

[श्री श्रीकांत वर्मा]

पत्रकारों पर दबाव न डाला जाए और किसी तरह से उनकी विकटीमाइज न किया जाए। जिसका उन्होंने कमिटमेंट किया है उसे कार्यरूप में परिणत करे। अगर नहीं करेंगे तो मैं जैसे भी होगा इस सदन में हर बार यह मामला उठाता रहूंगा और हर बार बताता रहूंगा कि कांति भाई क्या कर रहे हैं। एक कांति भाई नहीं हैं। बहुत से कांति भाई हैं।

MR. DEPUTY CHAIRMAN: It seems that the House is interested in having lunch break. So we meet again at 2-30 p.m.

The House then adjourned for lunch at forty-nine minutes past one of the clock.

The House reassembled after lunch at thirty-four minutes past two of the clock Mr. Deputy Chairman in the Chair.

**THE BUDGET (RAILWAYS) 1978-79**  
—GENERAL DISCUSSION—contd.

SHRI JAGJIT SINGH ANAND (Punjab): Mr. Deputy Chairman, Sir, Prof. Dandavate is a good man. He has fallen into bad company. I don't doubt his competence, nor do I doubt his goodwill. He is a trade-unionist and he knows how the workers feel. (Interruption). Let me proceed. I am saying what I feel. I do not doubt his competence. Nor do I doubt his goodwill. Nor do I doubt that he is a person with a trade-union background. Having been an active trade-unionist himself, he knows the feelings of the workers. He is a socialist. He has taken commendable steps to upgrade facilities for second class passengers; he has introduced fast second class trains; he has provided janata thalis, and so on. He has tried to meet certain outstanding demands of the workers and certain peripheral demands including those of Class IV workers. But I would not

be honest to myself if I did not say that I am dissatisfied. To me his surpluses are illusory in the background of the general economic situation and the overall policies being pursued by the Government of which he forms part. After all the Railway Budget cannot be torn out of context of the general economic policies of this Government, especially the policies revealed in its highly anti-people Budget. Now I would only indicate some points. The honourable Minister himself stated that originating traffic is expected to be 214 million tonnes though estimated traffic was 220 million tonnes, that there are other factors like cyclone and so on. But one factor was less offering by some industrial sections. That is also one of the factors. Now this Government has tried to give the maximum concessions to the industrialists. And the 'Economic Survey' paper has said that despite everything that the industrialists have been given, the industrialists are not coming forward with investment. Mr. H. M. Patel himself being a bureaucrat is not used to the language of threats; but even he tried to threaten in his own way so that the industrialists come forward. He has tried to make love to them by making them the maximum concessions. After this Budget, the way the economic situation is to be met, the way industrial development is to be made, etc. all these things will have their effect on the railways, on the revenue-earning traffic. After all, what is the General Budget? Power has gone up. Coal has gone up. Petrol has gone up. Everybody is feeling the pinch. Naturally all this increase has its impact on the railways. The railways need power; the railways need coal. Railways are the largest establishment. They need so much of electricity. Therefore, with all his good intentions, my honourable friend cannot protect the railways from the inflationary impact; he cannot protect the railways from the increase in these prices. Then, my friend has claimed better efficiency and general

control on expenditure. But efficiency with heavy, back-breaking, overloading may not remain at the present level. During the Question Hour some friend was suggesting that gangmen should be put on patrol duty if there is shortage of staff. After all, gangmen have to do certain essential duties and those essential duties have to be carried out all the time. I am only pointing out that this efficiency can only be maintained if proper staff is maintained, if proper wages are given, if proper satisfaction is given, and so on. This is especially so when some of the basic demands of the workers remain unfulfilled. It is a fact that our Minister, wherever he goes, meets the unions. It was so good that he found out a formula to somehow get the opinions of poor unions like that of ours who did not have recognition. Till some time past some of our MPs represented those cases. But he knows the situation from 1974. His comrades were in the NCRS, who led the 1974 railway strike, and he has not taken any steps to meet them . . . (Interruption). He has, of course, taken steps to do justice in many fields. I would say those steps are very good in themselves. We had been repeatedly persuading the previous Railway Minister, Shri Kamalapati Tripathi, to take back the victimised workers. Now this Minister came and decided to take them back and implemented that decision. All that is good. But there are certain basic demands of the workers outstanding from 1974. One is bonus which will come again. The other is a minimum need-based wage. The third is 8-hour duty. The fourth is de-casualisation—there should be no casual labour on the railways. Then the fifth is reclassification of all categories. The sixth demand is this: Here I would like to mention about the Lahore Workshop. Lahore Workshop was the biggest in the north-western India. During the whole war period 106 items used to be sold at the same prices—throughout the period. Therefore, why not all essential commodities be sold at fixed

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prices? That will do away with the wages chasing the prices. All the essential commodities were supplied at the same rates throughout the War period because the British imperialists wanted to keep the workers satisfied. Now the point raised is that the essential commodities may be supplied through grain shops and all that. Sir, if that thing is done, then, I think, a stop can be put to the inflationary pressure process, in which the workers are sought to be blamed, that it is the wages that chase the prices, not the other way about.

Then, Sir, the hon. Minister, for some amenities to the workers, gave a lumpsum of Rs. 15 crores or so, and it was thought honestly that this is a sock; because the bonus demand is not being met, the Government is trying to put everything in the basket of the Boothalingam Committee. About Boothalingam, I know and everybody knows what happened to him when he was in service. I cannot go into it now, but everybody knows it. Knowing about Boothalingam, all the trade unions decided to boycott that Committee. They called it not a committee on wages but a wage freeze committee. Sir, it is my feeling—I may be wrong—that the hon. Minister, when this issue was raised earlier, was more forthcoming and was pointing out that the alleged statement of the Prime Minister does not stay in the way of bonus coming to the workers at one time, because the Prime Minister, in his brittle way, had caused a lot of heart-burning among the workers. But what I feel is that most surreptitiously there is a slide back now from his declared position earlier. Sir, we know how these committees function. They have the tendency to continue perpetually. This is an injurious thing.

Then, Sir, I expect Prof. Dandavate to bring in his socialistic outlook. I know his limitations. I know the limitations of a capitalist society. I know the Government's character also. The Government no doubt has some good elements in it, but there

are some members of the previous Government which was in league with the World Bank and monopolists.

Then, Sir, I want to point out another thing. The Minister announced that he was bringing about reforms in the Railway Board, and he was trying to restructure it in terms of the Administrative Reforms Commission. It is good that he did what the Railway Board had been holding back for seven years after the submission of the Report. But I said then—and I say now—that reorganisation of the Railway Board is not the solution. It has not even resulted in savings. His Budget shows that the expenditure this year will go up, as compared to the expenditure last year. But it is not a question of expenditure only. To my mind, what is required is the abolition of the Railway Board. I had been saying this in the Railway Convention Committee which was dissolved when the new Lok Sabha came—and I was also dissolved along with it. What I am saying is that almost everybody agreed about it. And what was the solution we were offering? The Railway Board is the executive reviewing body and the policy-making body combined into one. It is co-terminus with the Railway Ministry. We were saying: You have a strong Secretariat of the Railway Ministry. It should have some people from the Railways also, some Railway Managers and others, including those who normally come to the Railway Board. Also, have some other experienced able administrators who have been dealing with other Ministries and try to find some enlightened men having public experience for the Ministry. The Railway Board may be an executive body, but it should not be a policy-making body and it should not be a reviewing body with its inglorious structure going on and on. Now, to my mind—I must be honest—sticking to the Administrative Reforms Commission recommendations is tinkering with the problem. We had raised it in the Railway Convention Committee also.

What a big paraphernalia of staff is there, how many non-technical men are there in the Railway Board. I cannot go into all these things. But what I want to say is that I am of the view that this white elephant should go. It is doing no good work; it could not be allowed to continue. Mr. Qureshi was saying that it all depends on the person who rides the horse and all that. But Mr. Qureshi himself knows what his condition was when he was sticking to it. And, when we called him, he would not even come to the meetings, though he was a part of the Railway Convention Committee. What I am saying is that as a socialist Minister and as an enlightened person, he should have an absolutely new look and should not take a page out of the old Government and try to tinker with the problem and try to continue with the Railway Board. I will not continue with this; I want to stick to the time.

Then, Sir, about the accidents, it is good that the accidents have come down, but the sabotage accidents have gone up. In the Question Hour today, our Hon. Minister was saying that the latest accident involving the Jammu-Tawi-Bombay Express was not due to sabotage. Now, Sir, some papers gave it that way, I would request the hon. Minister—I am not for restricting the freedom of the press; I am a press man—that he should write a personal letter to all the agencies of the papers that when reporting the railway accidents, they should check up with somebody proper whether they were sabotage accident, or not.

Then, Sir, another thing which I wanted to raise is this. He made a categorical statement that he does not see any hand of political parties in the accidents in view of the present situation that they are under investigation. But, he must be aware that certain oblique references were being made to another party, the party of the persons who run roughshod over the country during the

emergency. Then, the Anand Marag which was named in connection with one of the accidents, has given an open statement that the Congress (I) and the CPI are to blame and that they are connected with them. I know that he is not one of them. But some Janata Party Ministers also, some of them, are highly irresponsible. They make not only oblique but almost open highly irresponsible allegations that the sabotage is being organised by Indira to create discontent and all that. I would say that when only the Anand Marg has come out with this statement, there should be a time-limit to it. See what Mr Rajnarain has said yesterday in Lucknow. See what he has said the other day in the South. You have reaped the whirlwind in Andhra Pradesh by the most foolish statements on earth saying that because the people voted for the Congress, they got coastal cyclone and that if they vote for it again, the whole of Andhra Pradesh will be in cyclone. The cyclone did come and swept off their party. I am not for Indira Gandhi at all when I say this.

Now, Sir, I want to say about social burdens. There are two points. One is that Rs. 69 crores have been allocated for carrying some cheaper commodities. Well, but the socialist Minister should kindly see...

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Not Rs. 69 crores, but Rs. 170 crores.

SHRI JAGJIT SINGH ANAND: I am subject to correction. I am very bad at figures. But those Rs. 170 crores are to be spent on taking certain commodities from one place to another to make them available at cheaper prices. Now, the beneficiaries should be the customers, the purchasers. If the purchasers are those industrialists who somehow or other try to get the commodities cheaper and they take the commodities from the wagons, what is the good of our bearing the social burden? He should

go into the question and see that the actual purchasers benefit from those commodities which are taken in bulk in the name of social burden by the Railways and that the benefits are not pocketed, as everywhere else in the country, by the middlemen, the industrialists.

