

THE BUDGET (RAILWAYS) 1976-77 GENERAL DISCUSSION—Contd.

MR. CHAIRMAN: Let us now take up the discussion on the Railway Budget. Shri Khurshed Alam Khan.

[Mr. Deputy Chairman in the Chair]

SHRI KHURSHED ALAM KHAN (Delhi): At the outset, it may be frankly admitted that there are no two opinions about the claim made by the hon. Railway Minister that 1975-76 has indeed truly been a momentous year. It has been a new landmark and a new milestone in the chequered history of our Railways. Sir, the new programme backed by the emergency gave a new lease of life and shifted the national existence to heights which could not have been imagined before. The Railway Minister deserves congratulations and gratitude for the unprecedented achievements. The renewed faith, hope and confidence generated by the new climate in the country is nowhere so evident as in the operational achievements of our railways. This is the first growth-oriented Budget presented by the Railway Minister and therefore, he deserves special congratulations for this.

The Indian Railways are known as Asia's largest network and the world's second largest system, with over 60,000 kilometres of route mileage, with 17 lakhs of employees and with total assets of more than Rs. 5050 crores, and we have a great stake in the Indian Railways.

Sir, the overall working results have been unfavourable since 1966-67. This was basically due to slack administration, strained labour relations, accumulated loss and low morale. This depressing situation gave the impression that all was lost and that there was no hope. But recovery seems to be as spectacular.

Railway Budget estimates for 1976-77 with a surplus of Rs. 8.98 crores may not appear to be a very cheerful picture. And there is also the possibility that this may be eroded completely in due course because of unforeseen reasons as happened last year. Similarly 1975-76 has also not been an encouraging year financially, which

was very obvious when the Railway Budget was presented last year. But the Railway financial experts were not prepared to admit the reality at that time. Let us hope that this year conditions will be favourable for keeping the various elements of cost in conformity with the budget provisions and that the year will end with a surplus, though it may be only a notional or marginal one.

Sir, for making a performance assessment of such an undertaking, there are normally two accepted and universally understood methods: (a) its financial working results; and (b) its quality of service as a utility undertaking. No doubt, as regards financial results, much more has to be achieved by the Railways, as the picture is still very dismal. But what is more significant and encouraging is that the image of dismal performance is undergoing a change for the good. The performance of the last few months gives us a new hope and it appears that the Railways are really emerging out of the tunnel and they are also working on all cylinders, as was claimed last year but which, it appears, has come true only now. This is all very encouraging. It indicates that the nation's life-line, dangerously close to disaster and collapse at one time, is now safely back on the rails. Let us hope it will remain safely back on the rails and perform its functions safely. It is gratifying to note that passenger fares were not increased and similarly foodgrains, eatables, salt and fertilizer will also not be affected by the increase in freight rates this year. This is very very heartening and encouraging. Let us, for a change, share their optimism that the new levies on freight will have a negligible inflationary effect on the economy and the common man will not be affected adversely.

Sir, it is an admitted fact that the outlets of extensive leakage are being stopped. There is more effective check on ticketless travel, unauthorised chain-pulling, under-invoicing and incorrect invoicing. Punctuality has also improved. Stations and trains have a cleaner look. But here I would like to add that this is only in respect of a few select trains which are known as the Ministers' trains or Deputy Ministers' trains or Ministers of State's trains. We want that this should be so in

regard to all trains, the trains of the common man, the trains of second class passengers.

Sir, I would like the hon. Minister to take it from me that they are still not completely out of the woods and they have yet to go a long way before they can sit back and relax. Not only has this effort to be sustained but much more has to be done to improve the finances of the Railways which are apparently in bad shape. Besides, I would like the Minister to note that they should not need an emergency to wake them up to make all these improvements. This emergency was fortunately there. But whether emergency is there or not, they have to do something and improvement has to be made. They have been put back in gear and now it is for them to maintain the momentum and maintain the speed.

Now, I come to Railway workshops. Sir, I should like to stress—and it is obvious—that the workshops of any transport undertaking are the back-bone of that undertaking. Unfortunately, our railway workshops have not done any creditable work during the last few years. If the past performance is any indication, then it was really a dismal performance. The quality of work was sub-standard and the arrears of maintenance and repairs work accumulated to an extent that practically every wagon, every coach and every locomotive was getting out of order and defect-free service was hardly possible to get out of such rolling stock. Let us hope that both quality and quantity will improve and they will maintain this for future. Here, I would like to invite the attention of the hon. Members to the fact that in Lucknow there were a large number of shunting engines which were not fitted even with the vacuum brake. It is really a sad commentary of their performance. Similarly, out of 70 diesel engines based at Mogul Sarai, 30 did not have even the speedometers. Do they need an emergency to set right such minor defects, or will they allow these minor defects to continue for years and years together? Timely repairs according to schedule are very important. Please ensure the tempo and quality of the work which is being done at present. The arrears of repairs, as I said just now, have to be cleared. Be-

sides, I would like to know from the hon. Minister what is the value of inventory that they carry. What is the dead stock that they have in their inventory? What is the percentage of spares that are still being pilfered or are not used for the purpose for which they are issued? In 1973-74 alone, purchases of fuel and materials of the order of Rs. 591 crores were made. This addition to the existing inventory must have enormously increased the cost of inventory. To carry such a very large inventory is never a good sign. At the close of 1974-75 the railways owned 11,113 locomotives. But we are never told as to how many of them were available for service every month or what percentage of these locomotives was defective or sick. What is the average per month of locomotives that were not available for service? Similarly, at the close of 1974-75 the railways had 3,90,975 goods wagons. What percentage of these wagons on an average per month was available for service. Giving statistics of the number of wagons owned does not help us very much. We must know actually what percentage of the fleet owned was available for operational purposes. Recently we read in the press that an order for 15,555 wagons was placed with private firms. I do not know the reason for this. Apparently it appears that the railways are very fond of 555. How does the cost compare with their own production? They are also producing or manufacturing wagons in their own workshops. If the cost is favourable, then it is better that they place orders for the supply of wagons with the manufacturers outside and devote more of their time, energy and resources for the repairs and maintenance of their fleet as there are still large arrears to be cleared. Recently, Sir, a fire accident was reported in one of the suburban trains in Bombay and various explanations were given. At the same time, public orders were given for carrying out a thorough check of all the trains. Sir, why should we wait for such an accident to happen in order to carry out a check? Why should we not pay a little more attention to the task of repair and maintenance? Even when all sorts of claims are made, it appears to me that the task of repair and maintenance needs a little more attention and needs a little more of careful thinking, planning and foresight.

[Shri Khurshed Alam Khan]

Now, a word about the AC coaches which are run in almost all the trains. I would like to know from the honourable Minister whether it is correct that the high percentage of occupancy in relation to these coaches is attributable to the travel by the railway officials. It is a fact that they are not really required by the tourists and in the name of catering to the tourists, a large number of such coaches are pressed into service in these trains. We all know that the tourists, particularly the foreign tourists who come to this country to spend about a week or so, cannot afford to travel long distances, say, from Delhi to Calcutta or Delhi to Madras or Bombay to Delhi in these coaches particularly when the fare for the AC Class is almost equal to the air fare and, therefore, they prefer to travel by air rather than travel by these AC coaches. This being so, it would be necessary to consider whether such air-conditioned coaches are really necessary. We have to see whether there is any necessity for this even though there is a demand for this which is justified by the occupancy ratio.

Similarly, Sir, I would like to say that the prestigious trains like the Rajdhani Express trains are also not necessary. Has anybody cared to look into the economics of operation of these trains? I suppose that these trains are only prestigious trains. But we cannot afford to run such prestigious trains just for the sake of prestige unless they are economically viable.

So far as the requirement of the local passengers is concerned, I do not think that they can afford to travel by air-conditioned coaches because the fare is so high and if anybody can travel by these air-conditioned coaches, he can as well travel by air. Therefore, Sir, I feel that the whole question with regard to these prestigious trains and the AC coaches needs a fresh and special review and reconsideration.

SHRI B. RACHAIAH: But they can reduce the fare.

SHRI KHURSHED ALAM KHAN: If they are prepared to reduce the fare,

well, it is for them to do. But, whether it is economical or not, I cannot say.

Another important aspect, so far as the working of the railways is concerned, is accidents. Death or disability due to accidents is one of the greatest tragedies of human life. The main cause of accidents in the railways is the failure of the human element. For instance, in 1974-75, there were 762 major accidents out of which 504 accidents were caused by the failure of human element. This is a sad reflection on their method of recruitment, training and discipline. Something has to be done to improve the situation particularly when the accidents are attributable to human errors or to lack of discipline on the part of the workers and this has to be rectified and this aspect has to be looked into and the needful has to be done before more lives are lost or before more people are disabled as a result of accidents.

Another aspect, which is also my favourite, is the Railway Protection Force. The Railway Protection Force, comprising about sixty thousand men, has not done anything which would add to its reputation even during this period of emergency. Sir, what is their wage bill? I suppose their wage bill is over fourteen crores of rupees or so and, at the same time, it is a sad commentary on their working that the railways had to pay a compensation of the order of fifteen crores of rupees in 1974-75. What is the idea of having such a large force and spending about Rs. 14 crores on them, and even then paying a colossal amount of Rs. 15 crores in compensation?

Sir, it is also to be noted that the Railways' stolen property costing over Rs. 20 million was recovered. This also reflects on the performance of the Protection Force. This is a sad commentary, and less said the better. I hope the hon. Minister will make a special note of this and do something so that next year it is a better performance, i is a better report and it is a better account of the doings and achievements of the Protection Force.

Now, Sir, I come to ticketless travel. Some positive steps have been taken, and definitely some results have also been

achieved. But it is still not enough, really not enough. Were the Railway authorities not aware of this menace in the past? I remember that a number of questions were asked on this subject in the past and the replies that were given by the Railway Minister almost gave the impression to me: Well, it is there, we have to live with it. This is not the correct way. This is not the way in which you should approach a problem of this type. The dimensions of this problem can be judged from the fact that based on the 1968-69 assessment, 10 per cent of the total passengers were travelling without ticket, resulting in a loss of Rs. 25 crores annually. Sir, it is a very big loss, and it is surprising that the Railway authorities were not so careful or have not paid so much attention as it warranted or as the dimensions of this problem demanded.

Sir, it is admitted that the Railways are a labour intensive industry. Their wage bill alone accounts for over 65 per cent and the fuel cost 20% of the overall operating cost. But I must repeat that there are distinct possibilities of savings and economies. If effective steps are taken and definite efforts are made, they can achieve a lot of economies and they can stop a lot of wastage and thus save a colossal amount which is going down the drain.

