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ing the agitations and demonstrations by the young people in the north-eastern hill States against this. And the Prime Minister and the Home Minister simply said that this is only a qualifying examination and that the candidates belonging to these areas will not be adversely effected by this. I do not understand what they mean by qualifying examination. Is not the whole IAS/IPS examination a qualifying examination? What do they mean by a qualifying examination when the first paper in both of these sections i.e. the preliminary and the main, are compulsory papers, each carrying 300 marks? If this recommendation of the Kothari Report is put into effect, it would mean to total denial of the right of the young people who do not speak the 14 languages to compete to become the administrators of the country. It means that only those who speak the 14 or 15 languages are Indians and others are not, or at best they are only second class citizens. It means telling these young people: Either you learn one of these 14 or 15 languages or join the rebels and get out of India. May I know what is the idea behind this? Is this not a step towards disintegration of the country? The recommendation, if it takes effect, will affect not only the young people who cannot speak or write any of these languages, but will also affect the children of many Civil servants, especially of the Central Government, whose transfer can be from one end of the country to the other, whose language, which may be one of the 15 languages, is not taught in that area. Can, for example, a Malayalee young man whose father has been posted at Arunchal Pradesh for the last 25 years, compete in Malayalam with a Malayalee young man born and brought up in Kerala? I appeal to the Prime Minister and the Home Minister to consider this problem seriously and to restore the same condition as was there before and to scrap this obnoxious Kothari Report. I earnestly appeal to them

to call a meeting of all the MPs, irrespective of the parties to which they belong, belonging to the affected States. And lastly I demand that a statement be made by the Prime Minister or the Home Minister in this House.

Thank you.

THE BUDGET (RAILWAYS) 1979-80 —GENERAL DISCUSSION—contd.

MR. DEPUTY CHAIRMAN: There is a slight problem regarding the order in which the Members should speak. Some Members were not present yesterday even though their names were there. And the order that we have been following up till now which is also subject to variation as we proceed along, is first the Congress (I), the Congress, the Janata and then the other groups. This is how we proceed, and this is the way I propose to proceed.

SHRI JAGJIT SINGH ANAND (Punjab): No, Sir, I have a strong objection because I gave it in writing on the 5th that I would be the only participant from my group, that I would not be participating on the 6th and that, therefore, I should be transferred to the 7th. Yesterday nobody from us spoke. You want me to be the fourth speaker. That is not fair. Yesterday I could have exercised my right. I would request you and other friends also to accommodate me. I have already made my schedule of work like that.

SHRI BHISHMA NARAIN SINGH (Bihar): There is no question of accommodating, as a matter of fact. This is the way of actually calling the Members from different parties. It was followed yesterday. Therefore, we wanted it to be like that. (Interruptions)

SHRI JAGJIT SINGH ANAND: I have got other engagements also.

SHRI BHISHMA NARAIN SINGH: There is nothing personal.

SHRI JAGJIT SINGH ANAND: I would request you to give me time because yesterday nobody from us spoke. (*Interruptions*) Sir, I consulted the Secretary-General who also knows the rules. I asked him yesterday and today, I was given to understand that because I did not speak yesterday, I would speak today. Therefore, if we cannot go by this, it is something very strict certainly when I have given it in writing in advance.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (DR. RAM KRIPAL SINHA): It is not necessary that he should be the first speaker today. He must get time today. I think the order should not be reversed. He should get a chance today.

SHRI JAGJIT SINGH ANAND: I am not talking of chance; I am talking of specific facts, because yesterday itself I could have been accommodated, and if my name was not called yesterday, it was because of my written submission that I sent to the Secretary-General that I should be accommodated on priority today. And this is not my understanding only. I am saying this on the floor of the House. This was also the understanding of the Secretary General, and there should be no objection either from you or Mr. Bhishma Narain Singh to accommodate me now.

DR. RAM KRIPAL SINHA: It is not necessary that it should be in the reverse order and that he should be the first speaker. Generally we follow a system. The first position is of the Congress (I), the Congress, from this group and then the Janata comes last. Then again the Congress (I), the Congress, then in one round, the CPI or the CPI(M) and in the next round the CPI or the CPI(M).

In this way we have been following the order.

SHRI JAGJIT SINGH ANAND: Go to the substance of the issue. The debate has taken place for one day, and none from us participated in it.

SHRI P. RAMAMURTI (Tamil Nadu): He is not claiming it as a matter of right. He is only requesting to be accommodated. If you cannot, that is all.

DR. RAM KRIPAL SINHA: I said, he should be given a chance today and that it was not necessary that he should be the first speaker. (*Interruptions*)

SHRI JAGJIT SINGH ANAND: After all he is not favouring me by accommodating me. I am not a beggar for a chance in this House. He is not understanding what I am saying. What I am saying is this. Before the debate started, I had written to the Secretary-General and through him to the Chairman that I was not participating. I am not begging for a chance from you. You are not understanding my request. I am again saying this. The hon. Deputy Leader of the House is not accommodating me because he is repeating *ad nauseam* something which is well known. He is saying that I will be given a chance. I am not asking for mercy. I could have got a chance yesterday. (*Interruptions*). But this, the Chairman was not informed of in writing. Today I want my name to be given priority.

MR. DEPUTY CHAIRMAN: Please do not take it in that spirit.

SHRI JAGJIT SINGH ANAND: I gave it in writing.

DR. RAM KRIPAL SINHA: It is for the Chair to decide. Whatever you decide, I have no objection to it.

SHRI JAGJIT SINGH ANAND: How can the Chair accommodate

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unless you accommodate. I am requesting you to accommodate me in view of the written submission I made. I am requesting Shri Bhishma Narain Singh also.

DR. RAM KRIPAL SINHA: They can give you. It is not my chance. My chance will come only after three speakers. The first chance belongs to the Congress (I). If they permit you, my chance should be 4th. That is all. The fourth speaker should be my party speaker.

SHRI G. LAKSHMANAN (Tamil Nadu): Congress (I) may give the chance to Mr. Anand and it may take the chance of Mr. Anand. You can adjust. Why should we raise it?

SHRI P. RAMAMURTI: They have been your supporters for a long time. Why can't you accommodate him? Accommodate him. Sir, he is accommodating.

MR. DEPUTY CHAIRMAN: Shri Anand.

SHRI JAGJIT SINGH ANAND: Thank you very much.

MR. DEPUTY CHAIRMAN: But I will request Mr. Anand, firstly, not to bring in the Secretary-General because this is not proper. Whatever is done is done by the Chair and in the name of the Chair. Secondly, please do not show your anger because we are, after all, discussing in a proper way. With this, I request you to proceed.

SHRI JAGJIT SINGH ANAND: Thank you for your observations. I wish the hon. Prof. Madhu Dandavate was here, but I am told that he is in the other House.

SHRI P. RAMAMURTI: Mr. Sheo Narain is here.

SHRI JAGJIT SINGH ANAND: Yes, Mr. Sheo Narain Singh is there.

SHRI P. RAMAMURTI: He is **not** Sheo Narain Singh; he is Sheo Narain.

SHRI JAGJIT SINGH ANAND: But the first thing that I want to say is that as the days passed since the presentation of the Budget, my reaction to the Budget has changed from day to day, and unfortunately it is more adverse today than it was in the beginning. Part of the reason is that the General Budget that followed this has made things very clear as to how the people are being crushed under the new burdens of the Janata Government. If we add up to this figure of Rs. 178 crores in the Railway Budget to the amount of Rs. 863 crores that Chaudhary Charan Singh has imposed, it comes to a fantastic total, and the burden really becomes unbearable. Now, while I am on it, I must go on record that Prof. Madhu Dandavate has tried to bring his outlook to bear on the functioning of his Ministry, in the past and, it seems to me, in this case also. But he is circumscribed by the limitations of the group or the so-called party within which he has to function and within which he has to prepare the Budget also.

Now, Sir, I am aware that after the 1974 strike there were many matters pending which were not settled by the previous Government. Mr. Dandavate took a very bold step to settle certain of these matters, including certain terminations. But I must be frank. Mr. Madhu Dandavate has forgotten what he stood for in 1974. And I read thorough the speech of my friend, Mr. A. P. Sharma. The roles of Mr. A. P. Sharma and Mr. Madhu Dandavate are today reversed about the basic demand of the workers. But my stand today is the same. That was the stand of Prof. Madhu Dandavate then and that is the stand of Mr. A. P. Sharma today.

SHRI ANANT PRASAD SHARMA (Bihar): Mr. Anand, it is not revers-

ed. At that time also my main demand was bonus.

SHRI JAGJIT SINGH ANAND: I am grateful to him. It is a very important thing. But I am only saying that when the working class decided to go forward on a demand with which he agreed, he was not with us. And now the working class is still fighting for the same demand when Prof. Madhu Dandavate is the Minister. There is a proverb in my language: "Kaudi aale, kaudi chhikke". That is, "kaudi" was the smallest measure in the British times, when even "dambdi" was there. Now, some poor fellow lost that little piece. And the fellow who had stolen it was just trying to side-track him by saying sometimes "it is lying here" and sometimes "it is lying there", and not giving it back all the time. This is what exactly is being done regarding bonus. And the working class is becoming more and more desperate. All sorts of stories are spread. Even news leakages are made, that there is a sub-committee that has been appointed, that the report of this sub-committee has gone to the Cabinet and that the Cabinet is generally agreeable and so on. But nothing happens regarding bonus. And the working class working in the biggest industry of the country, the Railways, the workers of the Indian Railways, who are the main persons who have brought about a situation in which so much credit has gone to the present Railway Minister—they are the actual doers of the job—are getting more and more dissatisfied and anger is rising more and more in their hearts. They are not prepared to wait much longer. Already we see in the papers that strike notices are being served. If Prof. Madhu Dandavate does not want to deny what he stood for in 1974, there should be no delay at all in settling the bonus claim of the railway workers. Any delay may mean—like justice delayed is justice denied—a situation which nobody in this country will welcome but which the working class, the workers work-

ing on the railways, will be perfectly justified in taking.

Certain good things which have been introduced in the past, I will come to them later. But where those things lead to has also to be examined. Before the Budget was presented there was a certain speculation that passenger fares would go up. But when the Budget was presented, I found that passenger fares did not go up. But then I realised that a big part of the passengers are urban passengers, passengers operating close to the big cities, passengers going short distances. According to the railway statistics 58 per cent of the passengers are covered by suburban passengers and, passengers travelling less than 50 kms. Now both urban passengers and passengers travelling less than 50 kms. have been attacked by the present Budget proposals. Except for a small exemption for passengers travelling less than 10 kms, the season tickets for suburban passengers have been affected, passengers travelling less than 50 kms, passengers travelling in second class after the first 10 kms, have been affected. And the argument that the incidence of burden will be only 5 paise or 10 paise does not sell because 25 paise both ways comes to 50 paise a day and Rs. 15 a month. Already with the additional burdens that are there due to the generosity of Choudhury Charan Singh to the kulaks of this country, things have come to such a pass that I do not know how the salaried people at any level, whether they are Class IV employees or Class III employees or hawkers on the streets or whether they are Government officials or they are doctors, are going to bear the burden of that Budget plus this increase especially when transport cost has already gone up. The Delhi Administration had to, through its nose, agree to 25 per cent increase in the fare of scooters and the special surcharge in the night also; that is, whatever was being illegally taken by the taxiwallahs and scooterwallahs has now been regular-

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ised. That only shows the lack of foresight. We were all put to so much trouble for three days. But ultimately they came down to this. What I am trying to say is this, that the way the Budget has come, the only positive feature, according to me, and which needs congratulation is the exemption given to children, in this International Year of the Child; the age of exemption has been increased from 3 years to 5 years. I hope it will come to stay, and it is something for which I congratulate the honourable Minister. Barring that, I cannot find anything positive about this Budget.

Prof. Madhu Dandavate, in the Speech that he delivered while introducing the Budget in the other House, said in para 88:

"The Committee have also given an alternative proposal involving a higher increase in the season ticket fares on the basis that the extra transport cost incurred by large numbers of people in such concentrated areas should be borne essentially by those who employ them in those areas and also by those who benefit directly or indirectly from the concentrated development of such areas and that this could be enforced by a legislation of Parliament..."

While mentioning this recommendation which is a very valuable recommendation, the honourable Minister did not wait for this recommendation to be implemented before he imposed the burden on the commuters who are working in Delhi, Madras, Bombay, Calcutta and other metropolitan cities. He has put such a back-breaking burden on those who, not out of their volition, come 30 miles, 40 miles, away from their homes to the centres of working in the cities wasting so much of their time and energy, having a very early schedule. He has done this without waiting for the ultimatum which was the correct

ultimatum. It was a correct ultimatum because most of our public undertakings do provide transport for their employees, they do provide transport through their special buses, through other means, even through railways. At the time when the Bhakra dam was under construction, the workers who used to go to the dam site from Nangal and other areas, were provided with free transport. If this is done by public undertakings, why should not private undertakings be compelled to take on this burden instead of putting it on the workers? But the hon. Shri Dandavate did not wait for that also.

Now, there are some special features which I want to mention though they do not concern my part. I am referring to the difficulties of the people residing in the North Eastern regions and eastern regions of our country. For instance, the people in Manipur, in order to catch a train for Delhi have first come to Dimapur and thereafter spend two nights and days before reaching Delhi. The same is the case with people from Tripura. There are thus lots of people who have to take long journeys and because their areas happen to be backward even their essential requirements have to be imported from other places. For such people there should be some ceiling on the fare to be charged from them. They are living in far-off places in the country. It is a question of national integration. They have no choice in the matter. It is not their fault that Delhi happens to be far away from their places of residence. It is not my choice that Punjab is near to Delhi and I can reach here by overnight journey. I would urge that some special consideration should be shown to people living in far-off places and in the fare structure there should be some ceiling beyond which they should not be asked to pay.

Now I come to freight charges. Here, I must say that except salt, everything else has been taxed. All

essential commodities including food-grains have been taxed. This will cause an increase in the prices of foodgrains. Yesterday Shri Mohan Dharia agreed that the person in the Finance Ministry who said that the prices of commodities will rise only by one per cent was living in a fool's paradise. Or, he was playing fraud on the people or he thought that the people of India were so gullible that they would accept his fraudulent claims. At least in the matter of transporting essential commodities to far-off States in the North Eastern or eastern or even western regions the Railways should give special consideration in regard to freight charges. At least freight charges in their case should not be enhanced in respect of commodities on which they were enjoying some concession so far. The Railways have to see that the people in those backward and under-developed areas which have to import their essential requirements from other places do not suffer.

Now, I come to the Railway Board. Everybody knows that the Railway Board is a white elephant. There have been long-standing demands in both Houses of Parliament that the Railway Board should be done away with. It is still under the consideration of the Railway Convention Committee, of which I happen to be a Member. There has been a gap in the last few years. Their final report has not come. What is happening to the Railway Board? The Railway Board's expenses have been going up. Some pruning was suggested by the Railway Minister in his last budget. Even then the expenses have gone up.

Now I will come to the Railway Convention Committee whose 77th report has already been presented to the Lok Sabha and the Rajya Sabha on the 22nd December, 1978. There we went into the whole situation. The first issue we raised was about delegation of powers by the Railway Board to down below so that at the

zonal level and divisional level the people who are running the railway administration at the field level are able to tackle their problems. The Railway Board has always been saying that we have parted with out powers and everybody is satisfied. They called a meeting of the General Managers and said: We are parting with this much of our powers to you. After six months again they will say: We are parting with this much of power and the General Managers will say that everything is all right. I can understand the poor General Managers going before the Railway Board, the Nawabs, and not giving out their minds. But all the time, attempts at devolution of powers by the Railway Board has at best been half-hearted. What is the situation today? The situation today is that 33,000 representations from railway users and 50,000 representations from the railway employees are received by the Railway Board every year. What does this mean? It means that either the Railway Board is so zealous of its powers and is so much bent upon keeping all the powers concentrated in its hands that it does not want to part with them; or, it means the people functioning down below do not have the authority or confidence or calibre to tackle these problems.

Sir, while on this, I would

3 P.M. like to say that we have recommended a departmental probe by an independent body of experts in the managerial field, that a team of experts on management and finance should go into its working. Then, Sir, the point that I want to make further is that the best touchstone for judging the adequacy and exercise of the delegated authority would be the extent to which the Railways are able to meet the public requirements of wagons, to maintain punctuality of train services, to minimise incidents or accidents, to resolve all the commercial and other difficulties with promptitude and, in general, to inspire confidence among the public by improving the quality

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of the service and by resolving all their difficulties. Now, Sir, while on this, I would like to mention a very bad situation. Sir, despite the best intentions of the honourable Minister, what we find is that both the sections, that is, the railway users and the railway employees are not satisfied and the situation is bad in matters of punctuality of the trains and things are worse in the matter of corruption and there is no improvement. Then, Sir, I welcome his suggestion that there should be departmental catering. In the matter of catering, it is a hellish situation and, while I am on it, Sir, I would like to tell the House what I experienced directly during the last three or four weeks. I was travelling on the 14th of February from here to Ambala to go to Chandigarh in the *De Luxe* train. The train arrived on time and I checked it up—because I had to go from here from my house, I checked it up—and found that the train was going on time. But, on reaching there, I found that the train did not leave for about 1 hour and ten minutes and on the public address system once an announcement was made that the train was being delayed. Then, Sir, I began searching because I had to reach a particular place to attend a meeting at certain time. What was the reason? I went to three different people and all the three different people gave three different explanations as to why the train was not leaving on time. Then, Sir, I got into the train. When I got into the train—I do not want to dilate on this, Sir—the passengers who were coming from Bombay complained that the food that was served overnight there was smelling of kerosene and the passengers who took that food vomitted, 38 of them, and then I called the fellow who was travelling in the train dining car and asked him about this and he told me that he had sent a telegram. He showed me the telegram that he had sent. Then I told him that at the place from where the food was

taken—I do not remember the name of that place, I have forgotten probably Godhra—he should have checked up and I asked him: Didn't you have your nose before you served it? So, Sir this was the condition of the passengers in that train so far as food was concerned. I am only giving one example.

Then, Sir, I came the day before yesterday morning from Bhatinda and the Bhatinda train arrived in time and left in time. But at the Kishan Ganj station it was delayed by about 35 minutes and the train from Jodhpur was passing and, on the roof of the train, some people were travelling and the passengers were in a hurry to reach the Delhi Station. There are 25,000 V wires overhead and these people would be sucked in and would be burnt alive within seconds and this is how many people die by travelling on the roof of the trains. But, Sir, the people are not only travelling on the top of the trains, but they are travelling on the top of the buses also. From Firozpur to Faridkot to Bhatinda I went by bus and all the buses were packed up and down and, ultimately, one of the buses, which was a Government bus, had to be challanned by the Transport Authority and it had 60 passengers in excess although it was supposed to carry only 66 passengers in all. Now, why is it happening, Sir? Because many services were cancelled due to coal shortage. Now, who is to be blamed for that? We see open quarrels on many issues in the Janata Government and also the quarrel between the Minister of Energy and the Minister of Railways as to who is to be blamed for the actual coal shortage.

Then, Sir, you come to the questions of casual labour absorption. Despite the honourable Minister's attitude that there should be more and more absorption—he has said that within four months all the

casual labour should be absorbed—what is the actual situation? I know that the intentions of the honourable Minister are good and I know that both the Ministers mean business. But I am only saying that the business is not got done and things have got stuck up. While I am in this, Sir, I also want to point out that some new services have been introduced, some new trains have been introduced. By the introduction of fast second class or classless train, really a good thing has been done. But has there been any increase in the staff commensurate with the workload that has increased—in the number of gangmen, railway men and other staff that is looking after the track and looking after the running of the train? The workload has increased, but the staff has not been increased. If it is not increased, what can it result in? It will result in more accidents than ever before. This should also be looked into.

While I am at it, I would like to refer to some specific problems that can never get resolved. I mentioned last time, and I say it now also. There was a good practice before the Janata Government came in. Members of Parliament from various railway zones used to meet the Railway and the staff once mostly in the Rail Bhavan itself to get certain problems solved across the table. But nothing happens now. You on writing letters. Nothing happens at all.

About a day-time train, fast train, between Chandigarh and Delhi; at all levels, Members, through questions; through motions, through letters, go on taking it up. Our Chief Minister has also written and has seen the Railway Minister. But nothing is being done for Chandigarh. Chandigarh is the capital of Haryana State, of the Punjab State and a shadow capital of Himachal Pradesh also—as also a Union Territory. But to such an important place we have no easy access.

Then, Sir, there had been the question of bringing Chandigarh on the main line. I do not want to go into it. But nothing concrete has come out yet, even after the Punjab Government was prepared to share the cost also.

Then, Sir, there was a train called Golden Temple Tata Express. For months and months it was not there. Now I am told that it is because of a certain bridge on that section. If a certain bridge on that section was not functioning, why the Delhi-Amritsar train was taking a good deal of passengers on that?

Sir, I have been repeatedly insisting to make it a seven-day train and they say that it is not possible. If additional fast trains, and the fastest train in the country, can be run on the same day, why cannot that be accommodated on other days? Bureaucratic answers are received by us. Previously we used to insist on changing the time of the Srinagar Express, till Mr. Shafi Qureshi saw the argument that it would benefit the Jammu people to go to Srinagar and come back on the same day.

Now, Sir, ridiculous things have been happening. I come to Delhi from Jullundur by Deluxe train, Chair car, air-conditioned, after spending Rs. 39/-. But I have to go from Delhi to Jullundur in the same Chair Car in First Class, gathering all the dust, after paying Rs. 71/-. Why is this anomaly there? I have raised it through every method. But I failed to get any answer.

Then, Sir, I was travelling last year by the Kashmir Mail, and I found that the seat of the attendant there, which was a collapsible seat, had become a commode type seat. Only this much seat was provided for him. I took it up through correspondence also but got bureaucratic, wooden-headed replies. Rexine was removed. We talk of Socialism and about the poor. But even a proper

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seat is not provided to the attendants in trains.

Then, this is a matter which have repeatedly raised. Sale of groundnut is banned only on the Northern Railway, because of cleanliness considerations. You can purchase it from somewhere outside the station and throw it on the station. We allow kernels, so that there is more loot of the people. In winter, people like groundnuts which is heated in an earthen pot. I have been writing letters, but the same type of bureaucratic reply is given. They do not bother about it at all.

Sir, there is reservation in day time trains for First Class chair, and then Rs. 2 extra were being charged. I found passengers abusing or misusing it.

While I am at it, I may say that it was the Godra station about which I was talking. I went to Bhatinda. They gave a long memorandum. The people there asked me: Kindly allow us to demonstrate in the House. I said: Why should I lose credibility in my House? But they were saying, "Then we will sit on the track." I said, "It is foolish to do so." They are the daily commuters, and on the fast express trains, one cannot travel now at the same fares. And repeatedly, many minute difficulties are coming up. And I will tell the hon. Minister who is present here and the hon. Minister who is not present to please somehow or the other find a machinery to remove the grievances which can only be done if there is a talk across the table. Otherwise, what will happen is that more and more discontent will grow, and the Railways will get a bad name for nothing. So, Sir, I do not want to go on as you have signalled me to

stop. But what I want to say is that a serious consideration should be given to what is suggested in para 88, and to put the burden on the employer rather than on the employee on the question of suburban tickets. Then, Sir, in regard to seasonal tickets; the demands are there from the commuters and they should be looked into. In regard to the branchline traffic and the 50 kms. traffic, from 50 kms. please do not come down to 10 kms. Upto 25 kms., you should not raise anything because 25 kms. means only 15 miles. And most of our people who are poor travel only small distances.

So, Sir, with these submissions; I would like the Minister to please look into the Budget proposals again. And keeping in view the fact that other burdens have also been passed on, after that Budget, it does not look that rosy or it does not look that less bad. I am saying both ways. It looks very obnoxious now. And he should see to it that there is really a Madhu Dandavate touch to the Budget, and he should see to it that it does not go as it is.

SHRI KHURSHED ALAM KHAN (Delhi): Mr. Deputy Chairman, Sir, my hon. friend has a lot of personal experience of travelling on trains. But, unfortunately, I stay in Delhi and, therefore, I get very rare chances of travelling by trains. However, I have gone through this speech of the Minister of Railways and I find he is indulging in self-praise. I do not object to his indulging in self-praise, but then there should be some limit to indulge in self-praise. Well, Sir, while indulging in self-praise, it seems the hon. Minister has totally forgotten that the Indian railway net-work is the largest net-work in Asia, and the fourth largest in the world. It is also the biggest public undertaking of this country. And this was not built up overnight or during the last 20 months. It has been

built up during the last 125 years and, therefore, the entire credit for doing anything in the Railways should not be taken by the people who are in the Administration at the moment.

Sir, as a result of planned development, and I repeat that as a result of planned development since 1951, operations have more than doubled, and this is a great credit to the previous Government which has done this right from 1951 to 1976, and during the last two years nothing spectacular has been done. The process of modernisation of the railways, including electric traction, dieselisation, rolling stock modernisation, improvement of signalling, etc., has made much headway during the last decade. It is not a question that this has been done only last year or during the last 20 months. This has been done during the last decade which has been a decade of significance for the Railways, and the Railways can take pride of that last decade. The process of slideback, unfortunately, has now started. And it will be a great achievement if they can stop this process of slideback and keep it going and the wheels turning and moving. I have mentioned this to remind the learned Professor who is, unfortunately not present here—most probably, he is busy in the other House—that while indulging in self-praise, one should not forget what was inherited from the previous Government and what was done then. We will now see what you will do during the tenure of your office in Government. In fact, in the last decade, as I have said: numerous achievements, which I mentioned previously, have been made by the Indian railways and they are proud of it. The railways have built up the necessary infrastructure for meeting the national requirements and now you are getting the benefits of that basic nucleus or that basic infrastructure which has been built up over the years; out of which you

are now getting the benefit of good services, better services and improved services... Our railways system has gone through many stresses and strains and has met many challenges very adequately. It has an inherent built up strength which has been the result of the long association of my party's Government with it which has done so much for its development during the last 25 years.

Now, many hon. Members have praised the hon. Minister for the performance of the hat trick but, really speaking, I feel that it is not a hat trick but only a trick. (*Interruptions*). The Minister has said that the year 1978-79 is expected to end with a surplus of Rs. 27.73 crores, as against the Budget Estimates of Rs. 65.43 crores. The reason of shortfall of Rs. 125 crores is in the revenue and is attributed to lack of traffic and damages on account of floods of the order of Rs. 30 crores. Further, an extra expenditure of Rs. 89 crores is stated to have been incurred by the railways as a result of levies which were imposed during the last General Budget, which was presented after the Railway Budget had been presented. In spite of the above factors, i.e., Rs. 230 crores loss of revenue or extra expenditure, there is a surplus of Rs. 27 crores, which is claimed by the hon. Minister that it is his trick. But what is this miracle? In spite of this extra expenditure this year, in spite of this extra Rs. 30 crores, which was the extent of damage caused by floods last year, still he had to tap new sources for additional revenues for the next year. If the position was so sound that they could show a surplus after all these things last year, why during the next financial year they are imposing an additional burden of the order of Rs. 178 crores? This is a thing which I am unable to understand. I do not know whether this is a hat trick or just a trick. Well, this has to be explained. When you have said that the

[Shri Khurshed Alam Khan]

Railways have a sound financial position, why are you imposing this extra burden of Rs. 178 crores?