Then, Sir, the contribution of the Railways to the General Budget is long-standing from the British times. I say that it is time to examine this question. After all the Railways is a commercial undertaking. We have to do certain things, develop the under-developed areas, put new lines and all that. Why should the Government not take over the social burden? After all ours is a welfare State. We once called it a welfare State. Then they put the aspect of socialism in the preamble of the Constitution. Now the Janata Party wants to take it away and wants to do it in another way. You please do not take it on yourself. What I am saying is that social burdens require a new concept and the Government as such, and not the Railways, should bear them, and the Railways should be aided by the Government. Even the capitalist countries do so. Instead of getting something from the Railways, the Government should at least share all the social burdens. Now there is one union called the North-Eastern Railway Mazdoor Union led by Comrade Sarjoo Pande who was earlier an MP. Even the High Court has decided that this is the recognised, registered union. Still nothing has been done. There is another union called the South-Eastern Railway Mazdoor Union—I wish Mr. Sardar Amjad Ali were here—led by Comrade Inderjit Gupta. It became a victim of the Emergency and still it is a victim even after the Emergency. It was all “goondagiri” that led to those results. But nothing is done.

Then I want to mention a small point. A union with which the hon. Minister was connected and Mr.

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George Fernandes was connected, was having an office at Amritsar railway station, a little distance away from the main building but still a part of the railway complex. Now they have moved into a room which is next to the Booking Office. Because of the two wars, it used to be the Home Guards' office. This is causing heart-burning among the workers because one union has been given office right inside the functioning premises of the Railways.

Then, Sir, I will say about the general situation. In reply to a question about the Flying Mail, the hon. Minister said the Flying Mail is not running late. He gave certain figures. But unfortunately I travel by the Flying Mail quite often and I know that the figures he has given are not correct. The Flying Mail is repeatedly running late. Evensince it was started being used as Shan-e-Punjab in the mornings—it is a dust-gathering train—it has been running late invariably. Trains do run late, and corruption is back. He should kindly go incognito. But then it is very difficult for him because he is easily recognizable.

I cannot go on narrating these experiences, but I feel as an MP I should say that last night I was travelling from Bhatinda to Delhi. I had a booking for myself made on the day I reached Bhatinda for the return journey. The booking came from Ferozepur. But nobody was able to tell me where my seat was till the train arrived. Actually the charts should indicate bookings from the starting station also when the booking is done three days in advance. Then I sent a chit to the Station Master for booking a seat for an accompanying person, and the booking was confirmed. But the seat could not be found till the train started and I had to put that man in the luggage space of my compartment. Why is this happening? There is a saying—

दाल देखना है तो दाल का एक दाना देखो ।

That is, when you cook pulses, you take out one grain and you come to know how it is cooked.

Then there is the case of Chowgittee railway gate between Jullundur Cantonment and Jullundur City. Only the railway gate has to be put up. For years correspondence went on. An amount of Rs. 1,20,000 was deposited with the Railways by the Municipal Corporation in June 1977. Reminders were sent. And I have been ringing up the Divisional Superintendent's office at Ferozepur, but the gate is yet to be put up, though the plan has also been sent. This brings me to another thing, that is, Ferozepur was the Divisional Headquarters when the Punjab was united. It continues to be the Divisional Headquarters. But it is most inconvenient for all the people in that Division. Long years ago it was decided that Jullundur should be the Divisional Headquarters. A piece of land, measuring 150 acres was also purchased, but it has not been utilised. And the man wants the land back because it was purchased conditionally specifically for this purpose. I think a Congress MP from Ferozepur was holding up the implementation. I want the hon. Minister to actively consider whether Jullundur is not a better place.

Then, Sir, we have been repeatedly asking for a fast train between Delhi and Chandigarh. Chandigarh is the Capital of Punjab, Haryana and the Union Territory of Chandigarh and also virtually the railway capital of Himachal Pradesh because nobody goes beyond Chandigarh by train; everybody goes by bus. There is not one fast train between Chandigarh and Delhi though fast and super-fast trains are being run between other State Headquarters and the Capital. I had even suggested attaching some bogies to the Flying Mail or the De Luxe train which can go as a shuttle from Ambala to Chandigarh and back. This could to some extent solve the problem. But even this is not done.

There is no forum where we can go and put forward our grievances. I

am not touting for a forum. I am a political worker and a trade unionist and my hands are full. But what happened was, during the period of the last Government I was urging that I should be put on the Zonal Council. They said, "No, we will put you on the National Committee". Now, the National Committee got demolished after the Lok Sabha poll, even before I could attend one meeting. I do not want to be put on any of the committees, but there are so many problems that people bring in daily which cannot be settled anywhere. I have to earn their displeasure for leaving out many of them unattended.

Then, Sir, I come to the question of reservation charge on the spot. I had raised this question earlier also. In ordinary first class, if you have not done reservation and if there is vacancy, you can take a seat or even lie down without paying anything extra. But in the first class AC chair-car, whenever you get a seat, you have to pay two rupees more. People every day cry about it. But there is a bureaucratic wall between our demands and the replies that are read out in the House. People who get better accommodation pay nothing, whereas the other people have to pay.

Then I had requested the hon. Minister to look into the anomaly of first class fare and second class AC chair-car fare between Jullundur and Delhi. In the second class AC chair-car, you have to pay only Rs. 39 but you have to pay Rs. 71 in the first class, in the most uncomfortable and dust-gathering compartment, while you can come out of the second class AC chair-car spick and span. I have been pointing out this anomaly for years, but nothing has been done. Then I wanted the frequency of the Tata Express to be increased. From the present 4-day a week, I wanted it to be made 7-day a week—that is, daily—train. Tata Express is the most popular train. The week before the last I went to Jullundur by the Tata Ex-

press. Unfortunately I did not book my seat back immediately on getting down. I could not get a seat back even though there were two days in between. The Tata Express is the most convenient train. It is called the Golden Temple Express. In terms of the traffic carried showing profits, it is the best. But when I requested its frequency to be made 7-day, it was said, there is so much load on this section that it cannot be made daily. I thought because of the superfast train between Bombay and Jammu Tawi this section is loaded; but I find the Tata runs on the same days as the superfast train runs.

Then I do not know why this problem cannot be resolved by reverting to the Tata Express on all days. I have written many letters to the Railway Minister. A committee was constituted after many months—an informal Consultative Committee. But the committee has not met yet. Maybe, the Railway Minister is busy otherwise or perhaps he thought the committee will not be of much use. All the MPs from the Northern Railway are added. In such a forum nothing can be decided.

Then there is another thing. There is a representation from the commuters of Kapurthala. I am not going into the details of that. But their one simple demand is that the train 2-JLK should leave early in the morning from Lohian side and reach Jullundur by 7.30 a.m.—instead of coming back the same night without any passengers—so that the workers can go to their factories in time. Now they do not reach their factories even by 9.30 a.m. or 10 a.m. If the train reaches at 7.30 a.m., it will connect the Shan-e-Punjab, the De Luxe and many other trains in the morning for from Pathankot. These people have written several letters. But the Railway Minister has not yet replied to them. I do not want to go into that thing in detail just now. I will proceed to one or two other points and I will try to finish within my time

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There are certain serious things that have been brought to my notice. There is a ban on gate-meetings. Gate-meetings are held outside the premises during lunch interval. Now, a panwallah can sell pan outside the premises. A madari can play his monkey outside the premises. Then, why cannot the trade union workers and trade union leaders hold their meeting outside the gate? I was told that a circular was issued by the superior officers to this effect, that they cannot hold gate-meetings. The honourable Minister should examine this thing.

Then, a long time back Shankar Prasad Committee—Justice Shankar Prasad Committee—I may be wrong in pronouncing the name correctly—made a recommendation for 20 per cent upgradation of clerical staff and skilled artisans. Later on there was some recommendation and clerical staff was upgraded up to 40 per cent. It was not done in the case of other categories. The honourable Minister should look into this matter and keeping in view the spirit of the recommendation, see that this anomaly is removed. Then, material collectors and material inspectors have been upgraded from Rs. 260—400 to Rs. 330—480 in Amritsar Workshop; they are being upgraded in the Chaharbagh and Alambagh Workshops of Lucknow Division. But this upgradation is not being done in the Jagadri Workshop though the nature of work at all the Workshops is the same. This is bound to create discontent among the workers at Jagadri Workshop.

Then, recently the railway employees were told that they would get a retirement benefit for 5 years more if they opted to retire. It seems a certain date was fixed, but it was not sufficiently advertised or sufficiently made known to the employees. The last date was, if I am correct, 31st December 1977. Now if the workers want to take advantage of this, they cannot do so. This was not sufficiently advertised.

I therefore request the honourable Minister to extend this date so that all those who wish to take advantage of this facility, can do so.

Then about the people who perform duties on running trains: the coach attendants, conductors, brakemen, etc. They perform the same duties as guards of the trains. They have also to run with the trains but they do not get the facilities which the guards enjoy because they are not treated as running staff. I travel very frequently and every time they come to me and say, Sir, you say something about our problem in Parliament and see that we are treated on an equal footing with the guards, because we are doing the same job." The Railway Minister should consider this matter.

Then there is another thing. On 23rd March there is going to be a dharna by the Central Government employees. Of course, bonus is not the issue for them, but the other demands relate to the railways also. I would request the Railway Minister to at least take up those other demands also into consideration when examining the railway employees' problems.

Then there is a lot of overcrowding on our railways. We should find some way out for reducing this overcrowding. During my travels abroad, especially in Europe on some of the day-time trains I found there is no sleeping accommodation or there is no lying accommodation. This way I find they can carry more passengers. I think the same thing should be done here also. Here also you should introduce day-time trains with only sitting accommodation. Short-lead traffic should be different from long-lead traffic. I think the honourable Minister understands it better than I do. There should be some such arrangement here.

Then there is another thing. Whenever a second class sleeper coach gets damaged, there is no reserve coach.

Similarly when a first class coach is damaged, there is no reserve. Personally I have seen such things happening. When coaches get damaged, why cannot there be replacements from the reserve? Now those who 3 P.M. have paid the sleeper charges and those who have reserved their seats in advance are accusing the Railways that if their coaches get damaged, they do not get alternative coaches. At least at the terminal stations keep some coaches ready to be used in the place of damaged coaches. At least let the second class passengers get these coaches, if their coaches get damaged. Let the first class passengers suffer a little. I do not mind.

Sir, these are the only points which I wanted to touch upon. But I have a lot more to say on the way in which our Railway workshops at Perambur, Chittaranjan and other places are run by their management. Certain bodies created by the Railway Board cause interference and this does not leave enough initiative with them with the result they cannot produce the best results, though they have captive capacity. This should be increased so that the production is also increased because our rolling stock is now going abroad. By this process their internal cost can also be reduced.

Sir, I am very grateful for the patient hearing given to my observations.

†SHRI E. R. KRISHNAN (Tamil Nadu): Hon. Vice-Chairman. on behalf of my party, the All India Anna Dravida Munnetra Kazhagam, I rise to say a few words on the Railway Budget for 1978-79.