Sir, the rail-road co-ordination must be a reality—not the type of reality that we understand from the replies given by the hon. Minister to this question a few days ago. This is not the way to approach this important problem. This is a very important problem, particularly these days when the fuel cost of road transport and the Railways has increased tremendously. Particularly I feel that the Railways should be more interested in this matter, as I understand that about Rs. 50 crores have been invested by the Railways in the various road transport corporations. They must make an assessment, a realistic assessment, to find out as to what rate of interest really they are getting back on this investment, and apart from this, whether the road transport services are being run as feeder services or they are running in wasteful competition with the Railways. If they are running in wasteful competition with the Railways, then it appears

that the Railways are financing their own competitors, to be run out of business in the course. May I request the hon. Minister to inject some more dynamism. The General Managers of the 9 Zonal Railways will have to play a more important role for keeping up the tempo of the improvements achieved so far. But some of these Zonal Railways are really too big to be managed from one place. It will be necessary to ensure a larger delegation of powers. There should not be concentration of power in Rail Bhavan. It appears that Rail Bhavan has lot of concentration of power. They must give wide delegation of powers to their General Managers and down the line. It is necessary in accordance with the requirements of the changed circumstances.

Sir, it is the most opportune time for improving the labour relations, forgetting the past, starting on a clean slate and fulfilling your commitments. For instance, what is the progress of implementation of 10-hour rule for the loco running staff? Why is there delay? Why can it not be done earlier? Sir, better understanding and more involvement of workers is necessary—workers' involvement not of the type and the concept of the Minister of State when he answered the question on this subject recently. You will not be able to achieve the objective in this way. Your concept is out-dated and outmoded.

Sir, I am glad that the Provident Fund deposit linked insurance scheme has been started for the Railway employees. It is a good gesture and I hope that this is the beginning and something more will be done to win over the confidence of the workers and something more will be done to win the loyalty and sympathies of the workers. But there is need for change of concept and approach. I hope the Railway Minister will make a note of it. You should increase your tempo of work with incentive schemes. Incentive schemes for any commercial organisation of this type are very essential and you cannot achieve your objective and target without providing incentive schemes. The results will be still better if you provide incentive schemes and I am sure you will not regret this.

[Shri Khurshed A'am Khan]

Sir, I would like to know from the hon. Minister the result of the much talked-about container service. What has happened to that? We do not hear much about it. At one time, its life was fixed at 40 years. Then it was reduced to 10 years. What is the life span now? What is the result of this experiment? If the experiment is beneficial and gainful, I would like to know whether its scope is going to be enlarged?

Another aspect or yardstick which I have for judging the efficiency of the railways is whether they are capable of catering to 'mela' or festival traffic and urs traffic. I hope you will not like them to travel on roof tops and footboards. This has been so for years together and we are fed up with this type of travelling. This must be stopped at any cost. Another important question is regarding the position of the metropolitan transport projects. While there is some sign of life in the metropolitan project for Calcutta, it appears in Delhi that it has already gone underground because it is supposed to be underground. No doubt, it will add to the social burden of the railways. But it is a must and it must be done without any further loss of time. Any delay is adding to the cost and prolonging the commuters' agony.

Rs. 10 crores have been provided in this year's Budget and it is hoped that the total allocation will be spent and the project will be completed soon.

Sir, we have heard a lot about the track improvement efforts. It is good. But what is being done for increasing the speed of the trains? Why has this scheme been given up? Is it due to any technical reasons or is it due to some whims of certain officials or certain other persons? If you have consideration for the time factor, please increase the speed of the trains. I would like to mention here particularly the North Eastern Railway. It appears only the God is running this North Eastern Railway. (*Time bell rings.*) Sir, I will take one more minute before concluding.

Sir, we must take a closer look and a closer view regarding the financial structure of the Railways in relation to the rate of dividend and rate of interest payable.

A balanced view has to be taken of the Railways organisation to maintain its basic commercial character while the fact that it is a utility service and has to bear social burdens has also to be kept in view. Sir, something has to be done in this regard to enable the Railways to absorb the social burdens without much strain and without much difficulty. We share hopefully your optimism and hope the railwaymen will be second to none in making their contribution for the success of the 20-point economic programme. We also share your confidence of a new image of the Railways. The mist is surely lifting up but keep up the tempo and look forward with confidence and hope. The nation expects that it will not be let down. We hope to meet next year in better primes and on safer shores. Thank you, Sir.

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) : उपाध्यक्ष जी, रेलवे मंत्री जी ने रेलवे बजट प्रस्तुत करते समय जो भाषण दिया है उस में जो तारीफ रेल के ट्रैफिक की की गयी है वह ठीक है, लेकिन मुझे ऐसा लगता है कि इस इमरजेंसी के बावजूद और इस सारी तरक्की के बावजूद अभी रेल की अर्थ व्यवस्था ऊपर नहीं उठी है और रेल मंत्री जी को और रेलवे बोर्ड को इस बात से संतोष है कि 1974-75 के रिवाइज्ड बजट में 128 करोड़ के घाटे को वह 113 करोड़ पर पहुंचा सके हैं और उन्हें इस बात पर संतोष है कि ट्रैफिक रिसीट्स 5 करोड़ बढ़ा सके हैं। रेल मंत्री जी ने इस बात पर भी गर्व प्रकट किया है और संतोष व्यक्त किया है कि रेलवे ने बड़ी रेकार्ड फ्रेट लोडिंग की है। मैं बड़े अदब के साथ इस सदन को और रेलवे बोर्ड के अधिकारियों का ध्यान इधर दिलाना चाहता हूं कि इस रेकार्ड फ्रेट लोडिंग के बावजूद जो लक्ष्य आप की चौथी पंचवर्षीय योजना में था और जिस के लिये आप ने जितने

धन की मांग की थी उतना धन प्राप्त कर के, उस का उपयोग कर के भी जितनी केपेसिटी आप ने क्रियेट की लोडिंग के लिये उस का पूरा पूरा उपयोग आप आज तक नहीं कर सके। वह रिकार्ड लोडिंग जिसके ऊपर आपको नाज है, गर्व है वह भी उस टारगेट को टच नहीं करता जो टारगेट आपने चौथी पंचवर्षीय योजना में निश्चित किया था और जिसके लिये आपने केपेसिटी क्रिएट की थी। इस रिकार्ड लोडिंग के बावजूद भी आपकी यह हालत है कि अभी आपको इस आर्थिक हालत की दलदल से निकलने में कितने साल लगेंगे इसका अंदाजा नहीं लगाया जा सकता है। आपको इस बात का गर्व है कि आप घाटा घटाने में कुछ सफल हुए हैं लेकिन आप घाटा समाप्त कब तक करेंगे इसका कोई अंदाजा न आप को है और न आप देश को दे सकते हैं।

रेलवे अपने देश का सबसे बड़ा सार्वजनिक क्षेत्र है जिसमें सबसे अधिक लोग लगे हुए हैं। 15 लाख से अधिक लोग इसमें काम करते हैं और सबसे बड़ा सार्वजनिक उद्योग होने के कारण इसकी कार्य-क्षमता और इसकी सफलता का असर दूसरे उद्योगों पर भी पड़ता है। आप कहा तक इसमें जनता की आवश्यकताओं को पूरा करने में सफल हुए हैं यह आप स्वयं देखें। मैं विस्तार में नहीं जाना चाहता मगर मैं अदब से कहना चाहता हूँ कि ऐसा लगता है रेलवे बोर्ड ने रेल मंत्री जी को रेल की आर्थिक हालत की सही जानकारी नहीं दी है। इस बजट भाषण में भी देश के और संमंद के सामने सही पिकचर सामने नहीं लाई गई। रेलवे की आर्थिक हालत आज भी बड़ी दयनीय है। अगर आने वाले दो-तीन सालों में नहीं मुधारी तो आखिर में क्या नतीजा होगा यह भगवान ही जान सकता है।

श्रीमन्. सबसे मुख्य चीज आपरेंटिंग कास्ट है। जब तक रेलवे अपनी आप-रेंटिंग कास्ट नहीं घटाएगा तब तक आर्थिक हालत में विशेष मुधार नहीं होगा। आपरेंटिंग कास्ट घटने के बजाए बढ़ती जा रही है बावजूद इसके कि पिछले सालों में आपने आदेश निकाला था कि जो स्थान रिक्त हैं जब तक उनकी विशेष आवश्यकता न हो तब तक न भरे जाएं। हजारों स्थान आपने भरे नहीं हैं तब भी आपके दफतरो में जितने लोग काम करते हैं वे भी आवश्यकता से अधिक हैं। सही मायने में अगर कमिशनियन स्केल पर देखा जाए तो उनकी संख्या आवश्यकता से बहुत अधिक है। इसी तरह से जितना वेस्टेज रेलवे के आपरेशन में होता है शायद उतना किसी भी उद्योग में नहीं होता। स्पेयर पार्ट्स करोड़ों रुपये के खरीदे जाते हैं। क्योंकि टैकनीक का डैवलपमेंट होता जाता है। इसलिए 3-4 साल के बाद वे करोड़ों रुपये में स्कैप के रूप में बेचे जाते हैं। उनका कोई उपयोग नहीं रह जाता है। खरीदते समय क्योंकि उसमें बहुत सी चीजे इन्वाल्व होती हैं इसलिये ठीक-ठीक अन्दाजा नहीं हो पाता कि कितने स्पेयर पार्ट्स खरीदे जाने की आवश्यकता है। क्योंकि आवश्यकता से अधिक खरीदे जाते हैं इसलिये वे बेकार हो जाते हैं। मेरा ख्याल है कि इसमें करोड़ों रुपये का घाटा रेलवे को उठाना पड़ता है। आपरेंटिंग कास्ट जो है यह इसके लिये मुख्य रूप से जिम्मेदार है। अन्-इकोनोमिक लाइनों के लिये भी रेलवे बोर्ड सीधा कहता है कि ये लाइने अन्-इकोनोमिक हैं। मैं पूछना चाहता हूँ क्यों उनका खर्चा आमदनी से ज्यादा है और खर्चा घटाने की आपकी ओर से कोशिश की जाय, इसकी ओर ध्यान नहीं दिया गया है। मैं चाहता हूँ कि आप अपने अनावश्यक खर्चों को कम करें।

[श्री नागेश्वर प्रसाद शाही]

मैं मंत्री महोदय का ध्यान इस बात की तरफ भी दिलाना चाहता हूँ कि रेलवे बोर्ड के द्वारा एक नये शब्द का भी बारबार प्रयोग किया जाता है। यह शब्द है "सोशियल वर्डन"। यह सही है कि रेलवे को सोशियल वर्डन भी उठाना पड़ता है और हमारी रेलवेज इसको उठा भी रही हैं। लेकिन सोशियल वर्डन की आड़ में यह कहना कि इसके कारण रेलवेज को बहुत अधिक काम करना पड़ता है, सही नहीं है। श्रीमन्, आप जानते हैं कि कोई भी उद्योग जो घाटे में जाता है उसके लिए कोई न कोई बहाना बनाया जाता है। हमारे देश में दो साल पहले वगनों की जो शॉर्टेज चलती थी उसके लिए एक बड़िया बहाना यह बनाया जाता था कि वेस्ट बंगाल के अन्दर क्राइमिज है। वहाँ से कोई वेगन लौट कर नहीं आते हैं। हर सवाल का एक ही जवाब होता था कि सारे वेगन वेस्ट बंगाल में जाम हो जाते हैं। उसके बाद जब हड़ताल का दौर चला तो रेलवे ने एक अच्छा बहाना ढूँढ लिया कि हड़ताल चल रही है, इसकी वजह से वेगनस प्राप्त नहीं होते हैं। लेकिन आज जब कि सब कुछ दुरुस्त है और आप कहते हैं कि हमने इतनी तरक्की कर ली है, लेकिन मैं कहना चाहता हूँ कि ऐसी हालत के अन्दर आपको जितनी तरक्की करनी चाहिए थी उतनी आपने नहीं की है।

