway employees especially in smaller stations (5)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to upgrade a further number of posts of Class II, III and IV employees (6)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to abolish the practice of social burdens in freight structure (7)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to prevent the frequent accidents in recent months (8)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to man all railway level crossings and thus prevent further accidents (9)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to grant recognition to N.E. Railway Mazdoor Union (10)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to restore recognition to S.E. Railwaymen's Union (11)]

[Shrimati Parvathi Krishnan]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Need to provide adequate railway lines in economically backward areas (12)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to extend Provident Fund and Gratuity Acts to cover all the railway employees (13)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to grant bonus to Railwaymen (14)]

SHRI SOUGATA ROY (Barrack-pore): I beg to move:

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to departmentalise all contract labour in the Railways (15)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to start work on double line in the Bongaon line in Sealdah division and the Bundel-Katwa line (16)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to expedite work on the Metropolitan Transport Project, Calcutta (17)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced to Re. 1."

[Failure to speed up the conversion to broad gauge of N.F. Railway, thereby affecting freight

movement to and fro Calcutta Port (18)]

SHRIMATI PARVATHI KRISHNAN:
I beg to move:

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

[Need to meet the demands of S.M.'s and A.S.M.'s of Olavakkot Division of Southern Railway (19)]

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

[Need for reinstatement of office bearers of Integral Coach Factory Workers' Union (20)]

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

[Need to provide conductor guards in each railway coach (21)]

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

[Need to increase the ticket checking staff on Southern Railway (22)]

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

[Need to speed up electrification of Madras-Vijayawada section of Southern and South-Central Railways (23)]

"That the Demand for Grant on Account under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

[Need to speed up electrification of Madras-Arkonam section of Southern Railway (24)]

"That the Demand for Grant on Account under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to undertake construction of broad gauge link from Tiruchi to Tuticorin (25)]

"That the Demand for Grant on Account under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to construct a new railway line between Ernakulam and Kayamkulam *via* Alleppey (26)]

"That the Demand for Grant on Account under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to construct a new railway line between Kuttippuram and Trichur *via* Guruvayoor (27)]

"That the Demand for Grant on Account under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for the early construction of new rail link between Mangalore and Bombay (28)]

"That the Demand for Grant on Account under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need for the construction of a railway line between Tellicherry and Mysore *via* Coorg (29)]

PROF. SHIBBAN LAI SAKSENA: I beg to move:

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to drop the use of Railway Saloons for Railway Officers on various Railways (30)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide sufficient trains connecting Allahabad with Bombay (31)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to extend Shane Awadh to Kanpur and back on N.E. Railway (32)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to expedite the conversion of metre gauge to broad gauge on N.E. Railway from Lucknow to Gorakhpur and Bhatni to Allahabad (33)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide a pool of peons on Railways as in Secretariat instead of one peon for each Railway (34)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to stop practice of use of peons for domestic service of officers and reduction of their number for officers (35)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide coach attendants in all first class compartments of Mail and Express trains on N.E. Railway (36)]

[Prof. Shibban Lal Saksena]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide dining cars in Mail and Express trains on N.E. and other Railways (37)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide a telegraph office on Gorakhpur Junction station (38)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide a really large properly furnished First Class waiting room at Gorakhpur Railway Headquarters Junction (39)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide a really large furnished Second Class waiting room at Gorakhpur Railway Headquarters Junction (40)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide suitable trains connecting Gorakhpur with Calcutta, Bombay and Madras (41)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide electrification on N.E. Railway (42)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to restore one instalment of D.A. to Railway Employees (43)]

"That the Demand for Grant on Account under the head 'Railway Board' be reduced by Rs. 100."

[Failure to announce that all losses suffered by Railwaymen during strike will be compensated (44)]

"That the Demand for Grant on Account under the head 'Construction of New Lines--Capital Depreciation Reserve Fund' be reduced by Rs. 100."

[Failure to connect Khutha, Maharaj Ganj, Michlaul and Thuntibari by train from Gorakhpur (45)]

MR. SPEAKER: Shri Henry Austin. Absent. Shri S. Kundu.

SHRI S. KUNDU (Balasore): I rise to support the Budget presented by the Railway Minister. I would particularly mention here that after the spell of black rule that covered the whole of India, this Budget and the reliefs which the Railway Minister has given to the workmen should be applauded by all those who really feel for the workmen who are suffering; so that our democracy becomes a living democracy. He has gone out of his way to reinstate all the workers who were dismissed during the railway strike. I would like to point out that during the emergency many of the workers were tortured. Many labour leaders who did not support the Black rule and the black measures of the Congress Government, Indira Gandhi's Government, were punished directly or indirectly. Many of them have been removed, have been demoted, and many of their benefits have been taken away from them. Trade unions not only on the railways but all over India were made to subserve a coterie, a family, not even the Government in power.

I would appeal to the Railway Minister to consider this point because this is a valid point. The hon. Minister has said that all those

workers will be reinstated. The hon. Members on the other side fully understand that unless they are treated as on duty, it will create a lot of complications. I would request that this should be amended in such a way that all those workers who were on strike and were harassed during the emergency, these 19-20 months, by the dictatorial Government, should be treated as if they were on duty.

I was a Member in the Fourth Lok Sabha. I was also a Member of the Railway Convention Committee at that time. I was also a Member of the Select Committee in which this thing was also examined. Mr. Qureshi was then the Deputy Minister. I do not see any former Railway Minister here.

(Interruptions)

MR. SPEAKER: I do not like this cross-examination. It should not happen.

SHRI S. KUNDU: We are happy that the Railway Minister has got a team of dedicated men who served the poor people all these years. It is in the fitness of things that the Railway Minister has been given the charge of one of the biggest public sector undertakings not only in India but the whole world and he should make it workers oriented. The whole railways, as I have seen them, are resembling or perpetuating the monarchical trend. All the top officers have the legacy left over by the Maharaas. When I see their behaviour, their approach and attitude, I find that it does not fit in with the current needs of the time. I am sure Mr. Madhu Dandavate will have the cooperation of all those Members who have been now relegated to some back benches in the House. They must also analyse this matter and see how far they can lend their helping hand to Mr. Madhu Dandavate. Therefore, Mr. Speaker, through you, I would appeal to the Railway Minister to see

that the workers' participation scheme really becomes meaningful. How it becomes meaningful is a question of detail and I am not going into it in detail because the time is short. I would request the Railway Minister to see all these things.

Most of the important recommendations of the Railway Convention Committee and the other Committees have not been accepted by the Railway Administration or there is some delay in accepting them and they give some excuse here or there. I would request him that very important and far reaching recommendations of the Railway Convention Committee must also be accepted.

Yesterday, when the Railway Minister was making his speech, Members from the Opposition side were praising the achievements made by the Railway Board during the past few years. I would like to say here that these achievements are entirely due to the hard work of the working class whom some Members in the Opposition call them anti-nationals. These people whom you call anti-national worked hard through terror and fear without submitting to the whims of some individuals in the Railway Administration. They worked hard for the prosperity of the nation and they kept the wheels of the progress moving. There were certain people who were following the black rule. Now, we have to decide whether we should give praise to these people or to the people who have been working very hard and kept the progress of the railways moving.

I am happy that the hon. Railway Minister, Mr. Madhu Dandavate has made the position very clear about the railwaymen who were dismissed or suspended from service during the 1974 strike.

They wanted the trade unions to serve their interests. They did not serve them even. They served some

[Shri S. Kundu]

individuals. They were meant to serve only 1-1/2 people in India.

I would like to say that during the last 2 months of black rule, during Emergency, many committees, bipartite, tripartite, etc. have been set up. All of them should be abolished lock, stock and barrel. Most of them have been the protagonists of Emergency, one way or the other. These protagonists of Emergency should not be allowed to remain in the committees. We have to serve the people. As the able Finance Minister said, we have faith in our people and we are determined to serve the people. We want to show to the entire nation that the Janta Party, the Janta Government, will serve the people, the toiling masses, of the country. To achieve this end, the protagonists of Emergency, those people who are anti-people, those people who wanted the trade unions to serve the interests of only 1-1/2 people in India should not find any place in these committees....

AN HON. MEMBER: They are the real fascists.