SHRI P. RAMAMURTI: Am I to understand that you object to hat tricks and not to tricks. Three tricks you object to; but one trick you do not object to.

SHRI KHURSHED ALAM KHAN: Besides unforeseen losses or additional payments, the payment of bonus, which has been promised time and again to the employees of the railways, has not been taken into consideration when the surplus has been shown. If all this is taken into consideration, where will this hat trick go? It will remain only a trick. This is the difference which I would like the hon. friend to understand. The socialist hon. Minister has singled out only the urban commuters for this additional burden. It is a known fact that the people living in urban areas are subject to lot of stresses and strains financially and when they have to live outside the peripheries of the town, it is not a matter of their choosing; they go out by force of circumstances. And here you want them to pay so much extra. How will they do it? And all this will result in inflation in the country which will not be good for us because the conditions which create inflation have to be curbed.

Essential commodities like the foodgrains, fertilizers, edible oils, jaggery etc. were exempt from levy or surcharge during the time when Shri Kamalapati Tripathi was the Railway Minister. This has now been removed by one stroke and now we have to pay for all these commodities, except the salt. That is a small mercy that you have shown on salt by exempting it and you have not exempted other foodgrains when you claim that your finances are so sound. As I said earlier, the Railways are our biggest undertaking and the life-line of the nation. But with regard to its top management and functions, there has

always been a controversy. The previous speaker also mentioned about it, that is, about the Railway Board which is basically responsible for the management policies and it is very much in the public eye. The Administrative Reforms Commission made very drastic recommendations about the re-structuring of the Railway Board and about delegation of powers down the line. But it seems that whatever has been done for which the credit has been taken by the socialist hon. Minister, is only a sort of apology to what should have been done and what they have done is only a half-hearted attempt which is not going to achieve the real purpose for which this was done. Now, powers have been delegated; only there have been two instalments of the delegation of powers. Has anybody made an assessment as to how it is functioning or what has been the advantage and what more is needed further to be done? Our Railways comprise nine zones. Some of the zones are really unmanageable. For instance, Northern Railway Zone is of such a big size that it is unmanageable. My suggestion is that these zones should be of such a size so that they can be managed conveniently. I know, the overhead expenditure might increase in that process but it will surely increase efficiency in the Railway operations. We can judge the efficiency of a transport system either by its viability or by the standard of its service. At the moment, the entire House will agree with me that we are not satisfied with the Railway Board.

It is a matter of great concern that there have been signs of extensive leakage, pilferage, ticketless travel and deterioration in the punctuality of the service.

The hon. Minister has claimed that settlement of compensation claims is done in a very short time. I want to know what is the amount of compensation that you have paid during

the year? I understand it comes to about Rs. 14 crores. Now, this is a ver big sum. How such a big amount was paid as compensation? A lot of pilferage, damage and loss takes place at the transshipment points of Railway stations like Mughalsarai and the Railway authorities know it much better than I do. Why can't effective measures be taken about it? The hon. Minister has made a special mention about the settlement of claims, as I said. What are the RPF and GRP people doing? How much money we are spending on the RPF? Most probably, the budget is of the order of Rs. 1500 crores. If we are spending Rs. 1500 crores, there should be some benefit out of it. But we find that we are spending Rs. 1400 crores on the settlement of claims. Then, what is the idea of having the RPF and the GRP?

Now, gauge conversion is another very familiar thing with the Railway authorities. Now, these projects should be taken in hand, when we have adequate funds available. On the one hand, we say that funds are not available. On the other hand, we are spreading our resources so thin that there is no impact anywhere. I would like to know what are the criteria when you decide on gauge conversion? Who takes the decisions? Are they political decisions or, are they commercial decisions? It is good that capital restructuring exercise is being done in the Railways. I am glad, Sir, the hon. Minister has come now and it seems I am through half of my . . .

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):
You are the main attraction.

SHRI L. R. NAIK (Karnataka):
You have almost completed.

SHRI KHURSHED ALAM KHAN:
I must compliment you on your capital restructuring exercise. This is very good and this should be ex-

pedited. Similarly, the report of the Committee on social burden should also be expedited. These are the two things, which are basic things about which you must do something at an early date, before it is too late. On the plea that the Rail Tariff Enquiry Committee has made the suggestion, whatever the increase that has been proposed by the hon. Minister in relation to freight rates and the fare of the season tickets is not justified. This is going to yield an additional revenue of Rs. 178 crores in 1979-80. But you say that your finances are very sound. In this connection, I would like to utter a word of caution. The hon. Minister is a professor. He has cleverly used the words 'selected areas'. This means, broader areas are still left out which he will cover, most probably, in the revised Budget.

PROF. MADHU DANDAVATE:
Don't draw this inference.

SHRI KHURSHED ALAM KHAN:
Sir, since the hon. Minister has come now, I am sure he will welcome my suggestions and he would like me to say something which he would appreciate.

MR. DEPUTY CHAIRMAN: But two minutes only.

SHRI KHURSHED ALAM KHAN:
Five minutes, I would take.

PROF. MADHU DANDAVATE: I will cut down my five minutes while replying.

SHRI KHURSHED ALAM KHAN:
The tentative forecast for the Sixth Plan shows that there would be a widening gap between revenue and expenditure from the third year onwards. This is a disturbing fact which we should take note of at this stage. I am sure, on this plea, sooner or later, instead of selective increase, there will be a wider increase. Please do something about it so that this wider increase can be avoided.

Now, the future of Indian economy is closely linked with the fate of the

[SHRI KHURSHED ALAM KHAN:] Railways. The picture, as we see, according to the forecast, is quite disturbing indicating that the Railways do not see the end of the tunnel although they have been saying that we have emerged from this tunnel. But the actual fact is that we have not only not seen the end of the tunnel, but we are also still not out of the woods and the finances are still in a delicate position. We have a huge amount of Rs. 5,6572 crores as on 31-3-1978 invested in the Railways. With 125 years of operational and administrative experience, our Railways should be a model for our nationalised industries which is, unfortunately, not so. It is a matter of great concern that our biggest undertaking is still not financially very sound and still not out of the wood. The present state of management leaves much to be desired and it is unsatisfactory. There is inefficiency, waste, lack of cost-consciousness and I am sure this will receive hon. Minister's special attention. I would humbly tell the hon. Minister that he has been calling me a pessimist while answering the questions. I appreciate his optimism, but I can tell him to take it from me that the railways need a major operation, minor surgery will not do. If you continue with your minor surgery, the fate of the railways is not very bright. Let us do one thing. Apart from the Administrative Reforms Commission, whatever it has suggested and whatever is done about it, my humble suggestion is that the railways alone needs a Commission of the same type as the Administrative Reforms Commission and this Commission should go into the working of the railways, both administrative, operational and financial. Then only, most probably, it would be possible for you to come to some conclusion and take some useful steps. I do not wish to say much on the safety in travelling because, incidentally, I am working on the Accidents Committee and it will not be very correct on my part to

say anything about it. But every morning paper has some screaming news. There is some derailment or some accident or some murder or some theft. There is something of the sort and I would urge upon the hon. Minister to please see that this news does not appear every day. If it appears once in a week or once in a month, we do not mind.

PROF. MADHU DANDAVATE:
Are you proposing censorship?

SHRI KHURSHED ALAM KHAN:
A grouse which I have is about the metropolitan transport system. Hon. Minister, perhaps you do not know. For nine years I worked with the special team appointed by the Planning Commission on this metropolitan transport system. We worked for the four cities, Calcutta, Bombay, Delhi and Madras. Fortunately, Calcutta has got something, but what are you going to do about Delhi? What are you going to do about Bombay and Madras? I know your answer that you do not get enough funds from the Planning Commission, but please take our help also so that we must get something for the metropolitan cities. Unless you have the underground system you are not going to solve the transport problem of these metropolitan cities.

MR. DEPUTY CHAIRMAN: That is all please.

SHRI KHURSHED ALAM KHAN:
What are the Railways' long-term plans for traction? Whether you are going to concentrate on electricity, electric traction, diesel traction or the old steel horse, I do not know, but if you are going to insist on electric traction, please have your own captive power house because you are depriving us, you are depriving the poor farmers; as you are depriving them of the power they suffer on that account.

The track renewal is another important factor, both initial and the secondary and I suppose in this matter

the Railway Ministry should ask the Planning Commission to use its good offices with the Steel Ministry and they must meet your requirements first and then the requirements of anybody else, even including the export. We have got enough foreign exchange at the moment and, therefore, they must meet your requirements.

MR. DEPUTY CHAIRMAN: Please leave some points for others also.

SHRI KHURSHED ALAM KHAN: Now the hon. Minister has said about the catering. I think the railway catering is the worst. We do not get our money's worth. You are thinking of corporation or something of the sort. First, please do something, to improve the catering system, let us have some better catering and after that you can think of having a separate corporation.

Sir, your consultancy services have been a big let-down. We were expecting to much from them because the entire Middle-East countries are looking to you. They are looking to India. They want India's friendship, they want India's consultancy, they want India's engineers, India's experts and if you concentrate on that, you can make millions of rupees out of these two projects. Modernisation of workshops, I know, is receiving your attention. But your workshops are in a very bad shape. This is the reason why your maintenance is poor. Unless this is done—and done early—I don't think you will be able to do anything as regards the maintenance of your wagons, engines and other things is concerned.

We are told that the recommendations of the Quereshi Committee have been implemented. But I can assure the hon. Minister that this implementation is only on paper. I have seen on the stores side that your stores still suffer for want of essential parts and whatever is supplied is very often sub-standard. What can't

you have running contracts with the standard firms so that you do not have this sort of difficulty.

Discipline has been a big casualty in the railways at the moment. Please do something about it. Here I would suggest one thing. The supervisory staff are your eyes and ears. If you want to give them responsibility, please also give them authority, because responsibility without authority will not do.

I am unable to understand why the Commissioner of Accidents is under the administrative control of the Tourism Ministry. I had something to do with the Tourism Ministry and I tell you that for ten years I never knew that there was somebody as the Commissioner of Accidents attached to this Ministry. That is the reason why nobody cares for him. How many posts of Assistant Commissioner of Accidents remain vacant, how much staff they ask for and do not get? Either please take this organisation under your own Ministry or let it go to the Prime Minister's Secretariat so that they have more responsibility and more recognition. They have to play a very important role and they should be enabled to do that.

In the Railway Board, there is no follow-up action.

MR. DEPUTY CHAIRMAN: Please conclude. You have taken much too long.

SHRI KHURSHED ALAM KHAN: I am finishing. The Railway Board issues a circular and then forgets about it. They think that everything is all right. If you go through the reports of Mr. Wanchoo or Mr. Kunzru, they are poems of pity. That is the reason why there is no followup action in the Railway Board. I hope you would do something about it.

Thank you, Sir. I have taken very little time.

SHRI PRASENJIT BARMAN (West Bengal): Mr. Deputy Chairman, Sir, I have carefully gone through the Budget Speech of the hon. Railway Minister. He has presented a surplus Budget this year also like the previous two years. I could have congratulated him on this account had this surplus budget indicated that there has been some real improvement in the conditions of the functioning of the railways. But actually that is not so.

The Indian Railways have gained some prestige abroad, particularly in countries like Ghana, Iran, Iraq, Nigeria and some other countries where the Indian Railway personnel are being sent not only for construction of new railway lines but also to train the railway personnel there to know better technical know-how and to successfully administer the management of the railways. But internally here, in our country, the picture is quite different. It is far from satisfactory. Improvement on the railways does not only mean that some new railway lines will be constructed, or some new trains will be introduced—be they super-fast, fast-mail, express or passenger or Janata trains—or there will be double-decker trains or double-engine trains; it also means that there should be successful and better management of the railways. The position is far from satisfactory in this respect and it is fast deteriorating. As many hon'ble colleagues have already pointed out, I would also like to emphasise that nowadays all trains, not only on branch lines but also on the main lines, be they super-fast, fast mail or express, are running regularly late. Only on the 3rd March I came by the Tinsukhia Mail. The train was running $3\frac{1}{2}$ hours late. And on that day, as the House knows, there was the taxi and scooter strike. Now everybody can well imagine how the passengers faced difficulties there at the railway station.

In the N.F. Railway zone in the metre gauge section there are frequent obstructions on trains by public resistance, public demonstrations or by mechanical or technical defects. But nothing has been done as yet to improve the position. The coaches on trains are not properly maintained. The toilets in the coaches are not kept clean. Ticketless travel is rampant. Particularly on the branch line nobody purchases a ticket. Nothing effective has been done to remove these deficiencies. The Railway Minister has stated that he has vested more powers with the Divisional Superintendents. Let us hope the with such decentralisation, the position of the railways, the maintenance of the railways and the management of the railway administration would be improved.

[The Vice-Chairman (Shri Arvind Ganesh Kulkarni) in the Chair]

Sir, a lot has been said about social burdens being carried out or to be carried out by the railways. But how will the railways carry out social burdens? Many hon'ble Members have spoken about the increase in fares of season tickets and also increase in freight rates. The increase in freight rates will particularly affect those backward areas which are in remote corners of the country particularly the States and Union territories in the North-Eastern and the Eastern regions. The increase in season tickets will hit the poorer sections of the people very hard. I hope the Railway Minister will definitely consider these issues and review the whole position and definitely reduce the proposed increase in fares of season tickets as also freight rates.

In the backward regions whenever the question of construction of new railway lines is brought the question of economic constraint is pleaded. But the Railway Minister has said on many occasions that in the backward regions the question of profits

will not be considered but, in reality, we find that nothing or very little has been done so far as the construction of new railway lines in the backward regions is concerned. Only a month ago we went to Alirajpur, a subdivisional town in Jhabua District of Madhya Pradesh where there is heavy concentration of tribals. But there has not been development of any new railway line. But there has not been development of any railway line. The stations serving these places are Dahod and Ratlam which are far away from these places.

So also is the case of North Bengal which has been very much neglected by the railway administration. Some survey has been made about the proposed new railway lines there. One is New Maynaguri to Sitai via Shaptibari which is only a distance of 84 kilometres. A survey has been made but nothing has been done so that this new railway line is constructed to boost agricultural development in this area. I have requested the hon. Railway Minister to take necessary steps for the construction of this new proposed railway line and also to extend this railway line from Sitai to Golakganj in Assam, but nothing concrete has come out from him until now.

Then there is the proposed line from Old Malda to Balurghat. Balurghat is a district town and, since 1952, in both Lok Sabha and Rajya Sabha demand has been made for the construction of this proposed railway line from Old Malda to Balurghat. A survey has already been made but the line is not yet constructed.

About the restoration of Changrabandha—Domohini railway line, Sir, perhaps you are aware of the fact that in 1968 when there was an unprecedented flood in Jalpaiguri district this railway line was damaged. Part of this railway line has been restored but the remaining portion of the line from Domohini to Changrabandha has not yet been

restored. Last year a budget provision was made for the survey of this railway line. This year also it has been mentioned in the Railway Budget speech but survey and restoration of such a short distance of railway line could not be completed during the last year or during the current financial year also. So there is doubt whether the Railway Minister and his Ministry are keen on restoration of this railway line. This is not construction of a new railway line. This railway line existed from the Cooch Behar State regime, and it is the demand of the people that a privilege once given to them must be restored and, therefore I would request the hon. Minister to consider this case and take necessary steps so that surveys are completed soon and restoration of this railway line is made.

As I have mentioned, Sir, North Bengal area under the N.F. Railway is a very backward area and much attention has not been given to this area. So I want to make one request to the Railway Minister. There has been a proposal in his speech that a coach factory will be built somewhere under the railways, and I demand, let this factory be built within the zone of the NF Railway. What I want to emphasize particularly is that it should be built somewhere in North Bengal because in the NF Railway zone there is no such coach factory. They have got it in other railways but in the NF Railway there is no coach factory or locomotive factory. Therefore, I would urge upon the hon. Railway Minister to consider this matter and take necessary steps so that surveys can be made for setting up this factory somewhere in North Bengal under the NF Railway. Now about the amenities to the passengers. The catering service is far from satisfactory. It has been proposed that the private contract system would be gradually abolished and departmental canteens would be established. Be it private catering or departmental catering, the position is the same everywhere. It is far from

[SHRI PRASENJIT BARMAN]

satisfactory. But as far as my personal experience goes, private catering is better than departmental catering. As a matter of policy, I do not object to the latter. There should be departmental catering, but before switching over to departmental catering service in place of private catering service, steps should be taken to improve the conditions of departmental catering. In this respect, I welcome very much the proposal of setting up a Catering Corporation, as has been indicated in the Budget speech of the Railway Minister. Something concrete should be done in this respect.

About the *janata khana* which was introduced last year, I may say that the quality is not satisfactory and somewhere it is charged more than Re. 1. It should be seen that it is not charged more than the actual rate.

Much has been said about the new deal to the employees. As has been pointed out by many hon. Members, almost all, the Budget speech does not contain any proposal to pay the minimum bonus of 8.33 per cent to the Railway employees. I also share the feelings of the other hon. Members and also the railwaymen and urge upon the hon. Minister that he should immediately pay the minimum bonus at the rate of 8.33 per cent.

And about the Class IV employees, the coach attendants in some cases perform the duties of conductors also, but there is no avenue for promotion for them. It should be seen that those who are fit for promotion are promoted. And the casual labourers, despite the assurance of the Hon. Railway Minister, have not yet been absorbed in permanent service. This should be done immediately. (*Time bell rings*) Only five minutes more I shall take.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): There is no such time left. Within a minute or two you should wind up.

SHRI PRASENJIT BARMAN: Another thing which I want to bring to the notice of the hon. Railway Minister is something which I have pointed out to him on some earlier occasion also. On the Tinsukia mail train, the train superintendent and his staff have to come here to New Delhi, but no arrangement of accommodation for these people has been made at the New Delhi station. I pointed it out to the hon. Minister a month ago. It is unfortunate that nothing has been done as yet. It should be done immediately.

Now, Sir, about the service conditions of the Scheduled Castes and the Scheduled Tribes people. It is true that the railways have appointed many Scheduled Castes and Scheduled Tribes candidates. There is no doubt about it. But the position is still far from satisfactory, and it needs further improvement. In most of the offices in the railways, their zonal headquarters and other railway establishments, the cells for the Scheduled Castes and the Scheduled Tribes employees are not functioning properly. They do not receive co-operation from other sections. The staff is not adequate, and though the cells have to be administered by Scheduled Caste or Scheduled Tribe officers in most of the cases it has not been done. So, it should be seen, so that the cells are managed properly by the Scheduled Castes and the Scheduled Tribes officers.

The percentage figures in the railways in the matter of recruitment should be reconsidered. For example, I bring to the notice of the hon. Railway Minister the percentage maintained in recruitment of the Scheduled Castes and the Scheduled Tribes people by the N.F. Railway. The percentage quota is 12 per cent for the SCs and 18 per cent for the STs. The NF Railway covers not only Assam, but it also covers West Bengal and some portion of Bihar, north Bengal and some portion of Bihar, where there is more Scheduled Caste concentration. The population figure of the

districts of North Bengal and Katihar will justify that the present 12 per cent quota...

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): I am sorry.

SHRI PRASENJIT BARMAN: I am concluding, Sir. This is my last point. The 12 per cent quota should be raised to at least 15 per cent. And I hope that the Railway Minister will surely consider these points and review the whole position.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Thank you Mr. Barman.

SHRI PRASENJIT BARMAN: My last point is about the railway land.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): I am sorry. Mr. Ajit Kumar Sharma.

SHRI PRASENJIT BARMAN: With these words I conclude my speech.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): You support the Budget or oppose it. I do not mind.

SHRI PRAKASH MEHROTRA (Uttar Pradesh): How do you say that he is supporting it?

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): You have not heard properly. I said, "You support or do not support, but sit down."

SHRI AJIT KUMAR SHARMA (Assam): Sir, first of all, I pay my compliments to the Railway Minister Prof. Dandavate, for the dynamic leadership that he has given to his Ministry during these two years and for all the achievements that we have seen. But at the same time, I must caution him that he must not be complacent about the achievements so far made.

I would draw his attention to two aspects: one is the general aspects of the railway administration in our country and the other aspect with particular reference to the development of the railway communication in Assam and the North-Eastern region.

So far as the general conditions are concerned, of course, he has stated in his Budget speech that the main aim is to offer better deal to the railway users, particularly the class II passengers and also to the railway staff.

That is very good; that is 4 P.M. what it should have been and it should be. But, at the same time, if we look at the general operation of the Railways, we find that in spite of all the efforts made by him, many things are yet to be achieved. In this connection, I would like to say that whenever we travel by second class, then so long as we are not known as MPs, we find a different treatment; and the treatment from the Railway personnel materially differs when they know our identity as MPs. Now this situation should change and the railway staff should start treating every passenger as a VIP.

Now, in regard to passenger traffic, we have to look into the various components of this traffic. And among these components, we find, first of all, the safety of the passengers. There the position is now better; it has improved a bit during this year, but it is not still satisfactory. We are not yet in a satisfactory position in regard to the safety of passengers. The second component is accessibility. The passengers must have their tickets easily and they must be able to get all other facilities for their journey easily. But that has not yet been possible, especially when in our country the illiterate people find it very difficult at the stations to undertake their journeys. So this aspect has to be looked into and better arrangements should be made there. Another aspect which I would refer to is hospitality of the railway workers at different levels.

[SHRI AJIT KUMAR SHARMA]

Now the Railway administration should inculcate this attitude of general hospitality in the minds of the Railway personnel. They should always think that they are paid by the passengers and not by the Government. The moment they realise that they are paid by the passengers, definitely their attitude towards the passengers will be different. That aspect I would request our Railway Minister to look into. When he has attempted to make the conditions of the staff better, the service of the staff also must be more satisfactory to the passengers.

Now, convenience, comforts and schedules are the other components of the railway passenger traffic. About the schedules and the timings and speed, we have a lot of things to say. Many things are yet to be achieved. I would like the Railway Minister to look into all these things because the good name of the Railways will depend on how the passengers are treated and how they feel in their journeys. If the passengers do not find more convenience, do not find better treatment in their journeys, definitely the railway system will not earn a good name.

Now, after drawing the attention of the hon. Minister to these general points, I would particularly refer to the position that is still obtaining in the north-eastern region. This is a region which has been neglected for long, for 30 years after independence and even before that, when we were not a free country. I must of course, say that during the last two years, Prof. Dandavate has taken certain very quick steps to remove some of the grievances of that area. But the back-log of the grievances and demands is so big that the Railway Minister will have to take a bolder decision to achieve something more in the coming two or three years. Even today inside this area once you enter into the boundaries of North Bengal and Assam, you find the rail-

way system is very lethargic. Trains run at a very slow speed of 30 kms per hour, habitually trains are late. The administration also is not very efficient in many parts of this area, has to be looked into if we want to improve the position there.

I want to draw the attention of the honourable Railway Minister to two other important aspects. One is there are still two railway lines in Assam which are owned by the British company, Mervell Berry & Co. They are leased out to this Company. The Railways operate these two lines, one between Chaparmukh and Silghat and the other between Katakhal and Lalaghata. The railways have to pay 50 per cent of their earnings to that company. I do not know why this has been allowed to continue like this. Strangely enough, the lease to the company has been renewed after every ten years. I do not know whether it is again going to be renewed or whether the railways are going to take over these two lines. I particularly emphasise that these two lines should be taken over immediately by the railways so that the loss sustained by the railways every year can be avoided...

PROF. N. G. RANGA (Andhra Pradesh): What about developing further railway lines in Assam and north-eastern States? What is the share of railway lines?

SHRI AJIT KUMAR SHARMA: The share of railway lines is 6 kms per thousand in this area as compared to 18 kms, the all-India average...

PROF. N. G. RANGA: Ask for an assurance from the Railway Minister. For years these areas have been neglected.

SHRI AJIT KUMAR SHARMA: Of course, the Railway Minister knows that and I hope that he will take that into consideration...

PROF. MADHU DANDAVATE: We have given six new lines this year.

SHRI AJIT KUMAR SHARMA: Sir, there is another strange thing found in the northern part of the Brahmaputra. There are as many as 20 railway stations between North Lakhimpur and Murkongselek where with no platforms and no booking offices. At these stations tickets are sold by contractors and the contractors get 15 per cent commission out of the sale proceeds. This situation must immediately be ended and railway booking offices must be opened in these parts.

I must say that the Railway Minister has taken certain very important steps during this year. The first is in relation to extension of the broad gauge line from New Bongaigon to Gauhati. This project was undertaken in 1972 and during all these years assurances were prominent without any follow up action. Now at least brisk action has been taken to complete this line. The Railway Minister has promised in his Budget Speech that it will be completed by 1980. But we are some time hearing statements coming from the General Manager of the NF Railway that it will be completed in 1981. This is a very disturbing news. I would, therefore, request the Railway Minister to stick to the position that he has indicated in his Budget Speech and to see that it is completed, if not before, at least by the middle of 1980—by the middle of 1980 this broad gauge line must be completed up to Gauhati...

PROF. MADHU DANDAVATE: There is a confusion between the calendar year and the financial year.

SHRI AJIT KUMAR SHARMA: I also want to mention another thing about the extension of the broad gauge line, the demand for extension of this section up to Dibrugarh has been pending for a very long time. I would request the Railway Minister to take into consideration that aspect of the matter also right now and draw up necessary plans.

There is one other thing which is the public in Assam and that is the seriously engaging the attention of

diversion of the broad gauge line to avoid Gauhati City. This is a very serious matter needing the consideration of the Railway Minister. May be this may cost a little more money. According to the Railway Administration this may cost about Rs. 9 crores more. But the loss to the people and the city, when we have the broad gauge line through this city, will be much greater. I will particularly request the Railway Minister to see that this diversion is effected and the railway line is diverted outside the city towards Burnihat. Already there is so much congestion in the city that the passing of the broad-gauge line through this city will create a wholly unbearable situation. Apart from this fact, if the line passes through the city, the train will have to go back upto three kilometres and again divert through the centre of the town before proceeding to Burnihat. In this connection, I would particularly draw the attention of the Railway Minister to a memorandum submitted by the Government of Assam.

While congratulating the Railway Minister for introduction of six new railway lines this year totalling 211 kilometres, I would urge upon him to take up this very year another extension of about 240 kilometres connecting the missing links between Jakhoulabondha and Badlipara; Jorhat and Sibsagar; and Moran and Dibrugarh. If these missing links are completed then we will save about 100 kilometres of distance between Gauhati and Dibrugarh. The hon. Minister has already mentioned that our perspective of railway development is in favour of rural development and from this point of view also this connection of missing links assumes greater importance. So far the only railway line in the Southern region of Assam has been avoiding all populated areas. It does not reach the population. If these missing links are filled up, then only we can reach people and then only agricultural and other developments will be possible in these areas.