श्रीमन्, दूसरी बात में रेलों के टाइम के बारे में कहना चाहता हूँ। जैसा अभी मेरे पूर्व वक्ता ने जिक्र किया, रेलवे बोर्ड ने अपनी क्षमता को छिपाने के लिए एक बड़िया फारमूला इवोल्व किया कि हर छः घंटे के ऊपर एक घंटा और जोड़ दिया जाय। अगर रेल या ट्रेन का रनिंग टाइम 6 घंटे का

है तो उसको 7 घंटे कर दिया जाय ताकि अगर ट्रेन एक घंटा लेट हो तो वह एक घंटा लेट रिकार्ड न हो सके। यह फारमूला जब स्वर्गीय लाल बहादुर शास्त्री जी रेल मंत्री थे उस वक्त अपनाया गया था। उस समय ट्रेनें बहुत लेट चलती थीं और इस बारे में संसद् में काफी हल्ला होता था। ऐसी स्थिति में रेलवे बोर्ड ने एक अच्छा फारमूला इवोल्व कर लिया और कहा कि हर 6 घंटे के बाद एक घंटे का मारजिन और रख दिया जाय। अगर किसी ट्रेन का रनिंग टाइम 12 घंटे का हो तो उसके पहुंचने का टाइम 14 घंटे कर दिया जाय ताकि ट्रेन के लेट होने पर उसका लेट होना पेपर पर रिकार्ड न हो सके। यह फारमूला अभी तक कायम किया हुआ है। मैं समझता हूँ कि रेलवे बोर्ड ने जान-बूझ कर अपनी क्षमता, अयोग्यता और इनएफिमिण्टी को छपाने के लिए इस प्रकार का फारमूला अभी तक कायम किया हुआ है। इस संबंध में मैं एक उदाहरण देना चाहता हूँ। गोरखपुर से लखनऊ को एक मेल ट्रेन चलती है। इसकी गोरखपुर से लखनऊ तक पहुंचने में 6 घंटे का समय लगता है। अब वहाँ पर डिजल इंजिन दिया गया है। लेकिन डीजल इंजिन लगाने के बाद उसका रनिंग टाइम $6\frac{1}{2}$ घंटे का हो गया है। इसके विपरीत गोरखपुर और लखनऊ के बीच में डेढ़ सौ मील की दूरी है और टेक्सी से इस दूरी को तय करने में लगभग चार घंटे का समय लगता है। कोई आदमी जो टेक्सी से जाता है वह चार घंटे में पहुंच जाता है, लेकिन मेल ट्रेन को पहुंचने में साढ़े छः घंटे लगते हैं। इस प्रकार की टाइमिंग की व्यवस्था आपकी है। आजकल ट्रेनों के पहुंचने में कुछ सुधार आवश्यक हुआ है, लेकिन जब ट्रेनी स्टेशन के नजदीक पहुंच जाती हैं तो उनको आउटरसिगनल

पर खड़ा रखा जाता है। मद्रास से आने वाली जी० टी० ट्रेन निजामुद्दीन स्टेशन पर खड़ी रहती है। मैं समझता हूँ कि इस प्रकार की व्यवस्था भी रेलवे की अर्थ व्यवस्था को कमजोर करती है।

श्रीमन्, रेल के लोकोमोटिव और कोच बनाने के 3 कारखाने देश में हैं— वारणासी में, चित्तूरजन में और पेरंबूर में। उनका फुल यूटिलाइजेशन नहीं होता है, उनकी पूरी कैपसिटी का, पूरी क्षमता का उपयोग नहीं होता। यह एक एडीशनल फैक्टर है रेलवे की अर्थ-व्यवस्था को धक्का देने का। आप अपने कारखानों का पूरा इस्तेमाल क्यों नहीं करते, उनकी फुल कैपसिटी को पूरी तरह यूटिलाइज क्यों नहीं करते?

बाज्र समय कहा गया है कि अलार्म चेन्स का दुरुपयोग बहुत कम हो गया, और उसके लिए आपने इमरजेंसी को श्रेय दिया है। इमरजेंसी को जरूर श्रेय है उसके लिए, मगर आपने कौन सा कदम उठाया है अलार्म चेन के दुरुपयोग को कम करने का? इमरजेंसी हमेशा तो नहीं रहेगी। जो फायदा आज इमरजेंसी से है उसको उठा लीजिए मगर इमरजेंसी ऐसा फ्रेज नहीं है जो हमेशा देश में बरकरार रहे। साल भर बाद, 2 साल बाद इमरजेंसी समाप्त होगी। उस समय के लिए आप कौन सी स्थायी व्यवस्था सोच रहे हैं? रेलवे ने कौन सा इंतजाम किया है अलार्म चेन्स का दुरुपयोग समाप्त करने के लिए? आपकी ओर से कोई व्यवस्था नहीं हुई है।

रेल में डकैतियां बढ़ती जा रही है। अभी उत्तर प्रदेश में इलाहाबाद रीजन में पिछले साल, इस साल भी, रेल में भारी डकैतियां हुई हैं, मुसाफिरों की जाने भी गई हैं। श्रीमन्,

इसका सबसे दुखद आस्पेक्ट यह है कि इन रेल डकैतियों में जाच के बाद यह नज़र आया कि कुछ रेल डकैतियां आर० पी० एफ० और पुलिस के जवानों के द्वारा डाली गई थी। इलाहाबाद के पास पिछले साल जो रेल डकैती पड़ी थी उसमें जाच के बाद नतीजा निकला कि इन डकैतियों में पुलिस और आर० पी० एफ० के जवान भी शामिल थे, और कुछ स्टैंडट्स भी थे। यह आंख मूद कर आर० पी० एफ० की तादाद बढ़ा कर उनका सही इस्तेमाल क्यों नहीं हो रहा है? वे अपने समय का प्रयोग कर रहे हैं डकैतियों को डालने में। आपको आश्चर्य होगा श्रीमन्, आर० पी० एफ० के जवानों का भी उपयोग ठीक उसी ढंग से हो रहा है जिस तरह से पुलिस का उपयोग होता है। आर० पी० एफ० के अफसरों के बंगलों पर चार-चार पांच-पांच जवान पहरा देने के लिए खड़े रहते हैं; उनके घर में भैंस हैं तो भैंस दुहने के लिए खड़े रहते हैं, उनकी भैंस के लिए घास लाने के लिए खड़े रहते हैं, उनके घर की सेवा करने के लिए खड़े रहते हैं। जो दुरुपयोग पुलिस के जवानों का होता था वह दुरुपयोग आर० पी० एफ० के जवानों का हो रहा है। रेलवे के अधिकारियों और आर० पी० एफ० के अधिकारियों के बंगलों पर आर० पी० एफ० के जवान उनकी घरेलू सेवा करने में उपयोग किए जाते हैं। इस आधार पर यह जो 15-16 करोड़ रु० आर० पी० एफ० के ऊपर खर्चा हो रहा है उसका दुरुपयोग हो रहा है।

(Time bell rings.)

उपसभापति जी, मैं थोड़ा और समय लूंगा। पिछले हड़ताल के बाद "लायल" और "डिस्लायल" ये शब्द निकल गए। जो हड़ताल किए वे डिस्लायल और जो हड़ताल नहीं किए

[श्री नागेश्वर प्रसाद शाही]

वे लायन। इस लायल और डिसलायल की आड़ में क्या क्या करामात हो रही है वह कहने की बात नहीं।

लायल लोगों के वार्डम को नौकरी देने के बहाने से ऐसे लोगों को नौकरी दे दी गई है जिनका कहीं से कोई भी सम्बन्ध उनसे नहीं था। यह जरूर है कि ऊपर के लोगों को इस बात की जानकारी नहीं हो सकी, लेकिन इस तरह की बात बड़े स्केल पर की गई और लायल लोगों के नाम पर ऐसे लोगों की घोषणा की गई जिनका कोई सम्बन्ध नहीं था। यह नजरिया दिमाग से निकाल देना चाहिए कि जो लोग हड़ताल करते हैं वे डिसलायल हैं। अभी तक आपने इस कानून को नहीं बदला है कि वर्क्स को बारगेन करने का अधिकार है। इसलिए केवल हड़ताल कर देने से कोई डिसलायल नहीं हो सकता है और यह भावना दिमाग में नहीं रहनी चाहिए।

श्रीमन्, कर्मचारियों के हिसाब से अधिकारियों की संख्या बढ़ी है और इस बात को तसलीम नहीं किया जाता है। सुपरविजन के नाम पर अधिकारियों की तादाद इतनी ज्यादा बढ़ा दी गई है कि वे भी एक फैक्टर हो गए हैं आपरेंटिंग एक्सपेंसेज को बढ़ाने में।

आखिरी में, मैं रेलवे बोर्ड और रेलवे मंत्रालय का ध्यान इस बात की ओर दिलाना चाहता हूँ कि वे पिछड़े क्षेत्रों के साथ किस तरह का व्यवहार कर रहे हैं? बाराबंकी-समस्तीपुर मीटर गेज लाइन को ब्राडगेज लाइन में बदलने के लिए रेलवे बोर्ड ने 31 मार्च 1976 का टारगेट तय किया था और यह वादा किया था कि इस समय में यह कार्य पूरा हो जाएगा, लेकिन आज हालत यह है कि आधा काम भी पूरा नहीं हो पाया है। श्रीमन्, इसका ओरीजनल इस्टीमेट 41 करोड़ रुपए का था। क्योंकि यह काम पूरा समय पर नहीं किया गया इसलिए इसका इस्टीमेट 47 करोड़ 12 लाख रुपया कर दिया गया।

आज भी हम कितनी दूर हैं इसकी कोई सीमा नहीं है और इस बजट में भी केवल 9 करोड़ रुपया ही मजूर किया गया है और 16 करोड़ रुपया बाकी छोड़ दिया गया है। मेरा तो अपना ख्याल है 1980 से पहिले यह प्रोजेक्ट कम्प्लीट नहीं होगा और इसका इस्टीमेट बढ़कर 60 करोड़ रुपया हो जाएगा। इस तरह से कैपिटल कास्ट हर एक प्रोजेक्ट की बढ़ाने के बाद जब डिविडेन्ड देने की बात आती है तो आप कहते हैं कि डिविडेन्ड बहुत ज्यादा है और आखिर में जाकर घाटे का रूप ले लेता है। मैं रेल मंत्री जी से निवेदन करना चाहता हूँ कि इस प्रोजेक्ट को इस साल के आखिर तक यानी मार्च 1977 तक पूरा करने की कोशिश की जाय और 16 करोड़ रुपया दूसरी मर्गों से खींचकर इसमें पूरा किया जाय।