SHRI S. KUNDU: I would not say that. I see the hero of Satara sitting in front of me. When I was in jail for 19 months, while reading the speeches, I was terrified and shocked. I ask: Where was the hero of Satara? What was he doing? Why his voice is choked up? I do not mean any disrespect to Mr. Chavan. I have got all love and respect for him. You all kept your mouths shut. I will not call you the guilty men of India for what happened in the last 20 months. I would only say that you did not open your mouth.

There cannot be a better person like the hon. Speaker whom I am addressing. I remember how nice he has been to me in the Fourth Lok Sabha. He used to ask me, "Why don't you put a question?"

He had so much love and fellow-feeling for the Members of the House. I cannot find a better person than him as the hon. Speaker.

Sir, my heart is burning inside me to narrate the horrible tortures committed in jail. I was confined in a room for two months till the MISA was amended and they put me behind the bars. All of you are witness to the black period of Emergency. We have been slaves to the perpetuation of the family rule of 1-1/2 persons. You cannot get out of it. You have to get out of it. The sooner you get out of it, the better it will be. You better speak out now in the House and say that you admit your faults so that democracy is strengthened. I know most of the friends tell us outside that they made mistakes. I like them, I embrace them. I respect them because they are truthful, because they are honest. They could not resist. How could they resist? Even the hero of Satara was keeping silent.

Now, I come to the other point. There is the hero of the trade union movement, Mr. George Fernandes. He is the leader of the working class. Everybody knows how he was tortured in jail. Another hero is the hon. Railway Minister. I am happy that the Railway Minister has said that he would pay special attention to the needs of the Backward States.

I hope he will remember and will not forget as the periphery of influence grows round the Minister. I will not spare any Minister but will sidetrack the influence of those who become more and more powerful. He should not forget that Orissa is a State which has been neglected. I represent the poor people of Orissa (80 per cent of the people in my area are below the poverty line).

We have been fooled for years and years together. Even during this election some sort of an inaugural

ceremony was conducted for laying a line from Banspani to Jakhapura. What mockery is this? Even during the earlier Elections a foundation stone was laid by the Prime Minister but it had to be uprooted because the line had become silted with dust and rain-water. Now, during this Election again, they have laid some of these foundation stones. I hope this line will be completed within a period of one year.

Then, there is the Roopsa-Tala-bund line which is the lifeline of the backward district of Mayurban where Adivasis live. This has not been made broadgauge and it has not been connected to the Khargpur-Bombay line. This has to be taken up. I would like a Master Plan to be drawn up showing what line will get what priority in this backward State and what will be the allocation of resources.

Again, though 90 per cent of the South-Eastern Railway lines pass through Orissa, the Headquarters is elsewhere. I would like the Headquarters also to come to some place in Orissa. If this cannot be done immediately, at least a subsidiary office, next to the General Manager's office, should be there in Orissa. march ahead.

With these words I again thank the Railway Minister and I hope that with our sustained help and the cooperation of everybody, we will march ahead.

MR. SPEAKER: There is some mistake here. I called Dr. Henry Austin because his name was here. Actually, Shri Mohd. Shafi Qureshi ought to have begun, but because of this mistake, I called the other side.

I would appeal to the Members to be brief. If each Member takes half an hour, we cannot possibly finish this in a couple of hours. There is the General Discussion to follow for which we will take ample time.

Now, if any Member sends me a slip, it will be convenient to me if it comes through the Party. If individual Members want to speak, I don't know whom to call and whom not to call as I get slips from the Parties also. I would therefore request you to send your slips through the Party so that it will be easier for me. Shri Austin had sent his slip individually and therefore I did not call Shri Mohd. Shafi Qureshi. I would now call him or Shri Pai or anybody who wants to speak on behalf of the Party.

श्री मनोहरलाल (कानपुर) : अध्यक्ष महोदय, पिछले 19 महीने जो हमने कण्ट उठाये हैं, उसकी करुण गाथा को यहां 2 मिनट में कैसे कह सकते हैं ?

श्री वसन्त साठे : बीते हुए 19 महीने की बात कहना चाहते हैं ।

MR. SPEAKER: You must send them to me through the Party: I cannot call individuals. I would request both of you not to waste time.

SHRI T. A. PAI (Udipi): Mr. Speaker, Sir, I would, at the outset, like to place on record the excellent performance of the Indian railways for the last two years. As an Indian, I would not like to minimise whatever achievements we have merely because sometimes our attitude is purely partisan; that would demoralise the people who have worked well in this country. The railway organisation cannot be maintained without discipline. I am prepared to agree that thanks to the workers who were dedicated and who have worked very well during the last two years, for the first time we had discipline and, thereby it was shown how our assets could be better utilised in the interest of the country.

I am aware that the railway labour movement is not united. Every section has got its own leader and this had created considerable problems for

[Shri T. A. Pai]

the country. For the first time the Government has now a chance, as most of the labour leaders are with them, to have a unified labour movement in the railways and to maintain discipline. With discipline alone, the railways can survive. The role of the railways is not restricted to passenger traffic or to the movement of freight in this country. It is an important second wing of the defence forces. If you insist that there should be discipline in the Army, in the Navy and in the Air Force, I think, you should also insist that there should be discipline in the railways. Most of our economy depends on how the railways function and it is possible that, even in a case of national Emergency, if one or the other wing of the railways is paralysed, there would be a complete breakdown. As a member coming from the Opposition, I would say, we are looking at this problem very constructively, and we would not likely to come in the way if discipline could be obtained by persuasion, by agreement; we are for it. We are not saying that discipline should be enforced. But what we are saying is that, without discipline, the railways would not be able to function, and we have got to go very much forward. I know that the railway organization has become very unwieldy; it requires a second look. I would very much wish that the powers are decentralised. The General Managers in all the sections are very important. I do not know why we get into this habit; even in the matter of adjusting the time table, the matter is decided in Delhi and not at the various headquarters. I do believe that the General Managers are equally competent because it is from their rank that the board Members are drawn. I do not know why, after coming here, their attitude changes. I would very much

request the Minister of Railways to look into the problem of decentralisation in order to make it a very effective organization. It has become too unwieldy to be run like a business organization. Apart from that, there is the hang-over of many traditions that the railways are accustomed to. As a matter of fact, there has always been a cry in this country that technocrats should be entrusted with the responsibility and not the general administrators. All the Members of the Railway Board are technocrats. I do not know whether they function differently because it is the same rules and regulations which govern them also which prevent that from becoming a business organization which it ought to be. I know that the Railways have very competent electrical engineers and telecommunication engineers, but I do not think that, even once, any one of them has gone to the rank of Railway Board Membership. I would request that all these people may be given equal opportunities to occupy top positions. Somehow, it is a hangover; when civil engineers are in charge of this, it is likely that they think that additional traffic can be moved only by doubling the line and more emphasis is laid on civil construction. I would appeal to the Railway Minister to consider some of these problems. We ourselves would have been compelled to look into them if we were in the Government. The administration should not be carried on like this.

As I have been saying, the number of railway wagons that we have is about five lakhs, and these cannot be managed only by sitting here through manual operations. All over the world, they have computerised the movement of wagons. It would be necessary to know where exactly our wagons are, why they are stuck up and why they should not be moved more efficiently. This is another suggestion that I would like the Minister to consider.

Again, we found that in the last two years, things improved very considerably. We had a very heavy backlog of maintenance and our inventory of the railways was very heavy. A committee had been set up to look into the problem of inventories and I believe that Committee has already made a recommendation. I do hope that the inventory management in the railways would be taken care of and we would be able to manage and achieve higher targets in mind with less resources.

It is known now that the passenger trains have been running punctually. I would like the hon. Minister to look into the freight trains also, because if that is at the expense of the freight trains and the freight trains come late, it would effect the economy a great deal. The major part of the income of the railways comes from the freight and any effort to increase even by 10 per cent the revenues coming from freight without increasing the freight charges would be welcome, because it is a matter of efficient management of the freight also.

The railways have introduced quick delivery system on extra payment. I do not know how far they have been effective in carrying out this quick delivery. Very often, I remember, we had to refund the money, because we could not deliver in time. I would very much like that the railways introduce quicker trains for movement of fruit, vegetables and perishables so that the prices of these things come down. That would be possible by free movement of these commodities.

So far as new additional railway lines are concerned, there has been heavy capital expenditure over these years. I would very much like that the hon. Minister who has now given an assurance also to see that the Konkon railway is taken care of. It should not stop at Ratnagiri; the logical conclusion is that it must go right upto to Mangalore. The survey is already over and the report must be

in his hands in a few days. I would expect him to take up that work from both ends. That is the only missing link of the railways in the map of India. I hope, it would not be considered parochial for him to do it.