[Shri Ajit Kumar Sharma]

I would, therefore, request the Railway Minister to give his thought to this urgent matter.

Now, when six new lines have been taken up, two more important lines were left out. I do not know how it happened. One was the connection in the Arunachal area and is between Murkongselek and Pashighat and the other one is the Garo Hill link between Gauhati and Jogighopa. The Garo Hills link line is very important. The demand for this line has been there since 1916. A survey was also made many years ago in 1953 and right from the time of the late Lal Bahadur Shastri promises have been given by the Central Government and by different Railway Ministers and the Prime Minister that these lines would be taken up. I would request the Railway Minister to take up these lines immediately.

There is another point which I want to place before the Railway Minister, in the memorandum submitted by the Assam Government in 1965, alternate lines between Gauhati, and Dibrugarh, and between Gauhati and Jogighopa were suggested and the other lines going through Arunachal and Mizoram were also there including a link connecting Parasuram Kunda with Talap. Sir, from the point of view of the Railway Minister also the link between Barpeta and Barpeta Road and Manas National Park is an urgent necessity. All these schemes should be urgently be taken up for the next year. Then only we can develop the north eastern region in tune with the objectives laid down by the Railway Minister.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. Sharma, you have to wind up now.

PROF. N. G. RANGA: This is a very important area, Sir.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Every area is important in this country.

PROF. N. G. RANGA: No, no. Sir. The areas in the eastern States are especially important.

SHRI AJIT KUMAR SHARMA: Sir, the honourable Railway Minister referred to the Bhomoraguri bridge on the Brahmaputra. It is true that it is a good step. But simply constructing a road bridge by the Railways is not enough. It will save national funds and it will bring about greater advantages if this project is converted into a rail-cum-road bridge. There is still time to revise the Budget Estimates and I hope that the Railway Minister will not hesitate to spend a few crores more to make a rail-cum-road bridge here. The master plan should contain two more rail bridges over the Brahmaputra, one at Jogighopa and the other near Dibrugarh, if necessary with the co-operation of the Defence Ministry. The rail bridges are not only for the economic development of the country, but also for defence purposes. As we have seen in the past, the Brahmaputra bridge was constructed and the northern railway line in the north bank was constructed because of strategic purposes, that is, on account of the Chinese aggression against our country. But for this emergency Sir, these projects would have been delayed much more. I hope that the present Railway Minister will not wait for any further internal agitation or external aggression.

PROF. MADHU DANDAVATE: At least for these six projects, we will not wait for any aggression.

SHRI AJIT KUMAR SHARMA: Sir, I thank Mr. Dandavate for this and I think that there will be no more waiting for any aggression for the completion of all the projects I have mentioned and I hope that a

master Plan will be taken up to complete these projects. Thank you, Sir.

SHRI G. LAKSHMANAN: Mr. Vice-Chairman, Sir, I would like to say a few words on this Railway Budget. This is only a mechanical Budget with a certain calculated and mathematical background to it.

PROF. MADHU DANDAVATE: You wait it to be electrical?

SHRI G. LAKSHMANAN: And, Sir, the brain-work of Mr. Madhu Dandavate is lacking in this Budget, because, Sir, he is a socialist—I will not say by birth—but he is a socialist and he has been a socialist throughout his life and there is no reflection of this socialist way of life in this Budget. That is why I have said that the brain-work of Mr. Madhu Dandavate does not find a place in this Budget.

Sir, the railway workers, in the year 1974, went on a strike which was led by no less a person than the present Railway Minister himself.

SHRI ANANT PRASAD SHARMA: Yes.

SHRI G. LAKSHMANAN: Now, what are the demands of the railway workers when the strike was led by the present honourable Railway Minister, Mr. Madhu Dandavate? I will read out those demands before the honourable Minister because he has forgotten all those demands.

PROF. MADHU DANDAVATE: You need not read them out; I remember them.

SHRI G. LAKSHMANAN: Sir, I have got them with me and the railway workers in the count want me to place these demands before the Railway Minister. We are not talking politically here or doing something like that. The railway workers want me to make the Railway Minister refresh his mind. Now, the demands

are: Minimum wage rise at par with that in the public sector undertaking; pending grant of the need-based minimum wage—this is the first demand—and then job evaluation for fixation of higher grades, 8-hour duty, cent-per cent neutralisation of rise in prices, bonus for 1971-72 and for 1972-73—this is because the strike was in 1974—and then decasualisation, cancellation of penal measures, etc. Full trade union rights, including the right of negotiation. Implementation of ILO Convention of 1919. Characterising railway men as industrial workers. It served an ultimatum on the Government that if these are not settled by April 10, Mr. Madhu Dandavate himself wrote it, the railway men would be free to go on an indefinite general strike from any date thereafter.

Sir, I would definitely demand of the Railway Minister to give an explanation to the railway workers in this country. The Dravida Progressive Union supported the railway strike. Many of the employees were victimised. If these demands are not conceded, then naturally I will have to agree with Mr. Sharma that the strike which was conducted by Mr. Madhu Dandavate was a politically motivated strike... (Interruptions) Such a thing should not come to this Government.

Another thing is the claim made by Mr. A. P. Sharma that he has taken a strike ballot. Supposing he goes on strike, then if the demand is conceded, then it would be considered demand of the NFIR. Grant bonus to Indian railway men is the demand of the AIRMF and the Dravida Progressive Union.

AN HON. MEMBER: Of all the trade unions.

SHRI G. LAKSHMANAN: All the trade unions.

PROF. MADHU DANDAVATE: Even his.

SHRI G. LAKSHMANAN: This thing has to be considered. Mr. Fernandes and Mr. Dandavate both were involved in the strike. Why is he not coming out with a statement? The workers of this country and we will launch a strike against those reactionary people who are in the Cabinet, who do not want to grant bonus to the railway employees. So, I would say...

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Have you ever been a Minister?

SHRI G. LAKSHMANAN: No.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): How can you talk of that—embarrassment of a trade union leader, being a Minister... (Interruptions).

PROF. MADHU DANDAVATE: He is suggesting that I should go back to the original role.

SHRI G. LAKSHMANAN: The railway workers will very much appreciate it. Sir, the 1974 railway strike was the biggest strike in India in spite of the non-cooperation of Mr. Sharma. The changes that have taken place in the democratic life of the country have been due to the greatest strike conducted by the railway workers in 1974. Next year, the Emergency came. After the 1974 railway strike, the Emergency was ushered in, and then all these victimisations, troubles, turmoils, sacrifices, everything came. Then the Janata Party came into being, and..

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Why don't you ask him about that?

SHRI G. LAKSHMANAN: The Janata Party came to power. When the people of this country gave you that position to be the rulers, then what is your first duty, Mr. Dandavate? That is why I said that the brain-work of Mr. Dandavate does not reflect in this Budget.

SHRI ANANT PRASAD SHARMA: He is a prisoner of the circumstances.

SHRI G. LAKSHMANAN: The policy of the Railway Department should be whether it is a public utility concern or a commercial concern. Even during the Janata regime it has not been made very clear to the people of this country whether the Railway Department is a public utility concern or a commercial concern. Whenever the workers put the demand of bonus, it is said: it is a commercial concern, there is a loss in the Railway Department, and therefore we cannot give it. Whenever the public put the demand, it is said: this is a public utility service. Therefore, this has to be made very clear. There is another thing, Sir. I said earlier that the brain of Mr. Dandavate has not worked in the Budget. What are the changes that he has made in the administrative set-up of the Railways? For example, Sir, you will be surprised to know that many Class IV employees have been dismissed even for trivial reasons. Sir, hanging and death sentence are being completely removed from the civilized world. But this dismissal from service amounts to a hanging or a death sentence to an employee. Sir, so many people are being dismissed for trivial reasons. Then the dismissed employee appeals to the General Manager. The General Manager rejects that appeal. Then he appeals to the Minister. Then the report given by the General Manager is put before the Board. And then the Board gives the same report defending the General Manager. And finally a reply is sent from the Minister to the dismissed employee saying that his request for reinstatement shall not be conceded. Sir, I say that this is not a proper procedure. Sir, I have got a case from Madras. That is a very trivial case. This is the case of one Mr. D. Nesan. His wife has written a letter to me. Sir, in our country, still we are having the British system of administration. When a person is dismissed, who is to look after his family? Does the family get any family pension? Sir, in this

case, there was a fight between two people, and immediately this person was placed under suspension, and finally he was dismissed. And he has got nine children. His wife has written a letter to me. And, Sir, in this International Year of the Child, the Minister has increased the age limit for free travel from three years to five years. And I am thankful to him. Sir, the wife of the dismissed employee, Mrs. Saraswati Nesan, has written a letter to me saying that they are now on the streets. Sir, as a socialist, when he took charge of the Ministry, the Minister should have given more importance to look after the human machines first. Is there any system in this country where an employee is dismissed from service for trivial reasons? That is why, I say, this dismissal is equal to a death sentence. What about the children of this employee? They are the future citizens of this country. And you are having the responsibility to prepare these future citizens to reap the fruits of all your Five-Year Plans in spite of the loans that you are getting from foreign countries. Therefore, Sir, there must be some arrangement. If there is a dismissal by a subordinate officer, there must be a cell to look into the case. And it should be presided over by the Minister. He should not be carried away by the notes. I would request him to call for the dismissal cases during the last ten years. And he will be convinced that in many cases, it is equal to a death sentence. What about the children? Therefore

...

PROF. MADHU DANDAVATE. Will you permit me a second's intervention, Sir? I am glad that you have pointed out that one case where the person has not been reinstated. But I would like to inform you very happily that ever since this Government came into being, more than 20,000 people who remained unemployed in the Railways for three years have been reinstated unconditionally. That fact also you should take into account.

SHRI G. LAKSHMANAN: I am very happy about that. What I say

is that he is a good person and he is doing it. What I want is a permanent measure. You know, Sir, nobody is dismissed at the higher level. They are not dismissed unless there is a CBI case. But, here, these people are Class IV employees. From Gangmen, they would have been promoted to Class IV. If he comes into a small trouble, immediately, he is dismissed. We are still continuing with the British system of administration. Whom are we harming? Therefore, Sir, there should be some change in the rules. The Government servants cannot approve of the rules which were framed by the British. You are a socialist. You have to completely revolutionise the Government Servants Conduct Rules if you claim that we have got independence in this country. Therefore, Sir, I have cited the example of one person. This man belongs to a Scheduled Caste. And more people are coming to us. Not because he belongs to a particular caste that I am making this request but because this is a human problem. Why, in a democracy, political men are at the helm of affairs? It is not that he is a retired General Manager. It is not that Prof. Dandavate is technically a better person than Mr. Sambamurti or Mr. Rajan, who are in the Board. It is because...

PROF. MADHU DANDAVATE:
Technically they are better.

SHRI G. LAKSHMANAN: ... you understand the human problems better that you are appointed. Your appointment is by the public. Their appointment is by you. Therefore, they should not guide you. They can guide you in technical matters. But in these human matters you should not be guided by them. Why, a political head, in a democracy, is the Minister? It is not that what you get from an officer you send it on to the Member of Parliament. No. Therefore, you must revolutionise the Government Servants (Conduct) Rules and anybody who is dismissed from service should be reinstated.

[Shri G. Lakshmanan]

Give them a warning. Dismissal is equivalent to death sentence. I hope, Sir, Mr. Dandavate will look into it.

Sir, the Congress Government, whatever we may say about them, they are a little bit intelligent people.

SHRI ANANT PRASAD SHARMA: Yes.

PROF. MADHU DANDAVATE: Wait for his remark.

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): Mr. Lakshmanan, why this adjective?

SHRI G. LAKSHMANAN: Do you know what they did in order to break the railway strike of 1974? They used some black legs. They have rewarded all those black legs...

SHRI ANANT PRASAD SHARMA: All the legs are alike. There is nothing like black legs and white legs.

PROF. MADHU DANDAVATE: Legs might be black, but the caps are white.

SHRI G. LAKSHMANAN: ... by giving them some appointment or the other. That was, of course done by the Railway Board only. And, now, what are you, Mr. Dandavate, going to give to those strikers, national leaders of the working class movement, many of whom have been victimised and jailed and many of whom have gone without food? I would ask hon. Mr. Dandavate that he should give employment to them. I do not want that all those black legs and their sons and daughters should be deprived of it; they should have it. But to all those strikers also you must give employment; at least one son or one daughter of theirs must be given employment. That is my request. I think Mr. Dandavate would have already done it. I would also request Mr. Dandavate that of all the sons and daughters of a railway man at

least one should be employed by the railways so that they are able to improve their economic condition.

SHRI ANANT PRASAD SHARMA: Mr. Lakshmanan, why don't you suggest that of all the railway employees one son or one daughter should be provided with a job?

SHRI G. LAKSHMANAN: I am doing that.

PROF. MADHU DANDAVATE: Wife not excluded.

SHRI G. LAKSHMANAN: I think Mr. Dandavate will look into it and when he presents the Budget next time he will say that so many strikers have been provided with employment which will show to the international world and to the Indian people that so many people had gone on strike. You must show that so many people were rewarded. These were the people who were on strike. They are your own employees. Give them employment. They are responsible for implementing so many schemes and projects.

Now, Sir, I want to say a few words about decasualisation. Where else do you get such cheap labour? A man working as a gangman for 15, 16, 17 or 20 years is still treated as a casual labourer. What about his future. That is why this decasualisation is a very important problem. It is a national problem. I do not think that there are many people who will say that the project work is over and therefore the whole thing will be dismantled. Is he a machine? The person who is working there is human, is a citizen of India and how can you avoid his future? He will have a very intelligent son or daughter whom he would like to educate as an engineering graduate or as a medical graduate. Are you not depriving him to fall in the national mainstream of this country? Therefore, Sir, I would request Mr. Dandavate to see that there is no casual labour at all. Keep them for one year or two years then employ them somewhere else. The

Mianbhoy Commission is there and it has stated that if a casual labourer is employed for more than one year, he should be paid Rs. 240. Is it paid now? There are so many people in the canteens and in the Railway coaches. They come and tell me that at least Mr. Dandavate has agreed to take some people but they are not being permanently absorbed and they are also not getting this amount of Rs. 240. I think the hon. Minister will look into it.

Sir, many projects are being undertaken but everything is being done in the same routine manner as was done by the previous Government. For instance, Moore Market in Madras city is being demolished for the expansion of the Central Station. I am in complete agreement with the Government with regard to the expansion of the Central Station but why should there be demolition of this market? Fifty thousand people—employees and the employers—are involved. Why are you going to demolish it? It is being demolished to have a car parking. But for this car parking, how many people are going to be thrown out in the streets? You are talking of metropolitan Railway system. Why can't you start it in Madras? But this type of Railway system will take so many years to come in Madras. I would suggest that instead of demolishing the Moore Market, you can have an underground car parking in that place.

PROF. MADHU DANDAVATE: After the emergency, we have stopped underground activities.

SHRI G. LAKSHMANAN: Sir, this Moore Market is a very ancient building. Though we may not agree with those old names, but still these are very ancient monumental buildings. Therefore, I suggest that instead of demolishing it, you can have underground car parking there.

Another point is about the diesel engines. After diesel engines have come in, all those steam engines are

out of date. As a matter of fact, I was coming from Aranthangi to Mayuram. Everytime I do not catch the mail train at Mayuram because that steam engine is not working. I do not know when these steam engines were manufactured; probably, these were manufactured about 50 years or 100 years ago. Therefore, these engines must be replaced and you must try to find out whether you can introduce those engines with smaller capacity.

PROF. MADHU DANDAVATE: We have stopped manufacturing steam engines.

SHRI G. LAKSHMANAN: I would say that Madras has got the maximum of the metre-gauge lines because it is not a central place of India, and that is why there are many meter gauge lines. Now, the Rameswaram Express is why there are many metre gauge Aranthangi and if it is run on Mayuram-Aranthangi-Karaikudi route, one can reach Madurai and Rameswaram by saving a distance of 50 or 60 Kms. The goods trains also go by that round-about route of Trichy-Pudukottai - Manamadurai - Rameswaram. These goods trains also can be sent through this shorter route. (*Time bell rings*).

Finally, Sir, I would not take much of the time because I have myself been ringing the bell...

THE VICE-CHAIRMAN (SHRI ARVIND GANESH KULKARNI): You know my difficulty.

SHRI G. LAKSHMANAN: Finally, I would come to season tickets. I would like to ask the Minister whether the income from the season tickets is not sufficient and whether the season tickets issued by the Railway Department correspond to the number of seats available. It is not so. The people of this country are paying more already than the number of seats available in the trains. Therefore, are they not already paying the required amount according to that

[Shri G. Lakshmanan]

committee which has been set up by Mr. Dandavate? Why should he increase this further? I would warn him. He is expecting a revenue of Rs. 36 crores. He is not going to get it. He is not going to get it because too much of taxation will end in evasion. If it is for only one month, you can get the income. If it is for three months, it will be the same rate. Therefore, there will be a loss only. They will not get the income which they are getting. I think, this is a wrong approach. I think, the Janata Members are also opposing this. I think you are all opposing this. The Janata Party Members are also opposing this increase in the rates of season tickets.

SHRI ANANT PRASAD SHARMA: They may oppose, but ultimately they will vote for it.

PROF. MADHU DANDAVATE: Let it be clear. Nobody is opposing the season tickets. They are only opposing the increase in the rates of season tickets.

SHRI G. LAKSHMANAN: Now, on account of this increase, are the Government employees given some amount in the form of house rent allowance or city compensatory allowance? If you announce an increase in respect of the compensatory allowance of the Central and State Government employees you may introduce this. But you are not doing it. Now, Sir, what is the rate of increase? From Rs. 26, it has been increased to Rs. 46. This is too much. In this respect, he has defeated even Mr. Charan Singh. On one monthly season ticket, there is an increase of Rs. 20. This is too much. I would not suggest there should be a decrease. He should abolish it. Small vegetable vendors and other people will be affected very much. Therefore, I would appeal to him. Already, agitations have started. If agitations start, people think they must take effective action against the agitators. Who are responsible for these agitations in this country? Why agitations take place in this country?

Indian people are not foolish people to simply agitate. If we increase the rate from Rs. 26 to Rs. 46 definitely there will be an agitation. This agitation has to be met by the Government. There will be a loss of public property. If agitations are not to be conducted, what is the economic way of life in our country? Now, because of this taxation in the General Budget and this increase in the Railway Budget, everything have gone up. Therefore, if people agitate, such agitations cannot be stopped. We should not give impetus to such agitations. There is agitation in West Bengal. In Madras also, the trains did not run on one day. As an agitator once, Mr. Dandavate knows the effect of agitations. People have shown what an agitation is only to refresh his mind. Therefore, when he replies in the Lok Sabha tomorrow, he should announce the cancellation of this increase in the rates of season tickets. Sir, I would not take much time. I know there are other speakers. I have also to come there.

PROF. MADHU DANDAVATE: Leave something for me to reply.

THE VICE-CHAIRMAN: (SHRI ARVIND GANESH KULKARNI): Can I call the next speaker?

SHRI G. LAKSHMANAN: I would take only two minutes. As I said, there is no reflection of his brainwork in this Budget. He must revolutionise the administrative system. Finally, I would say that there should not be only one Railway Board for the whole of India. There should be, for each Railway, one Railway Board. The Minister should only co-ordinate the working of these different Railway Boards. These dismissals and other grievances of the workers can be easily solved if there is delegation of powers. If the administrative system has to be run efficiently, the political head should have a human approach to the problems of the employees. Then only, human machines

can work and the people can be satisfied with the administration. I hope. Mr. Dandavate, as one of the socialists in our country, would definitely implement these things. Now, am I to support or oppose this Budget? I am opposing this because the brain-work of Mr. Dandavate is not reflected in this.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR (Maharashtra): Mr. Vice-Chairman, Sir, I would start my comments on the Budget and the performance of the Railways with a little reserved congratulations to my friend from Konkan, Prof. Madhu Dandavate, for performing the so-called wizardly hat-trick by presenting a budget without deficit in spite of the declining goods traffic and the revenue from it.

Sir, it only goes to show that my party's Government and the Railway Ministers like Shri Kamalapati Tripathi, late Shri L. N. Mishra and many others before them, were steering the nation's single largest undertaking on the right path.

[The Vice-Chairman (Shri G. Lakshmanan) in the Chair]

Sir, the foundation that was laid by them in spite of facing a number of pitfalls and difficulties, including the damage caused by the adventurers in the summer of 1974, all this only proves that the infrastructure and prosperity of the Railways was well laid by the Congress Government and nobody can doubt it, nor can anybody deny it. Sir, I am deliberately calling it a new Railway Budget without deficit because the surplus claim is national and illusory. And I fear that the Railways' own calculations are either going to be wrong or they will not be coming up as expected. Sir, to cite one or two examples, the Railways Department's estimate of flood damage—looking at the devastation that has occurred in the net-work of railways in the flood affected area—is bound to be more than any estimates that are shown in the Budget.

Similarly, the cost on expansion projects and schemes which have been made, will be more than estimated as shown and there is going to be a terrific escalation in the prices. The Traffic has already shown downward trend. Although the reason given is flood, but it is going down before June even and under no circumstances the targetted figure is going to be achieved. Sir, if you add up all this, where will be the surplus? Will it evaporate like the promise of bonus that the Railway Minister has given? And on the top of it all. Sir, the General Budget is going to offset the small appercart of Railway surplus which basically is only due to the enhancement of rates of fares and freight without streamlining the mounting unproductive administrative expenses, without reducing the waste, pilferage and ticketless travelling and without improving operational efficiency. It looks that the shadows of the Janata Party functioning is so visibly reflected in rail administration that the working of the whole Railway Ministry is at a stand-still. I am only afraid that the delicate balancing which is nothing but an eye-wash that has been done by the hon. Minister in presenting a third surplus Budget, might very soon turn out to be short-lived and he will have to have second thoughts about it. The Railways are now having more passengers and more income from the passengers. But the situation still requires more improvement with little more imagination and mind applied to it. Sir, almost all the superfast passenger trains were planned before the Janata Party came in power. But, Sir, these classless trains of the Janata Government are actually subsidising upper income group of people who frequently indulge in cross-country travelling. And the benefit of this so-called classless superfast trains, like Geetanjli, Himagiri, Navjivan, Minar, etc., are going generally to a large number of people who used to pay the first-class fare. Sir, we are thankful to the hon. Minister for

[Shrimati Sushila Shankar Adivarekar]

not increasing fare of long-distance second class passengers, who in fact would have been able to bear it with a little pinch of salt. Sir, I would like to make a small suggestion and I am sure the hon. Minister would appreciate it. I would prefer to use the term single-class or uni-class trains rather than call them classless trains. And I hope he would approve of it.

PROF. MADHU DANDAVATE: I accept the amendment.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR: Thank you. We know that there is a definite advantage in forming rakes of a uniform type of bogies or coaches. But the problem arises when you cannot have a really super-fast train without air-conditioning, as there is a big problem of dust and noise. One has to travel in these classless super-fast trains to believe and see the small whirlpools of dust in the compartments and the frequent travellers might possibly catch the bronchitic diseases. Ultimately the classless or the uni-class super-fast passenger rakes could be formed exclusively either for the air-conditioned chair cars, or for the air-conditioned sleeper cars. So it becomes all the more necessary for the railways to give better second-class trains, coaches and services to the ordinary mail or express trains and the janata trains and not only concentrate their energy and finances over the prestigious trains.

Sir, at this juncture I would also like to appeal through you to the Railway Minister and his colleagues to undertake frequent long-distance trips by train instead of making whistle stop air trips. Sir, the common man travelling by these trains should not be penalised to pay for the comforts of the others when they do not have a single basic ameni-

ty for what they are paying for. On behalf of Maharashtra, Sir, I would say that we are happy that the Railway Minister has made an allocation of over Rs. 22 crores in the Railway Budget for the various projects and works in our State, out of which Rs. 7 crores are for the city of Bombay. Here, I would like to ask the hon. Railway Minister, Prof. Madhu Dandavate, who also comes from Bombay and who has lived and served in Bombay, whether the proposed increase in the suburban fares and the season tickets is to meet this Budget allocation which he has so kindly made for the city of Bombay. What about the allocation at other places? I would like to know whether this unimaginative 100 per cent rise in the suburban passes is not the severest blow to the suburban commuters of the urban area. However, much you justify the proposed increase, there is no doubt that the increase is too much for one dose. The Development of various metropolitan townships has taken place around the concept of an efficient and inexpensive suburban train services and this is the history of nearly 60 to 70 years. The Minister's current proposal has come as a rude shock to upset the balance of millions of struggling citizens, both from the urban and rural belt around the city. I would like to remind the hon. Minister that even at the time when Shri Lal Bahadur Shastri was the Railway Minister, he also took the same view and this was the main reason why the fares of the suburban railway passes were not increased. The Government and the Railway Ministry have always kept this point in their mind for all these years. This extra burden has been put on a class which cannot escape it. You know it very well Prof. Dandavate, that they cannot avoid buying the season tickets, nor can they avoid travelling by sub-urban railways. With mute agony, they will bear this crushing burden. Sir, it is not one member in the family who has the pass. There are several members—the working wife, the children and the other dependents.

I would like to ask what justice the hon. Railway Minister is doing to this class. Does he think that in his meagre salary, a commuter is able to bear the cost of three or four season tickets for the family with the 100 per cent increase in the fares? Sir, between the Railway Minister and the Finance Minister the poor and the middle class in urban area has been taxed in such a way that it looks that their back has been broken and their voice has been stifled. But let me tell you that the voice of *Janata* cannot be stifled. It will rise in agitation, as the previous speaker, now in the Chair over there, has just mentioned. This increase is completely unjustifiable and has been rightly condemned by all sections of the people from the city or wherever they are. I would only like to appeal to the hon'ble Minister that he should announce the reduction in the House tomorrow. This will give ample opportunity to the people to plan their living conditions accordingly. While you are speaking in the Lok Sabha tomorrow to answer the Budget debate, I am sure you will not fail us and will announce the withdrawal of this increase in seasonal passes. If this is not done, the only thing that I visualise in cities like Bombay is that there will be overcrowding again. The people will be coming back to live in slums rather than live far away from the cities. This, I think, the Minister also is well aware of.

Then, Sir, I would like the Minister and the Railway Board to give greater attention to the question of E. M. U. rakes in Bombay, Calcutta and Madras suburban areas. Sir, the carrying capacity of a 9 car E. M. U. rake is 1,736 including 880 seats and 856 standees but the survey team has estimated that during peak hours these trains carry about 3,600 passengers. Sir, the very concept of E. M. U. sometimes gets defeated by faulty planning and inadequate maintenance of coaches. Sometimes the motor coach is available while the trailer coach is not available and vice-versa.