मैं एक बात और निवेदन करना चाहता हूँ और वह यह है कि स्वर्गीय रेलमंत्री श्री मिश्र ने यह वादा किया था कि बगाह छितौनी रेलवे लाइन को पूरा किया जाएगा, लेकिन अभी तक उस वादे को पूरा करने का प्रयास नहीं किया जा रहा है।

इसके लिए श्रीमन्, 6 करोड़ 59 लाख का ऐस्टीमेट है। 6 करोड़ 59 लाख में से केवल 15 लाख रुपए संक्शन किए गए हैं। इस हिसाब से कितने वर्ष लगेंगे यह कहना कठिन है। हमारे ख्याल में 1990 तक इसके पूरे होने की बात नहीं हो सकती है। इस हिसाब से श्रीमन् पिछड़े इलाके की ओर इस बजट में कोई ध्यान नहीं दिया गया है और मैं रेल मंत्री जी से प्रार्थना करूंगा कि अगर वह चाहते हैं कि रेल की अर्थ-व्यवस्था ठीक हो तो इस तरह का लांग पीरियड जो होता है उससे घाटे की मात्रा और बढ़ती है। प्रोजेक्ट्स को टाइमली कम्प्लीट करके घाटे को कम किया जा सकता है।

इतना ही निवेदन मुझे करना है। धन्यवाद।

SHRI HAMID ALI SCHAMNAD (Kerala): Mr. Deputy Chairman, Sir, at the outset let me express my sense of appreciation for having left out the second class passengers from further taxation. At the same time, I request that the second class fare be further reduced, at least for short distances because the common man would generally travel by train and he feels that the train fare is a little higher than what he can bear today.

Now, we have got the Railway Board at the helm of affairs of the Railway Ministry. I do not understand why this Railway Board is there. Is it not a big white elephant with a band of officers who are getting fat allowances and fat salaries? I do not know whether instead of having these members on the Railway Board we cannot have a Chief Secretary in charge of the railways. Government should think it seriously and see whether it can be replaced or abolished and the Ministry, like any other Ministry in the Secretariat, takes over the railway directly under them. They could consider this practical aspect. Today, you see, the Railway Board is a hurdle in moving files. Things do not move in the Railway Board. Many technical difficulties are being created. And all these things could be avoided if the Railway Board is either abolished or replaced. The Government should see that the entire department runs under the Railway Ministry, under the Chief Secretary and under other officers, as it is being done in other Ministries. Take for example, the Ministry of Industry. Many industries are there in India but they do not have a separate Board for all these industries. Similarly, Railways is the biggest industry of the country and this could be brought under one Ministry. So, I request the Minister to consider this aspect.

Sir, it is true that there is normalcy today in the Railway Department and the working class is working peacefully. It is also true that practically there is a peaceful atmosphere among the railway workers but at the same time we cannot say that they are all satisfied with the remuneration that they are getting and they are satisfied with the amenities and facilities that have been provided to them.

The peaceful atmosphere is prevailing firstly because of the emergency proclaimed in the country. The Minister also pointed out that because of the emergency the peaceful atmosphere was there among the railway workers, but the Government should make use of this emergency and see that the grievances of the workers are meted out without their crying for the same. Their demands for bonus, removal of disparities among the working classes and things like that should be considered well in time before they think of going on strike. The Government should themselves take initiative and see to their genuine, *bona fide* and reasonable demands are meted out without their asking or crying for the same. That would be really graceful on the part of the Government if they did it during the period of emergency itself.

1.00 Sir, during the time of the last P.M. strike, the historic strike, in the country—of course the strike was a failure, we know—many people were thrown out of service. Now many of them have been taken back, but even now there are hundreds of them who are being victimised and they are not being taken back. I would request the Government and the Railway Minister to rise to the occasion and see that all of them are taken back in service.

As far as the planning of the Railway Ministry with regard to chalking out of new railway lines—surveying new railway lines and drawing up new railway links—is concerned, after Independence, since 1947, till this year, we find that the progress has been very slow. Beyond what the Britishers had done during their regime, after Independence we have not achieved all that we should have achieved. Even today, many of the Southern States have not been connected with Delhi via the shortest route. As a matter of fact, there should have been a railway link right from Trivandrum to Delhi, or from Mangalore and Bangalore to Delhi via the shortest route. That is not being planned; that is not being done. On the other hand, if Mangalore and Bombay were connected by railway link—it would be a distance of about 400 to 500 miles

[Shri Hamid Ali Schamnad]

via Goa—then we would have connected the Southern States with the Northern States. The distance between Delhi and Mangalore *via* Bombay would have been cut down by about 500 miles. Now, we have first to go all the way to Madras and then from Madras to Mangalore. Now, for example, the plane fare from Madras to Delhi is Rs. 525. From Delhi to Mangalore also it is almost the same—Rs. 565 or Rs. 560, round about that. So, that shows that from Delhi to Mangalore and from Delhi to Madras the distances are the same. If a person has to go to Mangalore, he has to go *via* Madras. So he takes a circuitous route. That is because of the interest each Minister takes for his own region. It would have been better to work in national interest, to connect the Southern-most States with the Northern States and Delhi. This should have come about by now. Now, Konkan railway survey is going on, I am told. That should be speeded up and they should take up the construction work as early as possible; they should consider this as a national railway link.

Sir, I may also draw the attention of the Railway Minister to another railway link. There the Government is bungling; the Railway Board is definitely bungling. The railway link between Hassan and Mangalore is not going to be much useful even after it is completed. After all, between Hassan and Mangalore the distance is only 100 miles—round about that. Now you have a proposal for a metre-gauge railway link in this section. It would take hours to reach Mangalore from Hassan by this metre-gauge. On the other hand, if you had the broad-gauge line then you would have connected Madras to Bangalore and Bangalore to Mangalore. So you would have connected the Southern States to Madras and Mangalore if you had constructed a broad-gauge railway link between Hassan and Mangalore.

SHRI B. RACHAIAH (Karnataka): Even now you can do it; it is not too late.

SHRI HAMID ALI SCHAMNAD: The former Minister of Karnataka Government is also there. Even the Karnataka Government did not press the

matter with the Railways to convert it into broad-gauge; otherwise, they would have taken it up. Even if you had delayed it for another five years, one could have hoped that after five years one could go from Madras to Mangalore by train by the shortest distance, he need not go *via* Shoranur and Kozhikode. Now, the utility of this Hassan-Mangalore line would not be very much. Anyhow, I appeal to the Railway Ministry to complete this work which they have started and later on they can take up the broad-gauge conversion so that the Southern States are connected.

MR. DEPUTY CHAIRMAN: How long will you take?

SHRI HAMID ALI SCHAMNAD: There are four or five points more.

MR. DEPUTY CHAIRMAN: Then you can continue after lunch.

The House stands adjourned till 2.30 P.M.

The House then adjourned for lunch at seven minutes past one of the clock.

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

MR. DEPUTY CHAIRMAN: Mr. Schamnad, you may continue your speech.

SHRI HAMID ALI SCHAMNAD: Mr. Deputy Chairman, Sir, I was saying that because of lack of planning, many of the lines that have been drawn to connect different parts of the country are not of national importance. In that connection only I mentioned the Hassan-Mangalore line which is in the metre-gauge. Sir, the distance between Mangalore and Bangalore is only 220 miles and a metre-gauge line would be uneconomic because nobody would travel from Mangalore to Bangalore by train as it would take more than 12 hours, whereas buses are running between the two cities and within five hours one can go from Mangalore to Bangalore. On the other hand, if there

had been a broad-gauge line, it would have been more useful and more popular and Madras, Bangalore and Mangalore would have been connected by the shortest distance. As I suggested earlier, you may kindly convert this line into broad-gauge even though the work may be delayed.

Another important line to which I would like to draw the attention of the Railway Ministry is the Bangalore-Hyderabad line. Today we have got a metre-gauge line between Bangalore and Hyderabad. If you convert this metre-gauge line between Hyderabad and Bangalore into broad-gauge, then Delhi and Bangalore would be connected by the shortest distance. Now if you want to go from Delhi to Bangalore, you will have to go all the way to Madras and then from Madras via Arkonam to Bangalore. The shortest distance will be from Delhi to Hyderabad and then from Hyderabad to Bangalore. So the metre-gauge line between Hyderabad and Bangalore should be converted into broad-gauge. I am suggesting this not from the point of view of regional importance but from the point of view of national importance, so that Delhi is connected with every State capital.

Then, coming to my own State, the Quilon-Cochin line has been converted into broad-gauge on the Trivandrum-Cochin section. But you have not yet started direct trains from Mangalore to Quilon. If one has to go to Quilon from Mangalore, one has to get down at Ernakulam, change to another train and then proceed to Quilon. I request the Minister to see that the present Malabar Express, the Mangalore-Cochin Express, is kindly extended to Quilon so that the people's hardship may be lessened. The work on the conversion of the Quilon-Trivandrum line into broad-gauge is slow. I had been to Trivandrum a few days back and I found that this would take so many months, if not years, even though the Minister promised that within six months the work would be completed and direct train would be run between Trivandrum and Mangalore. I would appeal to the Railway Minister to see that the work is speeded up.

The Delhi-Cochin Jayanti Janata does not have adequate facilities for the pas-

sengers. When this train was introduced, the then Railway Minister, Shri T. A. Pai, had said that even newspapers would be supplied to the passengers. The passengers from Delhi to Mangalore and Delhi to Cochin have to spend three days in this train. Probably this is the longest possible train. Toilet facilities provided to the passengers are not adequate compared to the facilities available in some other trains. This should be looked into.

The Railway Ministers had promised the introduction of a speedier train between Delhi and Madras. This should be a non-stop train as the Rajdhani Express running between Delhi and Calcutta; and Delhi and Bombay. You may call it by any name. But this should be a non-stop train. The Rajdhani type of trains may not be much useful for the common man. The NGOs and others who come here cannot afford to travel by Rajdhani. I do not say that it should be an air-conditioned train. All that I say is that it should be a non-stop, speedy train, so that the passengers can save time. I hope the Railway Minister and the Railway Board will consider this suggestion.

The amenities being given to the second class passengers either in the trains or in the waiting rooms are not sufficient. You may go to any railway station and you will realise the facilities are not adequate. This also may be considered by the Railway Minister.

Now you have a bogey from Cochin to Howrah. But this facility is not available to people who want to go to Calcutta from Mangalore. There are good number of people going to Calcutta from Mangalore, Calicut, Vadagara, Tellicherry and Cannanore. A similar bogey may be attached to Mangalore-Madras Mail starting from Mangalore so that people from that part of the country can go to Calcutta. This suggestion may also be looked into.