In 1977-78 the hon. Railway Minister presented a Railway Budget showing a surplus of Rs. 89 crores. Again in 1978-79 Budget also he has indicated a surplus of Rs. 65 crores. When the Railway Minister was not holding any Office, he was the ardent

advocate of bonus for railway workers. In spite of the fact that he has presented two Surplus Budget, the Railway workers have not got Bonus from him. They are just to swallow the sweet words of the Railway Minister and not the sweet eatables purchased from the Bonus. I regret very much that the hon. Railway Minister has not declared Bonus to the Railway workers.

Sir, there is a shortfall of Rs. 24 crores in the surplus between 1977-78 and 1978-79 Budgets. I would like to know the reasons for this shortfall.

The Railways should either be treated as an industry, enabling the workers to demand for bonus as a matter of right, or should be a full-fledged Government Department giving entitlement to the workers for pension, gratuity etc. It is unfortunate that the Railways is neither here nor there; it is in a Trisanguhu Swarga. I fear that the main reason for this tragic situation is due to the thousands of casual labour working on the Railways. Our Socialist Railway Minister has not given any thought to the plight of the thousands of casual labour without whom the Railways cannot function. This is a classic example of the widening gap between profession and practice. It is inexplicable to me why an elementary facility like Railway passes, which are given to all the railway employees, should not be extended to the Casual Labour of the Railways. I request the hon. Minister of Railways to do the needful in this matter.

The hon. Railway Minister had to present his Railway Budget before the Elections in the States of Karnataka, Andhra Pradesh, Maharashtra and Assam. He somehow manipulated his Budget to see that the railway fare and freight are not increased and a surplus Budget is presented, as that would influence the voters to choose Janata Party candidates.



PROF. MADHU DANDAVATE: The surplus was generated in the course of the whole year, not in just four months.

†SHRI E. R. KRISHNAN: In 1977-78 the freight rates were not increased. In 1978-79 Budget the freight rates have not been increased. Still, it is feared that there will be a shortfall of 60 lakh tonnes of freight offering as compared to the anticipated figures. I want to know whether the Railway Board made wrong calculations about the estimated freight offering or there was stagnant industrial production in 1977-78. But the hon. Finance Minister of Janata Government has said that the industrial production was up by 4 per cent in 1977-78. So there is something else for the fall in freight offering. I would like to know the real reason for this fall of 60 lakh tonnes in freight offering during 1977-78.

When it is pointed out that the Janata Party is a north-Indian party, the Janata Ministers are annoyed. In this Budget a new line has been sanctioned only in Maharashtra, which is industrially advanced by all standards. The hon. Minister who sheds crocodile tears for the development of backward areas in the country has not sanctioned any new line in the backward regions. Even a two kilometre metre-gauge railway track is not to be converted into a broad-gauge track in Tamil Nadu. I hope that the hon. Railway Minister remembers this statement made by his own Party Member in Lok Sabha who initiated the debate on the Railway Budget there.

Madras-Bombay, Calcutta, Delhi in this order the rapid mass transport system was to be executed. Not, the work for this has been started in Calcutta. Madras Scheme has been dropped. In the Southern States Madras is the largest port town. Its population is growing day by day. The floating population engaged in trade and industry, ex-

port and import trade is also considerable. The transportation is creating bottlenecks every day in Madras. I appeal to the hon. Railway Minister that the rapid transport system in Madras must be revived and taken up forthwith.

For so many years the expansion of Madras Central Station is pending execution. The State Government has offered to give the necessary land for this purpose. I request the hon. Minister to take up this scheme of Madras Central Station expansion immediately.

Sir, when I see certain things, serious doubts creep in my mind about the impartiality of the Railway Minister. The double-decker coaches are being manufactured in Integral Coach Factory, Madras. But they are to be run between Pune and Lonavla very shortly. The hon. Railway Minister must feel that he is the Minister of Railways for the entire nation, and not only for Maharashtra from where he hails. When this is so here, in the North-Indian pilgrim centres like Varanasi, Gaya, Allahabad etc. to which thousands of pilgrims from Southern States throng, the Reservation Charts in the States are put in Hindi only. The harassed non-Hindi speaking pilgrims are put to further hardship of not being able to locate their names for their return journey. In these Centres, the Reservation charts must be put in English also.

In spite of the fact that registration is done for required number of wagons, the wagons are not made availability of wagons and also on be transported from north to south. On account of inordinate delay in the availability of wagons and also on account of inadequate supply of wagons, there is frequent shortage of pulses and the price shoots up, causing great hardship to the common people. Immediate steps must be taken to make available enough number of wagons on time.

The food supplied by the Railway's Catering Department is worsening day by day, especially in comparison with the food supplied by private catering service. The hon. Minister should take steps to improve the quality of food supplied by the Departmental Catering.

I do not know the reasons, but of late all the trains are running late. It must be ensured that the trains start on time and reach the destination at the appointed time.

There is the long-standing demand for converting the metre-gauge line from Salem to Bangalore into a broad-gauge line. Similarly, the fast passenger train from Dharmapuri to Bangalore, must be made into a passenger train. This will enable the rural people to carry the essential commodities to the capital of Karnataka. All the Express and Mail trains must be made to stop at Merappur, which is the only rail-head for Dharmapuri, which is a backward district. As the Railways play a vital role in uplifting the backward areas, this must be done without delay. In Dharmapuri District, near Palakkod there should be a Railway Bridge and then only water from Chinnar Dam can be taken to the other side for cultivation. Vaigai Express must be extended upto Tirunelveli.

The track between Madras Central and Jalerpet, between Madras Egmore and Tiruchi via Villupuram must be electrified. The people of Tamil Nadu have been demanding this for many years now.

The Coimbatore Express which leaves Madras Central at 6 A.M. must be made to leave at 7 A.M. Madras is a sprawling city and so early in the morning no conveyance of any kind is available for reaching the central Station—no bus, not taxis no scooters. I am sure that the hon. Minister will

look into these suggestions and implement them as early as possible.

With these words I conclude.

SHRI PRASENJIT BARMAN (West Bengal): Mr. Deputy Chairman, Sir, some of the proposals made by the Railway Minister in his Budget speech are quite appreciable. It is really very good that he has not increased freight rates and fares pending consideration of these matters by the Rail Tariff Enquiry Committee, constituted in pursuance of the recommendations of the Public Accounts Committee for the year 1974-75. The introduction of Janata 'Khana' on trains and at stations at Re. 1/- per food packet, available particularly for passengers on long-distance trains, reduction of sleeper charge for second class passengers, travelling for two nights or more in both two-tier or three-tier coaches, and reservation charge for second class sitting and sleeping accommodation from 50 paise to 25 paise, abolition of surcharge altogether on super-fast trains, which have ceased to be super-fast, and reduction of surcharge for super-fast express trains from Rs. 1.50 to Re. 1.00 for second class passengers are some of the welcome features of the Railway Budget proposals this year, for which the Railway Minister deserves appreciation from all corners.

But what has disappointed me to a great extent is the absence of any definite programme for construction of new Railway lines, particularly in the north-eastern zone. In this respect the whole of the north-eastern region has been totally overlooked. There is a long and persistent demand for development of railway lines in Tripura State. Tripura State has not been provided with any railway communications. There is no proposal for development of railway communications in Tripura State in the Budget of this year also. There is a long-felt demand for connecting Balurghat, the district headquarter of West Dinajpur district in West Bengal

[Shri Prasanjit Barman]

with the rest of the country by railways. So far as I know, traffic survey for extension of 90 kms. railway line from Old Malda to Balurghat was completed long ago, but it is not known whether this project has been shelved for ever or would be taken up for construction. Traffic-cum-reconnaissance survey of the proposed New Maynagari to Sitai via Shaptibari B.G. Railway line has also been completed, but there is no proposal to construct this line in the Budget placed before us this year. For economic development of this area, this proposed new B.G. Railway line needs further extension from Sitai to Dhubri in Assam. Time and again I have pointed out to the Railway Minister about this matter but he has not made any commitment upto now.

There is a proposal for traffic survey for restoration of Domohini-Changrabandha railway line which has remained suspended since the devastating floods in this area in 1968. It is not known whether the restoration work will commence at all and, if so, by when. In this connection I would request the Railway Minister to consider whether the B.G. Railway line may be constructed in the process of restoration of this line, as M.G. railway line has been decided to be gradually phased out. Further, I would urge upon him to kindly see to it that the restoration work on this line starts very soon. There is also a persistent demand for the construction of Howrah-Amta Railway line in West Bengal. But all that has been indicated in the Budget is that the work on this line will be speeded up. There is no concrete proposal by when this construction work will start. Similarly, the demand for the development of railway line in the Sundarban area has also been totally ignored. So, in respect of construction of new railway lines, the Budget proposals are quite disappointing.

Again, in spite of the assurances given by the Minister that adequate safety measures have been taken,

railway accidents are not on the decrease. Dacoities and robberies are also often committed on trains. Railway journey is not safe and secure now-a-days. Though the Accident Compensation, Safety and Passenger Amenities Fund was introduced in April, 1974 with a sizable amount of money—Rs. 27 crores—to meet expenditure on compensation for accidents to passengers, certain amenities and safety works such as track circuiting, automatic warning system, vigilance control service on locomotives, lifting barriers and interlocking of gates and signals at level crossings, very little money has been spent out of this fund. It is not known why the Minister has not mentioned in his Budget speech about this fund. He has also not stated how much money has been spent so far out of this fund to meet the expenses on safety measures. I wish the Minister gives more attention to safety measures so as to ensure that railway journey becomes safe and secure.

Sir, one of the poorest performances of the Railways is in respect of the catering service. In some of the trains like Kamrup Express on the N.F. Railway, I have seen that good catering service is provided by private contractors. It is a matter of great regret that the departmental caterers cannot serve good food to the passengers when some of the private contractors can. The matter should be thoroughly looked into and some effective steps should be taken to improve the catering service of the Railways to satisfaction of the passengers.

Further, I would like to point out that in some respects the condition has deteriorated in the Railways. On many occasions, punctuality is not observed and trains run late. Ticketless travel is on the increase. Reserved compartments become crowded with unauthorised passengers with the connivance of the Railway employees. This should be checked. Again, in one respect the

Budget speech of the Railway Minister has disappointed me. He has not spoken a single word about the recruitment and promotion of the Scheduled Castes, Scheduled Tribes and other backward classes candidates in the Railways. Though some steps have been taken to fill in the backlog in the services against reserved vacancies for these communities, much more remains to be done to do proper justice to the candidates belonging to these communities. Although there is provision for special recruitment of the Scheduled Castes and Scheduled Tribes candidates in the Railways restricted particularly to these communities, the N.F. Railway with a view to filling in the backlog in the quota of vacancies reserved for these communities has violated this provision and arranged to appoint candidates from amongst those who appeared at interview long ago in pursuance of an advertisement published in 1974 and meant not particularly for the Scheduled Castes and Scheduled Tribes candidates alone, but for all barring the women. I brought this matter to the notice of the Ministry of Railways and the N.F. Railway Administration as well, but nothing has been done yet in this respect. I take this opportunity to again remind the Minister with the expectation that he will definitely look into this matter and see to it that the Government principle is followed *in toto* in this respect.