Sir, a high-power task force was appointed to look into the ways and means of improving suburban services in Bombay. I would like to know what is the report and what the Railway Board is planning to do in order to give better services to the suburban passengers.

Sir, in the Budget speech the hon'ble Minister has mentioned about the programmes of electrification. I am happy that the Railways are gradually trying to electrify the entire Bombay-Delhi route. Along with the Budget the Minister has given us only a summary of the interim report of the Paranjpe Committee and not the full text, nor has he informed us about the recommendations of the Raj Committee on future electrification programme and also the report of the Motive Power Committee. I think this is not fair to this House. I would request the hon'ble Minister to place these reports before the House for the information of the Members of Parliament. As far as my information goes the Paranjpe Committee has not given the basis of the increase of fares. Sir, do you not agree that the House has a right to know what is in this report? All over the country, including the corridors of the Rail Bhawan, a great debate is going on about the choice of traction, diesel versus electrification. Big business houses with western connections have launched a campaign for massive electrification. There is no doubt that electrification is the cheapest but it requires a heavy capital expenditure which we cannot afford. So far we have been unable to have the best benefits of electrification even on routes like Virar-Sabarmati, 3600 h. p. electric locomotives are hauling 1,500 tonnes trains, that is, utilising only 50 per cent, capacity. On the other hand, Sir, I feel that even for strategic reasons also we should have a larger number of and better class of diesel hydraulic and diesel electric

[Shrimati Sushila Shankar Advarekar]

locomotives. Today, Sir, the DLW mixed type of diesel 5 P.M. locos are working both as a race horse and a work horse. We cannot have one thing to perform double duty. Sir, let the railways have its own designing rather than Siemens, Kirloskars, NGEF, etc., sell their equipment and services. It is most surprising that BHEL, having a retired Chairman of the Railway Board as its own Chairman, is not helping the production in Varanasi DLW. Perhaps it is because of the socialistic influence of West Germany. It seems so. I hope, Sir, that the learned Professor Minister will encourage a public debate rather than protect the vested interest lobbies. To make a show of encouraging small industries, he is introducing earthen glasses for drinking water when more than four to five thousand railway stations do not have drinking water facilities.

Sir, it is a most welcome announcement of the Minister to form a Catering Corporation. Only I want to add a word of caution. While forming this Catering Corporation, the overheads should not go up to that extent that the cup of tea is going to be very very costly. And if that could be controlled, the Catering Corporation is a most welcome step.

The dining cars of many important trains on the Western and Northern Railways, specially, are operated by private contractors. Sir, I have been informed that there is some calculated effort which is going on by these private contractors to monopolize almost from all the corners static as well as mobile catering. Both the major caterers at an important junction like Baroda are private caterers. While the departmental catering on the prestigious Pink City Express caters only to 25 per cent of the passengers, the other passengers have to

wait till midnight to reach home to take food.

Another great nuisance is the uncontrolled drinking in trains in spite of the prohibition policy. The bearers of the dining cars are partners in providing illicit liquor not only to the first class passengers but in the second class sleeper coaches also.

Bookstall contractors like Wheelers who have been enjoining almost a monopoly position—and who have already come under severe criticism—have been involved in a number of complaints and I only wish the Railway Minister would look into them. There are many young, educated, unemployed persons who could be given the opportunity to break this monopoly.

Sir, one principal reason for the declining goods traffic, delay in movement, etc., is the continuing labour troubles, but one of the main reasons is the partisan attitude and favouritism towards certain unions. I know, Sir, the hon. Minister might not accept this, or he will deny this. Even the workers belonging to the other unions of the Janata Party are not happy over this situation where bes-sism is going on and superior behaviour is being shown by the favoured unions. Sir, this is nothing; it is only the lack of interest by the railways in its working.

Sir, last but not the least, there is an important point to which I would like to draw the attention of the Railway Minister. We are really happy that the Indian Railway officers are continuing to get appreciation of their expertise and management abilities from outside the country but, Sir, it is also a matter of grave concern that the RITES has lost the contract in Iraq by their sheer complacency and depending too much on the private parties—sub-contractors—and just permitting them to quote high. Now, Sir, you know what the position is. The same sub-contractor who was quoting a higher price has agreed to work at lesser rate with the party which has got the contract. I just

want to know whether the hon. Minister is going to look into this matter, I hope he will see to it that such incidents are not repeated in future.

Sir, I feel that RITES and IRCON are two major organisations of the Railways which are complementary to each other and they should be given proper encouragement. For that, I suggest that they should have a full-time Chairman to look into the working in an efficient way.

Sir, the last thing I would like to say—and I hope the Railway Minister will excuse me for saying so—is that the Railway Minister should find more time to attend to the work relating to the Railways and not convert his office into a party office or a trade union office, which is absolutely and slowly creating an internal malady for which he is more responsible because that creates indiscipline in the administration. Sir, let him maintain...

PROF. MADHU DANDAVATE: Excuse me for interruption. The allegation against me is that I devote less time to politics than to the Railways.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR: Anyway, I do not agree. I still feel that you should give more time to it and maintain your individual and distinctive image in dealing with the Railway matters.

SHRI S. W. DHABE (Maharashtra): Mr. Vice-Chairman, Sir, the Budget speech of the Railway Minister is a mark of some of the feathers in his cap and amalgamation of what seems are according to him the major achievement in the last two years. There is no specific mention about what has been done in the last one year. Also the achievements are tried to be magnified; the achievements are of a small nature. Sir, I must say that in cataloguing the feathers in his cap, he has said that he has been able to give promotion to

50,000 Class IV staff to the selection grade. I sincerely thank him for that. But all other things which are mentioned here are a matter of legacy and not the achievements after he took over. What we expected from the Minister was not confirmation of some employees here and there or giving of promotions to some clerks and others to the selection grade, but the basic questions on which the people had voted his party to power. If at the time of the Railway strike Mr. George Fernandes and Mr. Madhu Dandavate who organised it, had not given promises, they would have been nowhere in the picture and nowhere near the seat of power in Parliament. The major question on which they were elected as you rightly mentioned, was the question of bonus.

PROF. MADHU DANDAVATE: Mr. Dhabe, I would remind you that I was for the first time elected to Parliament when there was so much of Indira wave in 1971.

SHRI S. W. DHABE: I am not speaking of the Railway Minister alone. I am talking of all those who were in the Railway strike. I know the constituency from which you were elected. The expectation of the working class people was that they will fight for giving bonus to the Railway workers, they will fight for having for the public sector employees wages, equal pay for equal work as per the ILO Convention which Prof. Dandavate mentioned many times in his speeches.

SHRI ANANT PRASAD SHARMA: When did he mention it?

SHRI S. W. DHABE: I am speaking about the period of the 1974 strike. I am referring to the period when the strike was going on. Mr. Sharma, What was the demand? It was that the public sector employees and these employees should get equal pay. There were other demands also. But even in his Budget speech, he had no courage to say anything

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even casually about bonus or equal pay. I could have understood if he could have given a solemn promise to this House. He has said this a number of times previously to become Minister and rightly so. Now he is a split personality, on the one hand he is a trade union leader and on the other he is an employer.

PROF. N. G. RANGA: All of us are split personalities.

SHRI S. W. DHABE: I do not agree with Mr. Sharma that he is a split personality.

SHRI ANANT PRASAD SHARMA: Prof. is saying this; I am not saying this.

SHRI S. W. DHABE: I want to say that he was the person who was saying that the Bhoothalingam Committee report was under the consideration of the Government, and he asked them to wait. From the time the report came, the Government is considering it. What a good excuse? The report of the Bhoothalingam Committee has stated directly, and it was straightway rejected that these, the railways, the P and T and the Defence, were not the services in which bonus should be paid. That point of view is there. After that was done, this Government has said that the Cabinet Sub-Committee was considering it, and that it was awaiting its report on it. But there is no provision in this year's Budget. That means that the railway employees are not going to get bonus for 1979-80 apart from the previous years. I, therefore, urge upon the Minister that he must see that the issue is solved in the near future.

He has mentioned that the industrial relations are very happy. It is only the quiet before confrontation starts in the field. And once confrontation starts, it will have the same result, it will go the same way and it will have the same consequences which every strike has led to.

And, therefore, Sir, the ballot has been taken by some railwaymen. Some federations, including the federation to which he belongs, are also very keen that bonus must be given immediately. It is the unanimous voice of the working class. If the Government ignores, we have seen the results. If the Government fails, it will not be able to rule.

In this country, on two points the workers are sore, on bonus to the railwaymen and on the Industrial Relations Bill. On both these points, this Government has not only bungled, but is also giving wrong promises to the people. They have been responsible for raising the expectations of the working class. Now if they go back, it will be suicidal not only for the railway administration but also for the entire community.

Sharmaji has made a reference to the Bonus Review Committee. Apart from going into any other question, if the principle is accepted that it should be a commercial activity, this is a transport service activity. There is no dispute about this. In his heart of hearts Prof. Dandavate also accepts this principle for which he was fighting. Why should he not make it a prestige issue? The entire working class will be behind him if he resigns on this issue or compels the Janata Government to pay bonus to the workers. This question should be taken up very seriously. I hope that in his speech tomorrow he will make a specific mention on this question. Otherwise, I will take that the Government wants only to make promises and that it does not believe in performance. And therefore, Sir, heavy responsibility lies on the Railway Minister. All big performances, he may claim to his credit. But if he fails in the case of the working class, he fails in his life, it is a failure of his life's ambition.

Now regarding reinstatement of the workers to which you have referred. Even if one single man is out of employment, his misery is 100 per cent. It is no use quoting figures that 20,000 people have been taken. If the principle is accepted, then relief must be given to every person who is affected by it. About the case you Vice Chairman have mentioned, I hope, Sir; Mr. Dandavate would personally see what the grievance is and see that the lady gets protection and employment. Sir, on the 5th of March, the Maharashtra INTUC had a rally of 25,000 people, all industrial workers in Bombay. And what was it against? It was against the rise in the railway fares; it was against the Budget provision of taxing the essential commodities. Sir, after so many pages of speeches, after a few pages of achievements and good language, the proposals come; they begin from page 31.

PROF. MADHU DANDAVATE: I assure you I will deliver a speech here in bad language next time.

SHRI S. W. DHABE: No, no I am not blaming you for that. I am only saying that you are even afraid to say that you are increasing the fares. You say you are reducing the recommended increases of the committee. That is what I wanted to say. Mentally also you do not want to increase the fares. But here though you have increased the fares, you are saying you are reducing them. What does it mean? What is the reduction you have made? Sir, this Budget is a jugglery. A sum of Rs. 1.78 crores of additional money is to be recovered from the passengers and commuters, mainly from the suburban passengers and season ticket holders. And then you say "I have got a surplus of Rs. 88 crores." It is openly said in Bombay—I warn the Minister—that this Government wants to put the interests of the passengers and consumers against the interests of the rural people—the urban people versus the rural people,

the passengers versus the workers. And what is the rationale of this? Sir, you Vice Chairman, Sir, have rightly pointed out that this is a public utility service. No Government has any business to make it a commercial activity in the sense of increasing the fares whenever they want. Sir, what is the increase in the fares? The increase in fares is from 100 per cent to 200 per cent. For instance, if you want to go from Byculla to V.T., the season ticket rate has been increased from Rs. 3.90 to Rs. 7.00. And if it is from Kurla, the increase is from Rs. 7.75 to Rs. 14.00. And in season tickets, the increase is from Rs 70 to Rs. 116 and from Rs. 149 to Rs. 244. Is it a Budget? Do you tax the railway passengers so excessively to say that the performance of the Minister is good? And what do they say in Bombay, the press and the people, about him? Instead of Madhu Dandavate, he has become "Kadu Gandavate". "Kadu" means sour, bad, and "Gandavate" means a depriver, one who takes money from us. This is the phrase used against the Railway Minister to day. This is the position.

He has missed an important recommendation of the Committee, and that is mentioned in para 88 of the Budget. The Committee has recommended that you must legislate in Parliament so that this increase in fare can be recovered from the employers or the businessmen or the industry where they are employed. Many are Government servants—Central Government servants, State Government servants, public sector servants and employees of big houses. Thirty lakh commuters are there in Bombay.

I mention only one State. The suggestion made by this committee is that the increase in the railway fares should be recovered from the employers by a legislation. You have only said, "I propose to examine this suggestion in consultation with

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the Law Ministry and the concerned State Governments". I therefore demand that unless you bring a comprehensive legislation on this recommendation of the committee, this levy should be cancelled. You are accepting only one part of the recommendation and you are not bringing a legislation giving effort to the other part of the recommendation. This sort of befooling the public will not be allowed by the public. The people are very sour. Therefore, unless you bring a comprehensive legislation before Parliament for transferring the liability of such additional taxation, the people are not prepared to accept this levy. This sort of additional taxation applies not only to this but to all items like kerosene, gas, etc. as if the Government considers these items as luxuries. Ordinary people, the slum-dwellers, require kerosene. Therefore, unless this principle is accepted, unless such additional liability is transferred to the businessmen and employer, you will only be depriving the poor public; it is like robbing Peter to pay Paul. This sort of inflated Budget will help neither the Government nor the workers nor the society. People have already issued a threat. They say, we shall travel without the ticket but we will not pay the levy. This is the situation in Bombay. You must have seen what happened on the 5th and 6th. So serious is their feeling that the commuters are not prepared to accept any rise in the fares which has no justification.

There are two other points. Last time while initiating a debate I raised the question of wagon utilisation and proper distribution of wagons. In the whole Budget speech there is no mention of coal shortage. How many passenger trains were cancelled due to coal shortage? To my knowledge 300 passenger trains were cancelled due to shortage of coal. I am a member of the Coal Consultative Committee. In the Consultative Com-

mittee meeting when I raised the question of coal shortage, the reply I got was, we have got plenty of coal; but the railways are not taking the coal. On the other hand, the railways say, wagons are available but there is coal shortage. In the State of Maharashtra, the position is that coal is available at the pitheads sufficient for two to five weeks; but it is not lifted. What is the reason? There is a lack of coordination. When I asked a question about captive power station, the Railway Minister made an announcement that we are going to have three or four captive power stations. I am reading from his reply at columns 209-210 of Rajya Sabha Debates dated March 13, 1978;

"I would like to inform the House that we are already planning 3 power stations, that is, captive power stations, and in the fourth case we are trying to improve the capacity that is already there. We plan to have one captive power station at Salempur in West Bengal in Chittaranjan Locomotive Workshop. The second one will be in Sonenagar in Bihar. The third one will be in Muradnagar in Uttar Pradesh. The fourth one will be about the improvements and additions to the existing power House of the Central Railway at Thakurani near Kalyan in Maharashtra. Our scheme is that each one of the projects should be able to give as 220 MW."

So my further point is wherever coal is available at the pitheads, it would be given to nearer Thermal power stations. But at the captive power stations in Maharashtra coal is not available. They have to bring coal from Singareni coalfield, about 500 kms away from Parli and other power stations. And the coal that is available there cannot be given to these Parli and other places because railway wagons are not available. I have been told by the Railway Minister that these captive power stations are not being cleared by the Rural

Electrification Corporation—REC clearance is necessary. I would like to know from the Minister how much progress has been made in the development of captive power stations which is very essential; I also want to know about the position of wagon utilisation. Regarding the position of wagon utilisation, I want to know why there is no coordination between the Railway Ministry and the Energy Ministry. I would request the Minister to see that there is proper coordination so that the artificial coal shortage is removed. If it is a real shortage, then I can understand the difficulty.

While laying down the policy for construction of new railway lines, I would request the Railway Minister to keep in mind the problem of transport of coal from coal mines to the power stations. In Maharashtra this problem has arisen and that is why I am mentioning it. There the power station is in Parle in the Marathwada area and we have to take coal from Singareni via Nasik covering a distance of 599 kilometres. Now, in Chandrapur district and near Ghugus there are large number of coal fields. There is power station near Adilabad. If the railway line is constructed along with the broad-gauge line from Aurangabad to Jalgaon, it can reduce the distance to 55 kilometres so that we can bring coal from Chandrapur collieries to the power station in Parle. Similarly it is also suggested that the existing metre gauge railway line from Adilabad to Parbhani should be converted into a broad-gauge line. These are broad suggestions. All I want to suggest is that there should be a close link between supply of coal and its transport to the power station. The Ministry should reconsider its policy of laying new railway lines in such a way that with the minimum distance of transport coal should be made available to the thermal power stations.

Two of the problems of the railway employees are linked with those of other Government servants. One is the question of dearness allowance.

The next instalment of dearness allowance became due on the 1st December, 1978. The Finance Minister is anti-working class . . .

PROF. N. G. RANGA: No, no.

SHRI S. W. DHABE: I know you will say that because you are a kisan leader.

He said that it is before the Arbitration Committee. The dearness allowance formula has to be changed by the Arbitration Board, in view of the recommendation of the Third Pay Commission. They had said that if the cost of living index goes above 272 points, then that Committee should meet and revise the dearness allowance formula. Therefore, that Committee is sitting. But that Board has nothing to do with the existing dearness allowance instalment which has already become due. I hope the Railway Minister will use his good offices and see that the railway employees get this instalment which has become due.

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): I think this will be your last hope.

PROF. MADHU DANDAVATE: This is the best way to end one's speech.

SHRI S. W. DHABE: These are all questions which are very much in the minds of the working class. And, Sir, I am thankful to you for giving me time for this purpose.

Then, Sir, about the question of casual labour and the question of employment of the sons of the retired employees, I would only say that the sons of the retired employees should be given jobs and if the casual labour cannot be given permanent jobs, at least these casual employees should be paid on par with the other permanent employees and they should be given a proper salary and if this is done, Sir, the problem of the casual labour can be solved. They should

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also be given the Provident Fund and gratuity benefits which benefits are available to the other employees. I say this because the casual labour has to be employed for a long time and, therefore, it is very essential that they must be given job security and also the terminal benefits. Many of them are serving for a period of ten to fifteen years.

Lastly, Sir, I would like to appeal to the honourable Railway Minister: Let not his image be impaired by his continuing the rise in the fare, rise in the season ticket fare, which is about 200 per cent now. I am sure he will reduce it. But it should not be reduced just by 50 per cent or 25 per cent. It will not solve the problem. It should be cancelled completely and some other avenues should be found to meet the expenses of the Railways. Thank you, Sir.

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, मैं श्री दंडवते जी का स्वागत करता हूँ। हमारे मंत्री जी का नाम श्री दण्डवते जी है उन्होंने किराया बढ़ा कर यात्रियों को दंड नहीं दिया है इसलिए दण्डवते जी मैं आप को दंडवत करता हूँ। जो आपने बजट रखा है...

प्रो० मधु दण्डवते : डंडा नहीं है इसलिए दंडवत कहते हैं।

श्री जगदीश प्रसाद माथुर : ... वह सराहनीय है। जनता सरकार के आने से पहले...

श्री योगेन्द्र मकवाना (गुजरात) : आगे दिया भी जलाओ।

श्री जगदीश प्रसाद माथुर : पहले बैल भी लाएंगे। जनता सरकार के

आने से तीन-चार साल तक के पहले के घाटे के बजट रहे हैं। मैं कहूंगा दण्डवते जी से: वास्तव में आपने चमत्कार किया है, आप चमत्कारी पुरुष हैं। लेकिन एक बात कहना चाहता हूँ कि मैं चमत्कारी पुरुष हिन्दी में कह रहा हूँ, मराठी में चमत्कारी पुरुष नहीं कह रहा हूँ। धाबे जी शायद चमत्कारी मराठी के अर्थों में ले रहे हैं। मैं विरोधी दल में बैठे अपने जो साथियों की इस बात से सहमत हूँ कि कम्प्यूटरों के किराए बहुत बुरी तरह से बढ़ाए गये हैं। उन्होंने कहा है कि बम्बई में मधु दण्डवते को कड़ु दंडवते कह रहे हैं। यदि किराए नहीं घटाये तो शायद बम्बई वाले उनको चमत्कारी कहना भी शुरू कर देंगे। इसलिए मैं कहूंगा कि न केवल बम्बई के, परन्तु दिल्ली, मद्रास और कलकत्ता आदि जहाँ पर इस प्रकार की गाड़ियाँ हैं जिन से पास के क्षेत्र के लोग आते हैं उनमें चलने वाले कम्प्यूटर्स के किराए घटाए जाने चाहिए। धाबे जी ने एक बात यह भी ठीक कही है कि इन्वॉयरी कमेटी की सिफारिशों को घटाया गया है। आवश्यकता इस बात की है कि वह वृद्धि को पूरा न भी समाप्त करे तो कम अवश्य करें। मैं मानता हूँ कि जो कुछ घाटा है, और जो कुछ आय में कमी हुई है, उस आय की कमी को कहीं से पूरा करना पड़ेगा और आय की कमी को उन्होंने दो प्रकार से पूरा किया है—कम्प्यूटर्स का टिकट बढ़ा कर और सामान की लदाई का किराया बढ़ा कर। यह कहना अव्यावहारिक होगा कि वह दोनों को समाप्त कर दे इसलिए मेरा सुझाव यह नहीं है कि कम्प्यूटर्स के जितने बढ़ाए हुए किराए हैं उन को पूरा का पूरा समाप्त कर देना चाहिए लेकिन यह आवश्यक है कि सिफारिशों को जो दो-तिहाई मानी हैं, उसे स्वीकार न

करके कम से कम आधा कर दें । आपको इसका श्रेय मिलेगा और दिल्ली, मद्रास और कलकत्ता और बम्बई के रहने वाले भी आप को दुआ देंगे । कल वी आम सभा में जवाब देने वाले हैं । मैं समझता हूँ हम लोगों की इस आवाज को आप सुनेंगे और किराया घटाया जायेगा ।

मंत्री जी ने यह भी बात कही अपने भाषण में कि नैसर्गिक प्रकोप के कारण इस वर्ष लगभग 30 करोड़ रु० का घाटा हुआ है । बात सही है । इस घाटे को पूरा किया गया है कुछ और काम चलाने के लिए पैसा लिया है मालगाड़ी का भाड़ा बढ़ा कर । मैं एक सुझाव दण्डवते जी के सामने रखना चाहता हूँ । माल भाड़े में बहुत सी चीजों पर छूट थी वह छूट आपने वापस ले ली हैं कहीं ऐसा न हो कि किसान को जो छूट हम ने आम बजट में दी है उसे एक हाथ से देकर दूसरे हाथ से वापस न ले लें । बजट में फर्टिलाइजर पर एक्साइज घटाई गई है यह ठीक है बजट की बृद्धि के दौरान उसके बारे में जब मुझे कुछ कहना होगा तो मैं कहूँगा । लेकिन किसान को यह शिकायत नहीं होनी चाहिये कि वित्त मंत्री जी ने तो छूट दी लेकिन उस पर भाड़ा बढ़ा कर मधु दण्डवते जी ने उसको उससे छीन लिया । यह कहने का मौका आपको किसान को नहीं देना चाहिये । उन्होंने कहा कि गुड़ पर, खाने वाले तेल पर, दाल पर मामूली किराया बढ़ाया गया है । वास्तव में आप देखेंगे तो गुड़ पर 20 परसेंट, खाने वाले तेल पर 50 परसेंट और दालों पर 31 परसेंट भाड़ा बढ़ गया है । फर्टिलाइजर पर भी ऐसा ही कुछ बढ़ा होगा और चीजों पर आप भले ही कुछ बढ़ा दें लेकिन गुड़ पर, तेल पर

और दालों पर तो यह बढ़ोतरी कम कर दें । जो भाड़ा बढ़ाया है उसे वापस ले लेंगे तो अधिक हानि न होगी । यदि यह संभव न हो तो उसको कम कर दें, यही मेरा निवेदन है ।

दुलाई की मात्रा 22 मिलियन टन आंकी गई थी और इस साल 220 मिलियन टन हो जाएगी यह कहा गया है । ऊपर से देखने में ऐसा लगता है कि यह घटोती है और मैं समझता हूँ कि वह इसकी सफाई इस प्रकार से करेंगे कि जो फासला है गाड़ी का उमके अनुसार माल ज्यादा भेजा जाएगा, या फिर किलो मीटर टन के अनुसार की इस व्याख्या की जाएगी । बात सही हो सकती है, लेकिन मैं पूछना चाहता हूँ कि जितना माल रेलवे को पहले मिलता था वह यदि कलकत्ता से दिल्ली या बम्बई से श्रीनगर तक गया तो यह बात सही है कि भाड़े की आमदनी में कमी नहीं हुई । लेकिन प्रश्न यह है कि उनको भार एक मन मिलता था तो अब बढ़ कर दो या डेढ़ मन तक माल क्यों नहीं मिलना चाहिये । इसकी खोज पूर्ण जानकारी होनी चाहिये । पैसे की कटौती नहीं हुई है, लेकिन माल कम क्यों मिला है ? कारण यह है कि समय पर पर्याप्त वैगन्स उपलब्ध नहीं होते । और वैगन्स न मिलने का मुख्य कारण व्यवस्था में कुछ कमी होता है । आप ने कुछ प्रोत्साहन दिए हैं । आपने बोनस की बात कही है जो यार्ड में काम करने वाले कर्मचारियों को दिया जाएगा, भाषण में आपने कहा है कि उस में वृद्धि होनी चाहिये, लेकिन ऐसे भी स्थान हैं, जैसे कानपुर, मुगलसराय कि जहां यह स्कीम पहले लागू थी और अब नहीं है । हर महीने जिस यार्ड से जितने डिब्बे निकलते थे उसमें जिसकी सबसे अधिक संख्या होती थी उसको इनाम दिया जाता था । हर मास देते थे । फिर

[श्री जगदीश प्रसाद माथुर]

कानपुर और मुगलसराय के लोगों के लिए हर दो महीने पर दिया गया, फिर तीन महीने का समय कर दिया और पिछले साल से कोई इनाम दिया ही नहीं गया। मेरे सामने यह दो उदाहरण हैं। हो सकता है कि जगह-जगह और ऐसे उदाहरण हों। इस कमी को आपको पूरा करना चाहिये और दूसरे जो प्रोत्साहन दिए जा सकते हैं वह भी आपको कर्मचारियों को देने चाहिये।

इसी प्रकार ले छुट्टी का सवाल है। जहां का मैं रहने वाला हूं, अर्थात् कानपुर का, वहां का उदाहरण है। सरकार ने 1974 में कर्मचारियों के लिए एक स्कीम स्वीकार की थी जिसको कहते थे कैलेंडर डे लीव कंसेशन, यानी ड्यूटी के पश्चात् 24 घंटे की छुट्टी होनी चाहिये। आज जो ड्यूटी पर गया है उसकी ड्यूटी अगले 24 घंटे के बाद लगनी चाहिये। लेकिन ड्यूटी का कुछ ऐसी चक्कर है कि 12 या 14 घंटे के बाद भी उसकी ड्यूटी पड़ जाती है। यह चीज लागू हुई थी 1974 में। मुझे दुःख है कि पिछली सरकार ने निर्णय तो लिया लेकिन लागू नहीं किया गया इसको। मधु दण्डवते साहब को मैं श्रेय दूंगा कि 1978 में सरकार में आते ही उन्होंने इसको लागू कर दिया। लेकिन पिछला जो एरियर बनता था वह जो छुट्टी उनको मिलनी चाहिये थी वह उनको नहीं मिली। उसको ओवर टाइम के रूप में सरकार ने स्वीकार किया। लेकिन कानपुर में, मुगलसराय में और दूसरे डिवीजनों में आज भी पैसा नहीं दिया गया है। इस प्रकार के कंसेशन आप कुछ और दें। हमारे साथी ने उधर से बोनस की बात कही है। मैं कोई सेंबर लीडर नहीं हूं लेकिन उससे सम्बन्धित

जरूर रहा हूं। मेरी राय में रेलवे एक व्यापारिक विभाग है। सरकार के कुछ अन्य विभाग व्यापारिक विभाग नहीं कहे जा सकते, लेकिन रेलवे से लाभ उठा कर आप जनरल बजट में पैसा देते हैं, कर्जा वापस करते हैं। इसलिए यह बात मही है और यदि यह व्यापारिक विभाग है तो वहां के कर्मचारियों को बोनस पाने का अधिकार है। मैं यह नहीं कहना चाहता कि आप अभी घोषणा कर दें या कल घोषणा कर दें रेलवे कर्मचारियों की दफ्तर में काम करने वाले कर्मचारियों के साथ तुलना नहीं हो सकती। इस कारण इस काम में डिले करना उचित नहीं होगा। बोनस देने का आप कौन सा रास्ता निकालें यह आप देखें। 8.33 देना है या कितना देना है यह आप देखें लेकिन इस पर विचार करके जल्दी निर्णय दें मेरा आपसे यही निवेदन है।

दूसरी बात मैं यह कहना चाहता हूं कि एक रेलवे फेडरेशन है जिसके नेता स्वयं मधु दण्डवते और जार्ज फर्नान्डोज थे उसने 1974 में स्ट्राइक की थी। मुझे पता है कि वह यूनियन शायद 30 तारीख को भारी प्रदर्शन करने वाली है। हो सकता है कि साल, छः महीने स्ट्राइक भी कर दे। मैं उनके इस अधिकार का विरोध नहीं करता। मजदूरों का अधिकार है कि वह स्ट्राइक करें। मैं मानता हूं कि उनका अधिकार है उस अधिकार का वह उपयोग करें, जो उनकी मांगें हैं उनको पूरा करना आपका कर्तव्य है हम यह चाहें कि ऐसा मौका न आने दें कि वह स्ट्राइक करें। अपनी शक्ति और संगठन बढ़ाने के लिए भी मजदूर लगातार आन्दोलन करते ही हैं लेकिन यदि उनकी जायज मांग है—जैसे बोनस की मांग है, महंगाई भत्ता बढ़ाने की मांग है—इनको मान लेना चाहिये। मैं यह भी कहना

चाहता हूं कि एक यूनिट आपने यहां ऐसी है जो 20 साल से काम कर रहा है लेकिन आपने उन्हें मान्यता नहीं दी है आवश्यक है कि आप दूसरी यूनिटों की तरह उसे भी मान्यता दें।

Time bell rings. Sir, you have given 20 minutes to others. At least, give me ten minutes.