Cochin-Bombay train is becoming very popular. But this runs only once a week. There should be at least three trains in a week between Cochin and Bombay. This suggestion may also be kindly considered.

Even during the British days a survey was conducted on Mysore-Tellicherry line.

[Shri Hamid Ali Schamnad]

I do not know what has happened to it. I read in the paper that the Railway Minister said in the Lok Sabha that they are not going to take up this line. I would request the Railway Minister to take up this line because for people in Virajpet and Coorg, Tellicherry is the nearest railway station and therefore this should be connected with Mysore.

Coming to security and thefts in the trains, I would like to say that theft is rampant in trains. I would like to give one example. An hon. Member of this House, Shri Khaja Mohideen, was travelling from Delhi to Madras. On the way, all his articles worth about Rs. 1,000 or even more were removed during mid-night. This was the experience of an hon. Member of this House. Sometimes, even some of the railway employees may have some connections with these thefts committed by unsocial elements. That may kindly be looked into.

Then, Sir, decentralisation of power and authority is absolutely necessary for taking immediate decisions. Each Zone should have enough powers and authority. Take, for example, the Southern Zone at Madras. They should have enough powers and authority so that it can take quick decisions. In financial matters, up to a certain amount, Sir, they should be given full powers and if there is this kind of decentralisation of power and authority, then they would be able to take decisions quickly and the work in the railways will be done speedily.

Then, there is another very important thing though I am mentioning it last and it is the question of representation given to the Harijans and other backward communities. As far as the Harijans and the other backward communities are concerned—my friend Shri Kumbhare is there now to speak about them. Then, Sir, there is also another community coming under the category of O.B.C., that is, Other Backward Communities, to which I would like to refer now. The Muslims in India are in a minority and they are also the most backward community in India. What is the place they are having in the railways today? You have got about 35 lakhs of employees in the railways, not one or two, but 35 lakhs, in this biggest

public sector undertaking run by the Government.

SHRI KHURSHED ALAM KHAN:
Sir, I do not agree with the statement that they are the most backward community.

SHRI HAMID ALI SCHAMNAD:
they are the most backward people . .

SHRI N. H. KHUMBHARE: The whole country is backward.

SHRI HAMID ALI SCHAMNAD:
What I say is that they are the most backward people and you cannot find due representation for them in the railways. The Kerala Government has declared the Muslim community to be a Backward community. Now, considering the size of their population, how many of them are in the government service? Can you tell me, with facts and figures, as to how many of them are in service, how many of them are educated, how many Muslim women are graduates, how many Muslim women are matriculates, how many Muslim women are employed and so on? I say that they are very backward educationally. So, the entire community is backward so far as their position in services and jobs is concerned. But, culturally, Sir, they are not backward and they are very forward and I do admit that. But, with regard to their position in government service and other kinds of employment, they are very backward. You can examine this issue also. If the honourable Minister and if the Government of India are able to say that out of the 35 lakhs of railway employees so many Muslims are there and if they can say this with facts and figures, I would be satisfied. Of course, you can ask me: "Why are you talking in communal terms or from a communal angle? Is recruitment made on a communal basis? No. It is made on the basis of merit." I do admit this that it is not made on a communal basis, but is made on the basis of merit. But the difficulty is that in every walk of life, in every department of the Government, this community is not getting its rightful place. If you can say that at least in some departments of the government or in some other walks of life they have got a place, they have got their share more than what is due to them according to the size of their population, I will be satisfied. But you are not able to say

so. So, in every walk of life you will find this community to be lagging behind and that is why I say that it is a backward community.

MR. DEPUTY CHAIRMAN: Please wind up now.

SHRI HAMID ALI SCHAMNAD: Sir, if the nation is to progress, it is necessary that all the communities are equal. When a bullock cart goes in the street, both the bullocks must be of equal strength and then only the cart will go smoothly. That is the natural law. So also, Sir, for the progress of a nation, all its communities should be equal in all walks of life and should have their due place. But I can definitely say that Shrimati Indira Gandhi is doing her best to improve the lot of this community and I have no doubt about that. But, at the same time, I would like to tell the Government that they should do much better so that this community also gets its due place in the railway sector and I would appeal to the honourable Railway Minister to consider this aspect also and see that this community gets its due share in the railway sector.

MR. DEPUTY CHAIRMAN: Please wind up now.

SHRI HAMID ALI SCHAMNAD : Only one word of praise for the Railways, Sir.

Sir, the Railways are very prompt in replying and they are not like the other Departments of the Government. If you write a letter to the Railway Minister, immediately you get a reply and I must admit that. But I would be happy if they also say that our suggestions are being considered or complaints are being looked into. But it is not so. Most of their replies are only negative replies. My only request to them is to reply to us saying that our suggestions are accepted. I am very grateful to them for the politeness they show in replying to us. The other Departments are not so responsive and, as such, Sir, the Railways deserve this word of praise. Thank you, Sir.

SHRI H S NARASIAH (Karnataka): Mr. Deputy Chairman, Sir, we are very happy to see and note that the Railways

have emerged out of the tunnel and that its finances have come out of the red and that the Budget is a surplus one. But, then, Sir, the traction of the Railways is beset not with one tunnel, but with so many other tunnels and it has to pass through so many other problems, each giving rise to a very serious consideration.

I shall start with the problem of conversion of its gauges. Though the Ministry of Railways have accepted this principle of conversion of the multi-gauge system into a unigauge one long ago, much progress has not been made so far as this conversion is concerned. We see, Sir, that nearly 25,550 km of metre gauge still remains in this country to be converted, and 4,476 km of narrow gauge still remains to be converted. Sir, the multiplicity of gauges has admittedly given rise to innumerable bottlenecks and delays in transshipment, with the result that a number of pilferages, damages and losses have arisen to the Railways. Sir, on account of damages to the goods, losses to the tune of nearly Rs. 17 crores have to be paid, according to the figures given last year. All this has arisen out of a lack of policy to expedite this conversion. Sir, if this amount had been invested on new lines and conversion of existing lines, this colossal amount of Rs. 17 crores could have been saved. This is rather a serious problem with the Railways which, I say, is in the nature of a tunnel through which it is passing, and it has to tackle it very efficiently.

The second aspect of the problem which I want to stress is the question of dieselisation. Sir, it is admitted on all hands that steam locomotion is technologically very inferior to diesel or electrical locomotion—very many aspects. Diesel locomotion is described as four times more effective than steam locomotion. But still we find that long-distance trains are being hauled by steam locomotive. And we find goods trains are getting the benefit of diesel engines. When we question about this, they say that the goods trains earn more and the passenger trains earn less. But the question is whether the health of the citizens of the country is more important for the Railway Board than earning some pice on the goods traffic. I would

[Shri H. S. Narasiah]

put it that health must be considered more important.

Sir, the third point which I would like to stress for the consideration of the Railway Administration is the question of electrification. It is admitted, Sir, that electrification is the best answer for providing the cheapest, the most comfortable and pollution-free transportation in all the over crowded, metropolitan areas and also for long-distance travel. Besides, diesel oil consumption can be saved. Particularly in oil crisis it saves crores of rupees of foreign exchange. The cherished goal of electrification of arterial routes, connecting major cities like Bombay, Calcutta, Delhi and Madras between themselves and these with the capital of Delhi, remains to be realised. This is a matter of national economy. This has been done and this is being done in very many advanced countries like Russia and France. This is a matter which I stress, must be taken into serious consideration by the Railway administration.

Sir, one other big bottleneck that stands in the way of developmental programmes and expansion plans is the colossal indebtedness of the Railway finances to the General Revenues of our Exchequer. This has been accumulating year after year and in the year 1974-75 it stood at the highest level of nearly Rs. 379 crores. This causes a rather grave concern for the health of the finances of the railways acting as a deterrent on the aspirations and ambitions for expansion, development of new lines and various other programmes like electrification, dieselisation and so on.

Sir, there is another aspect which needs consideration and this has been referred to by the previous speakers as well. It is about the train accidents. It has been admitted that failure of the human element is the largest single factor for railway accidents. No doubt, one may point out that our railway system is the second largest system in the world, the largest on the Asian soil and the biggest public enterprise on the Indian soil with a staff of nearly a million and a half and keeping this in mind the railway accidents that have taken place are few. I do not agree to this. I find that these accidents are mounting year after year. I gather from the statistics that in the year 1975,

1,500 railway accidents have taken place with all the best equipment and safety measures. This is rather a serious problem involving human life and loss of limb and property. This requires very series consideration.

Sir, crimes and anti-social elements are also on the increase on the railways. Huge losses are being incurred in the form of thefts and pilferages. I am surprised to find that among the arrests that have been made, several hundred thousands are the railway employees themselves. Many of them are R. P. F. personnel also. This is rather a serious matter. This calls for the toning up of the administration and a better vigil over the conduct of these personnel. Serious steps must be taken to stop all this. Of late, there are a number of dacoities in the railways involving loss of life and limb. Safety of the passengers should be the prime consideration of the railway administration.

Sir, from the national scene of so many defects in the railway administration, I now come, with your kind permission, to the State level and particularly to my State, the State of Karnataka from which I come. I must say that the performance of the railways so far as my State is concerned is rather deplorable and dismal. There has been absolutely no development worth the name. The development of the railway system in Karnataka is far from satisfactory. The existing railway route is far below the national average with the result that the increase in road transport has been phenomenal in the State and it will pose a serious problem for the future of the railway development so far as the State of Karnataka is concerned. So far as the all-India figure is concerned, the railway route kilometre per million population is 53.60 whereas in the case of Karnataka it is only 15.95. Similarly, the all-India figure for the railway route kilometre for 10,000 square kilometres is 89.70 whereas it is only 24.30 for Karnataka. It can be safely asserted, as I said last time also that Karnataka has been neglected in the matter of railway development and, if I may say so, it is receiving step-motherly treatment. Repeated representations by interested organisations, editorials in Press and various other criticisms have so far failed to evince any satisfactory response. Sir, I will once again

stress the imperative needs of these three crores of people and the demand of the State Government in the matter of priorities for railway projects so far as my State concerned. I repeat them and I reiterate them once again on this occasion so that at least now or in the near future, the Railway administration may take note of them. So far as the construction of new lines is concerned, I may bring to the notice of the Railway administration the following: About the broad gauge line from Hubli to Karwar, the survey report has been examined. The distance is only 149 km. It remains at a standstill and no progress is indicated. About the Chamarajnagar-Satyamangalam-Coimbatore railway line, a survey has been made but there is no further development. About the Kottur-Harihar railway line, the distance is only 177 kms. Regarding the Yeshwantnagar-Chitradurga railway line, a survey has been made and the report has been considered but no action was taken. The Rayadurga-Chitradurga railway line is of 95 kms. A survey has been made, the report was considered but no further action was taken. For the extension of the railway line to Honnanur, a survey has been made. The report was considered but no further action was taken. About the railway line from Miraj to Bagalkot, not even a survey has been conducted. So also in the case of the railway line from Rayadurga to Banavar via Hiriya. About the railway line to connect Bellary with Gulbarga via Siruguppa, Sindhanur, Lingsugur, Shahpur and Surpur, not even a survey has been made for the construction of the railway line. For the construction of a railway line from Kuduchi to Raichur via Jamkhandi, (Jamkhandi is the place from where our hon. Vice-President comes) Bilgi, Bagalkot, Hungunur and Lingsugur, not even a survey has been made.