Sir, with one or two points more I shall conclude my speech. I shall request the Minister to give more attention to the cause of the N.F. Railway. The stations on the N.F. Railway, particularly those of North Bengal area, look dark, desolate and gloomy in comparison to the stations on other Railways such as the Eastern Railway and the Northern Railway. In most of the stations of this area, there is no light even at night and the passengers have to face great difficulties for want of light. So, there should be some improvement in the

conditions of the stations on this Railway.

Furthermore, there is no Railway Service Commission on the N.F. Railway. As in other Railways, a Railway Service Commission should be set up on this Railway also.

With these words, I conclude my speech.

SHRI P. K. KUNJACHEN (Kerala): Sir, first of all, I wish to congratulate the hon. Minister for bringing a surplus Railway Budget without increasing the freight charges and also the passenger fares. Sir, during the last one year's period, he has taken great pains to understand the problems of the railways, and the burning issues of the Railway employees. He paid his attention to almost every field. He has tried to solve the problems of the workers by negotiating with the trade unions and by taking those workers into confidence. That is really a very good approach. Though within the short period he has not been able to do very much, whatever has been done and whatever he intends to do have been explained in detail in his Budget Speech.

Sir, I wish to bring to the notice of the Hon. Minister certain aspects which should be looked into and certain steps which must be taken on those issues. Sir, first of all I wish to say that though he has brought forward a surplus Budget, I don't think it would be a surplus Budget due to certain reasons. One reason is that the excise duty has been increased from 2 per cent to 5 per cent. Sir, the hon. Minister while giving his reply to the debate in the Lok Sabha stated that Rs. 19 crores will be the loss to the Railways as a result of that increase. Not only that, Sir. The over-all budgetary position of the Central Government is going to increase the prices in general. That also will affect the Railways. So, I don't think that the surplus in the Railway Budget will stand at that figure. But that is

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not a very important issue. Sir, he has taken steps to reduce the indebtedness of the Railways from Rs. 368.68 crores to Rs. 347.37 crores. That is also an appreciable step. Sir, he has also got some development programmes. But, here I wish to say and I do not know whether he has looked into his last year's Budget Speech while preparing this year's Budget. Sir, his last year's Budget Speech is before me and he had specifically stated there that the Ernakulam-Alleppey railway line would be taken up immediately.

PROF. MADHU DANDAVATE: That is still there on the map.

SHRI P. K. KUNJACHEN: But, Sir, if you look into this year's Budget Speech, nowhere that is mentioned. I do not know what has happened to that railway line. The Kerala Government had offered sleepers and also land free of cost. I know about these two things. But nothing has been started there. Sir, taking into consideration that the railway line from Ernakulam to Alleppey will be opened shortly, the Kerala Government has decided to start three mini-steel plants there. If the railway line is not opened, the result will be that these steel plants cannot function. That will result very much in a loss to the Kerala Government. The factories cannot be started, the workers cannot be employed and unemployment will remain there. If this railway line is started, some persons can be employed there and the factories will also come up.

Another thing that is mentioned in the Budget Speech itself is regarding the opening of a Railway Division in Trivandrum. This proposal has been there for a long time and I do not know why it is being indefinitely delayed. On two or three occasions even the date for the opening of this Division was mentioned but again the date has been postponed. I do not know when the Division will be open-

ed. On these two questions, so far as Kerala is concerned, I would wish to get a categorical reply from the Minister.

PROF. MADHU DANDAVATE: We are at present settling the family quarrel between Cochin and Trivandrum.

SHRI P. K. KUNJACHEN: I would like to have a categorical reply from the Minister regarding the opening of the Trivandrum Division and also the setting up of the Ernakulam-Alleppey railway line.

Then, regarding the amenities to be provided on the railways, he has done certain things. I am of the opinion that, as far as possible, the first-class on the trains should be abolished. We should have only one class on the trains.

SHRI HAMID ALI SCHAMNAD (Kerala): But Ministers travel by first class.

SHRI P. K. KUNJACHEN: On some trains he has already introduced the two-tier system. In one of the speeches that I have read, he has mentioned that a three-tier system is going to be introduced. In the three-tier system the passengers find it is very difficult to accommodate themselves. There is not ample space. We are a country which is progressing. That also has to be taken into account. Keeping that in view we must have a two-tier system with cushioned seats and only second class accommodation. In certain trains we can have air-conditioned coaches also. So, we can have only two classes of travel, the air-conditioned class and the two-tier cushioned seats class, or the second class.

Then, Sir, coming to the question of meals served on the trains, I wish to say that on all long-distance trains there should be a dining car attached to them, just as in the case of the Jayanti Janata Express. I think this system should be adopted in the case

of all the long-distance trains. On the G.T. Express, the K. K. Express and other trains food is at present being taken from the base kitchens and served on the trains to passengers. There is no place to store the food on the trains. The hygienic conditions are also very bad. These are the practical difficulties. Apart from that, if the train is delayed, the passengers do not get any food at all. These difficulties can be avoided if a kitchen car is attached to all the long-distance trains and food is cooked on the train itself. The Jayanti-Janata from Kerala to Delhi is running daily and a kitchen car is there. Food is being cooked on the train and served to passengers. As far as I know, the authorities themselves concede that it is very convenient also. So, the Minister must think of adopting this system on all the trains.

Then, Sir, a great deal of criticism has been levelled against the Railway Board and he has now reconstituted it. I cannot say how it will function in future. In this connection, I can cite one instance. I wrote a letter to the Minister saying that the Kerala-Karnataka Express must have a stoppage at Chhenganur.

**[The Vice-Chairman (Shri H. M. Trivedi) in the Chair]**

For that, I got a reply from one of the Railway Board members—a long reply covering two pages—in which the member has laboured very much in trying to educate me regarding the norms and rules for having a stoppage of a train. Nothing is mentioned about the point I had raised. I had pointed out that in Kerala, the train K. K. Express passes through 7 revenue districts. In all the 6 districts, there is a stoppage. Only one district is left out. And I had requested that there should be a stoppage there also. Not only that, from Ernakulam to Trivandrum, within these five districts, in Alleppey District Changanore is one station where the maximum collection from the long-dis-

tance passengers is being made. The Railway Board Member has not replied to these two points and he elaborated in two pages the norms and conditions for having a stoppage etc., saying that in the present circumstances, it is not possible.

Similarly, another letter was sent to the Railway Board in which I requested for the appointment of one person at the Railway crossing at Eroor near Tirupunithura, Ernakulam. For that, a wonderful reply has been received saying that three persons are on duty there throughout the day and night. That is the reply, in my letter I pointed out that already there was a Railway crossing and already there was a person on duty but that Railway crossing has been abolished and it should be started again. To this, I got the reply...

**PROF. MADHU DANDAVATE:**  
Was it abolished?

**SHRI P. K. KUNJACHEN:** Yes, there was a crossing previously and it has been abolished and my request was that it should be re-established. But the reply says that three persons are working there throughout the day and night.

**SHRI N. G. RANGA (Andhra Pradesh):** Three persons for 8 hours each comes to 24 hours' working.

**SHRI P. K. KUNJACHEN:** Yes, that is the reply. This kind of reply is given. I do not find fault with the Minister...

**PROF. MADHU DANDAVATE:**  
They might be in charge of construction there.

**SHRI P. K. KUNJACHEN:** I am only pointing out some examples, that is all, so that he can go deep into the matter and find out the remedy.

So, I once again request the Minister to arrange to have a stoppage of K. K. Express at Changanore. Rea-

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sions for it have already been clearly stated.

Then, about prevention of corruption. It is one field where the Minister has not succeeded and he has not been able to prevent corruption in the Railways. Even in Delhi . .

SHRI N. G. RANGA: It is much more here.

SHRI P. K. KUNJACHEN: If a person goes and pays Rs. 15 or Rs. 20, he gets the ticket.

SHRI HAMID ALI SCHAMNAD: Is there any department without corruption?

SHRI P. K. KUNJACHEN: I can say the Minister has not succeeded in this matter, anyhow and it is obvious by what he says in his Budget speech that on the reservation counters, he intends to appoint lady clerks. By appointing lady clerks, I do not think he will be able to prevent corruption. Some other ways have to be found out. I am not making any suggestions now. But some way has to be found out at least to bring it down. I know that in the present set-up, it is impossible to eradicate it. Each and every person wants money. It is impossible to eradicate corruption completely. I am of that opinion. Some way has to be found out to control this corruption in regard to reservation, in regard to contracts and so on. Of course, I find that there have been some changes in certain fields. The trains are running on time, the workers are co-operating and so on. Certain improvements have been made. This has to be appreciated. At the same time, there are some weaknesses in certain fields. I am pointing out those things. There should be a long-range plan. One is in regard to the modernisation of the workshops. The hon. Minister has

mentioned about this in his Budget speech. But there is no mention of a long-range policy. We should take up the modernisation of the workshops. Similarly, there should be dieselisation, complete dieselisation and there should also be electrification. For this, a beginning should be made now. The Kerala Government offered electricity to the Railway Board in regard to electrification of at least the railway line between Trivandrum and Mangalore. Now, we are talking of rolling plan and so on. We should have a ten or fifteen years plan. There should be some calculations like that. After completion of the Trivandrum-Kanyakumari line, at least the Kanyakumari-Delhi line should be electrified. This line will pass through Madras. Similarly, the Bombay-Delhi line should also be electrified. At least, these important cities should be linked by electric traction. For this purpose, a larger scheme should be evolved.

Then, mention was made about the demands of the railway workers. The hon. Minister is looking into the question and he has taken up their demands in right earnest. But the bonus question should be solved first. Wherever we go, the railway workers ask 'What about bonus?' This is the main question which is agitating the minds of the railway workers. The bonus question should be solved immediately. A solution must be found. The hon. Minister has stated that this has been referred to the Bhoothalingam Committee. I do not know why it has been referred to the Bhoothalingam Committee. The Bhoothalingam Committee, in the end, may come up with its report and it may open the Pandora's box. Without waiting for the report of the Bhoothalingam Committee, a bold decision should be taken by the Government in regard to the bonus demand of the railway workers.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): What about eight hours work?

SHRI P. K. KUNJACHEN: The first and the foremost thing which is agitating the minds of the workers is the bonus issue. It does not mean that they do not want eight hours work and so on. But the first and foremost thing is the bonus issue. Of course, certain things have been done. But the bonus question should be settled immediately. The other issues have also to be settled. Then, the other demand is in regard to parity. Now, under the Government, there are so many public undertakings. The demand of the railway workers is that there should be parity. Of course, this parity question can be settled later on. But the bonus question cannot be dragged on like this. You cannot escape by saying that this has been referred to the Bhoothalingam Committee, that we have to await the report of the Bhoothalingam Committee and so on. The bonus issue should be settled first. Afterwards, the other demands can be taken up, negotiated with the workers and settled.