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): There are many speakers from your Party.

SHRI JAGDISH PRASAD MATHUR: Sir, let me make all my points. दूसरी जो यूनिटें हैं इसी तरह बी० आर० एम० एस० (B.R.M.S.) को भी मान्यता देने के विषय में आपको निश्चय करना चाहिये।

पब्लिक रिलेशन के विषय में भी आपने अपने भाषण में उल्लेख किया। मुझे लगता है कि पब्लिक रिलेशन जैसा होना चाहिये वैसा नहीं है। विद्यार्थी और अन्य लोग रेलवे के अंदर गड़बड़ी करते हैं, सामान तोड़ते हैं। किसी भी सैकिण्ड क्लास के डिब्बे में चले जाइये आपको पंखे नहीं मिलेंगे, लाइट नहीं मिलेगी। मेरा कहना है कि उनको समझाया जाए। रेलवे के अंदर जो रिटायर्ड आफिसर हैं उनको आप एम्पलाय कीजिए ताकि वह उनका रेलवे के बारे में समझाये। अभी आप कुछ सेवा निवृत्त रेलवे के अधिकारियों से कालिजों के अंदर भाषण कराते हैं। लेकिन यह इतने छोटे स्तर पर है कि आपके रेलवे के कई अधिकारियों को पता भी नहीं है कि इस तरह की कोई स्कीम है। मेरा निवेदन है कि आप इस योजना को बड़े स्तर पर लाइये। अफसरों का जो भत्ता आदि देते हैं उसको बढ़ाइये। इससे आपका पब्लिक रिलेशन सुधरेगा।

एक बात और कहना चाहता हूँ वह है डायरेक्टोरेट आफ टूरिज्म के बारे में। टूरिज्म का एक विभाग अवश्य है उस तरह से रेलवे की तरफ से कोई टूरिज्म की व्यवस्था नहीं है। आपने राउंड टिकट की कुछ सुविधा दी है लेकिन यह पर्याप्त नहीं है। मेरा कहना है कि आप एक अलग डायरेक्टोरेट ऑफ टूरिज्म रेलवे बोर्ड के अन्तर्गत बनाया जाए विदेशों में या स्वदेशी में, विद्यार्थी, छात्र या किसान हों, वे लोग आपके जर्मिने में देश का दर्शन कर सकें। देश का भ्रमण करने में उनको सुविधा हो जिसमें निजी व्यवस्था वाले दुरुपयोग करना बन्द कर सकें।

रेलवे को एडवाइजरी कमेटी बनाई गई है। दुर्भाग्य से कहिये या सौमभाग्य से पिछले साल मुझे भी सूचना मिली थी कि आप इस उत्तर रेलवे एडवाइजरी कमेटी के मेंबर हैं। मुझे पता नहीं अभी तक उसकी कोई मीटिंग हुई या नहीं? वह क्या कर रहा है उसे इसका भी ज्ञान नहीं। It never met almost during one full year. एडवाइजरी कमेटी को आप प्रभावित करिये। खासकर पैसेंजर को जो सलाहकार कमेटी हैं उन्हें सशक्त बनायें। अगर आप उनके मेंबरों को किसी मामला के विषय में रिपोर्ट करने का अधिकार दे सकते हैं तो जरूर दें। इससे कर्मचारियों का अपना बर्तान में मदद मिलेगी।

कुछ सुपर फास्ट ट्रेनें चलनी शुरू होनी हैं कुछ और अधिक चलाने की जरूरत है। हमारे विरोधी दल के भाई कहते हैं कि उन्हें चलाई थी। मानों आपने ही चलाई। लेकिन मैं कहना चाहता हूँ कि दो तीन सुपर फास्ट ट्रेनें जो मेरे ध्यान में आई हैं अगर बढ़ चलाने चाहिये। दिल्ली से हावड़ा के बीच को जनता सुपर फास्ट ट्रेन नहीं है। आप कर सकते हैं कि राजधानी एक्सप्रेस चलनी है

[श्री जगदीश प्रसाद माथुर]

यह पर्याप्त नहीं है। इसी तरह से राजधानी एक्सप्रेस बम्बई भी जाती है जिस दिन राजधानी एक्सप्रेस कलकत्ता पहुंच जाती है या बम्बई पहुंच जाती है उसके बाद वह दो दो दिन वहां बेकार खड़ी रहती है क्या इन दो दिनों का उपयोग किया जा सकता है? जैसे कलकत्ता से पटना और बम्बई से अहमदाबाद तक ट्रेन चलाई जाए तो इन दो दिनों इन डिब्बों का अच्छा उपयोग हो सकता है। साथ ही मेरा एक और सुझाव यह है हरिद्वार एक प्रमुख नगर है, एक तीर्थ स्थान है। दिल्ली से हरिद्वार के बीच कोई फास्ट ट्रेन नहीं है। जिस प्रकार दिल्ली और आगरा के बीच तेज गाड़ी एक्सप्रेस चलती है उसी प्रकार दिल्ली और हरिद्वार के बीच एक गाड़ी चलनी चाहिये। इस पर आप विचार करें। चण्डीगढ़ के विषय में सी० पी० आई० के श्री आनन्द ने भी बातें कहा है। मैं उनकी बात का समर्थन करता हूं।

अतः मैं एक सुझाव और देकर मैं अपना भाषण समाप्त करूंगा आपने शाहदरा से सहारनपुर तक एक रेल चलाई है। किसी जमाने में यह छोटी लाइन थी और लाइट रेलवे के नाम से जानी जाती थी। अब आपने इसको बड़ी लाइन में बदला है और अभी गाड़ी शाहदरा से शामली तक जा रही है। बाद में आप इसको सहारनपुर तक ले जाएंगे। इस गाड़ी के संबंध में मेरा सुझाव यह है कि आप इसे दिल्ली जंक्शन तक और बढ़ा दें ताकि दिल्ली से जाने वाले लोग भी इसका पूरा लाभ उठा सकें। दिल्ली से शाहदरा शामिल होते हुए यह सहारनपुर तक जा सकती है। अगर आप ऐसा करेंगे तो अधिक लोग इस ट्रेन से फायदा उठा सकेंगे। मैंने ये दो चार सुझाव आपके सामने रखे हैं। आशा करता हूं कि आप इन पर विचार करेंगे। इन शब्दों के साथ मैं पुनः आपको रेलवे बजट के लिए बधाई देता हूं।

श्री रामानन्द यादव (बिहार) : उप-सभाध्यक्ष जी, यह जो रेलवे बजट माननीय रेल मंत्री जी ने सदन में प्रस्तुत किया है उसको मैंने पढ़ने की कोशिश की है। मुझे ऐसा लगता है कि अगर इस बजट में कुछ अच्छे काम किये गये हैं तो उसके साथ ही बुरे काम भी बहुत किये गये हैं। बुरे कामों के संबंध में मैं कुछ सुझाव देना चाहूंगा ताकि उनके संबंध में मंत्री महोदय कुछ सुधार कर सकें। साथ ही मुझे ऐसा भी लगता है कि दण्डवत साहब ने जब से यह रेल विभाग सम्भाला है तब से उनका ध्यान कुछ खास रेलवे लाइनों की तरफ ज्यादा रहा है। उन्होंने रेलवे के सर्वांगीण विकास की ओर कम ध्यान दिया है। उनका ध्यान कुछ खास लोगों की सुख सुविधाएं बढ़ाने की तरफ ज्यादा रहा है। उन्होंने रेलवे में जो मजदूर काम करते हैं उनकी तरफ खास ध्यान नहीं दिया है। मैं समझता हूं कि उनका ध्यान दक्षिण भारत में जो रेलवे लाइनें हैं और जो दक्षिण भारत की जनता है, उन्हें अधिक सुख सुविधाएं पहुंचाने की तरफ विशेष रहा है।

श्री रामेश्वर सिंह (उत्तर प्रदेश) : पिछले 30 वर्षों तक आपकी सरकार रही है, लेकिन आपने यू० पी० और बिहार की तरफ ध्यान नहीं दिया। अब आप इस प्रकार की बातें कह रहे हैं।

श्री रामानन्द यादव : इसके अलावा मैं यह भी कहना चाहता हूं कि जब से दण्डवत जी ने रेल विभाग का काम सम्भाला है तब से एक सब से बुरा एचीवमेन्ट जो उन्होंने प्राप्त किया है वह यह है कि हमारे देश की सारी रेलवे लाइनों में रेलें लेट रन कर रही हैं। न तो कोई रेल निश्चित समय पर अपने चलने के स्थान से चलना शुरू होती है और न समय पर अपने डेस्टिनेशन पर पहुंचती है। मैं समझता हूं कि यह इनकी सबसे बुरी एचीवमेन्ट है। अब हमारे देश में रेलों का

आना जाना इररेगुलर हो गया है। दूसरी एचीवमेन्ट इनकी यह है कि इन्होंने बहुत सी रेलों को कैमिल करना शुरू कर दिया है। श्री धावे ने भी इनका जिक्र किया है। उन्होंने बताया है कि तीन सौ ट्रेनें कैमिल की गई हैं। इनके शासन काल में यह एचीवमेन्ट हुई है। चाहे शोर्ट डिस्टेंस की रेल हो या लॉग डिस्टेंस की रेल हो, तीन सौ ट्रेनें कैमिल की गई हैं। मैं नहीं जानता कि इनका क्या कारण था। हो सकता है कि विभागों में आपस में कोऑर्डिनेशन न हो। इतना ही नहीं कई ट्रेनें तो तत्काल ही कैमिल कर दी जाती हैं और उनका एनान्समेन्ट पहले कर दिया जाता है। इन तत्काल कैमिल होने वाली ट्रेनें को हम लें तो इनकी संख्या और भी बढ़ जाएगी। मैं समझता हूँ कि मंत्री महोदय के सारे एचीवमेन्ट वरे एचीवमेन्ट्स हैं। इसके अलावा जब से मंत्री जी इस मंत्रालय में आए हैं तब से रेलों में चोरी पिलफ्रेज और डकैती की घटनाएं बहुत बढ़ गई हैं और हत्याओं की संख्या भी बढ़ गई है। मुझे तो ऐसा लगता है कि रेलवे के अन्दर जो पुलिस है उसको भी हिदायत दे दी गई है कि अगर कहीं पर मर्डर हो या पिलफ्रेज हो या चैन पुलिंग हो तो उस मामले को रजिस्टर मत करो ताकि इस प्रकार के मामले अखबारों में न आ सकें। मैं समझता हूँ कि अब रेलवे में अपराधों की संख्या काफी बढ़ गई है। किसी भी रेलवे में चले जाइये, आपको हर जगह चोरी, डकैती, पिलफ्रेज की घटनाएं और चैन पुलिंग की घटनाएं ज्यादा मिलने लगी हैं। रेलों को रोक करके एक्सीडेंट कराये जाते हैं।

कहा तो जाता है कि प्रकाशवीर शास्त्री जी का जो देहान्त हुआ उसमें डकैतों ने या कुछ लोगों ने रेल लूटने के मकसद से सबोटाज किया था, लेकिन मेरा ख्याल है कि इसके पीछे कोई ऐसा मोटिव नहीं था। उस दुर्घटना में हमारे एक वरिष्ठ संसद सदस्य की मृत्यु हो गई। तो इस तरह से इनका एचीवमेन्ट है। एक और इनका एचीवमेन्ट यह है कि जब से

इन्होंने रेलवे विभाग सम्भाला है एफिशियेन्सी रेलवे में खत्म है। एफिशियेन्सी नाम को कोई चीज यहां नहीं रह गई, अनारकी फैली हुई है। जहां जाये वहां पायेंगे कि बड़ा वावू नहीं है, टिकट मास्टर साहब गायब हैं, कोई अपनी जगह पर नहीं मिलता। अगर आपको कोई इन्फार्मेशन चाहिए तो आपको समय पर नहीं मिलेगी, कंट्रोल रूम के जो लोग हैं वे गायब हैं। तो इस तरह से मुझे ऐसा लगता है कि शायद इम्प्लाइज जो लोग हैं उनमें यह हिम्मत इसलिए आई क्योंकि आप रेलवे ट्रेड यूनियन के लीडर हैं और आपकी वजह से वे इफिशियेंट नहीं हैं क्योंकि वे समझते हैं कि आप कोई कार्यवाही नहीं करेंगे। यह एफिशियेन्सी आपके आने के बाद से काफी बढ़ी है।

एक बात और आपके आने के बाद और यह बात ठीक है कि पहले भी करेप्शन था रेलवे में, लेकिन आपके आने के बाद करेप्शन में बढ़ोत्तरी हुई है। यह तो जनता पार्टी का बहुत बड़ा एचीवमेन्ट है।

आपने प्रशासन में आने के बाद, गद्दी सम्भालते ही कड़ाई के साथ उन तत्वों को दवाने की कोशिश नहीं की, जाँ करेप्ट थे। आपने सोचा कि अगर कड़े ढंग से दवायेंगे तो इसमें हमारी बदनामी होगी और रिजल्ट यह हुआ कि आज आपके मन्त्रालय में कहीं भी चले जाइये करेप्शन ही करेप्शन है। कोई भी छोटे से लेकर बड़े अप्वाइंटमेंट तक में बिना आपके विभाग में पैसा दिये हुए काम नहीं चलता, बिना इसके कोई अप्वाइंटमेंट हो ही नहीं सकता। यदि आप टिकट लेने चले जाइये तो आपको नहीं मिलेगा मगर आप यदि 10 रुपये दे दें तो टिकट उसी समय मिल जायेगा। यदि आप टिकट खरीदते हैं तो उसमें यदि 10 पैसे बचते हैं तो वह देगा नहीं कहेगा कि चैन नहीं है, जाइये। इस तरह की स्थिति आपके विभाग के अन्दर हो गई है। मैं चाहूंगा कि आप इन सब बातों पर ध्यान दें।

[श्री रामानन्द यादव]

मैं अपनी तरफ से रेलवे के सम्बन्ध में आपको कुछ सुझाव देना चाहता हूँ। मेरा ख्याल है कि आप उनकी तरफ अवश्य ध्यान देंगे। वैशाली ट्रेन जो रन करती है, आगरा से आगे तक नार्थ ईस्टर्न रेलवे में उनकी स्थिति यह है कि वह इतनी लेट रन करती है कि कभी 12-12 घंटे और कभी 2-2 दिन के बाद जाती है। जब आप नहीं आये थे तो यही एक अच्छी ट्रेन थी जो नार्थ बिहार से आगरा तक इतना लम्बा रूट समय पर तय करके पहुंचती थी। आज स्थिति यह है कि हम लोगों को इसी ट्रेन से जाना पड़ता है, किसी दिन लखनऊ में 10-10 घंटे बैठना पड़ता है और दूसरे दिन दूसरी ट्रेन से जाना पड़ता है। पैसंजर्स एमिनिटीज के लिये आपने फरमाया कि बहुत काफी किया है। आप किसी भी ट्रेन में बैठ जाइये तो आप देखेंगे दरवाजे टूटे हुए हैं, पैखानों में पानी पड़ा हुआ है, पीने के पानी की व्यवस्था नहीं है, कहीं भी आपको कोई सुविधा नहीं है। आप फर्स्ट क्लास में चले जाइये या सैकंड क्लास में जाइये सफाई का कोई उचित प्रबन्ध नहीं है। सारी गन्दगी वहां पड़ी रहती है। इतना ही नहीं आप कहीं भी उतर जाइये ठहरने के लिये, कई जगह ताला लगा कर वेटिंग रूम का जो चौकीदार होता है वह गायब रहता है, उसको लालटेन से खोजने पर भी भेंट नहीं होती है। तो आपके आने के बाद पैसंजर्स का एमिनिटीज में बहुत बड़ी गिरावट आई है। कहीं गन्दगी है, कहीं बिजली नहीं है, टटोलने के बाद भी खोजने पर सीट मिलती है। इसलिये आप गद्दे छोड़िये, गद्दे बाद में दीजिये, पहले आप लाइट दे दो, पानी दे दो और उसमें सफाई का प्रबन्ध कर दो...

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): You said nothing was there. What did you find there at all?

श्री रामानन्द यादव : मैं बता रहा था कि ये अचीवमेंट्स हैं, एमिनिटीज जो पैसंजर्स को

दी गई हैं वे बहुत कम हैं। आप बैठ कर चलते होंगे। हम लोगों को सैकंड क्लास में भी जाने का मौका मिलता है। मैं तो फर्स्ट क्लास में चढ़ता हूँ। टूटायर ए० सी० में नहीं जाता हूँ। फर्स्ट क्लास में जब हम जाते हैं तो आपके कर्मचारी अनअथोराइज्ड पैसंजर्स से पैसा लेकर उसमें बैठा देते हैं। रिजर्वेशन हमारा है, एम० पी० का है और वे कहते हैं कि नहीं है, नहीं है। इस तरह की बात करते हैं। जब हम लोग कागज देखते हैं तो कहते हैं कि है। यदि वह रिजर्वेशन नहीं रहेगा तो वे दूसरे को उस सीट को बेच देते हैं। हम लोगों की डेली की यही स्थिति हो गई है। मैं आपसे कहता हूँ इसे आप दूर करें और वैशाली रेल को आप ठीक करें। आप रेलवे प्रोटेक्शन फोर्स पर काफी पैसा खर्च करते हैं। पिछली दफा आपने कहा कि इस फोर्स का और एक्सटेंशन करने की जरूरत है। अगर इस फोर्स का एक्सपेंशन करते हैं तो और भी जरूरी है कि यह देखें कि इससे आउट-पुट क्या होती है। क्या क्राइम घटा है, नहीं यह तो और बढ़ा है। क्या पिलफ्रेज कम हुआ है, नहीं यह तो और अधिक हुआ है। तो इस तरह से क्या फायदा है। आपने अच्छे-अच्छे अफसरों को वहां से निकाल दिया। बिहार राज्य के रामब्रज सिंह, डी० आई० जी० जो आपके रेलवे में थे, दिल्ली में पोस्टेड थे, को आपने निकाल दिया। वह एक बेस्ट अफसर और ईमानदार अफसर, जो अपने घर से बाहर जाने पर खुद अपना जलपान लेकर चलते हैं। उस आदमी को जो 5 या 6 वर्ष के लिए बिहार से आया था आपने दो-ढाई वर्ष में ही निकाल दिया। क्यों निकाला क्योंकि रेलवे यूनियन ने कहा, आपके पी० ए० ने कहा। ऐसे ईमानदार अफसर के साथ और बहुत ऊंचे तबके के अफसर के साथ इस तरह का व्यवहार आप करें तो उनका मनोबल घटता है। यह आप पक्षपात करते हैं। आपका पी० ए० चाहे कोई कितना ही बड़ा क्यों न हो अगर वह कह दे उसके कहने पर उस अफसर को निकाल दिया जाता है। जरा सोचिये क्या इस तरह से

एडमिनिस्ट्रेशन ठीक चल सकता है। सब लोगों ने सिखा है कि उनको रहने दिया जाए लेकिन आपने कहा कि कम्पलसरी लीव ले लीजिए और चले जाइये और वह बेचारा चला गया। मैं अब थोड़ा...

प्रो० मधु दण्डवते : मेरी आपसे प्रार्थना है कि आप जितने इल्जाम मुझ पर लगाना चाहते हैं आप लगाइये लेकिन मेरे पी० ए० या किसी और अधिकारी पर जिसको यहां आकर अपनी ओर से कुछ कहने का अधिकार नहीं है उन पर इल्जाम मत लगाइये। मैं अपने पी० ए० के कहने पर काम नहीं करता हूं। अगर मेरे से कुछ गलती होती है तो 100 गालियां दीजिए। जितनी गालियां आपने देनी हों आप मुझे दीजिए। I will defend myself. My PA will not be able to defend himself. इसलिए मैं आपसे प्रार्थना करता हूं। मधु दण्डवते गलती भी कर सकता है लेकिन कभी अपने सेक्रेटरी के कहने पर नहीं करेगा। जो गलती करेगा उसकी जिम्मेदारी मैं खुद अपने ऊपर लूंगा। जो कहना है मुझे कहिए Don't involve my Secretaries and others.

श्री रामानन्द यादव : यही दूसरे के विषय में भी सोचा कीजिए। मैं यह कहना चाहता हूं कि खुद आपके स्टेट मिनिस्टर श्री शिव नारायण जी ने आपसे कहा कि इस अफसर का ट्रान्सफर मत कीजिए, इसको मत हटने दीजिए लेकिन उनकी बात भी आपने नहीं सुनी। मैं मानता हूं आप उनसे पूछें...

श्री जगदीश प्रसाद माथुर : इसका मतलब यह है कि वे किसी के प्रभाव में नहीं आते हैं।

श्री रामानन्द यादव : मैं अब थोड़ा सा केटरिंग...