Ultimately, with regard to the question of fixing up the freight charges and fares, I think, a new outlook is necessary. In the case of new railways, for example, it is not necessary to follow the same method of fixing up the freight or passenger fares. It must be slightly less than the alternative that is only available if the railways are not there. I would also like the Railway Minister to examine whether their standard of opening up railway stations in various places and the capital expenditure that would be incurred in order to arrive at what it would cost, cannot be reviewed and we have absolutely new standards, where austerity is attempted and though maximum comforts are not assured in the beginning, you go on adding those to the railway station as and when the traffic develops. I think, it would be possible to look into this in this way, otherwise it would be impossible to extent railways because you can always prove that a new railway line is uneconomical. I would very much like that this is gone into also.

The entire administration of the railways requires to be looked into to make it a very powerful organization run on business principles.

I would also like to point out that as a result of some Committee of the Parliament, one recommendation was made that one could reserve a railway ticket one year in advance. I think, it is an absurd proposition. I would request the hon. Minister to look into this and set that right. I am appealing in the interest of the travelling public. Whatever irritations are there, those have to be removed.

[Shri T. A. Pai]

In the end, I would like to say that the traditions of discipline, better labour relations, having one union etc. are attempted now also. They are no more leaders now; they are all in the Government. They would not have unions now for the sake of their leadership. There should be only one union. Even the lieutenants may be asked to join together and have one union in the interest of the nation and the railways.

SHRI SAMAR MUKHERJEE (Howrah): Mr. Speaker, Sir. Though the budget presented here has been prepared by the outgoing Government, the outlook expressed by the new Minister is welcome. I am not going into the contents of the budget presented; that I will do in future when the occasion arises.

The declaration of taking back all the victimised workers involved in 1974 All India Railway Strike has been hailed by all the Railwaymen outside. But I would like to draw the attention of the Minister that the situation inside the Railways in regard to the employees is so bad, is so serious, that it requires careful attention of the Minister. I may draw his attention to a telegram which has been received by me only last evening from the President, Chittranjan Locomotive Labour Union. There all the thirteen top labour union leaders are still under detention under MISA even today. They have been under detention for the last more than 20 months. Repeatedly, I have been representing their case to Shri Mohd. Shafi Quresh, former Railway Minister, to the Consultative Committee, to the Railway Board, to the State Government, but because of sheer vengeance based on political motive, these leaders have been kept under detention and a reign of terror is raging in Chittranjan. This township is called a prison township.

Not only this that the leaders have been kept under detention, but a large number of leaders were also arrested under DIR and a large number of false cases have been instituted against them. All this requires your immediate intervention.

These leaders command respect in their area. They are the persons who had been selected in the school committees, in the co-operatives and elsewhere. They are the real representatives of the people. That is the reason why at the instance of the local Congress leaders they have been kept under detention and a reign of terror is raging there.

The victimisation has not been limited simply to 1974 General Railway Strike. During emergency more than 2,000 Railwaymen have been dismissed from service. They have been penalised in the form of penal transfers, in the form of demotion, in the form of compulsory retirement etc. Various methods have been applied to take away the Trade Union rights. The way these rights have been taken away is clear from one of the Circulars which I am reading. Circular No. B/P. 694/P has been received by me:

"South Central Railway
Division Office
Personnel Branch
Vijayawada 11-76

B/P. 694/P

All Supervisory officials BZA
Division.

Sub: Unrecognised Unions/Categorical councils conducting of meetings in the Railway Premises.

It has come to the notice of this office that unrecognised, categorical councils are conducting meetings/collecting membership, and pasting banners within the Railway premises. All India Guards council is one of such unrecognised unions.

Conducting meetings within the Railway premises, pasting banners on the Railway Buildings by the unrecognised unions tentamounts to an act of serious misconduct. All supervisory officials are hereby instructed not to allow all such things in the Railway premises."

Even for collection of Union Membership Fee in Waltair, one leader of the Union has been dismissed from service.

Shri T. A. Pai talking about discipline. This is what has been the outlook of discipline of bureaucrats. They know only one form of discipline. . . . (*Interruptions*)

MR. SPEAKER: I request hon. Members not to come to the Chair and disturb me while I am listening to the Member who is speaking. I would like to discourage such a thing so that Members may not disturb me when I am following the proceedings of the House. If they begin coming here and disturb me, that means, I will not follow the proceedings at all. I would appeal to them—I am not having in my mind anybody particularly, but I am speaking generally—not to disturb me when I am following the proceedings of the House. They can always send me chits. So, as a matter of principle, I request them that they need not come here and disturb me; instead, they can send slips to me.

SHRI VASANT SATHE: From this side you will not have any complaint.

MR. SPEAKER: I am appealing to the whole House.

SHRI SAMAR MUKHERJEE: Mr. Speaker, Sir, I would appeal to the hon. Minister that all those who had been victimised due to the bureaucratic behaviour by the Administration must get justice. All their cases must be reviewed. They should be taken back. Mr. T. A. Pai just now told us about discipline. The former

ruling party has only one outlook about discipline. They force them to go out of employment. They force them to face starvation. They force them to go out of jobs. By terrifying them you do all sorts of things. This is what is being done by the employers in the factories in the case of the industrial workers. The employees are forced to give out double or treble workload and the employers are coming with the democles' sword of discipline hanging over the heads of these employees. If the workers resist something, it is said that there is no discipline. If the Union leaders organise the workers in protest, the cry is that they are creating chaos. There are two types of discipline,—conscious discipline and bureaucratic discipline. Conscious discipline is far more superior than the bureaucratic discipline. I can give you one example. You know the role of the American Army and the People's Liberation Army in South Vietnam. It is the superior discipline and the conscious discipline that won ultimately. The American army had only bureaucratic discipline. When the liberation struggle was on the point of success on South Vietnam, you have read in the newspapers how the American forces behaved, how out of panic, they and each other to flee away, how they were degenerated. All these have been proved. So, I would emphatically say that it is only conscious discipline that will help the Railway Administration to improve its functioning as quickly as possible.

That is why an entirely new outlook is necessary in this matter.

This new outlook must pervade the entire administration as a whole including the Railway Board. This is very essential. Of course, I do agree, that it takes time.

We are prepared to give full time to the new Railway Minister for a thorough overhaul of the administration of the railways provided of

[Shri Samar Mukherjee]

course he seeks the full cooperation of the workers/railway employees for the efficient working of the Railway Administration.

There are one or two cases to which I would like to draw his attention. One was regarding the agreement which was arrived at with the All-India Loco Running Staff Association by the Railways in the year 1973. There was a categorical assurance given to them that ten hours duty would be introduced throughout the Railways by 31st December, 1976. But, that has not yet been implemented. This is a grievance which is still there among the Loco Running staff. I would urge on the Railway Minister to take up this issue and talk with the leaders of the Loco Running Staff Association and to see how this agreement can be implemented as early as possible.

Regarding the punishment or victimisation of staff, I hope the new Minister will pay special attention to this and do the needful in the matter.

With these few remarks, I welcome the Budget speech of the hon. Railway Minister and I support the same.

DR. SUBRAMANIAM SWAMY (Bombay North East): Mr. Speaker, Sir, I would have preferred to listen to all the other speeches but, seeing all the tall claims that were made by the former discredited ruling party, I think that it has become necessary for me to explode all those tall claims with the help of the statistics which they themselves must have prepared. Obviously, because, this Explanatory Memorandum must have been prepared by them long before our Government took over.

Now, one of the things that has been constantly said about is that the Railway Budget is a surplus one; this is an indication of the efficiency; an

indication of the discipline that has been brought about to Railways.

Of course, they also claim that, for the first time since the declaration of emergency, the trains were made to run on time; just as the rains were brought on time, the trains were also made to run on time. In other words, the trains were not on time earlier on. But, the fact of the matter is this. This surplus was not due to efficiency alone. One has also to examine the Explanatory Memorandum to find out why it has become a clear surplus. This has been achieved because of the steep rise in fares that took place in the year just before the emergency through the Supplementary Budget for Railways which was brought incidentally because the Government spent Rs. 1500 crores as a national loss in order to crush the railway strike in order to deny the workers who had asked for the bonus which would have amounted to only Rs. 40 crores.