PROF. MADHU DANDAVATE: I think you are satisfied with the rest of the issues.

SHRI P. K. KUNJACHEN: You have made some impact. To that extent we are satisfied, but issues are there and they are numerous. We know your difficulties also. That is why I am taking only this issue and it should be solved urgently.

The other thing is about 442 accidents that have occurred. The hon. Minister has said that two are due to sabotage. I do not find fault with the Minister, but we must be in a position to find out the culprits. In that respect not much progress has been made. Some accidents are due to sabotaging. There are agents also who are working, but the Government machinery must be in a position to find out the

culprits and take them to task. In that respect also the Minister must pay attention.

With these words, Sir, I conclude.

SHRI HAMID ALI SCHAMNAD: Mr. Vice-Chairman, Sir, let me also congratulate the hon. Railway Minister, Mr. Dandavate, for having presented a surplus budget because almost all the Members who have spoken here did congratulate him for the surplus budget that has been presented by Mr. Dandavate. Sir, it is not only a surplus budget, but it is also a welfare-oriented budget. I call it 'welfare-oriented'. Welfare of the employees has been taken into consideration, that is the main point that I find in this budget. He has taken into consideration the welfare of the employees, their considerations, and also the welfare of the second-class passengers. Due consideration has been given to the amenities to be provided to the second-class passengers. This is a very important matter. I know the hon. Railway Minister is a socialist Minister. I congratulate him for having thought of the employees and the second-class passengers. I hope he will definitely do something more for the employees. Sir, the lowest grade employees had been expecting much more than what has been given to them. They were expecting bonus. My friend Shri Kunjachan has rightly said that wherever we go the employees come and ask us, what is the bonus that you are going to give us. We satisfy them by saying that now it is our Minister, and we hope something would come out very soon. Sir, I am quite sure that a decision would be taken soon and a satisfactory solution would be found out as far as the issue of bonus is concerned.

Then, Sir, I should like to draw your attention to the Konkan railway that has been given priority in the budget. Mere giving of priority and starting from one corner is not enough. What I suggest is that the hon. Rail-



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way Minister must start simultaneously, from Bombay, from Mangalore and by taking two-three more sections, with the help of the World Bank. So that we will finish the entire project within five years with the help of the World Bank. That will also absorb many of the employees and we shall be able to solve the unemployment problem to a very great extent if you start this major project on a big way. You should begin in three or four sectors instead of making it a piece work. I appeal to the hon. Railway Minister to consider this project and see that it is completed before he lays down office as a Railway Minister. Sir, this is a national project. This is not a project of the Railway Minister, or of the Maharashtra people or Bombay or Mangalore because you will be connecting the South and the North. A man from Cochin, going to Delhi, will naturally cut short the journey by about 400 miles. One has all the way to go from Delhi to Madras and from Madras one has to go to Mangalore. So without touching Madras, one can directly go to Mangalore via Bombay, thus saying 400 to 500 miles. This is a national project. This is a national integration project. This is a project by which you can connect Jammu down to Cochin or Trivandrum. So I appeal to the hon. Railway Minister to consider this as a national project and take this up with the help of the World Bank and all other resources that he can get. Start this project and simultaneously take technical aid from other countries also and let the work be completed within five or six years. You will be able to solve the unemployment problem and also you will be able to absorb many engineers, technicians. Apart from that many unskilled labourers also would be absorbed. So I appeal to the Railway Minister to give more priority to this project and before he lays down office he should inaugurate this service.

PROF. MADHU DANDAVATE:

That depends upon how many times the Janata Party is elected.

SHRI HAMID ALI SCHAMNAD:

When you go to the voters, you show them this project and ask them to vote for you again.

Another railway line is the coastal line on the Kerala-Alleppey section, about which my friend, Mr. Kunjachen, has also mentioned. People of Kerala are anxiously waiting to see this coastal railway line opened. About the electrification of railway line from Trivandrum to Ernakulam, Sir, you yourself have given us hope. Now we are giving our surplus electricity to Karnataka and Tamil Nadu. Instead of that, we could utilise our own electricity for our own development. So I appeal to the Railway Minister to start electrification from Ernakulam to Trivandrum. On the Hassan-Mangalore line, there is a gap of about 20 miles or so between Subramanyah and Hassan. Unless that project is completed and train service is started from Bangalore to Mangalore, there will not be any utility at all. Today from Mangalore to Puthur, nobody goes except four or five passengers and the Station Master at Mangalore was telling me that it is uneconomic. People prefer to go by road. There is no doubt that you have started this uneconomic project. You should have diverted it to Konkan railway from the beginning. Without planning you have done this. Now you should complete this and start the Mangalore-Bangalore railway service. That will have more utility; otherwise it is going to be a gross waste:

Then there is the Tellicherry-Mysore connection. That is connecting Malabar with Coorg. Even the Britishers, when they were ruling this country, had surveyed this. Even the foreigners thought it to be so important and they had given priority to that. Now I am given to understand that much importance and priority are not being given to this project. I would appeal to Prof.

Dandavate to consider whether Tellicherry and Coorg can be connected by a railway line. I do not know whether that survey is there or re-surveying is to be done. I do not know what is the position of this railway line. That is very important. It should be taken into consideration. At least in the near future this project should be started.

Another thing is with regard to the refreshment rooms, retiring rooms, and all that. The Egmore retiring room should be improved because it is in a very bad condition.

AN HON. MEMBER: Also the Central Railway stations.

SHRI HAMID ALI SCHAMNAD: The Central Railway stations also, but Egmore is the worst. The Egmore station should be expanded. Well, you may consider it hopeless; but I do not want to use that phrase. I only appeal to the Railway Minister to see that good retiring rooms are there. This is more important now because of the tourist mentality of our people.

With regard to the catering system, I only want to say that some people consider it as their monopoly, especially the private contractors. They have some connections with some officers somewhere and they see to it that their monopoly is maintained, proper auction does not take place. In this connection, I come to the Mangalore refreshment room. There is only a vegetarian refreshment room. For years together, this has been the position. And your predecessor...

PROF. MADHU DANDAVATE: Are you a vegetarian?

SHRI HAMID ALI SCHAMNAD: I am a vegetarian, Sir, because every non-vegetarian can be a vegetarian. There is no difficulty about it. But there is no non-vegetarian refreshment room in Mangalore. Mangalore is a very important town. Even the railway station there is what it was

about 30 years ago, when were students there. It is the same railway station with the same amenities; nothing more is there. The refreshment room there is unhygienic, unclean, and the food served is very bad. And the man there opens the catering service at about 9 a.m. whereas the first train leaves at 7 a.m.—that is the Janata Jayanti Express. I brought this to the notice of the highest officials of the Railways, but they did not take any action. Some poor officer told me, "Sir, what to do? When we write anything, that man gets it hushed up because he has got hold with the higher-ups." They agreed that something is wrong somewhere. They agreed that that refreshment room is unhygienic and is not up to the standard expected of. You can for yourself find out how things are maintained and preserved. At least, it should be kept open when the passengers are there. I appeal to the hon. Minister to go into this matter whenever he is on tour. Of course, it should be a surprise visit so that there are no big decorations there. In good olden days when we were students, whenever the District Education Officer came to our school, there would be decorations. It should not be like that. Whenever the Railway Minister or the General Manager is going on tour they should not be allowed to put up decorations; some surprise visits should be there. Without telling anybody, even your own subordinates, go on visit to some of these refreshment rooms and take coffee or tea and then you will find what type of coffee or tea is served there. Even when we go there as Members of Parliament, they give us the best tea or coffee. But if we go there unidentified, then we find what we get there. Once I was at Calcutta. I got tea which was salty. Then I called the man and said, "What is it?" After I disclosed my identity, they gave me the best tea. They said, "Sir, we did not know that you are a Member of Parliament." I said, "You should give to everybody what you have given to me." If the Minister is

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not in a position to go to some of these refreshment rooms, let the officials go there and find out how things are preserved and maintained. This is something which I want the hon. Railway Minister to consider and do the needful. See, how the toilet rooms, especially the second-class toilet rooms are maintained. They are not at all maintained properly, Sir. So, this thing should be examined and found out in surprise visits to these areas.

With regard to corruption it is not an easy thing to do away with because every one is a party to it. Even the highest people are a party to it. Unless the people themselves co-operate to do away with corruption, how is it possible to do away with it? Even the educate people try to get a ticket through an agent offering him Rs. 5. I know many such cases. So, only when the people themselves stand in a queue, whatever it may, unmindful of postponing their journey, will he be able to eliminate corruption. So, I would appeal to everybody to co-operate with the Railway Minister to see that corruption is eliminated.

Another very important factor which I want to draw the attention of the Railway Minister is about the representation being given to the Harijans, the Girijans and other backward communities including the Muslims. There are about 40 lakhs of employees in the Railways. It is one of the biggest Govt. sector in Asia. In such a sector, what is the percentage of the Harijans, the Girijans and other backward classes, and what is the percentage of the Muslims? Sir, when I say that the Muslims are not duly represented, it is not on communal basis that I say this, but on the point of justice. I am quite sure that Prof. Dandavate is above communalism; he is a man who works for the backward people. I ask for the Muslims not because they are a religious minority, but because they are socially and educationally backward. Where

are they? At the most, you may find some Ticket Examiners and nothing more than that. I do not say that you must give them technical posts. They may not be qualified for technical posts. But what about the posts in general administration? Are they not qualified for them? If you are able to tell me that 5 per cent of the employees are Muslims. I would be satisfied. You will not be in a position to say that. You are in a better position to know what is the percentage of the Harijans, the Girijans, the Muslims and others in the Railways. For this the Government should have some project, some way of giving them due representation. Why is this community alone under-represented everywhere? I cannot understand that. Why in the Posts and Telegraphs Department, also in the other places like the IAS, the IPS and everywhere are they under-represented? That shows that something is wrong somewhere. I could have understood if they were under-represented somewhere and over-represented somewhere else. That would not be on the basis of community at all. I agree with that. But when you find that everywhere they are under-represented, why is it so? When we go in the trains and meet the officials, we ask them about this, and there is a feeling among this community that it is under-represented. So, you should see that they are given due representation. You should make them feel that they represent just like any other communities in the Railways. They should be in the main-stream of Indian life. So, for that, the responsibility is that of the Government. I do not say that the Railway Minister can do much in the matter. He should discuss this with his Cabinet Members and should evolve a policy on whether a reservation should be given to the backward communities including the Muslims, the Harijans and others for at least five or ten years. First of all, you should find out the figures, the percentages of the backward communities including the Muslims in the Railways.