प्रो० मधु दण्डवते : जहां तक मेरा सवाल है आप इन्क्वायरी कीजिए। किसी अपोजीशन

के मੈम्बरों की कमेटी लगवा लीजिए। मैं तैयार हूं।

श्री रामेश्वर सिंह : उनके मन्त्री जो करते थे, उनके मन्त्रियों के सेक्रेटरी जो करते थे वही इनके भी करते हैं, ऐसी बात नहीं है।

प्रो० मधु दण्डवते : जहां तक मेरा सवाल है मैं कहता हूं कि विरोधी दल की तरफ से ही तय हो जाए मेरे चरित्र की आप जांच करवा सकते हैं। मैं तैयार हूं।

श्री रामेश्वर सिंह : मैं जानता हूं बहुत से मन्त्रियों के कर्मचारियों ने तो लाखों की सम्पत्ति बना ली है।

श्री रामानन्द यादव : मैं अब केटरिंग के सम्बन्ध में कुछ सुझाव देना चाहता हूं। केटरिंग की स्थिति क्या है। स्टेशन पर और रनिंग ट्रेन में जो भोजन मिलता है वह तो वाहियात है। रनिंग ट्रेन में अधिकांश को आपने डिपार्टमेंटलाइज करना शुरू कर दिया है और प्राइवेट कंस्ट्रक्टर्स को हटा दिया गया है। मैं तो चाहता हूं कि इंटरायर केटरिंग जो प्राइवेट लोगों के हाथों में है उसको अबोलिश कर दिया जाए और एक कारपोशन बना दी जाए और केटरिंग को आप अपने हाथ में ले लें। साथ ही साथ मैं यह भी कहूंगा कि केटरिंग के लिये जो बेटस हैं जिन्हें आपने कमीशन बेसिस पर रखा हुआ है, उन्हें डिपार्टमेंटलाइज्ड कर दें। उन्हें कपड़ा मिलने की बात थी। बहुत संख्या में यह बेटस हैं और उनको जो सुविधाएं देने के लिये प्रोमिस किया गया था, वे सुविधाएं अभी तक उन्हें नहीं मिली हैं।

6 P.M.

फिर भोजन के सम्बन्ध में मैं चाहता हूं कि उसकी क्वालिटी को सुधारने का कोशिश करें। आज जो भोजन हमको ट्रेन्स में मिलता है, जब वह हमारे सामने आता है, तो हम ल गों का शरीर कांपने लगता है। ऐसा लगता है कि इतना पैसा देने पर भी इस घटिया किस्म का भोजन शायद ही कहीं मिलेगा। मैं आपसे चाहूंगा कि रनिंग ट्रेन और

[श्री रामानन्द यादव]

स्टेशन वाले क्लेटिंग में सारे भोजन के सम्बन्ध में थोड़ा आप चिन्तन करें और इसकी क्वालिटी को सुधारने के सम्बन्ध में कोशिश कीजिये।

अब मैं कुलियों के सम्बन्ध में कुछ कहूंगा। आपके बड़े-बड़े स्टेशनों पर जो कुली रहते हैं, उनको हालत भी बड़ी खराब है। ये कुली माल ढोते हैं और थोड़े समय में हा बूढ़े हो जाते हैं, क्षीण हो जाते हैं। पर उनकी जगह उनकी लड़कियों को नहीं रखा जाता है। यदि वे बूढ़े हो जाएं और रिटायर कर दिये जाते हैं, तो उनके लड़कियों को उनकी जगह पर रखा जाए। उनके ठहरने के लिये रेस्ट हाउस बनवाइये, स्टेशन पर ही तथा दूसरी सुविधाएं दें जैसे रेलवे स्कूल में उनके बच्चों के पढ़ने की व्यवस्था, रेलवे हस्पताल में दवा-दारू की व्यवस्था और दूसरी सुविधाएं जो भी कुलियों के सम्बन्ध में सोच सकें, देने की कृपा करें, तो बड़ा अच्छा काम होगा।

मैं कहना चाहूंगा कि जमालपुर का कारखाना जो है उसके बारे में एलोगेशन है कि जितने भी मन्त्रो आये हैं, उन्होंने उसको निगलेक्ट किया है। यह बिहार का एकमात्र रेलवे का कारखाना है जहां बाहर से बड़ी-बड़ी मशीनें आती थीं और उनको रिपेयर किया जाता था। उसकी क्षमता कम हो गई है। आपने पिछली बार प्रामिस किया था कि जमालपुर के कारखाने को माडरनाइज करेंगे। मैं चाहूंगा कि आप उसको माडरनाइज करने के विषय में जल्दी कदम उठाएं।

मैं यह भी चाहूंगा कि हरिजनों और आदिवासियों को रेलवे सर्विस में जिनको कोटा निश्चित किया गया है कि उनको इन्ने परसेंट मिलेगा, अगर उनमें कुछ स्थान बाकी हैं, तो जल्द से जल्द पीछे के बाकी कोटे को भी पूरा करे और नौकरी दें। साथ ही मैं यह भी मांग करूंगा कि पिछड़ी जाति के अनेकशर 1 में जो लोग हैं, रेलवे सर्विस में उनकी रिजर्वेशन के सम्बन्ध में मैं आप चिन्तन करें क्योंकि

पिछड़ी जाति के अनेकशर 1 के लोग बड़े ही गरीब हैं। उनको नौकरी नहीं मिलती है। उन्हें रेलवे में रिजर्वेशन देने की व्यवस्था करें क्योंकि आपकी पार्टी ने पिछड़ी जाति को रिजर्वेशन देने के लिये प्रान्तीय स्तर पर स्वीकार कर लिया है। मैं चाहूंगा कि यदि प्रो० मधु दण्डवते भी उस विचारधारा में विश्वास रखने वाले हैं, तो आप रेलवे विभाग से स्टार्ट कीजिये और यहां पिछड़ी जाति के लोगों को नौकरी दें।

अब मैं एक और बात की ओर ध्यान दिलाऊंगा। जो वैगन की शार्टेंज है, क्या आपने कभी इस बात पर सोचा है कि इसका क्या कारण है? आप कलकत्ता जाइये जहां से वैगन अलाट होते हैं। ईस्टर्न रोजन में आप देखेंगे कि वहां पैसा का बाजार है, पैसा खर्च किया जाता है। मैं समझता हू कि शायद इसीलिये वैगन उपलब्ध नहीं हो पाते हैं। जल्दी से वैगन को खाली करके फिर से उसमें माल लाना है, जो मोबिलिटी है उसके न रहने की वजह से, कंट्रोल में इनएफिशियन्सी की वजह से आज कोयला हर जगह नहीं पहुंच रहा है। आप वैगन के अलाटमेंट में दिल्ली से उस छोटे स्तर तक जहां करप्शन है उसको दूर करने की कोशिश करेंगे तो मैं ऐसा समझता हू कोयला भी समय पर पहुंच पाएगा और जो बॉटलनेक लगा हुआ है वह भी दूर हो जाएगा।

डा० राम कृपाल सिंह : टाइम खत्म हो रहा है, औरों को भी बोलना है।

श्री रामानन्द यादव : आपने कहा कि अग्रिकल्चर ऑरियण्टेड न्यू लाइन्स होगी लेकिन क्या कभी आपने सोचा है कि अग्रिकल्चर के साथ इण्डस्ट्री और खास कर मिनरल इंडस्ट्री बहुत जरूरी है। देखिए, छोटा नागपुर में लोहा निकलता है, कोयला निकलता है, उस एरिया में कारखाने हैं। तो मैं आप से कहूंगा कि कोल शार्टेंज हो रहा है तो छोटा नागपुर में लाइन बिठाएंगे तो कोल मूवमेंट में बहुत बड़ी सहायता हो सकती है। आपने कोई नयी लाइन

बिहार में नहीं दिया है, जो भी लाइन आपने दिया है वह पुरानी लाइनों को बनवाने के लिए कुछ पैसे दिए हैं। छोटा नागपुर, बिहारराज्य में एक भी लाइन शुरू करने के लिए आपने कोई आवंटन नहीं किया है। मैं तो चाहता हूँ, और पहले भी मैंने कहा था कि आप फास्ट क्लास के डिब्बे को अवैलिड कर दीजिए। आपने क्लासलेस ट्रेन दौड़ाने का प्रबन्ध कुछ जगहों पर शुरू किया है, इस के लिए आप धन्यवाद के पात्र निश्चित रूप से हैं लेकिन मैं चाहता हूँ कि इस स्कीम को और आगे बढ़ाने की आवश्यकता है और खास कर नार्थ ईस्टन रेलवे में आप क्लासलेस फास्ट ट्रेन चलाने की कोशिश करें।

एक बात और। पटना बिहार का कैपिटल है। जो डीलक्स ट्रेन चलाई गयी, मुगलसराय होकर रन करती है और हावड़ा तक जाती है वह एक साइड में चार दफा जाती है और राजधानी ट्रेन भी जाती है लेकिन पटना से होकर सप्ताह में केवल दो बार जाती है दो बार आती है। मैं चाहता हूँ, राजधानी, पटना होकर जाने वाली डीलक्स ट्रेन को, सप्ताह में 3 दफा आने जाने को व्यवस्था आप करें। इससे पटना, जो बिहार की राजधानी है, वहाँ के पैसेन्जर्स का बड़ी सुविधा हो सकती है और उनको नोड का वह गाड़ा केंटर कर सकती है।

डा० राम कृपाल सिंह : कुछ ऐसी बात आप लिख कर भेज दीजिए।

श्री रामानन्द यादव : ज़रा सुनिएगा काहे को घबराए हुए हैं।

डा० राम कृपाल सिंह : समय खत्म हो रहा है। 22 मिनट आप बोल चुके हैं।

श्री रामानन्द यादव : लास्ट में इतना ही कहना है—बिहार के संबंध में बोल रहा हूँ राम कृपाल जी—मजदूर आज बोनस मांगते हैं और पैरिटी इन सर्विस चाहते हैं। मैं

उसका समर्थन करता हूँ और भाई धाबे साहब ने जो बोनस के संबंध में और पैरिटी के संबंध में बात कही है उसका समर्थन करता हूँ। मैं चाहता हूँ, एक बहुत बड़ा ब्रैंडर जो आगे आने वाला है, आप के मंत्रित्व-काल में आने वाला है, आप उसको अवाइड करना चाहते हैं तो आप उनकी बोनस और पैरिटी इन सर्विसेज की बात को मान लें।

इन्हीं सुझावों के साथ मैं आपके बजट का विरोध करता हूँ, आपने सीजन टिकट वाले जो कम्प्यूटर्स हैं उन पर जो सरचार्ज लगाया है उसका विरोध करता हूँ। उसको उठा लें तो अच्छा होगा।

श्री रामेश्वर सिंह : उपसभाध्यक्ष महोदय, माननीय मधु दण्डवते जी ने जो रेलवे बजट पेश किया है इसको मैं समाजवादी बजट तो नहीं मानता हूँ। मधु दण्डवते जी समाजवादी आंदोलन के तपे सिपाही हैं, उन से हमें उम्मीद कुछ और थी मगर जनता पार्टी की सरकार भी समाजवादी सरकार नहीं है, यह भी एक मिली-जुली सरकार है इसलिए मधु दण्डवते जी ने जो बजट पेश किया है इसका मैं समर्थन करते हुए थोड़ी सी बात अपनी भी रखना चाहता हूँ। मैं अपने साथी मधु दण्डवते जी को यह बताना चाहता हूँ कि रेलवे देश के विकास के लिये उस के जीवन का एक सब से जरूरी अंग है। इस देश का विकास तब तक नहीं हो सकता जब तक कि रेलवे की व्यवस्था इस देश के जो पिछड़े और दबे हुए इलाके हैं उन तक नहीं जाती। साथी दण्डवते जी ने कलकत्ता, बंबई और मद्रास के शहरों में रहने वाले जो कामगार लोग हैं, जो वहाँ के उपनगरों में रहते हैं उन के किरायों में वृद्धि करने का जो कदम उठाया है उस को मैं अच्छा नहीं मानता

[श्री रामेश्वर सिंह]

क्योंकि उन का जीवन इतने सीमित दायरे में रहता है कि इसके कारण, इतना जबरदस्त टैक्स लगने के कारण उन के जीवन की तरक्की पर बड़ा बुरा असर पड़ेगा। उन के विकास में एक लाइन मी खींच दी गयी है और इसलिये मैं इतना ही कहना चाहता हूँ कि वह इस संबंध में गंभीरता में विचार करें।

बोनस के सवाल पर मैं कहना चाहता हूँ कि हमारे साथी दण्डवते जी को इस पर बहुत गंभीरता से विचार करना चाहिए क्योंकि बोनस मजदूरों के जीवन का एक बहुत बड़ा सहारा होता है और इसलिये उन को इस संबंध में सहानुभूतिपूर्वक विचार करना चाहिए।

माल भाड़े में वृद्धि का जहां तक संबंध है मैं अपने साथी मधु दण्डवते जी के सामने उस सिलसिले में कुछ आंकड़े रखना चाहता हूँ कि किन-किन चीजों पर इस का असर पड़ने वाला है और उस की रफ्तार क्या होगी 24 पैसा गुड़ पर, शक्कर पर और खांडमारी पर, 35 पैसे चीनी पर, 11 पैसे जमाये हुए बनस्पति तेल पर, 75 पैसे सरसों के तेल पर, 74 पैसे रसायन खाद पर, 1.51 और 1.68 पैसे कागज पर और 12 परसेंट कोल पर, 11 पैसे पेट्रोल पर, और यह लिस्ट लंबी है, मैं थोड़ा सा ही पढ़ रहा हूँ जो उस दिन के अखबार में छपा है। आप उसे देख लें क्योंकि समय कम है इसलिये मैं अपनी बात को आगे बढ़ाने के लिये उस को छोड़ देता हूँ, उस अखबार को आप देख लें। इस का बहुत बड़ा असर पड़ने वाला है।

इसके अलावा ला एंड आर्डर का सवाल है। आप तथ्य रहने दें क्योंकि मजदूरों में आप ने भी काम किया है और मैं ने भी काम किया है। आज ला एंड आर्डर की सिचुेशन जो बिगड़ रही है उस को अगर आप ध्यान से देखें तो मालूम होगा कि रेलवे में जो सुरक्षा दल काम करता है उस की संख्या

काफी कम है। जितना वह होना चाहिए संख्या के हिसाब से वह बहुत कम है और जो सहूलियतें उन का दी गयी हैं वह जो उन को मिलना चाहिए उस के हिसाब से कम हैं। उन को आप ने कितने ही कामों में लगा दिया है और उस के कारण उन को असुविधा होती है और उस के कारण ही रेलवे में ला एंड आर्डर की सिचुेशन भी खराब होती है। उनकी जो काम करने की क्षमता है उसको देखते हुए आप उन्हें भत्ता दीजिए। अधिकांश स्टाल में जो काम करते हैं उन्हें 12 घंटे से 16 घंटे तक की ड्यूटी दी जाती है। बिजली चैकिंग की ड्यूटी के लिये दो-दो, तीन-तीन दिन तक लगातार सिपाही को देश के एक छोर से दूसरे छोर तक भेजा जाता है। रेल कर्मचारी होते हुए इन्हें राखि भत्ता आप नहीं देते हैं। निर्धारित घंटे से अधिक ड्यूटी लगातार करने के बावजूद भी आप न इनको किसी तरह की सहूलियत देते हैं और न इनको कोई भत्ता देते हैं। ये दो तीन बातें मैंने आपकी जानकारी के लिये बताई हैं। वैसे मेरे पास एक लम्बी चाँड़ी लिस्ट है जो मैं आपको दे दूंगा।

आपने एक जगह जिक्र किया है कि जो हमारे रेलवे स्टालों पर काम करने वाले लोग हैं वे ठेकेदार हैं उनकी तरफ भी मैं आपका ध्यान दिलाना चाहता हूँ। मैंने इस बारे में आपसे प्रश्न पूछा था आपने मेरे प्रश्न के जवाब में यह बताया था कि जो ठेकेदार हैं बुक स्टालों के, उनको 9 साल का कांटेक्ट दिया गया है। मैं आपसे यह अर्ज करना चाहूंगा कि आप इस पर गंभीरता से विचार करें। मैं बताना चाहता हूँ कि आपने तीन कंपनियों को ही सारा ठेका दिया हुआ है। आपने हम को बताया है कि 328 जंकशन स्टेशन हैं जिनमें से 276 रेलवे स्टेशन ऐसे हैं जो मैसर्स ए० एच० व्हीलर एंड संस को बुक स्टाल का ठेका दिया हुआ है, गुलाब सिंह एंड कंपनी को ठेका दिया हुआ है और तीसरा हिगिन बाथम है जिनको ठेका दिया हुआ है। इनके ठेकों की अवधि 9 वर्ष

हैं जबकि अन्य बुक स्टालों के ठेके की अवधि पांच साल है। इन पर आप देखें कि आपने इनमें क्या कर रखा है। आपको ऐसा नहीं करना चाहिये।

प्रो० मधु दण्डवते : हम लोगों की सरकार आने से पहले ही यह है।

श्री रामेश्वर सिंह : आप उनको रिजेक्ट कर दीजिए। यह आपके पास पावर है। अगर मैं इन पर कुछ कह दूंगा तो आपको बुरा लगेगा लेकिन मैं कितना चाहता हूँ कि आपके अफसर लोग आपको चलने नहीं देना चाहते . . .

प्रो० मधु दण्डवते : कानून ऐसा है। वह क्या करे ?

श्री रामेश्वर सिंह : आप कानून को रद्द कर दीजिए। किसी तरह से बिल में संशोधन कीजिए। कोई रास्ता निकालिए। आप यह सब करने के लिये सक्षम हैं। मधु दण्डवते जी आपको याद होगा हम लोग कहा करते थे कि इन बुक स्टालों से जो फायदा होता है वह बहुत ज्यादा फायदा होता है। मैं आपके द्वारा कहना चाहता हूँ कि ए० एच० ब्वालर कम्पनी को तकरीबन तीन लाख रुपये की इन्कम है। इससे कम नहीं है। इन लोगों का ठेका तीन साल के बजाय 9 साल किया है भूतपूर्व सरकार ने। रामानन्द यादव जी उठ कर चले गये। मैं उनसे कहना चाहता हूँ कि क्रप्शन कहाँ से शुरू हुई है। यह सारी क्रप्शन भूतपूर्व सरकार के द्वारा शुरू हुई है। भाई दण्डवते जी ने ठीक कहा है कि भूतपूर्व सरकार ने इस पाप को हमारे गले लगा दिया है। मैं कहना चाहता हूँ कि आखिर इस पाप से निकलने का कोई रास्ता आप निकालिये। भूतपूर्व सरकार क मंत्री और मंत्री के चपरासी को मैं अच्छी तरह से जानता हूँ और जानता हूँ उनका अतिस्टेट संकेत था उनको भी जानता हूँ उनकी माली हालत आज 5 से 10 लाख में चली गई है। मैं जानता हूँ कि पहले श्री कमलापति

त्रिपाठी जी रेल मंत्री थे। मैं यह भी जानता हूँ कि 3 हजार रुपयों से लेकर 10 हजार रुपये तक नियुक्तियाँ करने में घूस ली गई और ट्रांसफर करने के लिए 5 हजार रुपये तक घूस ली गई थी। यहां तक कि चपरासियों की नियुक्ति में दो हजार रुपयों की घूस ली गई। श्रीम. मैं तो उस इलाके का रहने वाला हूँ जहां हमारे देश के बड़े-बड़े लोग रहने वाले हैं। श्री जवाहरलाल नेहरू जी इसी इलाके के रहने वाले थे। हम लोग यह कहा करते थे कि पूर्वांचल प्रदेशों की तरक्की तब तक नहीं होगी जब तक कि इन प्रदेशों के अलावा कोई और इलाके का हमारे देश का प्रधान मंत्री नहीं बनेगा। हम यह भी कहा करते थे कि उत्तर प्रदेश, बिहार, मध्य प्रदेश और राजस्थान जितने भी हिन्दी भाषी इलाके हैं वे तब तक तरक्की नहीं करेंगे जब तक कि कोई हिन्दी भाषी प्रधान मंत्री नही बन जाता है। इसलिए हम लोग यह बात कहते हैं कि मि. साउथ इंडियन को आप प्रधान मंत्री दीजिए। तभी पूर्वी उत्तर प्रदेश और बिहार के इलाके तरक्की करेंगे। श्री दण्डवते जी हमारे मित्र हैं। हमने भी आपके साथ काम काटी है। आप हमारे पूर्वांचल प्रदेशों की हालत को देखिए। यह प्रदेश ऐसा है जहाँ के लोगों ने सन् 1857 के गदर में आजादगी लड़ाई लड़ी थी। सन् 1942 की लड़ाई में भी इस इलाके के लोगों ने बहुत भाग लिया था। बिहार में चम्पारण का आन्दोलन श्रीम. ने इसी इलाके से शुरू किया था। पंडित जवाहरलाल नेहरू भी इसी इलाके के रहने वाले थे और डा० लोहिया का भी इसी इलाके में हुआ था। श्री ज. प्र. नारायण जी बलिया में यू० पी० ओ० के बार्डर पर एक गांव में पैदा हुए थे। वे पार्टी उन्हीं की बदोलत सत्ता में आए लेकिन इस इलाके में आप देखिये कि क्या हालत है। मैं पूछना चाहता हूँ कि कारण है कि पूर्वी उत्तर प्रदेश में आप

[श्री रामेश्वर सिंह]

बनारस में छप्परा तक एक भी बड़ी रेलवे लाइन नहीं है? हमारा इलाका गरीबी की चरम सीमा पर पहुंचा हुआ है। आज भी वहां पर लोग गोबर से अन्न निकाल कर खाते हैं। रेलों की हालत इस इलाके में यह है कि कलकत्ता से अगर कोई गाड़ी कोयला लाती है या धनबाद या आसनसोल से कोई गाड़ी कोयला लाती है तो बनारस में उसको दूसरी गाड़ी में बदलना पड़ता है क्योंकि छप्परा तक कोई बड़ी रेलवे लाइन नहीं है। इस कारण से हम लोगों को ज्यादा पैसा देना पड़ता है और हमें चीजें ज्यादा दाम पर मिलती हैं। पिछले 30 वर्षों से यह हालत चल रही है। अंग्रेजों के जमाने में जहां हालत इस इलाके की थी, वही अब भी चल रही है। बचपन में हम देखा करते थे कि श्री जयप्रकाश जी जब इस इलाके में आते थे तो हाथी में बैठ कर आते थे क्योंकि कोई आने-जाने का अन्य साधन नहीं था। यही स्थिति आज भी चल रही है। मैं चाहता हूं कि हमारे मंत्री महोदय इस इलाके की तरफ विशेष रूप से ध्यान देने की कृपा करें।

श्रीमन्, मैंने बुक स्टालों की बात पहले ही कही है। मैं समझता हूं कि अगर आप इस मामले की तरफ ध्यान दें तो इससे हमारे देश में शिक्षित बेरोजगारों की समस्या हल हो सकती है। कुछ दिन पहले प्रधान मंत्री जी ने बेरोजगारी के बारे में कुछ बातें कही थीं। मैं समझता हूं कि इस मामले से बेरोजगारी का बहुत बड़ा सवाल जुड़ा हुआ है। हमने तमिलनाडु में भी गरीबी देखी है। हजारों नौजवान आज हमारे देश में बेरोजगार पड़े हुए हैं। उनको इन बुक स्टालों में काम पर लगाया जा सकता है। अगर आप ठेकेदारी प्रथा को समाप्त कर दें तो इससे बेरोजगारी को समाप्त करने में काफी मदद मिलेगी। जैसा मैंने बताया है कि ए० एच० व्हीलर कम्पनी को तीन-तीन लाख रुपये का फायदा हो रहा है। हम समझते हैं कि

अगर इनका ठेका हटा दिया जाय तो लाखों लोगों को रोजगार मिल सकता है। श्रीमन् मैं जानता हूं कि ए० एच० व्हीलर कम्पनी और हिगिन वाथम कंपनियों को कम से कम 50-50 और 60-60 लाख रुपये की इन्कम है तो श्रीमन्, इन बुक स्टालों के ठेके एक-एक, दो-दो स्टेशन पर शिक्षित बेरोजगार नौजवानों को दिया जाए यह मेरा आप से आग्रह है।

आपने किसानों को राहत दी है इसके लिये मैं आपको मूबारकबाद देता हूं। श्रीमन्, आप देखिये कि ट्रेन में क्या है आप कहीं भी चले जाइये, मैं एक माह पहले साउथ में गया था, स्टेशनों पर महिलाओं और पुरुषों के शौचालय बने हुए हैं परन्तु उनमें पानी की कोई व्यवस्था नहीं है। यह देश बहुत विशाल है और सारे देश के एक क्षेत्र से दूसरे क्षेत्र तक के लोग आते-जाते रहते हैं, साउथ के लोग बनारस आ रहे हैं और बनारस के लोग रामेश्वरम जाते हैं, कलकत्ता जाते हैं, बम्बई जाते हैं। मगर आप देखें कि कहीं शौचालय है तो पानी नहीं है और अगर पानी है तो शौचालय नहीं है। तो श्रीमन्, इस बात पर आपको गंभीरता से विचार करना चाहिए। मैं बड़ी-बड़ी बातों की तरफ आपका ध्यान नहीं खींच रहा हूं, मैं छोटी-छोटी बातों की ओर आपका ध्यान खींच रहा हूं। इसलिए आपको जहां पर महिलाओं के लिए कम से कम शौचालय की व्यवस्था है वहां पानी की भी व्यवस्था होनी चाहिए। बहुत सी जगहों पर जहां कि लोगों को घंटों बैठा रहना पड़ता है न पानी की व्यवस्था है और न बिजली की व्यवस्था है। इस तरफ आपको ध्यान देना चाहिए।

(Time bell rings)

मुझे 5 मिनट का समय और दिया जाय।

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): Already you have taken five minutes.

श्री रामेश्वर सिंह : वैंग्स न मिलने की वजह से मैं आपके दुख को समझता हूं भाई

दण्डवते जी। इससे मैं भी दुखी हूँ कि जनता पार्टी की सरकार को जो करना चाहिए वह हो नहीं पा रहा है, आप भी कुछ नहीं कर पा रहे हैं। मैं आपकी मजबूरी को जानता हूँ। पुस्तिका में है कि बाढ़ की वजह से आपकी सारी की सारी मशीनरी और सारा यातायात ठप्प हो गया। इस मजबूरी को मैं मानता हूँ। परन्तु हमारी स्वयं की भी मजबूरी देखिए जहाँ कोयला जाना चाहिए वहाँ कोयला नहीं गया है और वहाँ सारी व्यवस्था ठप्प पड़ी हुई है। निकट भविष्य के लिए मैं मदन के द्वारा आपका ध्यान इस ओर ले जाते हुए कहना चाहता हूँ कि अब शीघ्र ही एक बहुत बड़ा संकट कोयले को लेकर आने वाला है। कोल मंत्री कहते हैं कि रेलवे की वजह से संकट आ रहा है और आप कह रहे हैं कि हमारी मजबूरी है। तो इस पर भी आप गंभीरता से विचार करिये। इस समस्या को आप रोक नहीं पाये हैं।

अनुशासन के बारे में जो कहा गया कि रेलवे में अनुशासन नहीं है यह बात सही है। अनुशासन के सवाल पर भी चर्चा हुई और मैं भी कहना चाहता हूँ कि अनुशासन रहेगा कैसे? जब आपके अफसर लोग छोटे लोगों से घर में काम करवायेंगे तो इससे अनुशासन नहीं रहेगा? जब ऊपर से अनुशासन रहेगा तब जाकर नीचे भी अनुशासन रहेगा। इस सम्बन्ध में मैं केवल इतना ही कहना चाहता हूँ कि आप अपने आफिसर्स को ऐसा निर्देश जारी करें कि कोई भी आफिसर किसी भी कर्मचारी से कोई ऐसा काम नहीं करवायेंगे जिससे कर्मचारी में उनके प्रति कोई विद्वेष की भावना आये। इसके लिये ऐसा निर्देश जारी करना जरूरी है। इस आशय का आप पत्र लिखें, सरकुलर निकालें और अधिकारियों से भी मैं कहना चाहता हूँ, रेलवे के अधिकारी लोग जो बैठे हुए हैं कि आप थोड़ा उदार बनिये, आप अपने दिल को उदार करिये, संकोच की भावना से काम मत करिये। इससे काम करेंगे तो अनुशासन नहीं चलेगा।

श्रीमन्, अब मैं भोजन के बारे में कहना चाहता हूँ। जनता भोजन जो आप दे रहे हैं उसकी तरफ श्रीमन् मैं आपका ध्यान दिलाना चाहता हूँ। जनता भोजन एक वक्त मैंने लिया था। उसमें 6 पूरियां मिली थीं। स्टेशन पर जब गाड़ी खड़ी होती है तो बाहर निकल कर 6 पूरी 60 पैसे में मिलती हैं और तरकारी उसके साथ मुफ्त। आप भी 6 पूरी देते हैं और उसमें सब्जी सड़ी हुई। जो सब्जी मेरे पाम आई वह मड़ी हुई थी तो केवल कागज के डिब्बे के 40 पैसे ले लेते हैं। 60 पैसे की पूरी और 40 पैसे मिलकर 100 पैसे यानी एक रुपया ले लिया। इसलिए मेरा कहना है कि उसमें कम से कम 8 पूरियां तो दीजिए तथा सब्जी ठीक दीजिए। इसकी व्यवस्था आप करिए।