In other words, this Government would rather have a national loss of Rs. 1500 crores than give the workers the bonus of Rs. 40 crores.

The passenger earning which has been realised through the steep rise in the fares. In what direction? If you again look at the statistics you will find that the upper classes have contributed only to a ten per cent increase in the earnings whereas the second-class—lower class—passenger earnings have contributed to a twenty-five per cent increase in the earnings. In other words, the rate of increase in the earnings has fallen much more in the upper class obviously because in the upper class, people like Shri Sathe and others travel and they do not pay anything at all. (*Interruptions*)

The second factor is this. Look at the performance of the railways in the matter of freight that has been moved during the last one year. They had targeted a figure of 220 million

tonnes of freight last year in the budget whereas they had moved 260 million tonnes of freight. Is this something to be proud of? Actually, in 1965-66, the railways had moved the freight of 212 million metric tonnes—this is a glorious decade of these ten years—and all these people did the bhajan songs when Mrs. Gandhi was in power. I do not know whether they still go to her residence or not. The question is: at the time when the emergency was there, they talked about this glorious decade.

12.00 hrs.

Has this glorious decade reflected on the Railways? Obviously, not. Sir, you have to look at the figures. In 1965-66 the amount of freight which was moved by the Indian railways was 212 million metric tonnes. Now, it has come down to 206 million metric tonnes. This itself is a clear indication of what they have done to the railways. Again the freight earnings—where the Government should obtain more earnings—over the last year have gone down by Rs. 33 crores. How have the freight earnings gone down! It is because of the concessions that have been given during the Emergency to the chosen few who managed to go and meet the one and a half person at 1, Safdarjang Road.

Sir, if you again look at the Explanatory Memorandum the wagon production which was 33,000 per year in 1965 has now come down to 11,000. I would like to know why has this happened? The production of wagons has gone down tremendously, now it is only one-third of the production in 1965-66. Sir, I would like to refer to page 23 of the Explanatory Memorandum where you find a table showing 'new works'. I would like to know have any new works been started during the last year? Sir, you will find from the table that

hardly any new work has been started. In fact, old works are continuing and that too are incompletely done.

Sir, I would like to draw the attention of the hon. Railway Minister to Chembur-Mankhurd line that had to be doubled. Big promises had been given for doubling this line. In 1971 the estimated amount of expenditure on doubling of this three and a half kilo metre line was Rs. 20 crores. They kept on delaying this project. Now, the estimated expenditure is supposed to Rs. 50 crores. Sir, you will be amused to find that they have only targeted Rs. 7 lakhs for this purpose this year. I would like to know why the poor people of Chembur-Mankhurd have to move on a single line and suffer long delays.

Sir, I would also like to add that there has been an increase in corruption in the railways. I am sure the present Railway Minister who has got a brilliant reputation in his constituency—people there praise him very affectionately because of the work done by him consistently—will look into the causes of corruption. Sir, just before the Emergency I had written a letter to Shri Kamalapati Tripathi bringing to his notice that the Minister of State for Railways had tried through extortion to get money from Stall Holders Association.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, it is not fair on the part of the hon. Member...

MR. SPEAKER: Mr. Lakkappa, I am on my legs. Mr. Qureshi will have a chance to reply to it. He will have a chance to defend himself. I think, Mr. Qureshi is capable enough to defend himself.

DR. SUBRAMANIAM SWAMY: Sir, I was talking about a letter which I had written to Shri Kamalapati Tripathi in May, 1975 saying from the Stall Holders Association there was an attempt to obtain money through extortion. Sir, I have tape-recorded

[Dr. Subramaniam Swamy]

evidence with me and the hon. Minister may give me an opportunity to present the same. I would like to know from the present Railway Minister as to whether this letter is still on the file. If it is not there I will send another copy of the same and again give an opportunity to the Government to bring this matter up.

Now, Sir, I would request the Railway Minister....

(Interruptions)

MR. SPEAKER: No, no, Mr. Lakkappa. He is capable of defending himself. He is here in the House.

SHRI K. LAKKAPPA: He is making unfounded allegations.

MR. SPEAKER: If it is unfounded, he can answer it how. How to you know anything about it, founded or unfounded? You do not know anything.

(Interruptions)

MR. SPEAKER: No, Mr. Lakkappa, I won't allow this. He is here. He will reply. Why should you be excited?

DR. SUBRAMANIAM SWAMY: I would like to conclude by asking the Railway Minister an assurance that as far as the Chembur-Mankhurd line goes, the amount that has to be spent to immediately get the line doubled, he would do so. Secondly, the problems of rapid transit in Bombay are very very serious indeed and they have been grossly neglected and I hope he would pay immediate attention to the development of rapid transport system in Bombay.

SHRIMATI PARVATHI KRISHNAN: We have got a convention in this House that normally we should not interrupt those who are making maiden speeches. So, I would request everybody not to interrupt maiden speeches even if they are 'unmaiden'.

MR. SPEAKER: In this particular case there is no allegation at all. He was referring to a letter which he had written and Mr. Qureshi is there immediately to reply. I would very much appreciate if Mrs. Parvathi Krishnan's suggestion is taken by the Members. But she also must control herself.

श्री मुहम्मद शफी कुरेशी (अनन्तनाग) :

मुझे खुशी है कि नए रेल मंत्री ने बजट पढ़ा, पेश नहीं किया और जो बातें उन्होंने अपनी तकरीर में कहीं हैं वे इस बात की गवाही हैं कि पिछले दो सालों से रेलों की जो कारकदेगी रही है वह ऐसी रही है जिस पर सारा मुल्क फख कर सकता है। यह सही है कि इतने बड़े कार्यालय चलाने के लिये जिस में तकरीबन 17 लाख लोग काम करते हैं, जो एशिया का सबसे बड़ा रेलवे सिस्टम है, जहां पर तकरीबन दस हजार गाड़ियां रोजाना स्टेशनों पर चलती हैं, बिना रेल कर्मचारियों के सहयोग के अच्छी तरह से नहीं चलाया जा सकता था और इसके लिये सभी रेल कर्मचारियों को मैं बढ़ाई देता हूँ। उन्होंने इतने बड़े काम में हमारा हाथ बटाया है और हिन्दुस्तान की रेलों को ऐसा मुकाम दिलाया है जिस पर हम सब फख कर सकते हैं (व्यवधान) एक बात मैं चाहूंगा। पार्लियामेंट का आदाब सीखना है तो एक दो दिन झ्र करे और उसके बाद किसी की बात को काटना हो तो काटे। इस एवान का सलीका सीखना है तो कुछ हमसे सीखिये।

मैं रेल मंत्री की याद दा त ताजा करना चाहता हूँ। 1974 की ओर मैं उनका ध्यान दिलाना चाहता हूँ जब हिन्दुस्तान के रेलवे सिस्टम को तबाह करने की एक साजिश की गई थी। केरल और मद्रास में तब सूखा पड़ा हुआ था और पंजाब और हरियाणा में हमारे खेत लहलहा रहे थे। गैहूं हमारे पास मौजूद था। उस वक्त एक साजिश की गई ताकि हकूमत को उल्टा जा सके और उसका एक तरीका यह निकाला गया कि लोगों को भूखा मारा जाए। उस मौके पर रेल

कर्मचारियों ने उत तमाम नेताओं को जिन्होंने साजिश की थी एक बहुत अच्छा जवाब दिया था। रेलों की जो कारकईंगी रही है वह रेलवे बजट से पता चल जाता है।

एक वक्त था जब इतने बड़े सिस्टम के बारे में जिस पर अरबों रुपया लगा हुआ है यह नारा लगाया जा रहा था :

रेलों का पहिया जाम करेंगे

काम नहीं आराम करेंगे

लेकिन हम चाहते थे कि मुल्क के हित में और जनता के हित में यह सिलसिला जारी रहना चाहिये। जो कुछ भी हुआ और जो कुछ भी कोशिश की गई रेलवे सिस्टम को बिगाड़ने की और इस कोशिश को नाकाम करने की रेल कर्मचारियों ने जो कोशिश की और जो सहयोग दिया उस के लिये मैं उनका मशकूर हूँ।

नए रेल मंत्री ने अपने बजट में तजकिरा किया है कि स्टाफ के साथ हमारा तालमेल बेहतर होगा और इसकी शुरुआत की गई है।

मुझे इस की खुशी है कि उन्होंने इस बात को स्वीकार किया है। सच्ची बात मानने से कोई इन्कार नहीं कर सकता। लेकिन मुझे ताजुब इस बात का है कि कुंडू साहब ने यह कह दिया कि जितनी भी कमेंटियाँ बनाई गई है उन सब को एक दम से हटा दिया जाए। मैं चाहता था कि अगर वह खुद अपने मंत्री की तकरीर जिसमें सफः 11 पर कहा है कि :

"Apart from the shop councils formed in the production units of management and labour representatives, the scheme of workers' participation has been extended to commercial and service organisations having large public dealings. As an experimental measure, station com-

mittees have been set up in Bombay, Madras and Delhi in which representatives of organised labour are associated with the objective of providing better service to customers".