**SHRI N. G. RANGA:** The poorer sections of the Muslims and not the Muslims.

**SHRI HAMID ALI SCHAMNAD:** You call them the poorer sections or otherwise. A man who asks for a job of an L.D.C. is not a rich man. The rich men do not go for such posts. I am not at all urging it on a communal basis, but for the poor people who go for such jobs. So there 4 P.M. are rich men among the Harijans also. Jagjivan Ram sahib is there. Is he not a Harijan? Now, it is not a question of rich or poor. As a community they are backward. Socially they are backward, educationally they are backward. Because Prof. Ranga has provoked me and that pains me, what is the percentage of educated Muslims in the country, especially among the women? Not even half a per cent you will find among the women in the Muslim community, even as matriculates. Because of these reasons they are very backward. Otherwise they are going to be worse than the Harijans. There should be another Mahatma Gandhi to uplift the Muslims. I appeal to the Railway Minister to help the Muslim community who are far, far behind the Harijans. Thank you.

**श्री रामानन्द यादव (बिहार) :** उप-सभाध्यक्ष महोदय, मैं इस बजट के लिए प्रो० मधु दण्डवते साहब को बधाई नहीं दूंगा। मुझे इस बजट से बहुत ही असंतोष हुआ है। मैं तो समझता था कि मधु दण्डवते साहब जिस पृष्ठभूमि से आए हैं उस पृष्ठभूमि को मद्देनजर रखते हुए रेलवे विभाग को एक अच्छे ढंग का प्रशासन देंगे, इसमें प्रशासनिक सुधार करेंगे, इसे एक अच्छी इकोनॉमिक यूनिट बनाएंगे, इसमें से अछूताचार दूर करेंगे, रेलवे में एक्सीडेंट्स की कमी करेंगे और जो लोग इस में यात्रा करते हैं उनके फायदे के लिए कुछ काम करेंगे, लेकिन रेलवे बजट जब सामने आया तो निराशा

ही लगी। मैंने तो यह सोचा था कि जिस रपतार से इस देश में रेलों में एक्सीडेंट हो रहे हैं और प्रति दिन जिस तरह से एक्सीडेंट्स में लोगों की जाने जा रही हैं, कोई ऐसा दिन नहीं होता है जब कि अखबार देखें तो कहें कि एक्सीडेंट नहीं हुआ। कभी मालगाड़ी के दो डिब्बे लाइन से उतर गए, कभी पैसंजर गाड़ी गिर हुई है, रेलें जाम हो गई हैं। इससे यह पता चलता है कि जितनी घटनाएं, एक्सीडेंट रेलों में इनके रिजीम में हुए हैं उतने पहले कभी नहीं हुए थे। इमरजेंसी के दौरान रेलवे ही एक ऐसा विभाग था जिसमें टाइम पर गाड़ियां पहुंचती थी, एक्सीडेंट कम हो गए थे, करप्शन भी दूर हो गई थी, लेकिन जैसे ही हमारे रेल मंत्री आए या मैं ऐसा कहूं जनता पार्टी की सरकार आई, रेलवे में सारी ट्रेनें देर से दौड़ने लगीं, अपने गनतव्य डेस्टिनेशन पर देर से पहुंचने लगीं, एक्सीडेंट अधिक से अधिक होने लगे। इतनी अधिक घटनाएं हो गईं पहले भी बहुत से मंत्री रेलवे विभाग में रह चुके हैं, यह सब आप श्रीमन् अच्छी तरह से जानते हैं। स्वर्गीय लाल बहादुर शास्त्री जी जब रेलवे मिनिस्टर थे उन्होंने रेलवे एक्सीडेंट होने पर इस्तीफा दे दिया। लेकिन इतने रेलवे एक्सीडेंट होने पर भी, हजारों से अधिक मरने के बावजूद भी हमारे मंत्री के कान पर जूं तक नहीं रेंगी। कम से कम देश की जनता यह कहती कि रेलवे मंत्री ने कम से कम उदाहरण के रूप में तो इस्तीफा दे दिया। लेकिन हमारे मधु दण्डवते जी ने ऐसा नहीं किया।

**प्रो० मधु दण्डवते :** आपको मैं बतलाना चाहता हूं और इसी सदन में भी मैंने बताया था कि जब रिवाड़ी एक्सीडेंट हुआ तो उसके एक घंटे के अन्दर मैंने जा कर प्रधान मंत्री को अपना इस्तीफा दे दिया। उन्होंने कहा कभी किसी हालत में आपका इस्तीफा नहीं लेंगे। आप यह बात सदन में भी बता सकते हैं कि मैंने इस्तीफा दे दिया। मैं आपको यह

[श्री मधु दण्डवते]

बता दूँ कि मैं लोगों की लाशों पर जिन्दा रहने वाला नहीं हूँ ।

श्री रामानन्द यादव : हम तो यही समझते हैं आप लोगों की लाशों पर जिन्दा हैं । आपने इस्तीफा नहीं दिया । आप अपनी कंशियस से गाईड होते हैं या प्रधान मंत्री से । आप तो घटक हैं और आप रेलवे बोर्ड में लगे हुए हैं, रेलवे विभाग आपका है ... (Interruptions) तो इस्तीफा देना चाहिए था । मैं पूछता हूँ क्या रेलवे के एक्सीडेंट्स में कमी हुई है ? नहीं हुई है ।

दूसरा रेलवे एडमिनिस्ट्रेशन में रिफार्म्स की बात है । मैंने समझा था कि कुछ रिफार्म्स की बात होगी । लोगों ने यह मांग की थी कि सबसे पहले, हाथी, यानी रेलवे बोर्ड को खत्म किया जाये । लेकिन उसका इवोल्यूशन नहीं हुआ । पावर का डीसेंट्रलाइजेशन करना चाहिए था, उसको लोअर लेवल पर लाना चाहिए था लेकिन महा प्रबंधक को और अधिक पावर्स दी गयीं तथा डिवीजनल अथारिटीज को पावर दिये जाने पर विचार किया जा रहा है । मैं पूछता हूँ, कौन सा आपने प्रशासनिक सुधार किया ? लोगों की जो सर्विसेज हैं, जो लोग लोअर ग्रेड में काम करते हैं क्या उनके संबंध में कोई सुधार किया ? नहीं किया । आपने रेलवे की गति में, जिस गति से वे चलती हैं, बराबर लेट पहुंचती है तो इस लेट के कारण को मद्देनजर रखते हुए क्या कोई सुधार लाने की कोशिश की ? नहीं की । मैं कल आ रहा था डीलक्स एक्सप्रेस से जो दिल्ली, पटना से हावड़ा जाती है वह गाड़ी पटना आधा घंटा लेट पहुंची और बीच में, आते वक्त, इलाहाबाद तक एक घंटा लेट हो गयी । उसके बाद उसकी गति इतनी तेज हो गयी कि मुझे लगता था कि रास्ते में कोई एक्सीडेंट हो जायेगा । एक्सीडेंट क्यों होते हैं । मैं चाहूंगा कि रेलवे प्रशासन में सुधार लाने के

लिए आप एक कमीशन की नियुक्ति कीजिए । उस कमीशन के टर्म्स और रेफरेंस में काफी सुधार लाने की बातें रखिए । आप अपने प्रतिद्वन्द्वियों जो आपके विरोधी हैं, की पार्टी के खिलाफ तो कमीशन बिठाने में सौ गज आगे हैं लेकिन यह रेल विभाग जो इस देश का सबसे बड़ा पब्लिक अडरटेकिंग है, जिसमें तीन सौ अरब रुपया लगा हुआ है, जिनके अन्दर कई कारखाने लगे हुए हैं, जिसमें अधिक से अधिक लोग काम करते हैं, जो देश की सबसे अधिक सेवा करता है, जो लड़ाई के जमाने में इस देश की लाइफ लाइन को मेन्टेन करने में बहुत सहायक रहा है, देश की सुरक्षा में काम आता है, उसमें सुधार लाने के लिए किसी कमीशन की नियुक्ति आप क्यों नहीं करते हैं । आपको करनी चाहिए । आप विरोधी दलों को दवाने के लिए कमीशन नियुक्त करने में तो डेढ़ सौ गज आगे रहेंगे, लेकिन प्रशासनिक सुधार के लिए कमीशन नियुक्त करने में आप सौ गज दूर रहेंगे । आप कमीशन बैठाइये और पता लगाइये कि जो एक्सीडेंट होते हैं वे सबोटेज के कारण होते हैं या रेल विभाग के कर्मचारियों की नेगलीजेंस के कारण होते हैं । इस देश में बहुत से एक्सीडेंट होते हैं । समय को पूरा करने के लिए गाड़ियों की जो निश्चित रफ्तार होती है उससे अधिक दौड़ा देने की वजह से होते हैं, इसमें लोगों की जाने जाती हैं । केवल यह कह देना कि सबोटेज के लिए, रेल एक्सीडेंट के लिए कांग्रेस (आई), कम्यूनिस्ट या आनन्द मार्गी जिम्मेदार हैं, अच्छी बात नहीं है । आपको चाहिए कि आप कमीशन बैठा कर पता लगायें और अगर ये पार्टियां जिम्मेदार हों तो आप उनको सजा दीजिए । लेकिन आप यह भी नहीं करेंगे । ठीक ही कहा हमारे आनन्द जी ने कि एक मंत्री वह तो गैर-जिम्मेदार ही हैं, सब लोग जानते हैं, उनके मुंह में लगाम नहीं है । जब तक उनके मुंह में जनता लगाम नहीं लगायेगी वह लगाने की तैयारी कर रही है, तब तक वे हमारी आपकी लगाम लगाने से बैठने

वाले नहीं हैं। तो इस तरह की अनर्गल बातों की जाती हैं इसलिए उचित है कि आप कमीशन की नियुक्ति कर दीजिए ताकि रेलों के प्रशासन में सुधार हो सके, एक्सीडेंट में कमी हो सके। इस कमीशन में इसके अलावा इतने टर्म्स और रिफरेंस रखे जायें कि जिसमें सारी बातें आ जायें तथा इस कमीशन को एक वर्ष, डेढ़ वर्ष या दो वर्ष का समय दिया जाये।