मैं छोटी-छोटी बातें बता रहा हूँ। मैं वाराणसी-छप्परा लाइन के बारे में कहना चाहता हूँ श्रीमन् कि हम सब हिन्दुस्तान के रहने वाले हैं और सब सारनाथ के बारे में जानते हैं। यह एक इन्टरनेशनल ख्याती का स्थान है। चीन के यात्री हयान-मांग वहाँ पर आये थे। यहाँ पर बुद्ध जी ने अपने शिष्यों को शिक्षा दी थी। उसके बाद वहाँ पर सम्राट अशोक ने या उसके पूर्व के लोगों ने एक आश्रम बनाया था। वहाँ पर खुदाई का काम भी हुआ है। कनिगहोम नाम का इंजीनियर भारत में आया था जो कि रेलवे का इंजीनियर था। जाते-जाते वहाँ पर कुछ मूर्तियां मिल गई और उनको खोद कर इकट्ठा किया। वनसान यहाँ आया था और आज भी थाईलैंड और पूरे एशिया के लोग, ईस्टर्न वर्ल्ड के लोग आते हैं। यह लोग उस स्थान को देखने के लिए आते हैं कि कहां पर बुद्ध ने, सिद्धार्थ ने उपदेश दिया था। उस सारनाथ में आज भी बड़ी लाइन की व्यवस्था नहीं है। आज भी कोई समुचित प्रबंध नहीं है। श्रीमन्, जब आप दिल्ली से चलेगे

[श्री रामेश्वर सिंह]

तो आपको बनारस में उतरना होगा और बनारस से फिर ट्रेन में बैठ कर आप सारनाथ जाएंगे। अगर रामेश्वरम या मद्रास से चलेंगे तो पहले बनारस उतरना होगा तब फिर सारनाथ जाइये। फिर कुशीनगर जाइये। इस प्रकार तीन चार जगहों पर ट्रेन बदलनी पड़ेगी। इसलिए मैं चाहता हूँ कि आप उस इलाके की ओर ध्यान दीजिए। वह बुद्ध की नगरी ही नहीं है वह नगरी डाक्टर लोहिया, जयप्रकाश नारायण, जवाहर लाल जी की भी कह लीजिए, इन तमाम लोगों की वह नगरी है, इलाका है। उस इलाके को थोड़ा विकसित कीजिए। बक्सर में तिन-सुखिया मेल रुकती थी। मैं चार दिन हो गए वहां से आया हूँ लेकिन अब वहां पर तिनसुखिया मेल नहीं रुकती है। अब वहां पर रुकना बंद कर दिया गया है। मैं यह चाहता हूँ कि आप इस गाड़ी का वहां पर न रुकना बंद कीजिए। बक्सर के उस पार बलिया है। श्रीमन्, बलिया में मछली का व्यवसाय होता है। बलिया बहुत पिछड़ा हुआ इलाका है। वहां पर बहुत गरीबी है। मछली कलकत्ता भेजने के लिए तीन चार दिन तक वहां पड़ी रहती है सड़ जाती है लेकिन भेजने के लिए आप ट्रेन नहीं दे पाते। आप इसकी कोई व्यवस्था कीजिए। उस पार से कोई फास्ट ट्रेन दीजिए। जिससे मछली वहां से भेजी जा सके। फास्ट ट्रेन में एक डिब्बा लगा दीजिए जिससे वहां से मछली भेजने की व्यवस्था हो और लोग अपने जीवन को सुधार सकें। यह मेरा सुझाव है।

अब मैं थोड़ा सा रेलवे बोर्ड के बारे में कहना चाहता हूँ। यह रेलवे बोर्ड है क्या? ठीक है, रेलवे बोर्ड है।

लेकिन यह रेलवे बोर्ड भी आपको चलने नहीं देता है। रेलवे बोर्ड के बारे में आपको सतर्कता से समाजवादी दृष्टिकोण से चलना होगा। जनता पार्टी की सरकार समाजवादी सरकार नहीं है। मैं रोज कहता हूँ, बराबर कहता हूँ कि जनता पार्टी की सरकार समाजवादी सरकार नहीं है मगर समाजवादी लक्ष्य है। लक्ष्यविहीन तो हम नहीं हो गए हैं। हमको समाजवाद के रास्ते पर जनता पार्टी की सरकार को लेकर चलना होगा। नहीं तो इस पार्टी का कोई मतलब नहीं रह जाता। जिसमें आम जनता के जीवन के अन्दर सुधार न आए तो इसका कोई मतलब निकलने वाला नहीं है। उपसभाध्यक्ष महोदय, मुड़वाडीह में आपने इतना बड़ा डीजल कारखाना बनाया है। मैं बनारस का रहने वाला हूँ। डीजल इंजन आप बाहर भी भेज रहे हैं लेकिन वहां पर जो इम्प्लाइज के लिए समुचित व्यवस्था होनी चाहिए वह नहीं है। आपकी बड़ी उदारता थी, मैंने आग्रह किया आपने वहां पर बच्चों के पढ़ने के लिए स्कूल का इंतजाम किया। स्कूल तो पहले भी था लेकिन बहुत मरी हुई हालत में था। लेकिन मैं आपको मुबारकवाद देता हूँ कि आपने हमारे कहने पर मुड़वाडीह में स्कूल सही ढंग से चलाने और अध्यापकों की व्यवस्था आपने की। मैं चाहता हूँ आप थोड़ा और उदार हों। वहां पर जो इम्प्लाइज रहते हैं वे शहर से 7 मील की दूरी पर रहते हैं, बिल्कुल एक किनारे में है। वहां के लोगों के बच्चे कैसे पढ़ने के लिए जाएंगे। मैं आपसे आग्रह करूंगा आपके जो इम्प्लाइज हैं, जो आपके सहारे हैं, जो यह ममझते हैं कि हम मधु दण्डवते जी के इम्प्लाइज हैं, मधु दण्डवते जी हमारे मालिक हैं आपको मालिक समझ कर जो लोग चलते हैं, उनके जीवन के उत्थान के

लिए काम करने वालों के बच्चों के लिए आपको सोचना पड़ेगा कि वहां पर ट्रेन रुके। आप रेलवे के अधिकारी लोग यहां पर बैठे हुए हैं, वहां पर ट्रेन रुकवाइये। जो बलिया से आते हैं, पटना से आते हैं, पंजाब से आते हैं, वहां पर जो लोग काम करते हैं उनके लिए आप वहां ट्रेन रुकवाइये। जो वहां के जनरल मैनेजर है जैरामन साहब वे भी साउथ के रहने वाले हैं उनको भी उतर कर आना पड़ता है। वह एक ऐसी जगह है जहां पर हर जगह के लोग हैं। वहां कोई जातिगत चीज नहीं है जैसे और जगहों पर हमने देखा है। श्रीमन्, आपको ट्रेन रुकवाने और स्कूल की ओर ध्यान देना होगा। मैं तो खत्म कर रहा हूं। आप देखिये कि मुगलसराय तक तो आपने बिजली की लाइन कर दी है, मुगलसराय से दिल्ली तक। लेकिन मुगलसराय से इलाहाबाद तक भी कर दीजिए, यह मेरा आग्रह है कि मुगलसराय से इलाहाबाद रेलवे लाइन बिजली द्वारा चालित कर दीजिये क्योंकि आपको ट्रेन का इंजन वहां बदलवाना पड़ता है, डीजल ट्रेन लगानी पड़ती है। तो आप बिजली की ट्रेन से उसको यहां तक ला सकते हैं, आप पटना तक ले जा सकते हैं। मुगलसराय से इलाहाबाद तक करने में कोई ज्यादा खर्च नहीं है।

अब मैं लखनऊ मेल की चर्चा करूंगा। जब मैं लखनऊ जा रहा था, उस दिन मंत्री जी भी लखनऊ जा रहे थे। लखनऊ मेल मैं इसलिये बता रहा हूं कि हम लोगों को खड़े होकर जाना पड़ा। आप वहां पर व्यवस्था करें और टू-टायर की बात ऐसी है कि आदमी के ऊपर आदमी बैठ जाता है, खड़े-खड़े लोग जाते हैं और गोमती एक्सप्रेस के बारे में कुछ ऐसा ही है, कुछ तो करिए।

आखिर में मैं इतना ही कह कर समाप्त करूंगा कि भूतपूर्व सरकार ने जो पाप, अन्याय इस देश के साथ किया है, वह न्याय जनता पार्टी की सरकार न करे, उन गलतियों को न दोहराएं। बल्कि जनता पार्टी और भूतपूर्व सरकार के कामों में इतना फर्क होना चाहिये कि आम जनता समझे कि यह सरकार जनता की सरकार है वह सरकार तानाशाही और पूजितियों की सरकार थी। आपको यह दिखलाना होगा। इसलिये मैं अन्त में आपको मुबारक देता हूं कि आप इतना अच्छा बजट कोशिश कर के लाए हैं, जिस ढंग से बजट आप लाए हैं इससे बढ़िया और कोई बजट नहीं हो सकता था, इससे अच्छा बजट तैयार नहीं किया जा सकता था क्योंकि मुल्क में विकास के लिये कहीं न कहीं कुछ तो करना पड़ेगा। मगर जिन बातों की ओर मैंने ध्यान दिलाया है उनको ओर आप ध्यान दीजियेगा।

आखिर में मैं विनम्रता के साथ आपसे कहना चाहता हूं कि श्री जयप्रकाश नारायण के इलाके को आपको अपने कार्यकाल में, मैं तो चाहता हूं कि आप दीर्घायु रहें और आपकी सरकार भी चलती रहे, लेकिन कहीं आपकी सरकार ऐसी न बन जाए कि वह अभ्रम्य हो जाए, इस ट्रेन को जिसे छपरा तक तो करने ही जा रहे हैं, उसको भी बड़ी लाइन में परिवर्तित कर दें। इतना ही कह कर मैं आपको दुबारा धन्यवाद देता हूं।

श्री भगत राम मनहर (मध्य प्रदेश) : श्रीमन्, कार्ल मार्क्स ने वर्ग-विहिन समाज की कल्पना की थी, श्री मधु दण्ठवते जी ने श्रेणी-विहीन गाड़ियां चलाने की कल्पना की है। उनको शायद यह नहीं मानूम है कि रेलवे बोर्ड में जो अधिकारी हैं,

[श्री भगत राम मनहर]

अध्यक्ष हैं, वे वातानुकूलित यानों में चलते हैं। अगर श्रेणी-विहीन गाड़ी चलाने से पहले इस बारे में कोई निर्णय लेते कि उनके जितने रेलवे बोर्ड के अधिकारी हैं, उनको साधारण पास दिया गया होता और उस दिशा में यदि प्रयास किया गया होता तो बजाय मेरे ख्याल से जो इतना अधिक कर लगाया गया है, उसे लगाने की नौबत नहीं आती। मेरी समझ में नहीं आ रहा है कि आपको शायद ही रेलवे बोर्ड के अधिकारियों का इस दिशा में सहयोग मिलेगा? वे कभी नहीं चाहेंगे कि उनको जो सुख-सुविधाएं हैं उनमें किसी तरह से कमी की जाये।

श्रीमन्, अभी कुछ दिन पहले रेलवे बोर्ड के अधिकारियों ने माननीय गिरी जी, जो भूतपूर्व राष्ट्रपति थे उनके पास को रिन्यूवल की अनुमति नहीं दी। यह बड़ी शर्मनाक बात है क्योंकि भूतपूर्व राष्ट्रपति हों या भूतपूर्व प्रधान मंत्री हों, उनको राजनीतिक दायरे के अन्दर लाना किसी भी कीमत पर उचित नहीं है। इसकी जितनी भी भर्त्सना की जाए, मेरी समझ में बहुत कम है। मान्यवर, मैं जानना चाहता हूं कि अभी कुछ दिन पहले आपके मंत्रालय ने कितने लोगों को पास दिया है उनके नाम क्या हैं तथा उनके पते क्या हैं? मंत्री जी ने यह ख्याल कभी नहीं किया कि उनके रेलवे बोर्ड के चेयरमैन और सदस्यगण, जैसा कि मैंने पहले कहा, लगजरी यान में चलने की उन की आदत है, उन की जितनी सुख-सुविधाएं हैं उनको कम करना बहुत जरूरी है। मान्यवर, जो आपका रेलवे बोर्ड है, वहां पर कितनी अफसरशाही का बोलबाला है इसका इस से पहले कही उदाहरण नहीं मिलेगा।

आप की नाक के नीचे वे लोग क्या-क्या कर रहे हैं, किस तरीके के अधिकारियों व कर्मचारियों का अप्रॉइन्टमेंट हो रहा है एड्वाक बेसिस पर, जिसको टेलीफोन की सहूलियत नहीं होनी चाहिए उस को टेलीफोन की सहूलियत दे रहे हैं, जिसको होनी चाहिए उस को अलग रखा जा रहा है। कांग्रेस शासन में जो कर्मचारी कार्यरत थे उन को निकालने की भरसक कोशिश की जा रही है और जब कभी वे आपके सामने या रेलवे बोर्ड के सामने रेप्रेजेंटेशन देते हैं तो रेलवे बोर्ड बिना कारण बताये उसको आउटराइट रिजेक्ट कर देता है और उस के ऊपर आगे कोई सुनवाई नहीं होती।

मान्यवर, आज चाहे कोई शासन में हो, ऐसे अधिकारी हो सकते हैं जो आपके आदेश का पालन करें लेकिन उन के विरुद्ध बदले की कार्यवाही होना यह उचित बात नहीं है। मैं जानना चाहता हूं, जो एक्स-काडर अपाइन्टमेंट रेलवे विभाग में हुए हैं उसमें कौन-कौन से स्टाफ की पोस्टिंग की गई है इस बारे में प्रधान मंत्री ने जो इंस्ट्रक्शन दिया था कुछ दिन पहले उस के बारे में आप के मंत्रालय ने क्या कोई निर्णय लिया?

मान्यवर, रेलवे मंत्रालय में और सरकार के अन्य मंत्रालय के बीच आपस में कोई सामंजस्य नहीं है। यह इस बात से भी पता लगता है कि आपने बाल वर्ष में 5 वर्ष के बच्चों को मुफ्त यात्रा की अनुमति दी है लेकिन आपके वित्त मंत्री ने एक ही स्ट्रोक में चाय, टाफी, बिस्कुट, जैसी वस्तुओं पर कर अधिभार लगा कर आपकी आशा में पानी फेर दिया है। उन को कभी यह महसूस नहीं हुआ कि बच्चों के लिए भी कुछ थोड़ी सी छूट दी जाए। जहां तक कोयले की कमी का सवाल है, आप का

मंत्रालय यह कहता रहता है कि कोयले की काफी कमी है और उन्होंने 50 के ऊपर रेलगाड़ियां रद्द कर दीं इस वास्ते कि कोयले की पूर्ति नहीं की जा रही है। ऊर्जा मंत्रालय का दावा है कि उस के पास पर्याप्त मात्रा में कोयला है। उनका कहना है कि रेलवे मंत्रालय के पास वैगन नहीं है हमारे पास स्टार्क है। इस्पात मंत्रालय ने एक कदम आगे जा कर यह निर्णय लिया है कि उस ने 10 लाख मीट्रिक टन आस्ट्रेलिया से आयात करने का आदेश दिया हुआ है। दूसरी तरफ कैबिनेट ने निर्णय लिया है कि एक एक्सपर्ट कमेटी बना दी जाए और जब तक एक्सपर्ट कमेटी की रिपोर्ट नहीं आती कोई आदेश नहीं दिया जाए। लेकिन एक्सपर्ट कमेटी ने अभी अपनी रिपोर्ट ही नहीं दी है कि आप के यहां के इस्पात मंत्रालय ने 10 लाख मीट्रिक टन कोयले का आर्डर कर दिया है। यह कितनी शर्मनाक बात है ?

मान्यवर, दक्षिण पूर्वी रेलवे जैसा कि मैंने कहा है वैगन की कमी की वजह से वहां माल की ढुलाई नहीं हो रही है, उस का जीता-जागता उदाहरण विलासपुर समभाग है रेलवे का जहां पर इस के पहले 500 वैगन प्रति दिन कोयला और दूसरे खनिज पदार्थ वहां से लेते थे और अन्लोडिंग होती थी, वहां आज 2,250 वैगन प्रति दिन लोडिंग अन्लोडिंग हो रही है। 10,000 वैगनों का इन्डेंट वहां पेंडिंग है। ये सब बातें इस बात का स्पष्ट प्रमाण है कि आप के यहां वैगन की बिलकुल कमी है और आप उपभोक्ताओं को वैगन सप्लाई करने में असमर्थ हैं। दूसरी तरफ इस की वजह से जो विलासपुर समभाग के कुछ स्टेशंस हैं जिनकी स्थिति बड़ी दयनीय हो गई है, जैसे भाड़ापारा, तिलदा, बिलहा चांपा आदि यहां पर जो पहले 5 गुड्स क्लर्क

काम करते थे उन की जगह पर अब एक क्लर्क काम करता है और जहां 24 घंटे काम होता था वहां तीन घंटे मात्र काम काज चल रहा है। तो यह स्थिति आप की रेलवे में है। इस से साफ जाहिर है कि आप जो कहते हैं कि वैगन्स की कमी नहीं है कोयले की कमी है उस में आप कहां तक सही हैं और आप कहां पर हैं ?

मान्यवर, आपके यहां जो दक्षिण पूर्व रेलवे में पैसेंजर गाड़ियों में वसूली होती थी उसमें आज कल 50 प्रतिशत की कमी हो गई है क्योंकि जो ट्रेन चैकिंग स्टाफ है उसका कोई कोआपरेशन आप को नहीं मिल रहा है। इसी प्रकार डम शासन में जब से दण्डवते जी ने रेलवेज का शासन अपने हाथ में लिया है तब से गाड़ियों में चोरी व डकैती का विश्व रेकार्ड कायम हो चुका है। अब चार, 6 महीने इसमें कुछ कमी आयी है, लेकिन मैं समझता हूँ कि अभी भी जंजीर खींचने की और चोरी और लूट पाट की जो वारदातें हैं वह बढ़ती जा रही है। इन पर ध्यान देना बहुत जरूरी है। आज कल रेलवे स्टाफ को आर० पी० एफ० का कोई कोआपरेशन नहीं मिल रहा है। टिकट क्लैक्टर तो पकड़ना चाहता है बिना टिकट वालों को या चोरों को, लेकिन रेलवे का प्रोटेक्शन फोर्स उसको कोई सहयोग प्रदान नहीं करता और नतीजा यह है कि चैन पुलिस की वारदातें बढ़ रही हैं। इसमें जब तक पूरा कोआर्डिनेशन नहीं होगा तब तक मैं नहीं समझता कि चोरी, डकैती की वारदातें कम हो सकेंगी या लोगों की जान माफ़ रक्षा करने में आप समर्थ हो सकेंगे। इन दोनों में कोआर्डिनेशन बहुत जरूरी है।

रेलवे की जो जमीन खाली पड़ी उस पर अनअथोराइज कब्जा आजकल बढ़ रहा है और उसका नतीजा यह होगा

[श्री भगत राम मनहर]

है कि जो चाहता है आपकी जमीन पर कब्जा कर लेता है। जो शरीफ आदमी है उनको वहां से हटाया जा रहा है। जैसे छोटे दुकानदार हैं उनको हटाया जा रहा है। बिलासपुर में, मैं बताना चाहता हूं कि 1935 में कुछ दुकानें अलाट की गई थीं। जिन नामों पर वह दुकानें अलाट की गयी थीं उनका तो पता नहीं कि वह जिन्दा है या मर गये हैं, लेकिन कुछ बड़े लोगों ने उन दुकानों को हथिया लिया है और उन पर पक्का स्ट्रक्चर खड़ा कर दिया है। जब रेलवे अधिकारियों को रिपोर्ट की जाती है तो वह कुछ ध्यान नहीं देते क्योंकि उन को तो कुछ मंथली बंधा हुआ है वह मिल जाता है और इसका नतीजा यह है कि जो छोटे दुकानदार हैं साग भाजी वाले इन से तो 90 पैसे प्रतिदिन वसूल किये जाते हैं लेकिन जिन्होंने उन दुकानों के लिए पक्का स्ट्रक्चर बना लिया है उनसे केवल 20 रुपए महीना लिए जाते हैं। इसी प्रकार से रेलवे को 5 लाख रुपए सालाना का वहां नुकसान हो रहा है।

जो रेलवे का रनिंग स्टाफ है उनको रेस्ट रूम में दवाइयां आवश्यकतानुसार नहीं मिलतीं और न ही हेड क्वार्टर में मिलती हैं। उनके लिए दवाइयों का उचित प्रवन्ध होना बहुत जरूरी है।

आपके यहां वेज स्लिप फार्म रूल 78(27)(डी) के अन्तर्गत यह कम्पल-सरी इस्ट्रेक्शन्स हैं कि रेलवे वर्कशॉप में पे स्लिप लागू की जाए, लेकिन न तो रेलवे वर्कशॉप में यह पे स्लिप लागू है और न ही जो कंट्रैक्टर है वह इस नियम का पालन कर रहे हैं जब कि यह उनके लिए कम्पल-सरी है। अभी कुछ दिन पहले हिन्दी टीचर्स की परीक्षा बिलासपुर डिवीजन में 7-5-78 को हुई थी। उसमें हिन्दी के

पेपर को अंग्रेजी में लिखा गया था और उनको यह आदेश दिया गया था कि उसमें प्रेसीज और ऐसे को अंग्रेजी में लिखें। इस तरीके से जब आपका यह निर्देश है कि हिन्दी भाषा-भाषी लोगों को हिन्दी में उत्तर लिखना चाहिये तो इस नियम का पालन न करना ठीक नहीं है। मेरे खयाल से इनका हिन्दी में लिखने का निर्देश देना उचित नहीं है।

SHRI NARASINGHA PRASAD NANDA (Orissa): He is making many good points but the Railway Minister is absent.

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): The Minister of Parliamentary Affairs is there.

SHRI NARASINGHA PRASAD NANDA: I hope the Railway Minister has not fled away.

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): He has got to attend the other House also.

श्री भगतराम मनहर : मान्यवर, कुछ दिन पहले मैंने रेलवे के एक अधिकारी श्री शुक्ल के विरुद्ध शिकायत की थी। उस वक्त तो उनकी ट्रामफर गार्डन रोड में कर दी गई लेकिन उसके बाद यह कहा गया कि इनसे सम्बन्धित कुछ झगड़े हैं उनको निपटाने के लिए यहां रुकना जरूरी है। इस तरह से उनको फिर बिलासपुर बुला लिया गया। मैं समझता हूं उनके खिलाफ जो शिकायत की गई थी उसको मैनुअलेट करने के लिए यह सब किया गया। इसके साथ ही मैं यह कहना चाहता हूं कि उनको आने-जाने का टी० ए० और डी० ए० भी दिया गया। मेरा कहना है कि यह बहुत गलत काम हुआ है। दूसरी बात मैं कहना चाहता हूं कि मिस्टर चारी जो मैकेनिकल इंजीनियर थे उन्होंने कुछ कंट्रेक्टरों को सहायित्व दी थी इसलिए इनके अगेंस्ट 50 हजार रुपए की रिकवरी के आदेश थे। उसको भी

बिलासपुर संभाग में ही रखा हुआ है। उनको छोड़ा नहीं जा रहा है। ऐसे अधिकारी को यहां रखना किसी भी हालत में उचित नहीं है।

मान्यवर, इस के बाद मैं कहना चाहता हूं कि बिलासपुर की स्थिति यह है कि सबसे ज्यादा इन्कम रेलवे को यहीं से है। तकरीबन 400 करोड़ रुपए की सालाना इन्कम है। लेकिन मान्यवर, यह कहते हुये अत्यन्त दुःख हो रहा है कि उस बिलासपुर डिवीजन के तहत जितनी गाड़ियां चल रही हैं उनसे हमको कोई सहूलियत नहीं है। जितनी गाड़ियां चलती हैं उनमें एक उत्कल एक्सप्रेस है। वह 2126 किलोमीटर की दूरी तय करती है लेकिन इसको इतनी दूरी तय करने में 45 घंटे लगते हैं जब कि जो जी० टी० एक्सप्रेस है उसको मद्रास तक पहुंचने के लिए जो कि 2188 किलोमीटर दूर है, 29 घंटे 35 मिनट लगते हैं। मान्यवर, इस गाड़ी की स्थिति यह है कि जहां चाहे वहां खड़ी हो जाती है। कटनी में लगभग 1 घंटा 20 मिनट खड़ी रहती है और बीना स्टेशन पर 50 मिनट तक खड़ी रहती है। जहाँ इंजन पहले कोयला पानी लेने के नाम पर काफी देर तक गाड़ी खड़ी रहती थी अब वहां डीजल इंजन लगने पर भी गाड़ी रोकने का कोई औचित्य नहीं है। कई स्टेशन ऐसे हैं जहां से न तो कोई पैसेंजर चढ़ता है और न कोई उतरता है वहां भी काफी देर तक खड़ी रहती है। अगर इन चीजों को खत्म कर दिया जाए या कम कर दिया जाए तो मैं समझता हूं कि दो-तीन घंटे बच सकते हैं।

दूसरी चीज मैं यह कहना चाहता हूं कि इस रूट में तीन चार गाड़ियां चल रही हैं। यह जो कलिंगा एक्सप्रेस है इसको दो दिन के गैप से भी चलाना चाहिये। साथ ही यह भी कहना चाहता हूं कि इसके स्पीड को भी बढ़ाना चाहिये। मंत्री महोदय

ने अपने भाषण में बड़ी संजीदगी से कहा है कि हम कई गाड़ियां सुपर फास्ट करने जा रहे हैं। लेकिन मैं कहना चाहता हूं कि जितनी गाड़ियों का आपने जिक्र किया है उनमें से एक गाड़ी भी इस रूट पर नहीं है। आपने इस रूट पर एक भी सुपर फास्ट गाड़ी की व्यवस्था नहीं की गई है। (Time Bell Ring) मैं पांच मिनट में खत्म कर रहा हूं। मान्यवर, यह गाड़ी जो स्टेट्स पार करके चलती है। मेरे ख्याल से कोई भी ऐसी गाड़ी नहीं है जो नौ प्रांतों को पार करती हुई चलती हो। मेरा कहना यह है कि इन गाड़ियों में न तो कोई ठीक से कंटरिंग की व्यवस्था है और न कोई खाने पीने की ठीक से व्यवस्था है। मेरा ख्याल है कि इन गाड़ियों की इतनी लम्बी दूरी होने की वजह से इसमें रेस्टॉरेंट कार लगनी चाहिये। मान्यवर, कुछ दिन पहले छत्तीसगढ़ एक्सप्रेस में संचार मंत्रालय ने आर० एम० एस० की एक बोगी लगाने की अनुमति दे दी थी। लेकिन खेद के साथ कहना पड़ता है कि रेलवे मंत्रालय ने उस मंत्रालय की बात को स्वीकार करने से नामंजूर कर दिया। मेरा आपसे यह निवेदन है कि इस एरिया में जितनी भी गाड़ियां हैं किसी में भी आर० एम० एस० बोगियां नहीं हैं उनमें आप ये बोगियां लगाने की कृपा करें। भोपाल में छत्तासगढ़ एक्सप्रेस का 10 मिनट का स्टोपेज है। इस कारण से वहां से खाने की व्यवस्था ठीक प्रकार से नहीं हो पाती है। वहां पर जो कंडक्टर गाड़ी में बैठता है वही आगे भी चलता है। वे लोग कहते हैं कि हमारे पास इतना समय नहीं होता है कि हम खाने की व्यवस्था भी यहां पर कर सकें क्योंकि सिर्फ 10 मिनट का वक्त मिलता है। उनका यह भी कहना है कि हम पहले पैसेंजरो को देखेंगे। इस प्रकार से पैसेंजरो को भूखा चलना पड़ता है। इसके अलावा छत्तीसगढ़ एक्सप्रेस में जो रिजर्वेशन स्लिप मिलती है वह बिलासपुर से टेलीग्राम करके भेजी जाती है। इसमें काफी दिक्कत होती है और

[श्री भगत राम मनाहर]

पैसेजरो को कभी कभी बिना आरक्षण की पूर्व सूचना के वहां पड़े रहना पड़ता है। इसलिए आवश्यकता इस बात की है कि रिजर्वेशन स्लिप कंडक्टर के साथ भेजी जानी चाहिए और यहां से एप्रूव होकर जानी चाहिए।

मान्यवर, रेल मंत्री जी ने सीजन टिकट पर और कुछ अन्य चीजों में वृद्धि की है और इससे आपका अनुमान है 178 करोड़ रुपये आएंगे। आपने यह भी कहा है कि इससे कीमतों पर कोई प्रभाव नहीं पड़ेगा। लेकिन मेरा कहना यह है कि इससे दाल, चावल गेहूं आदि की कीमतों पर अनुमानतः 14 रु० क्विंटल से 54 रु० क्विंटल तक बढ़ोत्तरी होगी (Interruption) . . . कर्मचारियों का बोनस दी जानी चाहिए। अन्त में मैं आपसे यह जानना चाहता हूं कि —

What is the total strength of selection grade private secretaries in the Railway Board's officer? What is the status of officers who are entitled to avail of the services of selection grade private secretaries? What is the criterion for the posting of private secretaries with those officers? Is it a fact that Stenographers (Grade B) are posted with those officers who are entitled to avail of the services of private secretaries and if so, the reasons thereof?