मुझे यकीन है कि कुंडू साहब फिर ऐसा नहीं कहेंगे क्योंकि यह मकसद था कि जनता को सफर की सुविधा दी जाय।

मुझे अफसोस है कि श्री स्वामी ने मेरे खिलाफ कुछ चार्जज लगाये। मैं चार्जज लगाने का आदी नहीं हूँ, जात पर हमला नहीं करता। काश वह हिन्दुस्तान में होते और देखते कि रेलवे ने कैसा काम किया है। मैं बेसलैस एलीगेंसन्स नहीं लगाता, लेकिन जो बात उन्होंने कही है, यहाँ नये रेल मंत्री जी मौजूद हैं अगर वह एक केस भी साबित कर दें जहाँ पर किसी किस्म की गड़बड़ हो तो इस्तीफा मैं दे दूंगा, और अगर नहीं साबित कर पाते तो वह इस्तीफा दे दें। और अगर साबित नहीं कर सकते तो फिर उन पर अखलाकी बात हो जाती है कि वह इस सदन को छोड़ दें, क्योंकि इस सदन की कुछ मर्यादा है उस को न बिगाड़ें। हम आपके लेवल पर नहीं आना चाहते हैं बल्कि एक ऊँचा लेवल रखना चाहते हैं। अभी आप की सरकार आयी है, जनता ने आपको मौका दिया है इसलिये जनता के साथ विश्वासघात न कीजिये। जिस तरह से आप बातें करते हैं यह आप को शोभा नहीं देता है।

रेलवेज के मुताल्लिक अभी माननीय स्वामी जी ने एक किताब पढ़ी, लेकिन उन को यह मालूम होना चाहिये कि हमारी पहली हुकूमत के जमाने में 212 मिलियन टन फ्रेट अगर कैरी किया आज 206 या 210 कर रहे हैं और आप ताज्जुब कर रहे हैं कि इसमें पैसा बढ़ गया। इसका लीड बढ़ गया काश थोड़ा सा पढ़ लें जिसके कि वह काबिल हैं, लेकिन शायद रेलवे के मुहकमे की उनको कम जानकारी है। पहले 100 मील जाता था। आज 200 मील जाता है, उस

[श्री मुहम्मद शफी कुरेशी]

माल की लीड बढ़ गई है, कारखाने बढ़ गए हैं, खानें दूर दूर तक खुली हुई हैं। तो लीड बढ़ने की वजह से भी आमदनी बढ़ी है। यह सही बात है कि पहले गुड्स ट्रैफिक से ज्यादा आमदनी होती थी। लेकिन यह कहना कि सिर्फ किराए बढ़ने की वजह से आमदनी बढ़ी है, यह सही नहीं है। एक अंदाजा है कि पहले 50 लाख लोग बगैर टिकट सफर करते थे, चैन पुलिंग और इंडिसिप्लिन से काफी नुकसान होता था। लेकिन आज हम फंड के साथ कह सकते हैं कि भारत की रेलवे दुनिया की सबसे एफीशियेंट रेलवे मानी जाती है क्योंकि टिकटलैस ट्रेविल कम हो चुका है, गाड़ियां वक्त पर चलती हैं, आती हैं, हालांकि कोशिश की गई कि गाड़ियों को वक्त पर न चलने दिया जाय। मुझे यकीन है कि नये रेल मंत्री जी लेकर के हक में काफी बात करते हैं इसलिए वह इस बात का ध्यान रखेंगे कि हमारे रेलवे सिस्टम में अनुशासन कायम रहे। और जहां तक डिस्प्लिन का ताल्लुक है वह ऊपर से नहीं थोपा जा सकता है, देश में रेलवे सिस्टम कभी सर्कलर या आर्डर से नहीं चल सकता है, यह तभी चल सकता है कि जब 17 लाख आदमी मिलजुल कर काम करें, रेलवे बोर्ड से लेकर मजदूर तक।

स्पीकर साहब मैं यह भी अर्ज करना चाहता हूं कि एक आम ख्याल यह पाया जाता है कि हड़ताल के दिनों में हमारे वक्त में मजदूरों के साथ ज्यादाती हुई। लेकिन यह हकीकत है कि हड़ताल के बाद जब हमने चाहा कि एक नया माहौल पैदा हो तो कुछ चन्द लोगों की छोड़ कर जो 200 400, 500 होंगे जिनके खिलाफ फौजदारी के मुकदमे हैं, बाकी सब मुलाजिमों को वापस लिया गया। मुझे तो खुशी है, अगर रेल मंत्री समझते हैं कि तमाम लोगों को वापस लेना चाहिये। लेकिन मैं यह जरूर कह सकता हूं कि ऐसा कभी नहीं हो सकता, ऐसे भी लोग हैं जिन्होंने रेलवे के डिस्प्लिन को तबाह और बर्बाद

करने की कोशिश की है। इसे रेल मंत्री जाने कि इसमें वे क्या कुछ करना चाहते हैं।

मैं एक बात और जरूर याद दिलाना चाहूंगा। जिस समय रेलवे कर्मचारियों ने अपने मुतालबे हमारे सामने पेश किये, तो 500 करोड़ रुपये का एनुअल वेज बिल था। थर्ड पे-कमीशन के बाद 110 करोड़ रुपये हो गया। हुकूमत ने इसको तसलीम किया। जो थर्ड पे-कमीशन के नये सिफारिशत थे, उनको तसलीम किया गया। अवर्स आफ वर्क जो पहले 19 घंटे थे, उसके बारे में मांग हुई कि उनको कम किया जाये। हमारी सरकार का मियां भाई अवार्ड था जिसमें 14 घंटे का अवार्ड था, उसके मुताबिक वर्किंग अवर्स कम किये गए। 3 लाख के करीब लेबर एग्री है जो कि अभी तक परमानेंट नहीं हुई है, लेकिन डी-कैजुअलाइजेशन की स्कीम हमारे वक्त में चली और उस पर 16 करोड़ रुपये हुकूमत ने खर्च किये। इसी तरह से कुछ वर्कशाप्स में और लोकोशेड्स वगैरह में जो इम्प्रूवमेंट्स किये गये उसमें 5 करोड़ रुपये खर्च किया गया। जाइ-इवैल्युएशन पर 15 करोड़ रुपये खर्च किया गया, कांडर रिव्यू पर साढ़े 12 करोड़ रुपये खर्च किये गये। इस तरह से टोटल 190 करोड़ रुपये खर्च किया है।

जहां तक नये रेल मंत्री का ताल्लुक है, ये लेबर के हक में बहुत बातें करते रहे हैं और मुझे यकीन है कि मन्त्री बनने के बाद भी वे अपनी वही जवान इस्तेमाल करेंगे जो कि आज से 2 साल पहले करते थे। उन्हीं की जवान में मैं कहता हूं कि तमाम रेलवे मुलाजिमों को इण्डस्ट्रियल वर्कर तसलीम करना चाहिये। इसके बारे में मैं साफ जवाब रेलवे मन्त्री से यहां चाहूंगा, क्योंकि आज देश के हजारों, करोड़ों मजदूर उनकी तरफ देख रहे हैं। मैं यहां पांच बातें कहना चाहता हूं जिनका कि ऐलान इनी हाउस में मन्त्री महोदय को करना होगा। एक तो यह कि काम करने के जो घंटे हैं, वह 10 घंटे

से घटा कर 8 घंटे कर दिया जायेगा। हक बजानिब यह बिल्कुल सही मांग है, इसको तसलीम करना चाहिये।

जाब इवैल्युएशन करना चाहिये और उसमें नीड-ब्रेस्ट मिनिमम ब्रेज हो।

This is George Fernandes, Minister for Communications. He is my friend and I respect him. These are his demands; I am reminding him.