मैं एक और सुझाव देना चाहता हूँ। अभी सन् 1969 में मन्थली टिकट का रेट तय किया गया था मन्थली टिकट वालों को वही रेट देना पड़ता है लेकिन उससे जो ज्यादा दूरी पर जाते हैं उनको 1974 में रेल भाड़े में जो वृद्धि की गयी थी उसके अनुसार देना पड़ता है। तो इस शार्ट डिस्टेंस की एनामली को दूर करने की व्यवस्था होनी चाहिए। आपने सेकेण्ड क्लास पैसेन्जर्स को सुविधा देने की बड़ी चर्चा की है। आपने यह भी कहा है कि आरक्षण दर (रिजर्वेशन) में कमी कर दी गयी है। लांग डिस्टेंस ट्रेन में भी रिजर्वेशन चार्ज कम कर दिए गए हैं। लेकिन मैं देखता हूँ, लांग डिस्टेंस ट्रेन जिसमें रिजर्वेशन में कमी की है उस लांग डिस्टेंस में कौन लोग होते हैं? क्या गरीब तबके के लोग उनमें चढ़ते हैं? नहीं। रिजर्वेशन वही कराते हैं जो दूर रहते हैं या दूर से आते हैं या नौकरी में हैं या बिजनेस करते हैं या सैर-सपाटे में जाते हैं, देशाटन करते हैं उनको आपने यह सुविधा दी, लेकिन जो शार्ट डिस्टेंस पैसेजर्स हैं जो थोड़ी दूर जाने वाले यात्री हैं, उनके लिए आपने क्या दिया? क्या उनके लिए गाड़ी में ज्यादा सीटें देने की व्यवस्था की? उनके डिब्बे में फैन भी ठीक नहीं रहते हैं कभी लाइट ठीक नहीं रहती है। अभी रात में डी-लक्स गाड़ी में आया, हमारे कंपार्टमेंट में लाइट नहीं थी, और जब मुगलसराय में आदमी लाइट ठीक करने आया तो कहने लगा स्विच नहीं मिलती है, इसलिए रिपेयर नहीं कर सकता हूँ आप लोग ऐसे ही चले जाइए

तो सेकेण्ड क्लास में ट्रेवल करने वाले जो पैसेन्जर्स हैं शार्ट डिस्टेंस के उन के लिए आपने क्या एमिनिटीज दी? शार्ट डिस्टेंस के भीतर जो छोटे-छोटे ग्रामीण स्टेशन हैं उन में शौचालय की कमी, पानी की व्यवस्था नहीं और लोगों को बैठने के लिए कुर्सी नहीं। बैच तक प्रोवाइड नहीं किया गया है। शार्ट डिस्टेंस ट्रेन्स से ही सबसे अधिक आमदनी रेलवे को है और उसको ही नग्लेक्ट किया गया है। मैं आपसे कहूंगा शार्ट डिस्टेंस मुसाफिरों की सुविधा के लिए जहां ग्रामीण इलाकों में स्टेशंस हैं, वहां के लिए अधिक से अधिक रेल दीजिए उसमें अधिक से अधिक डिब्बे दीजिए, उनमें अधिक से अधिक सुविधा दीजिए ताकि उनको केटर कर सकें उनकी जरूरियात को पूरा कर सकें और शार्ट डिस्टेंस ट्रेन्स तो कभी समय पर चलती ही नहीं इसलिए उनकी समय पर चलने की व्यवस्था कीजिए।

अब रड़ी क्लेम की बात। मुझे यह मालूम है कि किस तरह से गड़हरा जो बिहार में है और दूसरी जगहों में भी किस तरह से रेलवे की चोरी होती है, रेलवे की चोरियां यार्ड से होती हैं, सील तोड़ कर। ट्रेन खड़ी कर लेते हैं और अधिकारियों से मिल कर डिब्बे तोड़कर चोरी का सामान लेकर चले जाते हैं और कभी-कभी ट्रेन के ऊपर चढ़ जाते हैं और डिब्बे को काट देते हैं, सामान गिरा देते हैं या सामान ट्रक को लाकर उसमें उतार लेते हैं। कभी-कभी ऐसा होता है ये चोर ड्राइवरों से भी मिले रहते हैं और लोन्ली प्लेस में माल गाड़ी खड़ी कर देते हैं और एक निश्चित स्थान पर वह आदमी ट्रक लेकर आता है और सामान चोरी कर चला जाता है और फिर जब क्लेम देने की बात होती है तो ये बड़े-बड़े अधिकारी मिल कर क्लेम को अधिक कर देते हैं, जिसने धूस दे दी उसका क्लेम अधिक कर देंगे। मैं उदाहरण देकर बताता हूँ। गुड़गांव स्टेशन है, वहां 14 लाख २० की झूठा क्लेम किया गया—क्या मंत्री महोदय इसकी

[श्री रामानन्द यदव]

जांच करेंगे ? वैसे तो मेरे पास महेन्द्रगढ़ स्टेशन का भी केस है, चिराकांड, बीकानेर मडल में जो घटना हुई थी वह केस भी है। लेकिन मैं चाहूंगा गुडगांव वाले की जांच कराएं और जो करोड़ों रुपये झूठे क्लेम में आते हैं उनको देखें। जो जहां बड़-बड़े यार्ड हैं उन में आप को बहुत अच्छा प्रबंध करना पड़ेगा नहीं तो यह जो क्लेम की प्रथा है, जो कि रेलवे में चोरी होने के कारण है, वह नहीं जाएगी। आप ठीक से पता लगाएं तो जितनी चोरी आपकी रेलवे की प्रापर्टी की होती है उतनी और किसी विभाग में नहीं हैं और ये कर्मचारी क्या करते हैं—आप उन कर्मचारियों के घरों में जा कर देख लीजिए—उनके घरों में जो रोड लगे हुए हैं, वे रेलवे लाइन की उखाड़ी गई रेल की पटरी होगी, उसको ले जा कर जंगला बनाएं, रेल की लाइन को लेकर चले जाएंगे, घर में छत डालने के लिए लगाएं। आज तक कोई काम नहीं हुआ जिससे सुधार हुआ है। किसी साथी ने कहा था कि करप्शन इतना बढ़ा हुआ है कि उसको रोकने की जबरदस्त आवश्यकता है। मंत्री जी आप रोक सकते हैं, आप रोकिए। मैं आपकी ईमानदारी में विश्वास करता हूं, लेकिन आपकी क्षमता में, आपकी दक्षता में हमको संदेह होने लगा है। आप तो लोहिया जी के अनुयायी हैं आप जरा इस विभाग के अन्दर सोशलिस्ट ढंग से काम करने की व्यवस्था कीजिए।

एक बात मैं और कहना चाहता हूं। हमारे मित्र जो अभी सर्विसेज के ऊपर बोल रहे थे उनकी फीलिंग को आपने आंका नहीं है। वह किस फीलिंग से बोल रहे थे। यह बात सही है कि मुसलमानों ने इस देश पर शासन किया है, लेकिन शासन करने वालों को भी इस समाज से अलग रखा है। आज उनका छुआ कोई पानी नहीं पीना चाहता। नौकरियों में जो स्थिति है उसे आप जानते हैं। जहां एक आदमी पहुंच जाता है, वहां वह

अपने सारे सगे संबंधियों को ला कर रख देता है। आप के रूल्स और रेगुलेशन भी इस तरह के हैं कि उन के सगे संबंधी ही नौकरियों में आ जायेंगे। तो हम आज इन नौकरियों में उपेक्षित हैं और इस लिये जरूर डिमांड करेंगे कि हम को नौकरियां मिलें। यह ठीक है कि आप ने हरिजनों को और दूसरे लोगों को कुछ दिया है, आदिवासियों को भी दिया है। यह खुशी की बात है लेकिन जो रिजर्वेशन दिया है उस में कितने परसेंट पूरा किया है। क्या आप ने इस को देखने की कोशिश की है ? मैं दण्डवते जी आपसे आग्रह करूंगा कि आप कम से कम इसकी जांच करें, क्योंकि आप बीकर सेक्शन के प्रति बहुत सहानुभूति रखने वाले आदमी हैं। आप ऐसी ही पार्टी से आते हैं कि उन के प्रति हमदर्दी रखते हैं और इस लिये आप देखिये कि रिजर्वेशन हरिजनों और आदिवासियों को दिया गया है उस में से कितना पूरा किया गया है और कितना नहीं किया गया है और नहीं पूरा किया गया है तो क्यों नहीं किया गया है और जिस अफसर के मातहत बहाली होती है अगर उस ने कोई नेग्लिजेंस की है तो उस की जांच की जानी चाहिए और इस के साथ ही मैं चाहता हूं कि मुसलमानों को और पिछड़ी जातियों को भी रिजर्वेशन दिया जाय। मुसलमान आज गरीब तबके के लोग हैं। एक आध अमीर हो गये तो हो गये, लेकिन हैदराबाद के निजाम सब नहीं है। मैं यह बात कोई पोलिटिकल गेम के लिये नहीं कहता, ईमानदारी से कहता हूं कि मुसलमानों में जो धुनिये हैं, जुलाहे हैं, मोमिन हैं, अंसारी हैं वे सब गरीब तबके के लोग हैं। और छोटा-मोटा धंधा कर के किसी प्रकार अपना जीवन निर्वाह करते हैं। न उनकी आर्थिक हालत इधर सुधरी है और उनके लिये कोई व्यवस्था ही की गयी है। उन के बच्चे मैट्रिक कर के नौकरी के लिये मारे-मारे फिरते हैं। रेलवे विभाग ऐसा विभाग है कि जिस में सब से अधिक लोगों को इंप्लायमेंट दिया जाता

है और दिया गया है। यह देश की सब से बड़ी पब्लिक अंडरटेकिंग है। तो क्या आप वर्किंग आवर्स को घटा कर जो आठ घंटे की ड्यूटी है, उसे कम करके लोगों के लिए इंप्लायमेंट अपार्चुनिटी नहीं बढ़ा सकते। आप ऐसा करके लोगों को ज्यादा इंप्लायमेंट दीजिए। मैं तो कहूंगा कि पांच वर्ष के लिए आप फैसला कर लीजिए—क्योंकि इतने समय तक तो निश्चित रूप से आपकी रिजिम रहेगी, इस बीच में आप हरिजनों और आदिवासियों के संरक्षण को पूरा करेंगे निश्चित रूप से मुसलमानों को भी आप उठा कर देखिये कि आज उनकी तादाद नौकरी में कितनी है। रेल सर्विसेज में पिछड़ी जाति के और बीकर सेक्शन्स के कितने लोग हैं, आज उनमें क्रिश्चियन कितने हैं और जो लोग कंवर्ट हो गये हैं क्रिश्चियनिटी, बुद्ध मत में उनका परसेंटेज तो बहुत ही कम है। जो लोग ऊंचे ओहदों पर हैं, पढ़े लिखे हैं उन का तो काम हो जाता है लेकिन जो गरीब कम्प्युनिटीज है उनका क्या होगा ? तो मैं डिमांड करूंगा कि मुसलमान और पिछड़ी जाति के लोग और बुद्धिष्ठ, कंवर्ट क्रिश्चियन्स हैं पिछड़ी जाति के उन सभी को रिजर्वेशन दिया जाय। रेलवे में कम से कम, ताकि उनकी समझ में यह बात आये कि आप सचमुच में लोहिया जी के अनुयायी हैं। लोहिया जी का कहना था कि 60 परसेंट सर्विसेज में उनको स्थान दिया जाना चाहिए। तो भले ही रिजर्वेशन उनके लिए न हो, उनको आप ऐसे ही इंप्लायमेंट दीजिए। मैं तो चाहूंगा कि आप उनके लिए रिजर्वेशन की व्यवस्था करें ताकि एक सोशललिस्टिक स्टेट बनाने में आप सहायक हो सकें। आपको एक बहुत बड़ा डिपार्टमेंट मिला है। उसके माध्यम से आप गरीब की सेवा कर सकते हैं। आप गरीबों के हित में काम कर रहे हैं। आपके द्वारा उनको फायदा पहुंच रहा है।