मान्यवर, रेल मंत्री जी जानते हैं कि विलासपुर संभाग में कोरबा का काफी डेवलपमेंट हो रहा है। लेकिन वहां पर गाड़ियों की स्थिति ठीक नहीं है, कोरबा-जेवरा रोड पैसेजर को दो बार चलाई जाने और दो बार न चलाने के कारण लोगों को बड़ी कठिनाइयों का सामना करना पड़ता है। मेरी यह मांग है कि आप इस इलाके की तरफ विशेष रूप से ध्यान देने की कृपा करें। इसके साथ-साथ मैं यह भी कहना चाहता हूं कि जब से आपने यह रेल विभाग का काम सम्भाला है तब से रेलें काफी लेट चलने लगी हैं। इसका कारण यह है कि

पहले जो पार्सल गाड़ियां चलती थी उनको आपने करटेल कर दिया है। पैसेजर गाड़ियों से ही पार्सलों का लोडिंग और अनलोडिंग होता है। इसमें काफी समय लग जाता है। इसलिए आप इस ओर भी ध्यान देने की कृपा करें। लोकल गाड़ियों में आपने सिर्फ चार डिब्बे लगा रखे हैं, लेकिन आप जानते हैं कि इन स्थानों में सवारियां ज्यादा हो जाती हैं। इसलिए, इस प्रकार की गाड़ियों में भी बोगियां बढ़ाने की बहुत जरूरत है। इन शब्दों के साथ मैं इस रेल बजट को अपोज करता हूं।

7 P.M.

श्री अब्दुल रहमान शेख (उत्तर प्रदेश) : वाइस-चेयरमैन सर, रेलवे बजट, जो सरप्लस बजट पेश किया गया है और उसमें जो सुविधायें दी गई हैं उसके लिये मैं आनुरेवल मिनिस्टर साहब को बधाई देना चाहता था लेकिन अपोजीशन और रूलिंग पार्टी के लोगों ने इतनी ज्यादा बधाई दी है इसलिये मैं और ज्यादा बोझ उन पर नहीं डालना चाहता हूं। मैं सिर्फ यह कहना चाहूंगा कि अपोजीशन के लोगों ने जिस तरह की नुकताचीनी, क्रिटिसिज्म इसका किया है, यह ठीक है उनको इसका हक हासिल है, लेकिन उन्होंने इस बात का उस वक्त ध्यान नहीं रखा जब कि उनकी अपनी पार्टी की सरकार थी। मैं समझता हूं कि आज का रेलवे बजट कांग्रेसी सरकार के पास्ट तमाम रेलवे बजटों से बेहतरीन बजट होते हुए भी जब कि पहले वे तमाम बजटों की प्रशंसा करते थे, उसको अप्रिश्चित करते थे वे आज के बजट के बारे में नुकते उभार रहे हैं। उस समय उन्होंने इन नुकतों की तरफ ध्यान नहीं दिया।

कामन प्वाइंट जो अपोजीशन के सभी दोस्तों ने उठाया है वह है कर्मचारियों को बोनस देने की बात। इससे किसी को भी इंकार नहीं हो सकता है कि मेहनतकश लोगों को उनकी मेहनत का कुछ फल मिलना चाहिए। लेकिन यदि रेलवे वालों को देंगे तो पी० एंड टी०

वाले बोनस मांगते हैं, बैंक कर्मचारी बोनस मांगते हैं अन्य लोग भी इसकी मांग करते हैं यदि सब के लिये यह स्वीकार कर लिया जाय तो मेरी समझ में नहीं आता कि जनरल बजट के अन्दर और रेलवे बजट के अन्दर कितने और टैक्स बढ़ाने पड़ेंगे। इस बात को ध्यान में रखते हुए मैं सिर्फ इतना कहूंगा कि बोनस देना असम्भव बात है लेकिन इसके बावजूद इन मेहनत-कश लोगों को सोशल सिक्यूरिटी के नाम पर, उनके वेल्-फेयर के लिये अगर कुछ राहत वे दे सकते हों तो इसको जरूर वे विचार करें।

मैं इस बात के लिये बधाई देना चाहता हूं कि हमारी इंडियन रेलवे की शोहरत, उसकी कारकरदगी की रैपुटेसन इस कदर बनी है कि आज हमें बाहरी मुक्तों से वेंगन्स बनाने का ही आर्डर नहीं मिलता बल्कि रेलवे लाइन बिछाने के लिये हमारी रेलवे का सहयोग लिया जा रहा है और यह खुशी की बात है कि अभी अभी चार सौ के करीब हमारे आफिसर्स और वर्क्स की सेवाओं को नाइजीरिया की गवर्नमेन्ट ने मांगा है और उन्होंने हमारे लोगों की प्रशंसा की है और ऐसा करके उनको वहां पर अपने काम के लिये दावत दी है। इन तमाम चीजों को विपक्षी पार्टी ने नजर अंदाज करते हुए सिर्फ उसका जॉ नेगेटिव आस्पेक्ट है उसी का अपने भाषणों में उजागर किया है। मुझे कम से कम ऐसी जिम्मेदार पार्टी के लीडर्स से यह आशा नहीं थी जिन्होंने लिगातार तीस साल तक इस देश पर शासन किया हो। जिनको इस किस्म के काम का अच्छी तरह से तजुर्बा हो उनकी आलोचना बहुत ठोस होना चाहिए और गंभीर होना चाहिए। मुझे इस बात तर बड़ी निराशा हुई कि उन्होंने केवल इसके नेगेटिव पहलू को उभारा है। उन्होंने इसकी अच्छाइयों की ओर अपना ध्यान नहीं दिया है।

मैं रेलवे मिनिस्टर साहब को थोड़े वक्त में कुछ सुझाव देना चाहता हूं जो मैंने जाती 2090 RS—11.

तजुर्व की बिना पर और अध्ययन करने की बिना पर शामिल किये हैं। जहां तक खाने का, कैंटरिंग का मामला है, इस बारे में बहुत से मेम्बरों ने कहा है और यह शिकायत बहुत हद तक दुरुस्त है। जहां पर प्राइवेट एजेंसीज को उन्होंने यह काम दिया है वहां वे लोग बहुत घटिया किस्म का खाना मुहैया करते हैं, प्रोवाइड करते हैं। सरकारी डिपार्टमेंटल और रेफरेसमेंट रूम की जो सर्विस है वह कुछ बेहतर है। लेकिन उसको भी ज्यादा बेहतर किया जाना चाहिए। बहुत सी गाड़ियों में डाइनिंग कार की व्यवस्था नहीं है जिसके कारण वक्त बेवक्त सवारियों को बहुत परेशानी होती है। इसका ध्यान रखा जाना चाहिए।

दूसरी बात यह है कि गाड़ियां वक्त पर नहीं पहुंचती हैं। कई गाड़ियों में मुझे खुद भी तजुर्बा हुआ। राज्य सभा की एक कमेटी के सिलमिले में मैं नागालैंड जा रहा था जिसका मैं भी सदस्य हूं। तिनसुखिया मेल से हम लोग गये। बुनगांव में मीटर गेज हमने बदली तो गाड़ी वहीं 3 घंटे रुकी रही। जब हमने मालूम किया तो कहा गया कि कुछ स्पोर्ट्समैन जा रहे थे उनके आधे आदमी चढ़ गये और आधे आदमी रह गये इसलिये उन्होंने रोकने के लिये कहा। इसलिये हमने रोका। लेकिन बाद में मालूम हुआ कि रेलवे के कुछ आफिसर्स जा रहे थे इसी बजट से उन्होंने 3 घंटे गाड़ी को रोका। दूसरी गाड़ी दो घंटे के बाद आनी थी वह आई उन रेलवे अधिकारी को जब एक्मोडेशन मिली तब वह गाड़ी चली। इस तरह की रेलवे डिपार्टमेंट के अन्दर बहुत सी घांघलियां हैं। जो इस तरह करते हैं उनका चेक करने की सख्त जरूरत है। हम उस गाड़ी से इसलिये गये थे क्योंकि तिनसुखिया मेल की बहुत शोहरत थी। उसमें हमारी एक मेम्बर जो इस समय यहां पर नहीं है श्रीमती मैमूना मुल्तान ने कहा कि इसका नाम तनदुखिया रखना चाहिए, जितनी तकलीफ इस गाड़ी में उठाई है उतनी किसी

[श्री अब्दुल रहमान शेख]

गाड़ी में नहीं उठाई है। इसी तरह से और भी कई बातें हैं जिनकी तरफ तवज्जह देने की जरूरत है। गाड़ियां बहुत लेट पहुंचती हैं, चैन पुलिंग भी होती है और भी बातें हैं। हमारे सामने ही कई लोग रोक लेते हैं, नहीं मानते हैं तथा आपके कानून के अन्दर नुकस है, आपकी रेलवे पुलिस के जुरिस्टिक्शन में नहीं है इसको लोकल पुलिस देखनी है और लोकल पुलिस रेलवे पुलिस के साथ सहयोग नहीं करती है। इस तरह से यह सारी बीमारी बढ़ती जा रही है। इसलिये मैं रेलवे मिनिस्टर से कहूंगा कि उन्हें इमीडियेट इन कानूनों के अन्दर संशोधन लाना चाहिए जिसमें रेलवे पुलिस को यह अधिकार मिलना चाहिए ताकि वह इस तरह के मिसक्रियेन्ट्स को, इस तरह की बाधा डालने वालों को पकड़ कर और अपने जुरिस्टिक्शन में लेकर उनको कानूनी सजा दिलाये। अगर ऐसा नहीं हुआ तो यह सिलसिला चलता रहेगा और गाड़ियां लेट होना और इनके अन्दर यह सब किस्म की शरारतें होना और यह क्राइम होना एक आम बात बन जाएगी। इसलिए कानून में फौरी तौर पर संशोधन किया जाना चाहिए। हमारे यहां पार्लियामेंट के अन्दर भी रेलवे बुकिंग आफिस है। यहां पर 6 लोग काम करते हैं। जब भी बुकिंग के लिए हम जाते हैं तो यह बहुत बिज्जी होते हैं और काम करते ही रहते हैं। फिर भी आध-आध घंटा एम० पी० को रुकना पड़ता है। इससे आप अंदाज लगा सकते हैं कि आम रेलवे की बुकिंग के अन्दर आम मुसाफिरों की क्या हालत हानी होगी। मैं खुद एक दो दफा यह देखने के लिए कि क्या हालत है रेलवे बुकिंग पर गया। गर्मी के अन्दर महिलाएं, बूढ़े और बीमार लाइन में खड़े रहते हैं और बुकिंग वाले कह देते हैं कि एक बज गया लंच हो गया अब टिकट नहीं मिल सकता। लगातार तीन तीन घंटे तक इंतजार करने के बाद भी उनका टिकट मिलेगा या नहीं मिलेगा। इसका कुछ पता

नहीं। यह हालत मैंने अपनी आंखों से देखी है। जहां आपने रेलवे का सरप्लस बजट पेश किया है, मैं यह चाहता हूं जहां पर स्टाफ की कमी है वहां पर आप स्टाफ को बढ़ाइये और ज्यादा बुकिंग विंडोज खोलिए। आम लोगों ने किराया देकर चढ़ना है कोई मुफ्त में नहीं जाना है। जब वे किराया देते हैं तो यह हम उनको अच्छी सुविधा देते हैं कि वे तीन तीन घंटे लाइन में खड़े रहें। मैं आपसे कहूंगा कि चाहे आपको जितना खर्च बर्दाश्त करना पड़े, बुकिंग विंडोज पर ज्यादा स्टाफ रख कर इसकी सुविधा का फौरी इंतजाम इसी साल होना चाहिए। अभी से होना चाहिए और एक अप्रैल से होना चाहिए। यह चीज कोई लम्बी डालने की नहीं है। मैं समझता हूं कि आजकल कुछ हमारे स्टेशन ऐसे हैं जो पहले तो आबादी से बाहर थे लेकिन अब तो आबादी इतनी बढ़ गई है कि वे आबादी में ही आ गए हैं। तो इस प्रकार से एक प्लानिंग होनी चाहिए कि किस तरीके से बढ़ती हुई आबादी के पैशेनजर और बढ़ती हुई आमोदरफत को देखते हुए हमारे सामने क्या प्लानिंग है। आज से 10 साल के बाद, 20 साल के बाद क्या सूरत पैदा होगी इसकी प्लानिंग आपके सामने रहनी चाहिए। ऐसा न हो कि आज हम जा एक स्टेशन बनाते हैं कल को वह छोटा हो तो उसकी लम्बाई बढ़ाये और फिर चौड़ाई बढ़ाये और फिर उसके बाद क्या बढ़ायेगे। इसलिए मैं यह कहना चाहता हूं कि इसके लिए एक प्लानिंग होनी चाहिए अगर यह नहीं होगा तो हम अंधेरे में लाठी चलाते रहेंगे और प्रान्चल बढ़ती चली जाएगी। मैं एक बात और कहना चाहता हूं। मेरे पास वक्त बहुत कम है और मैं पहली बार हाऊम में बोल रहा हूं। मैं वक्त का खयाल रखते हुए कुछ चीजों तक ही कन्सेन्ट्रेट कहूंगा? जम्मू-काश्मीर के बारे में एक दो बातें कहना चाहता हूं। जम्मू-काश्मीर के कुछ लोगों ने एक रिप्रेजेंटेशन दिया था। शायद 1975 में रेलवे बोर्ड ने यह फैसला किया था कि जो जम्मू के लिए

रेल गाड़ियां चलती है, श्रीनगर एक्सप्रेस, जम्मू मेल, बम्बई एक्सप्रेस, हिमगिरि, सालदाह या अमृतसर इनमें से किसी एक का नाम वैष्णो देवी के नाम पर बदल दिया जाना चाहिए क्योंकि वहां के लोगों की भावनाएं हैं, लाखों लोग वैष्णों देवी के नाम से इन ट्रेन में सफर करते हैं, जम्मू जाते हैं। मुझे नहीं लगता है कि इसका नाम बदलने में कोई दिक्कत है। अगर यह आप कृपा करें तो यह लोगों की भावनाओं की नज्मुमानी भी होगी। एक तरह से वे लोग जो चाहते हैं, एक पुराना फैसला जो पेंडिंग है वह भी इम्प्लीमेंट किया जाए और वैष्णों देवी के नाम से ट्रेन का नाम बदल दिया जाए। इसी तरह से जम्मू से उधमपुर तक जो एक अच्छा डिस्ट्रिक्ट हैडक्वार्टर है, इस बेली से जम्मू-काश्मीर के जितने भी फारेस्ट हैं, मिनरल्यूर्य हैं जो उधमपुर से आते हैं, देवदार की लकड़ी है, रेलवे के लिए फिश-प्लेट लगाने के लिए सलीपर हैं, इमारतों लकड़ी है यह—सारे के सारे उधमपुर से आते हैं। उधमपुर तक रेलवे प्रोजेक्ट के लिए कई बार सर्वे हुआ है वह प्रोजेक्ट कहां पर रुका हुआ है। उसकी तरफ ध्यान देने की जरूरत है। काश्मीर बेली में आज तक 95 प्रतिशत लोगो ने ट्रेन को देखा तक नहीं है ट्रेन का नाम सुना जरूर है। वहां पर अनन्तनाग से बारामूला तक विविध बेली ट्रेन चलाने के लिए एक प्रोजेक्ट सर्वे हुआ है अगर वह सम्भव हो तो चलाई जाए। मैं समझता हूं वहां के लोगों के साथ इससे जटिल होगा। एक-आध प्वाइंट मैं आपसे और गुजारिश करूंगा। श्रीनगर एक्सप्रेस और दिल्ली और जम्मू मेल जो नई दिल्ली से जम्मू तक जाती है यह पठानकोट में पहुंच कर कम से कम एक घंटा लेट होती है क्योंकि वहां पर इंजन बदलना पड़ता है, पीछे लगाना पड़ता है और यह ख्वाहमख्वाह एक बोदरेशन है। जिस तरह से बम्बई एक्सप्रेस पठानकोट आती है तो उसको वहां से तीन मील नीचे

ही चक्की-बैंक पर एक बड़ा स्टेशन बनाया जाए और वहां से इंजन बदलने की जरूरत नहीं रहती क्योंकि गाड़ी उसी डाइरेक्शन में आती है। मैं समझता हूं कि यह एक अहम बात है और इसको फौरी तौर पर किया जाना चाहिए। एक बात और मैं नेशनल इंटरग्रेशन के लिहाज से कहना चाहूंगा जो कि बहुत इम्पोर्टेंट बात है। यह मेरी आखिरी बात है। कलकत्ता से हावड़ा से जम्मू तक ट्रेन आपने चला दी है, बहुत अच्छा किया है। उसकी हम प्रशंसा करते हैं। जम्मू काश्मीर के लोग बहुत आभारी हैं। बम्बई से सुपर फास्ट ट्रेन हफ्ते में दो बार वहां जाती है और श्रीनगर एक्सप्रेस को पूना तक जाने का फैसला अप्रैल से आपने किया है इसके लिए आप बधाई के पात्र हैं। अब आपने श्रीनगर एक्सप्रेस को पूना तक चलाने का फैसला किया, बहुत मुबारक फैसला है कि आप इसे पहली अप्रैल से चलायेंगे। इसके लिये आप बधाई के पात्र हैं। लेकिन साऊथ की तरफ सिर्फ एक मद्रास मेल है जो जम्मू से जाती है और बड़ी, स्लो ट्रेन है और उससे वह पर्पज सर्व नहीं होता कन्या कुमारी के ० के ० एक्सप्रेस जो है, उसको अगर आप हफ्ते में दो बार जम्मू तक कर दें, तो जो बैस्ट में बम्बई से जम्मू तक, कलकत्ता से जम्मू तक एक बराबरास्त रेलों का सिल-सिला है, वह साऊथ तक भी बराबरास्त के ० के ० एक्सप्रेस काश्मीर-कन्या कुमारी एक्सप्रेस ही नाम रखिये बेशक तो इससे आने जाने की लोगों की सहूलियात, साऊथ जाने वाले और साऊथ से काश्मीर आने वाले टूरिस्ट...

(Interruptions)

श्री भद्रु दण्डवते : इतनी देर तक ट्रेन में बैठना लोग पसन्द नहीं करेंगे।

श्री अब्दुल रहमान शेख : नहीं साहब, ऐसी बात नहीं है। यदि आप फास्ट ट्रेन चलायेंगे, तो इसको बहुत एप्रीशियेट किया जायेगा यह कुछ संशोधन थे। यह कहते हुए मैं श्री रामेश्वर सिंह की इस बात की तारीफ करूंगा। यह अजीब सूरत है कि आपने

[श्री अब्दुल रहमान शेख]

बुक स्टाल को—328 में से प्रीवियस गवर्नमेंट ने 276 को कुछेक सरमायेदारों को देकर और न जाने इसमें कितना करप्शन और घोटाला किया है, यह तो वे जानते हैं, लेकिन इतना कहूंगा कि इसमें जो कानून की अड़चन है जो नौ वर्ष का एग्रीमेंट है, उसके लिये यदि कानून का संशोधन भी करना पड़े इसको तुरन्त खत्म किया जाए। हम 376 स्टालों पर दो-दो अनएम्प्लायड ग्रेज्यूट्स को देकर, 600 से 700 लोगों को काम दे सकते हैं और इससे सरमायापरस्ती की जो पालिसी है, वह यह डिफिक्ट नहीं होनी चाहिये कि हम भी उनके फुटस्टैप्स पर जा रहे हैं, उनके नक्शे-कदम पर जा रहे हैं। इसलिये इसको कैन्सिल कर दें।

आपने मुझे समय दिया, इसके लिये मैं आभारी हूँ। इतना कह कर मैं समाप्त करता हूँ।

SHRI MAHADEO PRASAD VARMA (Uttar Pradesh): Mr. Vice-Chairman, Sir, I would like to refer to the point raised by you. Since you have raised that point, I would express my views in English so that you can understand me. You reminded our hon. Railway Minister of his days as union leader, railway union leader. This was very pertinent. But kindly do not forget that the position which Mr. Dandavate held as railway union leader is quite different from the position which he is occupying today. He is now in charge of the Railways. Now, the national interests are foremost in comparison to any partisan interests. He must think of the nation. Of course, I know, Mr. Dandavate has got the cause of the employees at his heart. But he has been placed in a position to face tremendous problems of this railway system, the greatest concern, the nationalised concern, of the country. There are problems like the problem of corruption in the department and also in the public, antipathy on the part of the public, the problem of indiscipline, inefficiency and the greatest problem to look to the future,

as has been pointed out by our hon. friend, Shri Sheikh. Daily, the pressure on the Railways is increasing. What will happen after 30 years, nobody can imagine today. But you had raised one point which I would like to point out. This is in regard to the question of strikes, union movements, bonus and deferred wage. Mr. Vice-Chairman, Sir, capitalism was born out of the industrial revolution in the latter half of the 19th Century, in Western countries. Labour movements and union movements were naturally the fall-outs of this capitalistic organisation of the society. But with the advent of socialistic States like Russia and China, the whole thing has changed. Any nationalised concern cannot allow any strike, any bonus because strikes or movements like this were organised against private profiteering concerns. National organisations like our railways, are not private profiteering concerns. So, no employee has got any right fundamentally to strike. Of course, he has every right to see that the welfare of employees is looked after properly, efficiently by the Department. No strike can be allowed in Russia or in China. Both these things cannot go together. Nationalised concerns on the one hand and right to strike by the employees of the Government concerns on the other can't go together. If you apply to them, then it may go to the police departments, to military and to other Government concerns. So, for the sake of the nation, for the sake of the administration and for the sake of these employees, we shall have to decide whether we can allow such union movements, such strikes in Government concerns or not. We must decide it and I am of the opinion that any concern which becomes nationalised is the concern of the nation, not of Birla, Tata or Dalmia. Any surplus which comes in the Railway Budget is the surplus of the nation, not to be shared by employees, not to be shared by Government administration, it is the share of the nation as a whole. So, on

that account we must think over this problem very deeply. You are right to suggest that the service rules not only in the railways but in all the departments must be properly looked into, thoroughly checked and the rules should be made such that no grievances go unredressed. Whatever service rules are given they should be liberal, they should be according to the needs of the people, as you have suggested and, of course, in comparison with the total capacity and total average standard of the country as a whole. So, once these service rules are adopted, a machinery should be evolved whereby even an employee of the lowest grade is not denied the rights which are due to him, no officialdom, no bureaucracy does injustice even to the lowest employee. That must be checked up properly.

So, Sir, as I said, our hon. Minister has to face tremendous responsibilities but we believe that he is quite sincere, so sincere that wherever I met the people, nobody has doubted his sincerity. Of course, the problems are tremendous and we cannot expect that in a year or two or three the whole thing can be set right. As long as in this biggest national concern there shall be problems, but we believe in his sincerity and we believe that he will go on trying his level best to improve the matters. You have been a union leader and so . . .

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): Still he is a union leader not in an official capacity.

SHRI MAHADEO PRASAD VARMA: And this is a general question of nationalisation. If you are to nationalise the concerns, may be industries, may be railways, this fundamental question must be fully considered and some way must be found out.

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): One point, Mr. Verma. You have said about the strikes not taking place in the socia-

list countries. You should know that from 1968—or from 1962, if I am right—the prices have not increased, especially of food stuffs, in Russia.

SHRI MAHADEO PRASAD VARMA: I am not going into that. There are problems; I know that. There must be some rules that as the prices rise, their emoluments should also rise. I do not deny that this is their right. But the country cannot be faced with strikes in such national concerns. There must be some rules, there must be some scope that if the prices rise, their wages should rise accordingly. This can be done as a rule, without any threat of a strike; I do not deny that. The only thing which I think is anti-national is that nationalised industries should be allowed strikes and 'kam-band'. That is not permissible.

एक छोटी सी चोज और हैं। मैं दिल्ली में लखनऊ आता जाता हूँ।

PROF. MADHU DANDAVATE: Sir, this is for me he is speaking in Hindi.

श्री महादेव प्रसाद वर्मा : अक्सर आना जाना पड़ता है। उस में जो थ्री टायर वाले हैं मैंने देखा कि उन का रिजर्वेशन भरा होता है लेकिन पचासों आदमी ऐसे ही घुस जाते हैं और नतीजा यह होता है कि वह लोग सारी सीटें तो नहीं छीनते लेकिन सारी जगह छिन जाती है और रास्ता निकलना मुश्किल हो जाता है। औरतों के लिये पेशाबघर में जाना मुश्किल हो जाता है। बड़ी भीड़ हो जाती है। और बुरी चीज यह है कि जिन को वह घुमाते हैं उन से पैसा वसूल करते हैं। इस को देख लिया जाय। ऐसी चीज नहीं होनी चाहिए।

THE VICE-CHAIRMAN (SHRI G. LAKSHMANAN): I adjourn the House to meet at 11 A.M. tomorrow.

The House then adjourned at twenty-two minutes past seven of the clock till eleven of the clock on Thursday, the 8th March, 1979.