SHRI JYOTIRMOY BOSU (Diamond Harbour): On a point of order. I should like to know whether he is making use of his former position because this gentleman had been in the Railway Ministry.... (Interruptions)

MR. SPEAKER: There is no point of order.

SHRI S. KUNDU: On a point of order.

MR. SPEAKER: Point of disorder, you can say.

SHRI S. KUNDU: In this House we should stop shedding crocodile tears.

MR. SPEAKER: Is that a point of order?

SHRI MOHD. SHAFI QURESHI: Until job evaluation is done, as an interim measure there should be parity in wages for workers in central undertakings like HMT, HAL, etc.; there should also be dearness allowance revision for every rise of four points in six months, bonus for the year 1971-72, 1972-73 and further years, decasualisation of the entire casual labour. I have heard very forceful demands when those gentlemen were sitting in the opposition that we must provide subsidised foodgrain shops for railway workers. This is a demand to which they are committed. So they should provide subsidised foodgrains shops at every zonal, divisional and other headquarters.... (Interruptions)

ये बातें मैं ने मिनिस्टर साहब की याददास्त ताजा करने के लिए कही हैं।

SHRI M. KALYANASUNDARAM (Tiruchirapalli): Mr. Speaker, Sir, I have a point of order. We are not able to listen to the translation of the speech being made by the hon. Member because the sound is so feeble. Secondly, when the discussion is going on in Hindi, we from the South are not able to follow the translation because by the time we are able to hear the sentence translated into English, we miss the context of the previous sentence. Mr. Qureshi knows English and I do not know why he does not speak in English so that we, from the South, could follow him.

MR. SPEAKER: I will ask the Secretariat to look into this matter.

(Interruptions)

श्री लखन लाल कपूर (पूर्षिया) : अध्यक्ष महोदय, माननीय सदस्य के हिन्दी भाषण का अंग्रेजी में ट्रांसलेशन हो रहा है। आवाज को क्लीयर किया जाय, लेकिन माननीय सदस्य को हिन्दी में ही बोलना चाहिए।

श्री मूहम्मद शफी कुरेशी : आमदनी को तो बढ़ावा देना ही चाहिये, लेकिन मिनिस्टर साहब को कोशिश करनी चाहिये कि खर्च भी लिमिट में रहे और उस में इजाफा न हो।

चित्तरंजन, डी० एल० डबल्यू० और आई० सी० एफ० वगैरह हमारे प्राडक्शन यूनिट्स में 1973, 1974 और 1975 में हड़ताल और घेराव वगैरह के कारण प्राडक्शन सिर्फ 50 परसेन्ट के करीब थी। लेकिन आज उन यूनिट्स में प्राडक्शन 100 परसेन्ट तक पहुंच गई है। मुझे यकीन है कि रेलवे मंत्री इस को बरकरार रखेंगे।

[श्री मुहम्मद शफी कुरेशी]

रेलवे मंत्री ने श्री बम्बई में कहा कि आष्टा-मंगलोर रेलवे चलाई जायगी। मैं अर्ज करना चाहता हूँ कि वह सारे देश के रेलवे मंत्री हैं, वह महाराष्ट्र के रेलवे मंत्री नहीं हैं। शमाल में हिन्दुस्तान के सिर पर एक ताज है, जिसको जम्मू-काश्मीर कहते हैं। मंत्री महोदय को उस की तरफ ध्यान देना चाहिये। जो काश्मीर-कन्या कुमारी गाड़ी चलाई गई थी, श्री कछवाय ने उस पर एतराज किया था। मैं ने कहा था कि पार्वती और शिव का मेल हो रहा है, उस पर एतराज नहीं करना चाहिये। पैंतीस बरस में गाड़ी जम्मू तक पहुंची है। अगर सरकार चाहती है कि उस स्टेट का बाकी मुल्क के साथ इन्टिग्रेशन किया जाये, तो जम्मू से उधमपुर तक रेलवे लाइन को पूरा किया जाय, जिस का सरवे हो चुका है। इस के अलावा काजीगुड से बारामूला तक रेलवे लाइन का सरवे भी हो चुका है, उस को भी पूरा करना चाहिए, ताकि जम्मू-काश्मीर के लोगों को यह एहसास हो कि वे अज्मीम भारत का हिस्सा है।

[श्री मुहम्मद शफी कुरेशी : सज्जद]

खोशी है कि नूँ रेल मन्त्री ने बेजत पोहा - पेस नहें कहा - और जो बानेन अनेन ने अपनी त्तरिबे मेन केही हिन वे अस बात की क्वाए हिन के भेचले दो सालों से रेल की जो कार्कडकी रहीं है वे ऐसी रहीं है के जस पर सारा मुलक फुडर कर सक्ता है - ये सेही है के अत्ते बरे कार्कडकी को चालने के लैँे जस मेन त्तरिबे 17 लके अदी काम करते हिन - जो ऐहसा का सप से बुरा रेलवे सस्टम है जेहा पर त्तरिबे 10 हजार कार्कडकी रोजाने सतिहन पर चेली

हिन बना रेल करमचारियों के सेहोक के अजेी तरह से नहें चलाया जा सक्ता था - और अस के लैँे सेही रेल करमचारियों को मेन बदेहानी दीत्ता हों - अनेन ने अत्ते बरे काम मेन हमार हाते भेगाया है - और हन्दुस्तान की रेलों को ऐसो असा मुता दलाया है जस पर हम सप फुडर कर सक्ते हों - ऐक बात मेन चावों-गे पार्लोमेन्ट का आदब सेहकना है तो ऐक दो दिन सेर करेन - और अस के बेद कसी की बात को काल्ना हो तो काल्ना - अस अयान का सलूके सेहकना है तो कच्चे हम से सेहकने -

मेन रेल मन्त्री की भादाशत तेर करना चाहेता हों जब हन्दुस्तान के रेलवे सस्टम को तेबाह करने की ऐक सार्श की लकी नही - केवल और म्दरस मेन तब सुकहा पूरा होा था - और पेलजब और हरियाले मेन हमार के कुवत लेहा रहे ते - केपेन हमार पेस मोजुद था अस अत्त ऐक सार्श की लकी ताके अकूमत को अत्ता जा सके - और अस का ऐक तरीके ये नकाले केहा के लुकों को बेहोका सारा जाले - अस मोजुद पर रेल करमचारियों ने अ सम नुम्ताओं को जेहों ने ये सार्श की तेही ऐक बेत अजेा ज्वाब दीया - रेल की जो कार्कडकी रहीं है वे रेलवे बेजत से पत्ते चल जाना है -

ایک وقت تھا جب اتنے بڑے
سسٹم کے بارے میں جس پر عربوں
روپیہ لگا ہوا ہے یہ نعرہ لگایا جا رہا
تھا - ڈریل کا پھہہ جام کریلگے -
کام نہیں آوام کریلگے،، لیکن ہم
چاہتے تھے کہ ملک کے ہت میں
اور جلتا کے ہت میں یہ سلسلہ
جاری رہنا چاہئے - جو کچھ بھی
ہوا اور جو کچھ بھی کوشش کی
گئی ریلوے سسٹم کو ہگازنے کی اور
اس کوشش کو ناکام کرنے کی ریل
کرمچازہوں نے جو کوشش کی اور جو
سپروگ دیا اس کے لئے میں ان کا
مشکور ہوں -

نئے ریل ملٹری نے اپنے ہجرت
میں تذکرہ کیا ہے کہ ستاف کے ساتھ
ہمارا تال میل بہتر رہتا - اور
اس کی شروعات کی گئی ہے - مجھے
اس بات کی خوشی ہے کہ انہوں نے
اس بات کو سوچا کیا ہے کہ سچی
بات ماننے سے کوئی انکار نہیں کر
سکتا - لیکن مجھے تعجب اس بات
کا ہے کہ کنڈو صاحب نے یہ کہہ دیا
کہ جتلی بھی کمیٹیاں بنائی گئی
ہیں - ان سب کو ایک دم سے ہٹا
دیا جائیگا - میں چاہتا تھا کہ اگر
وہ خود اپنے ملٹری کی تقریر پڑھتے
جس میں صفحہ 11 پر کہا ہے کہ :

“Apart from the shop councils
formed in the production units of
management and labour representa-
tives, the scheme of workers' parti-
cipation has been extended to com-
mercial and service organisations

having large public dealings. As an
experimental measure, station com-
mittees have been set up in Bom-
bay, Madras and Delhi in which re-
presentatives of organised labour
are associated with the objective of
providing better service to custo-
mers.”