मैं भोजन के संबंध में एक मिनट बोलना चाहूंगा। दुख की बात है कि रेलवे में मुझे

दिल्ली से भिलाई तक एक बार जाना पड़ा और मैं यहां से पटना बराबर ही जाता हूं, लेकिन रेलवे में कैंटरिंग सर्विस द्वारा जो भोजन मिलता है वह बहुत ही खराब मिलता है। रेलवे स्टेशन पर गर्मी के दिनों में चले जाइये, सड़ा हुआ आम और दूसरे फल मिलेंगे। सब से रद्दी चीज रेलवे प्लेटफार्म पर खोंमचे वालों के पास आपको मिलेगी और सब से रद्दी खाना बेजीटेबिल आपको मिलेगा और वही ट्रेन में हम लोगों को सप्लाई होता है। मैं आपको बताऊं कि वह रखा जाता है वहां जहां पाखाना होता है। और स्वच्छ पानी दिये जाने के स्थान पर जो टैप का पानी होता है, वही लाकर खाने के साथ दे दिया जाता है। तो फर्स्ट क्लास पैसेंजर के साथ यह होता है तो सेकंड क्लास के साथ क्या होगा ?

आपने दो तीन तरह के भोजन पकेट्स इंट्रोड्यूस कर दिये हैं, यह ठीक नहीं है। मैं चाहूंगा कि आप भोजन के एक ही तरह के पकेट्स चालू कीजिए ताकि यह मालूम हो कि आप समाजवादी व्यक्ति हैं। एक ही तरह का भोजन आप रेलवे में दे रहे हैं।

आपके यहां बहुत से अन-मैन्ड गेट्स हैं। उन पर रेलवे के आदमी नहीं हैं। मैं चाहूंगा कि आप वहां पर लोगों को बहाल कीजिए। इससे आपकी एक तो अनइंप्लायमेंट प्राबलम दूर होगी और एक्सीडेंट्स भी वहां अधिक होते हैं, उन में भी कमी आयेगी। इन गेटों पर आदमी रखने से एक्सीडेंट्स मीनिमाइज कर सकते हैं।

(Time bell rings)

दो एक बातें आपको मैं अपने प्रान्त के बारे में बतला देना चाहता हूं। मेरे यहां समस्तीपुर-बाराबंकी बड़ी लाइन बन रही थी। समस्तीपुर से सोनपुर तक वह आ गई, लेकिन अब उधर बाराबंकी से बतनी शुरू हुई है और रेलवे का जितना मेट्रीरियल था सोनपुर से उठा कर अब



[श्री रामानन्द यादव]

लखनऊ होते हुए बाराबंकी जाता है। न मालूम किस इंजीनियर की बुद्धि से यह बात हुई कि इधर से जल्दी होगा जब कि समस्तीपुर से मोनपुर तक कंपलीट हो गया है। यहां से सामान उठा कर ले जाना पड़ता है। चाहे यह जिसने भी किया हो, कांग्रेस के राज में हुआ हो या आपके राज में, मैं कहूंगा कि इसको ठीक किया जाए।

श्री न गेश्वर प्रसद शाही (उत्तर प्रदेश) : वह कमलापति जी ने किया।

श्री रामानन्द यादव : आपकी बुद्धि नहीं है तो मैं क्या करूं ? मैंने पहले ही कह दिया है कि जिस किसी ने भी किया हो। तो मेरा आपसे आग्रह है कि आप सोनपुर से लाइन का निर्माण कार्य जल्द शुरू करें। सोनपुर तक आपकी बड़ी लाइन हो गई है। सोनपुर से पलेजाघाट चार मील है। वह चार मील न होने से प्रति दिन हजारों पैसेंजर्स को तीन-तीन जगह उतरना पड़ता है। लोग हमको गाली देते हैं, आपको भी देते हैं। आपके स्टेट मिनिस्टर को, मंडल साहब को खुद भी दो जगह उतरना पड़ता है। इसको दूर करने के लिए आप चार मील पूरा करा दीजिए। बड़ी लाइन लगा दीजिए।

हमारे यहां बरवाडीह करौंजी लाइन है। यह ऐसी लाइन है कि घोर जंगलों से पार करती है और सब से अधिक कोयले की खानें यहां पर हैं। उस रेलवे लाइन से 3 अरब 76 करोड़ रुपये की सालाना आमदनी है। इससे बम्बई की दूरी भी कम हो जाती है। यह लाइन 1947 में बनना शुरू हुई थी और जितनी नदियां हैं सब पर ब्रिज भी बन गये हैं, मिट्टी का जितना काम है, कंवर्टर्स का जितना काम है वह पूरा हो गया, कहीं-कहीं मटीरियल डम्प हो गया है, लेकिन आज तक यह काम पड़ा हुआ है। दण्डवते साहब, रेल मंत्री जी से मैं आग्रह करूंगा

कि जिस रेलवे से डिस्टेंस बम्बई की कम हो सकती है और जिससे आपकी आमदनी भी बढ़ सकती है, आप उसको पूरा कराने की कोशिश कीजिए।

मैं एक और सजेशन आपको दूंगा। इस देश से रजवाड़े चले गये। पूँजीपतियों की ताकत धीरे-धीरे कांग्रेस ने खत्म कर दी। उनके जो बिजनेस बनाने के सोर्सज थे वह हमने कटौत कर दिये। सेलून जो चलता है, रेलवे के जो राजे हैं वह अभी तक चल रहे हैं।

प्रो० मधु दण्डवते : बजट में मैंने लिखा है जो आपने सजेशन दिया है उसके बारे में।

श्री रामानन्द यादव : 20—25 करोड़ रुपये साल में आपको इस पर खर्च करने पड़ते हैं। इस रुपये को बचाने के लिए महाराजाओं की जो सुविधा है उसको आप खत्म कीजिए। इससे समाजवादी व्यवस्था होगी। मैं यह भी चाहूंगा कि फास्ट क्लास को अबोलिश करके हर जगह सेकिड क्लास ही लगा दीजिए ताकि एक रूपता आपके जमाने में आ जाए और रेलवे में दण्डवते साहब हैं जो कि समाजवादी विचारधारा के हैं, यह समाजवादी विचारधारा की झलक भी उसमें दिखाई दे।

एक नई रेल चलाने के लिए मैं आपसे आग्रह करूंगा। आपसे इस बारे में एक डेपुटेशन भी मिला होगा कि भिलाई से पटना तक रेल गाड़ी चलाई जाए। जो लोग स्टील के बारे में जानते हैं उनको भिलाई और जमशेदपुर के महत्व का पता है वे ही लोग आपसे मिलें होंगे। ऐसी कोई ट्रेन नहीं है जो भिलाई से पटना होकर जाए। चार बार यात्रियों को ट्रेन बदलनी पड़ती है। मैं कंसलटेटिव कमेटी में जब वहां गया तो मुझे परेशानी ही परेशानी हुई। तीन जगह

हमको ट्रेन बदलनी पड़ी। इसको दूर करने के लिए लोगों की मांग थी। आप से भी लोग मिले थे। उन्होंने आपसे कहा कि ऐसा कीजिए कि एक ट्रेन भिलाई से पटना तक जोड़ दीजिए ताकि लोग सीधे जा सकें। यह ट्रेन आपके लिए प्रोफिटेबल ट्रेन होगी। इससे आपको कोई नुकसान नहीं होगा।

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): Please conclude immediately.

श्री रामानन्द यादव: I will obey you, Sir, आपके विभाग में जो निम्न वर्ग के कर्मचारी हैं वे आपसे बड़ी आशा रखते हैं। उच्च वर्ग के कर्मचारी हैं उनकी तनख्वाह बढ़ाने की जरूरत नहीं है, उनके लिये एमिनिटीज बढ़ाने की जरूरत नहीं है। उनको जितनी सुविधाएं मिल चुकी हैं वह काफी हैं। उनकी सुविधाएं करंटेल की जाएं और आपके निम्न स्तर के जो कर्मचारी हैं उनकी हालत को सुधारा जाये। खास कर जो फोर्थ ग्रेड के और थर्ड ग्रेड के कर्मचारी हैं, जिनको एमरजेंसी के पहले वर्दी और दूसरी चीजें मिलती थी वह उनको मिलती रहनी चाहिये ताकि वह महसूस करें कि आपने उनके लिये कुछ किया। इस तरह की व्यवस्था करने की आप कोशिश करें।

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): Yadavji, please conclude immediately.

श्री रामानन्द यादव: I have nothing new to say now.

एक बात और मैं आपसे कहना चाहता हूँ बोनस के बारे में। बोनस के बारे में आगे चल कर आपको सिर दर्द हो सकती है। बोनस आपके लिये सिर दर्द होगा आप बोनस दीजिए पर उस पर सोचिए। युनियन वालों से बात कीजिए। आप करते भी होंगे, लेकिन आपको इस पर बहुत सोचना होगा।

श्री शिव नारायण: पहले एक युनियन बनाइये।

श्री रामानन्द यादव: डेमोक्रेसी को खत्म कीजिए, डिक्टेटरशिप ला दीजिए तब एक युनियन बना दीजिए। मैं आपसे कहूंगा कि बोनस के बारे में आपको सोचना होगा। बोनस के बारे में आपको कोई रास्ता निकालना होगा ताकि आपका पीमफुली काम चल सके। मैं आशा करता हूँ कि इस देश में रेलवे में कम से कम समाजवादी व्यवस्था लाने के लिये आप प्रयास करेंगे।

मैंने आपको कुछ दुःख देने वाली बातें कह दी इसके लिये आप बुरा नहीं मानेंगे। अगर मैं नहीं कहता तो शायद मैं अपना कर्तव्य नहीं निभाता। मैंने अपना कर्तव्य पूरा करने के लिये और आपके हृदय में बैठाने के लिये ऐसी बातें कही हैं। आशा है आपको मेरी बातें सुखद लगेंगी।

#### STATEMENT BY MINISTER.

##### Interim Report given by the Shah Commission

THE VICE-CHAIRMAN (SHRI H. M. TRIVEDI): The Home Minister wishes to make a statement.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): Sir, I have just been informed that the first interim report of the Shah Commission of Inquiry appointed under Section 3 of the Commissions of Inquiry Act, 1955, has been received in the Home Ministry. I thought I should share this information with the Members before it appears in the Press tomorrow. We will examine the report as early as possible and take follow-up action in consultation with the Ministry of Law.