Sir, the doubling of the broad gauge railway line from Sholapur to Wadi is still under examination by the South Central Railway. Extension of the Konkan railway line from Solapur to Wadi is still being considered. Sir, these are the new lines which have been repeatedly demanded by the people of Karnataka, their Government and various representative organisations, but I am sorry to say that no interest is evinced in these lines.

Then, Sir, there is the question of conversion of the existing metre gauge system. The whole State suffers for want of sufficient broad gauge, and the total metre gauge is so low that as I said previously, the road traffic has developed most phenomenally in the State of Karnataka. Sir, in the matter of conversion, we have been repeatedly demanding that the line between Bangalore and Mysore should be converted immediately. In respect of this line, Sir, every aid has been promised by the State Government—land, water, power, sleepers, and even the losses are to be written off so far as the State Government is concerned. Yet we find time and again that no action is being taken but mere promises are being given. We demanded the conversion of Miraj-Hubli, Sholapur-Hubli, Hubli-Hospet and Hassan-Bangalore railway lines, but no action is being taken. Sir, the Hassan-Mangalore railway line is a metre gauge line. If it is not going to be converted into a broad gauge line, it is not going to be a successful line, and this point has also been stressed by the previous speaker. Sir, Bangalore-Bowringpet line is a narrow gauge line, and we have been requesting for its conversion. But we find that there has been a cancellation of the existing line. Sir, there is a demand for the diversion of the railway line from Miraj to Londa via Gokak. People have been demanding it and we have also been insisting upon it. It should also be taken into consideration.

Lastly, Sir, a circular railway line in and around Bangalore city and an underground railway line to Bangalore city are being considered by the metropolitan transport team of the Planning Commission, and I hope that they will be in a position to support the project.

3.00 P.M.

Sir, priorities for conversion, so far as I could list them once again, would be Bangalore-Mysore line, Hubli-Hospet line, Hubli-Bangalkot line, Hubli-Londa-Marmagao line, Londa-Miraj line and Bangalore-Harihar line. The following meter-gauge lines could be taken up later on, namely, Talaguppa-Birur, Mysore-Arisikere, Hasan-Mangalore. The

[Shri H. S. Narasiah]
narrow-gauge lines Chikjajur-Chitradurga, Mysore-Chamrajnagar and Bagalkot-Hotgi, may be taken up thereafter.

Sir, in general, I would say that the decade under the dynamic leadership of the Prime Minister, Shrimati Indira Gandhi, has consolidated the position of Indian railways. The declaration of emergency has infused a better health in the functioning of the railways. Extensive leakages have no doubt been stopped. Unauthorised chain-pulling has been reduced. Punctuality in the running of trains has improved. Pilferages have been brought under greater vigilance. Several hundreds of corrupt officials have been dealt with. The 20-point programme of the Prime Minister, so far as the railways are concerned, has been implemented in the sense that co-operative credit societies are getting expanded, the number of apprentices taken by the railways is being doubled from 6,000 to 12,000 and shop councils in production units are being formed. As nation's premier carriers, the railways are coming up to the nation's expectations. I congratulate the Railway Minister. Thank you.

SHRI NABIN CHANDRA BURAGOHAIN (Assam): Sir, I welcome the Railway Budget proposed by the Railway Minister, Shri Kamalapati Tripathi. It is gratifying to know that the railway department has received improvement in all the areas. I would like to mention some of the notable achievements, namely, the registration of railway wagons has decreased, loading of coal has improved, turn-round wagon-time has decreased, pilferages and thefts have been reduced and ticket-less travel is checked. These are really very very wonderful jobs which the railways have done after a long time. It is also very encouraging to know that about Rs. 2 crores have been recovered in the shape of fines from these offenders, particularly ticket-less travellers.

The freight traffic during 1975-76 is expected to be of the order of 214 million tonnes. It is really a record. It is four million tonnes more than the expected quantity. After a long period of darkness the railways have seen on iota of light. It has not yet seen full light and I hope

that it will accelerate its pace to achieve full light.

Sir, a question has been raised—one was raised in the Lok Sabha also—whether the productive units of the railways, namely, the Integral Coach Factory at Perambur, the Diesel Locomotive Works at Banaras and Chittaranjan Locomotive Works should not be converted into independent or autonomous corporations. I find from the records that these units have been doing very good work. These units are not only meeting the requirements of the Indian Railways but they are also capable of exporting locomotive and coaches to foreign countries. Fifteen locomotives were exported this year to Tanzania. Spare parts are one of the constraints that we find. Mr. Shahi, one of the previous speakers, raised the point of spare parts and said that large quantities of spare parts are dumped and are not utilised properly. I feel that production of spare parts in large quantities is very essential. Now, the Arab countries want our help for improvements in the railways and also several other countries in the East, like Malaysia, Indonesia etc., do need our help. African countries also need our help. The problem before us is that our production units, though they are able to utilise their full capacity, are not utilising it for want of orders. These Arab countries which are very rich, want to lay railway lines in their countries as early as possible and they cannot afford to wait for long for supply of locomotive and other implements from India. Therefore, we must exploit that situation. We should be ready to supply their needs. I suggest that spare parts which are not being produced in full in our country should be produced now and dumped ahead of time so that we are in a position to meet the demands of other countries immediately. For example, eleven per cent of the cost of a broad gauge locomotive was accounted for by imported components. Now, what are these components? They are pistons, piston rings, crank shafts etc. These components come from foreign countries. If we get orders from other countries which want to have our own products, our locomotives and other implements, we can supply them at once if we utilise our capacity in full. At present, we are to depend on imports of these components because we do not

ourselves produce them in our country. Therefore, we are to dump these components ahead of time and utilise our production capacity in these units fully. The capacity of our units is already diversified. The coaches which we exported to Philippines, to Taiwan etc., are giving a satisfactory service. There was much appreciation from other countries about India's capacity but, Sir, we can achieve a breakthrough in our exports only when we offer attractive terms also. Now, Japan is one of our main contenders. We have to compete with such countries and offer very attractive terms. We should try to reduce the price of our products and we can consider supplying these locomotives to other countries on loan so that we are able to get the market. I, Sir, lay great emphasis on this aspect because once we lose the market, we will never regain it. This is the best opportunity to get the market. Our production units should be ready to produce these things to serve the needs of the countries which want our help.

Then, Sir, the point raised by my friend was about the unification of the gauge. We have the multiple gauge system in India which is facing a crisis. It is creating many problems. There is so much loss and wastage due to the multiplicity of gauges. Therefore, there should be one single gauge. I find from the records that the Indian Railways have 30,274 Km. broad-gauge, 25,551 Km. metre-gauge and 4,476 narrow-gauge lines. I do not know whether the Railway Ministry are having any plan or whether they have fixed any target in regard to having one single gauge, broad-gauge, instead of three. If they have no plan and if they have not fixed any target so far, they should do it now. They should have only broad-gauge. But I am very sceptic whether the Railway Ministry are fully alive to the problem of unification of gauges. I would like to give one example. There was a proposal, about two and a half years back, for conversion of New Bongaigaon-Gauhati-metre-gauge line into broad-gauge. But it is making a snail's progress. This gives an impression to the people in the backward regions like Assam and other neighbouring States that the Government is not alive to their problems. This is very bad for the country. This would be rather harmful

to the concept of national integration. I would suggest that apart from converting this line into broad-gauge, it should be extended up to Dibrugarh. But I do not know whether this conversion would take place within our lifetime when we see the pace with which it is progressing.

Sir, I would also like to draw the attention of the hon. Minister to another matter. The N. F. Railway is incurring losses and this is increasing every year. It has lost the tea traffic for which the Britishers had laid this railway. This covers the whole area from Darjeeling to Dibrugarh. This whole area is a tea-producing area. Originally, this railway was laid by the Britishers to carry tea and not for the prosperity of the people of India. But in spite of that, it has lost the tea traffic totally. What are the reasons? There should be an enquiry into this.

Sir, this N. F. Railway is very much neglected and there is no improvement in regard to passenger amenities, construction of retiring rooms, construction of new platforms, station buildings and amenities for the employees. The Railway Ministry is callous to the improvement of this Railway. I would like to draw the attention of the hon. Minister to two cases. On a number of occasions, the authorities were requested for construction of houses for the employees. But they pleaded paucity of land. But I find that in my own town of Jorhat, the land around the railway station has been occupied by trespassers and many trespassers have constructed permanent houses there and no steps are being taken against them.

I would like to draw the attention of the hon. Minister to another matter. A stone-crusher has been installed on the railway land just close to the railway station building without the requisite permission or lease from the railway authorities, and the stone-crusher has been causing nuisance and hazard to the health of the public of a part of Jorhat town.

I would like to draw the attention of the hon. Minister to yet another matter. There is a bungalow which was once occupied by one of the top officers; I think, he was the Chief Engineer of the

[Shri Nabin Chandu Buragohain.]

railways in Jorhat about 20 years back. That bungalow had been occupied by a trespasser more than 12 years back, but no step has been taken to evict the trespasser. That trespasser has been collecting rents from other people who have been put up there. A large number of people reside in that bungalow and that trespasser has been enjoying the rents. The public really wonder whether there is a Railway Administration or not when they find that a trespasser had occupied the bungalow more than a decade back and he is still in possession of that bungalow. So, Sir, this proves that the Railway Administration is quite callous about the improvement of the railways. I hope the Railway Ministry will consider all these things and try to give some sympathetic consideration to the improvement of the N. F. Railway. (Time-bell rings). I shall cover only two more points, Sir.

Whenever I go about, I find a feeling among the minorities, I mean, the Indian Muslims, that justice is not being meted out to them. So I press that not only the Scheduled Castes and Scheduled Tribes ought to have a quota in the employment in railways but also the cases of candidates coming from this minority community should be considered.

Sir, again I thank the Railway Minister for presenting the Budget. I welcome the Budget and request the Railway Minister to bring the Railway Administration to a state of improvement. Thank you, Sir.