مجھے یقین ہے کہ کنڈو صاحب پھر
ایسا نہیں کہہنگے - کیونکہ یہ مقصد تھا
کہ جلتا کو سفر کی سوردھا دی جائے -

مجھے افسوس ہے کہ شوی سوامی
نے میرے خلاف کچھ چارجز لگائے -
میں چارجز لگانے کا مادی نہیں ہوں -
ذات پر حملہ نہیں کرتا - کاش وہ
ہندوستان میں ہوتے اور دیکھتے کہ
ریلوے نے کیسہ کام کیا ہے - میں
بیسسٹس الیکشن نہیں لگاتا -
لیکن جو بات انہوں نے کہی ہے یہاں
نئے ریل ملٹری جی موجود ہیں -
اگر وہ ایک کیس بھی ثابت کر
دیں جہاں پر کسی قسم کی گز بڑ
ہو - تو میں استیفا دے دوں گا -
اور اگر ثابت نہیں ہو سکتے تو بھی
ان پر اخلاقی بات ہو جاتی ہے کہ
وہ اس سدن کو چھوڑ دیں - کیونکہ
اس سدن کی کچھ مریدانہ ہیں -
اس کو نہ ہگازیں - ہم آپ کے لہول
پر نہیں آنا چاہتے ہیں - بلکہ
ایک اونچا لہول رکھنا چاہتے ہوں -
ابھی آپ کی سرکار آئی ہے - جلتا
نے آپ کو موقعہ دیا ہے - اس لئے
جلتا کے ساتھ وھواہں کہاں نہ کہجئے -
جس طرح سے آپ ہاتھ کرتے ہیں
یہ آپ کو شوبھا نہیں دیتا ہے -

[شری محمد شفیع قریشی]

ریلوے کے متعلق ابھی سوامی جی نے ایک کتاب پڑھی - لیکن ان کو یہ معلوم ہونا چاہئے کہ ہماری پہلی حکومت کے زمانے میں ۲۱۲ ملین ٹن کرورڈ اکر کھری گیا تھا تو آج ۲۰۶ یا ۲۱۰ کر رہے ہیں - ارد آپ تعجب کر رہے ہوں کہ اس میں پوسٹ بڑھ گیا - اس کا لیڈ بڑھ گیا - کاش تھوڑا سا بڑھ لیتے جس کے وہ قابل ہیں - لیکن شاید ریلوے کے متعلقے کی ان کو کم جان کاری ہے - پہلے ۱۰۰۰ میل جاتا تھا آج ۲۰۰۰ میل جاتا ہے - اس سال کی لیڈ بڑھ گئی ہے - کارخانے بڑھ گئے ہیں - خانوں دور دور تک کھلی ہوئی ہیں تو لیڈ بڑھنے کی وجہ سے بھی آمدنی بڑھی ہے - یہ سب صحیح بات ہے - کہ پہلے کوئز ٹریفک سے زیادہ آمدنی ہوتی تھی لیکن یہ کہنا کہ صوف کرائے بڑھنے کی وجہ سے آمدنی بڑھی ہے یہ صحیح نہیں ہے - ایک اندازہ ہے کہ پہلے ۵۵ لاکھ لوگ بگھر ٹکٹ سفر کرتے تھے - چھن پلنگ اور انڈسین سے کافی نقصان ہوتا تھا - لیکن آج ہم فنڈز کے ساتھ کہہ سکتے ہیں کہ بھارت کی ریلوے دنیا کی سب سے زیادہ ایفیلٹ مانی گئی ہے - کیونکہ ٹکٹ ایس ٹریول بلڈ ہو چکا ہے گاڑیاں وقت پر چلتی ہیں - اتنی ہوں

حالانکہ کوشش کی گئی کہ گاڑیوں کو وقت پر نہ چلنے دیا جائے - مجھے یقین ہے کہ نئے ریل ملٹری جی جو لہر کے حق میں کافی باتوں کرتے ہیں - اس لئے وہ اس بات کا دھیان رکھیں کہ ہمارے ریلوے سسٹم میں اتوشاشن قائم رہے - اور جہاں تک ڈسپلن کا تعلق ہے وہ اوپر سے نہیں تھوپا جا سکتا ہے - دیس میں ریلوے سسٹم کبھی آرڈر سے نہیں چل سکتا ہے یہ تہی چل سکتا ہے کہ جب ۱۷ لاکھ آدمی مل جل کے کام کریں - ریلوے بورڈ سے لیکر مزدور تک ہر وکشن لیر ۱۰۰ پرسنلٹ تک پہنچ گئی ہے مجھے یقین ہے کہ ریلوے ملٹری اس کو بدقرار رکھیں گے -

ریلوے ملٹری نے ابھی بمبئی میں کہا کہ ایٹما منگلور ریلوے چلائی جائیگی - میں عرض کرنا چاہتا ہوں کہ وہ سارے دیس کے ریلوے ملٹری ہیں - وہ مہاراشٹر کے ریلوے ملٹری نہیں ہیں - شمال میں ہندوستان کے سر پر تاج ہے - جس کو جموں کشمیر کہتے ہیں - ملٹری مہودے کو اس کی طرف دھیان دینا چاہئے - جموں کشمیر کھلی کھاری گازی چلائی گئی تھی شری کچھوانی نے اس پر اعتراض کیا تھا - میں نے کہا تھا کہ پاروٹی اور شوہو گا میل ہو رہا ہے - اس پر اعتراض نہیں کرنا چاہئے -

۳۵ برس مہن گازی جموں تک پہنچتی ہے - اگر سرکار چاہتی ہے کہ اس سٹیٹ کا باقی ملک کے ساتھ انٹیگریشن دیا جائے تو جموں سے اودھم پور تک ریلوے لائن کو پورا کیا جائے - جس کا سروے ہو چکا ہے - اس کے علاوہ قاضی گانج سے بارہ مولا تک ریلوے لائن کا سروے ہو چکا ہے - اس کو بھی پورا کرنا چاہئے - تاکہ جموں کشمیر کے لوگوں کو یہ احساس ہو کہ وہ عظیم بھارت کا حصہ [ہوں۔]

پرو. شیبان لال سبسنہ (مہاراج-گنج) : अध्यक्ष महोदय, मुझ से सन् 1955 में स्वर्गीय लाला पद्मपत सिंहानिया ने यह कहा था कि रेलवे में 1 हजार करोड़ से ऊपर इन्वेस्टमेंट है, अगर यह चीज प्राइवेट सेक्टर में होती तो हम 25 प्रतिशत मुनाफा इस में देते और सारी पैसेंजर एनिटीज भी मुड़िया करते, लेकिन रेलवे बोर्ड ने यह व्हाइट एली-फैट बांध रखा है जिसकी वजह से इंडिसिप्लिन भी है और सरकार को कोई विशेष मुनाफा भी नहीं मिलता। मैं भी सरकार से यह कहूंगा कि इतना लम्बा इन्वेस्टमेंट होने पर भी हमारी रेलवेज का फायदा इतना कम हो यह ठीक नहीं है। मैं चाहूंगा कि हमारे नये मंत्री महोदय इस चीज को देखें कि इतने इन्वेस्टमेंट पर जितना मुनाफा होना चाहिये वह मिले और जनता को ज्यादा सुविधाएं भी मिलें। रेलवे में जहां एकोनोमी की जरूरत है वहां एकोनोमी की जाय। मंत्री महोदय इस चीज को भी देखें जहां अफसर ज्यादा हों वहां उन को घटा दें। जो भी बस्ट है उस को खत्म कर दें और एक आस्टरटी कॅम्पेन चलाएं जिससे रेलवे के एस्टेब्लिशमेंट से सुधार हो और काम ठीक तरह से चले। इतने साल हो गये लेकिन कभी भी ऐसा नहीं हुआ कि

रेलवे से उतना मुनाफा :हीं हुआ जितना कि होना चाहिये ?