श्री सीताराम सिंह (बिहार): उप-सभापति जी, मैं इस रेलवे बजट पर बोलने के कबल रेलवे में जो आंशिक मुधार हुआ है, उसके लिए माननीय रेल मंत्री जी को आंशिक बधाई देता हूँ।

श्री गुणानन्द ठाकुर: आंशिक क्यों, दिल खोलकर बधाई दीजिए।

श्री सीताराम सिंह : क्योंकि रेलों में केवल आंशिक मुधार हुआ है, इसलिए आंशिक बधाई देता हूँ। किसी भी चीज को जांचने के लिए कसौटी होती है। जिस तरह से सोने को जांचने के लिए एक कसौटी

होती है, उसी तरह से आपने जो मुधार किए हैं, उसको जांचने के लिए कोई नियम और कायदे होंगे जिनके आधार पर यह कहा जा सकता है कि रेलवे में कितना मुधार हुआ है। इस को जांचने के लिए केवल एक ही कसौटी है और वह यह है कि आम जनता को इससे कितनी राहत मिली है, उसे कितनी मुविधा प्राप्त हुई है। अगर आप जरा इस चीज की ओर दृष्टिपात करेंगे तो आप देखेंगे कि रेलवे में इस दिशा में आंशिक मुधार जरूर हुआ, लेकिन आम जनता की जो मुसीबतें हैं, उसमें मुझे कोई कभी नहीं दिखाई देती है।

उपाध्यक्ष जी, आज भी रेल की छतों पर लोग चढ़ते हैं और भारी भीड़ होती है चाहे वह बरसात के दिन हों, चाहे जाड़ा हो या गरमी के दिन हों और खास कर लगन और व्याह शादी के दिनों में हम देखते हैं कि जितने लोग रेल के डिब्बों में होते हैं उस से कई गुना ज्यादा लोग छतों पर सफर करते हैं और इस का लाजमी नतीजा होता है कि अक्सर दुर्घटनाएं होती हैं और कितने लोगों की जान जाती है। तो मैं रेल मंत्री जी से आग्रह करूंगा कि वह ऐसा आदेश करें कि जितनी उन के डिब्बों में सीटें हो उतने ही टिकट बिक्री किये जायें। आज इमरजेंसी में भी जब इस तरह की भीड़ चलती है। यहां तक कि लोगों को थर्ड क्लास के डिब्बों में पेनाब करने जाने में भी बड़ी दिक्कत होती है तो कम से कम इस भीड़ को रेल मंत्री जी खत्म करायें और यह भीड़ वे तभी खत्म करा सकते हैं कि जब प्रथम श्रेणी समाप्त कर दी जाय। जब प्रथम श्रेणी खत्म होगी तो नतीजा यह होगा कि साधारण आदमी भी थर्ड क्लास में चलेगा और मंत्री जी भी उसी में चलेगे और जब वे उन का कण्ट देखेंगे और भोगेंगे तो हम को विश्वास है कि उस की हालत में मुधार हो जायगा। तो मैं कहना चाहता हूँ कि व्यापक हित में प्रत्येक जिले के हेड क्वार्टर को रेल लाइन

से जोड़ दिया जाय । जो पिछड़े हुए इलाके हैं उन के विकास और प्रगति के लिए यातायात के साधन अनिवार्य है । जहूरी ही नहीं वे अनिवार्य हैं । जब तक यातायात के साधन सुलभ नहीं होंगे तब तक पिछड़े इलाकों की प्रगति नहीं हो सकती । उन का विकास नहीं हो सकता । श्रीमन्, पटना और हाजीपुर के बीच गंगा पर पुल बन रहा है । मैं माननीय मंत्री जी से आग्रह करूंगा कि वहां पुल कम रेल लाइन बना दी जाय और यह जनहित में बहुत उपयोगी होगा और रेल मंत्री जी का इस के लिए वहां की जनता हार्दिक स्वागत करेगी । इस लिए मैं मांग करता हूँ कि वहां पुल के साथ साथ रेल की लाइन भी बिछाई जाय । हाजीपुर से वैशाली होते हुए सुगौली तक हम एक रेल लाइन की मांग करते हैं इसलिए कि वैशाली लच्छिवियों का पुराना गणतंत्र था । वहीं भगवान महावीर का जन्म स्थान है । वह वज्जियों की राजधानी रही है जो भगवान बुद्ध को बहुत प्रिय थी और वह वहां आने जाते रहते थे । वहां विदेशी पर्यटक भी जाते हैं लेकिन कम मात्रा में जाते हैं इस लिए कि वहां के लिए यातायात के साधन नहीं हैं । वहां रहने के लिए उन को सहूलियत नहीं मिलती । तो यदि उस स्थान को रेल लाइन से जोड़ दिया जाय और उन लोगों को कुछ और ज्यादा सहुलियतें प्रदान की जायें तो विदेशी पर्यटक भारी मात्रा में वहां आयेंगे और सरकार को विदेशी मुद्रा भी अधिक मात्रा में प्राप्त होगी । श्रीमन्, अभी एक मास्टर प्लान बिहार के लिए बना है और पर्यटक मंत्री जी की ओर से एलान किया गया है कि जो प्रमुख स्थान हैं उन को और आकर्षक बनाने के लिए यह मास्टर प्लान बनाया गया है तो माननीय राज बहादुर जी हमारे पर्यटक मंत्री हैं । उनसे मैं कहना चाहता हूँ कि वह अपने इस मास्टर प्लान में बिहार की वैशाली को भी जोड़ दें और उस को आकर्षक बना दें ।

दूरी बात मैं कहना चाहता हूँ रेलवे हड़ताल के बारे में । हड़ताल हुई थी और रेल मंत्री ने सदन को आश्वासन दिया था कि जो मजदूरों को काम पर से हटाया गया उनके साथ सहानुभूतिपूर्वक विचार किया जाएगा और उनको काम पर लौटाया जाएगा । लेकिन आज तक बहुत मजदूर हैं जो आज रोजी के लिए मुहताज हो रहे हैं, दाने दाने के लिए तरस रहे हैं एक उदाहरण में धनवाद जिले का देता हूँ वहां के जो रेलवे के अधिकारी थे उन्होंने लिखकर रिपोर्ट दी थी कि यहां तोड़फोड़ की घटना नहीं हुई, हिंसात्मक घटना नहीं हुई, फिर भी वहां के अनेकों कर्मचारी आज रोजी रोजी के लिए मुहताज हैं । उनको काम पर नहीं बुलाया गया । इस सम्बन्ध में मैंने रेल मंत्री जी को एक पत्र भी लिखा है । फिर इस सदन की मार्फत रेल मंत्री जी से आग्रह करता हूँ कि उन तमाम मजदूरों को जिन्हें हड़ताल के वक्त हटाया गया था, काम पर लौटाया जाए ताकि उनके परिवार के लोग भूखें न मरें माननीय रेल मंत्री जी उदार हैं, विवेकशील हैं और ज्यादा हम क्या कहें, स्वतः इस काम को देखें । इस युग में जिसका परिवार है जिसको कोई चारा नहीं जीने का उसको काम नहीं मिलेगा तो क्या वह करेगा ? चोरी या डाका डालेगा या आम हत्या करेगा और मरेगा । तो यह सुसंभ्य, सुसंस्कृत सरकार के लिए शोभनीय नहीं है । तो हम माननीय रेल मंत्री जी से जोरदार शब्दों में मांग करते हैं कि अविलम्ब उन मजदूरों को काम पर ले लिया जाए ।

श्रीमन्, तीसरी बात मैं यह कहना चाहता हूँ कि रेलवे लाइन के आसपास तमाम जो जमीन है उस जमीन को उत्पादन बढ़ाने के लिए और राष्ट्रीय हित में जो भूमिहीन लोग हैं, जो मजदूर हैं,

[श्री सीताराम सिंह]

जो बीकर मेकेशन के लोग हैं, जो पिछड़ी जाति के लोग हैं, जो हरिजन हैं, उन लोगों के साथ बन्दोबस्त कर दिया जाए ताकि उनको भी फायदा हो और राष्ट्रीय आमदनी भी बढ़े। इसलिए इस काम को भी रेल मंत्री जी को करना चाहिए।

श्रीमन्, हड़ताल का जहाँ तक सवाल है, माननीय मंत्री जी को और इस सदन को तथा तमाम देश के लोगों को इस बात की जानकारी है कि उस हड़ताल में भारतीय कम्यूनिस्ट पार्टी के लोगों ने जोरदार हिम्सा लिया था। लेकिन आज सुनने में आ रहा है कि वे लोग यह मांग कर रहे हैं कि रेलवेमैन फंडेशन की मान्यता को छीन लिया जाए। समझ में यह बात नहीं आती है कि एक मुंह में दो जवान रखने वाले इंसान कितने खतरनाक हुआ करते हैं। एक तरफ तो हड़ताल में हिम्मा बंटा रहे थे और मजदूरों की बाहवाही लूट रहे थे, आज वे कहते हैं कि उनकी मान्यता को छीना जाए। उनकी यह मांग अजनताविक है। शायद भूपेश गुप्त को रूस से कोई चिट्ठी आ गई है। तो यह मांग बिल्कुल अजनताविक है, अनुचित है और रेल मंत्री जी से मैं कहना चाहता हूँ कि जो गिलहरी की तरह रंग बदलने वाले लोग हैं, किस समय दगा देंगे, किस समय राष्ट्र के प्रतिकूल आचरण करेंगे, उनसे जरा सावधान रहने की जरूरत है।

जहाँ तक रेलवे में सफाई का सवाल है, मैं आज ही आया हूँ। हाजीपुर रेलवे स्टेशन में मैं गया था। लेट्रीन में इतनी गंदगी थी कि कोई अच्छा आदमी भी उसमें जाएगा तो बीमार पड़ जाएगा खाने पीने का जहाँ तक सवाल है पैसा तो बढ़ाया गया है लेकिन उस अनुपात में अच्छा भोजन, स्वच्छ भोजन रेलवे में अभी भी मुलभ नहीं हो रहा

है। तो इस ओर भी रेल मंत्री जी को ध्यान देना चाहिए कि जब पैसा बढ़ाया गया है तो फिर स्वच्छ भोजन भी इंसान को मिलना चाहिए। रेल में जो गड़बड़ी है उसको दूर करना चाहिए।

इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ।

SHRIMATI PRATIMA BOSE (West Bengal): The Railway Budget for 1976-77 no doubt deserves compliments because of its unchanged passenger fare structure, and for the first time the Budget has shown a surplus. The Railways are the common communication media for the common people throughout India but many places are not still connected by the railways. For example, in West Bengal the Balurghat Sub-division is still to be connected by railway. As you know, Balurghat in the West Dinajpur District is a border area, it is a backward area. At the time of the Bangladesh crisis, we have seen the horror, the people's pitiable plight, for lack of communications. The Ministry has given assurances in the past and we may hope that with a realistic approach, this part of West Bengal will soon be connected with the rest of the country. I am pointing out this case especially because in the Railway Budget the provision for investment in new lines is not very encouraging. But there is provision in the Budget about the former Howrah-Sheakhala Light Railway. As it is a long-standing case, I hope the Railway Minister will consider it. Two hundred crores of rupees have been earmarked for the underground railway for Calcutta. I think that with this financial provision, considerable progress will be achieved in the tube railway project now under construction at Calcutta. Some of my esteemed colleagues discussed the effect of the freight increase on the economic life of the people. But it is remarkable that some of the essential commodities have been spared.