दूसरी बाद मैं गोरखपुर की कहना चाहता हूं। उन्होंने कहा है कि बैंकवर्ड एरियाज में नई रेलवे लाइनें बनाएं। गोरखपुर का एरिया नेपाल के बोर्डर पर है और सब से बैंकवर्ड है। मैं कई सालों से कह रहा हूं कि एक रेलवे लाइन गोरखपुर से खुटहा महाराज-गंज निचलौल होते हुए ठूठीबारी तक बनायी जाय जिस से यह एरिया डेवलप हो सके। यह 1200 स्क्वायर माइल का एरिया ऐसा है जिस में कोई रेलवे लाइन नहीं है और दूसरे, मिलिट्री के स्ट्रेटिजिक प्वाइंट आफ व्यू से भी इस की बहुत जरूरत है। आज चीन की रेलवे लाइन सब हिमालयन पासंज तक आ गई है और काठम डू तक उनकी सड़क बन गई है। कभी भी उन की फौज हमारे कंट्री पर सीधे आ सकती है। और हमारी फोर्सस अगर गोरखपुर में रहती भी हैं तो भी उन के लिये पासिबिल नहीं है कि वे वहां बोर्डर तक पहुंच सके। इसलिये इस रेलवे लाइन को खास तौर से लिया जाय और इसे बनाया जाय यह बैंकवर्ड एरिया भी है और स्ट्रेटिजिक प्वाइंट आफ व्यू से भी इस की जरूरत है। मैं चाहूंगा कि मंत्री महोदय इस के ऊपर ध्यान दें और इस रेलवे लाइन को बनाने की व्यवस्था करें।

अभी करप्शन के बारे में कहा गया और श्री स्वामी ने एक पत्र भी इस के बारे में पढ़ा। मुझ को भी बहुत शिकायत इस बारे में है। मैं यह नहीं जानता कि कुरैशी साहब ने ऐसा कुछ किया है या नहीं लेकिन एक बात मैं ध्यान में लाना चाहता हूं। गाजियाबाद जनपद का एक कंट्रैक्टर है जिस को तीन चौथाई रेलवे स्टेशन की कंस्ट्रिंग का ठेका दे रखा है। बीसों साल से यह ठेका उस के पास चला आ रहा है। यहां बुद्धिन उस का नाम है। वह अफसरों को रुपया दे कर मिलाये रहता है। पुराने रेल मंत्री स्वर्गीय ललित नारायण

(प्रो० शिवन लाल सक्सेना)

मिश्र उसको खत्म करना चाहते थे । लेकिन वह मर गये और उनके मरने के बाद अफसरों से मिल कर फिर वह सारा ठेका उस ने अपने नाम जारी रखा । मैं चाहूंगा कि इस कांटेक्टर की जांच की जाय और अगर वह रेलवे के अफसरों को मिलाए हुए है तो इस बात की भी जांच की जाय और इस के ऊपर सख्त कार्यवाही की जाय । इस कांटेक्टर को खत्म किया जाय ।

इन्ही शब्दों के साथ मैं अपनी बात समाप्त करता हूँ । मेरा खास प्वाइंट उस रेलवे लाइन का था जिस का मैं ने जिक्र किया । बाकी मेरे कट मोशंस स्पष्ट हैं । उन्हें दुहराकर मैं सदन का समय नहीं लेना चाहता ।

SHRI R. MOHANARANGAM (Chengalpattu): Mr. Speaker, Sir, first of all, I thank you for giving me an opportunity to express some of my feelings on the railway budget for 1977-78. Even though I am in a position to express my ideas in Tamil or in Telugu, I am speaking in English for the simple reason that what I say must be understood by other hon. members here. Before dealing with the various merits and demerits of the budget, I would like to congratulate the hon. Railway Minister on behalf of the All India ADMK and on behalf of our great leader and uncrowned political king of Tamil Nadu Mr. M.G.R., for the bold step he has taken to reinstate all the railway employees who were either suspended or dismissed during the 1974 general strike. I also thank our minister on behalf of our party on having taken a very bold step by not increasing the freight rates and passenger fares.

After having gone through the railway budget, Sir, in certain places still I stand unconvinced.

The hon. Railway Minister has said that unauthorised travel agents and

anti-social elements indulging in malpractices in seat reservations have been largely eliminated. But if you allow me, Mr. Speaker, to take the Minister to Madras, I can show him the unauthorised ticket agents standing in the queue for purchase of tickets and then giving it to the actual passengers on some premium. He has also said that long queues have been considerably reduced. But if you come to Madras Egmore station, which is the heart of the Madras city, you can find the passengers after getting down from the train, it will take at least half an hour for them to come out of the station. The Egmore station was constructed some 35 years back but there is no proper overbridge for the passengers to come out of the station. An overbridge should be constructed.

The Railway employees still continue to be the lowest paid employees as compared to the other public sector employees. The demand of the employees that their wages should be at par with the other public sector undertakings should be considered sympathetically. So many representations have been made in this regard but no steps have been taken uptil now.

I would like to draw the attention of the Railway Minister to a memorandum given by the people of Chengalpattu requesting the Minister to construct an overbridge at Chingleput railway crossline but no steps were taken to construct that overbridge. That particular area is very near to National Highways. There is an important road—GST road—which leads to the entire important towns of Tamil Nadu and Kerala States.

In advanced countries the Railways are treated as public utility service and not as a source of profit. But here the Railways are treated as a source of tax revenue. The railway work is done only in urban areas and not in rural areas. This leads to shifting of population from rural areas to urban areas.

Under the 20-Point Programme, it was said that bonded labour had been completely eliminated. But if you see the Railways, you will find that bonded labour is still existing there. I can quote certain instances. The Railway officers employ certain railway employees as cooks and butlers for themselves who work as bonded labour.

Coming to uniforms, once I asked a Ticket Inspector as to why he is not wearing the uniform. He told me that the uniform supplied to him is of 32" whereas his chest is 42" and that is the reason why he is not wearing it. A uniform meant for our Railway Minister will not suit our friend, Shri Piloo Mody.

Every Year we purchase stores to the tune of Rs. 500 crores. Some are big items and some are small items and some are imported. They purchase stores more than the actual requirement. It is my humble request to the Railway Minister to reduce this amount from Rs. 500 crores to 100 or 200 crores.

Now about the loading of wagons. The merchants have an understanding with the railway officials and they load the wagons beyond their capacities. In addition to our not getting additional income, we also see that the unscrupulous officers and merchants join together and deprive funds due to the Railways.

Finally, I would request the hon. Railway Minister through the Speaker to take necessary steps to ensuring proper administration in the Railways. Then only can we have good relations between the railways and its employees.

12.35 hrs.

PANEL OF CHAIRMEN

MR. SPEAKER: I have to inform the House that under Rule 9 of the

Rules of Procedure, I have nominated the following Members as Members of the Panel of Chairmen:

- (1) Shri Dhirendranath Basu
- (2) Shri Tridib Chaudhuri
- (3) Miss Abha Maiti
- (4) Shri S. D. Patil
- (5) Shri M. Satyanarayan Rao
- (6) Shri Dwarika Nath Tiwari

12.36 hrs.

RAILWAY BUDGET, 1977-78 AND DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS), 1977-78— Contd.

MR. SPEAKER: It is now 12.30 p.m. Only 25 minutes are left for lunch. Mr. D. N. Tiwari and Mr. Kalyanasundaram may now speak. I would then call the Minister to reply. I know I have a large bundle of names. I would request the hon. Members to take their chance on some other occasion, like the debate on the President's Address. (Interruptions) I have to face over 500 Members. It will be very difficult for me. I will be very happy to call you all if there is time. (Interruptions) I know that; if the hon. Members want, we can speak today and tomorrow also. I thought 2 hours would be enough. I have no objection. What does it matter to the Speaker? I have called Mr. Tiwari now.

श्री द्वारिकानाथ तिवारी (गोपालगंज) :
अध्यक्ष महोदय, मैं सब से पहले रेलवे मंत्री का स्वागत करता हूँ—इतने दिनों की वीरान जिदगी के बाद उन्हें मौका मिला है कि सरकारी बैंच पर बैठ कर देश के लिये कुछ कर सकें। वे स्वयं सोशलिस्ट हैं और मैं उम्मीद करता हूँ कि अपने रेलवे प्रशासन के कामों में भी वे अपने नियमों और अपने आदेशों का पालन करेंगे। मैं इस बात को जानता हूँ और अनुभव भी