I once again congratulate the Railway Minister for presenting a realistic Budget; it also indicates a general improvement in the overall functioning of the railways.

[The Vice Chairman (Shri Lokanath Misra)
in the Chair]

श्री एन०पी० चौधरी (मध्य प्रदेश): मान्य सभापति जी, सर्वप्रथम मैं रेल मंत्री जी को और उनके सहयोगियों को बधाई देना चाहता हूँ इस बात के लिये कि वे इस सदन में बहुत अच्छा बजट लाए हैं। सबसे बड़ी विशेषता इस की यह रही है कि न तो यात्रियों के टिकट की दरें बढ़ी हैं और न उपभोक्ताओं की वस्तुओं के भाड़े में कोई परिवर्तन आया है। ये दो प्रमुख आम्पेक्ट्स तो हैं ही साथ ही साथ अनेक नई लाइनों जोड़ने का भी प्रयोजन है और उसके विकास की भी बहुत सी बातें हैं। इसके विस्तार में मैं नहीं जाऊंगा क्योंकि मुझे अपनी भी बातें कहनी हैं। सब मिलाकर जब मैं इस बजट को देखता हूँ तो सचमुच में मुझे उनकी प्रशंसा करनी पड़ती है, उनको बधाई देनी पड़ती है।

एक बात यह जरूर है कि लोगों की नजरें इस बात पर जरूर थी, लोगों को यह भय जरूर था कि कहीं ऐसा न हो कि किराए की दरों में बढ़ोतरी हो और फिर महंगाई उनके सिर पर नाचे। परन्तु हमारे रेलवे मंत्री जी ने जिस सूझबूझ से काम लिया है उससे उन्होंने यह मिद्ध कर दिया है कि लोगों को जो इस प्रकार का भय था वह निर्मल था। मैं समझता हूँ कि इस प्रकार मे लोगों के हितों का संरक्षण किया गया है। मैंने यह भी देखा है कि अब बहुत सी रेल गाड़ियां भी बढ़ाई गई हैं और बहुत-सी गाड़ियों की रफ्तार भी बढ़ गई है और एडमिनिस्ट्रेशन में भी काफी चुस्ती लाने का प्रयास किया गया है। मैं समझता हूँ कि ये सब बातें हमारी जनता के लिए बहुत ही लाभदायक मिद्ध होंगी।

मैं अब अपने मध्य प्रदेश की तरफ आता हूँ। रेलवे बजट का प्रभाव हमारे मध्य

प्रदेश पर क्या पड़ेगा, जब हम इस पर नजर डालने हैं तो मुझे कुछ निराशा होती है। मैं समझता हूँ कि बहुत-सारी नई रेलवे लाइनें चलाने की योजनाएं बनाई जा रही हैं, लेकिन मध्य प्रदेश उसमें अछूता रह गया है। उप-सभाध्यक्ष महोदय, यह हम सब लोग अच्छी तरह से जानते हैं कि मध्य प्रदेश इस देश का सबसे विशालतम प्रदेश है, लेकिन यह सबसे पिछड़ा प्रदेश है। यहां पर जो वन सम्पदा उपलब्ध है और जो अन्य खनिज सम्पदा मध्य प्रदेश के गर्भ में पड़ी हुई है उसका यदि ठीक से उपयोग किया जाय तो हमारे देश की जनता का और मध्य प्रदेश की जनता का बहुत बड़ा लाभ हो सकता है। लेकिन मध्य प्रदेश का विकास अभी हो सकता है जब वहां पर रेलवे लाइनों का विकास किया जाय। मुझे बहुत दुःख के साथ कहना पड़ता है कि मध्य प्रदेश की ओर हमारे रेलवे मंत्री का ध्यान नहीं गया है और वहां पर नई रेल लाइन डालने के संबंध में कोई भी प्रस्ताव नहीं रखा गया है। आप इस बात को अच्छी तरह से जानते हैं कि मध्य प्रदेश से बहुत से खनिज-पदार्थ निकालकर बाहर के देशों को एक्सपोर्ट किए जाते हैं। भिलाई स्टील प्लांट मध्य प्रदेश में ही स्थित है और इस स्टील प्लांट से बहुत से खदान भी जुड़े हुए हैं। मैं समझता हूँ कि इन से आधारित बहुत से उद्योग-धंधे वहां पर खोले जा सकते हैं। परन्तु रेलवे लाइनों का विकास न होने के कारण मध्य प्रदेश का कोई खास विकास या औद्योगिक विकास नहीं हो पा रहा है। इसलिए मैं माननीय रेलवे मंत्री महोदय से प्रार्थना करना चाहूंगा कि वे मध्य प्रदेश की ओर विशेषरूप से ध्यान देने की कृपा करें। जब तक उस क्षेत्र में रेलवे का विकास नहीं होगा, नई रेलवे लाइनें वहां पर नहीं बिछाई जाएंगी तब तक मध्य प्रदेश का कोई भी विकास होना संभव नहीं है।

मैं रेलगाड़ियों के बारे में भी माननीय रेल मंत्री महोदय से कुछ निवेदन करना चाहूंगा।

[श्री एन०पी० चौधरी]

पिछली बार रेलवे बजट के वक्त भी मैंने उनका ध्यान इसकी ओर आकर्षित किया था। रेलवे की जो जोनल कमेटी है उसकी बैठक में भी मैंने उनका ध्यान आकर्षित किया था। आप जानते हैं कि मध्य प्रदेश में जबलपुर शहर भारतवर्ष का एक केन्द्र-बिन्दु है और साथ ही साथ देश में सबसे बड़ा शैक्षणिक केन्द्र भी है। वहाँ पर सुरक्षा संबंधी अनेक कल-कारखाने भी हैं। कहने का मतलब यह है कि जबलपुर और दिल्ली का चोली-दामन का साथ है। इसके लिए हम लोग अनेक वर्षों से रेलवे मंत्री महोदय से निवेदन करते आए हैं कि जबलपुर से दिल्ली के बीच में एक सीधी रेल चलनी चाहिए। इसके लिए स्वर्गीय मेठ गोविन्द दास जी, जो दूसरे सदन के सम्मान सदस्य थे, कहते रहे कि दिल्ली से जबलपुर के लिए सीधी रेल लाइन होनी चाहिए। उन्होंने अपने जीवन भर इस बात के लिए प्रयत्न किया कि जबलपुर से दिल्ली के लिए सीधी रेलगाड़ी चलाई जानी चाहिए। परन्तु दुःख के साथ कहना पड़ता है कि कोई न कोई कारण से यह बात आज तक स्वीकार नहीं की गई है। मुझे अब भी नहीं लगता है कि मंत्री महोदय इसका कोई समाधानकारक उत्तर देंगे। मुझे पता नहीं कि मंत्री महोदय के इस बारे में क्या विचार है। आप जानते हैं कि जबलपुर में एक पवित्र नदी, नर्मदा नदी भी बहती है। यह नदी हमारे देश के मध्य क्षेत्र में उसी प्रकार से पवित्र मानी जाती है जिस प्रकार से उत्तर भारत में गंगा नदी मानी जाती है। जबलपुर में मारबल रोकस नाम की पहाड़ियाँ भी हैं। इस स्थान को देखने के लिए टूरिस्ट लोग बहुत लालायित रहते हैं। लेकिन रेलवे लाइन और सीधी रेल व्यवस्था न होने के कारण बहुत बड़ी संख्या में लोग वहाँ जाने से वंचित रह जाते हैं। वहाँ पर जो मारबल रोकस है वे दुनिया की सबसे अधिक सुन्दरतम मिनाकिल्स हैं। लेकिन रेलों की ठीक व्यवस्था न होने के कारण

लोग इनको देखने से वंचित रह जाते हैं। आपको यह जानकर आश्चर्य होगा कि आज के युग में भी जब कोई जबलपुर से दिल्ली जाता है तो उसको करीब-करीब 20—22 घंटे लग जाते हैं। जब कि उसमें सीधी गाड़ी अगर चलाई जाय और जिस रफ्तार की गाड़ी चलाई जाय तो 16 घंटे में अधिक का समय उसमें नहीं लगना चाहिए।

मैं रेल मंत्री महोदय से निवेदन करना चाहता हूँ और जैसे कि मैंने शुरू में प्रार्थना की थी कि दिल्ली से जबलपुर के बीच नर्मदा एक्सप्रेस के नाम से एक सीधी गाड़ी चलाने की कृपा करें। जब तक यह मुझाव पूर्ण नहीं हो जाता तब तक उस क्षेत्र के लोगों की शिकायतें दूर नहीं होंगी। मैंने कुछ दूसरे सुझाव भी दिये थे, यदि उन पर भी अमल किया जाय तो फिलहाल काम चलाने के लिये, बिना किसी अतिरिक्त बोझ के वह काम हो सकता है। इसी प्रकार जबलपुर से बीना से कटनी होते हुए एक पैसेंजर गाड़ी चलती है और झांसी, आगरा दिल्ली के लिये दूसरी पैसेंजर गाड़ी चलती है। इनमें केवल एक जंक्शन का अन्तर है। यदि इस गाड़ी को वहाँ तक एक्सटेंड कर दिया जाय तो मेरा ऐसा अनुमान है कि बिना किसी अतिरिक्त भार के फिलहाल जबलपुर और दिल्ली के बीच एक गाड़ी तो चल ही सकती है। मैंने इसके लिये पूर्व में भी आपको लिखित रूप से सुझाव दिया था परन्तु एक वर्ष से अधिक हो जाने के बाद भी उसमें किसी प्रकार की कोई कार्यवाही नहीं हुई है।

मैंने एक निवेदन यह किया था कि उत्कल एक्सप्रेस जो कि जबलपुर से 60 मील की दूरी पर टच करती है, पुरी से दिल्ली आती है। उसके बारे में मैंने निवेदन किया था कि आप इसको रोज चलायें, रेगुलर कर दें। शायद आजकल

यह तीन-तीन या दो-दो दिन चलती है। परन्तु यदि आप इसे रेगुलर कर देंगे तो वहां की जनता को ज्यादा सुविधा होगी। इसी के साथ साथ जिस प्रकार से दक्षिण एक्सप्रेस दिल्ली से मद्रास जाती है, आधी गाड़ी काजीपीठ में हैदराबाद चली जाती है और आधी काजीपीठ से मद्रास चली जाती है। इसी प्रकार मैंने यह सुझाव दिया था कि उन्कल एक्सप्रेस को सदरन एक्सप्रेस की भांति चलायें। आधी गाड़ी को कटनी तक ले जाये और आधी को पुरी तक। डिव्बे कम ज्यादा किये जा सकते हैं। इसमें कोई मतभेद की बात नहीं है और इससे इस समस्या का समाधान हो सकता है तथा जबलपुर को यह सौभाग्य प्राप्त होगा। उसकी बहुत दिनों से चर्चा आ रही मांग तब पूरी होगी जब दिल्ली और जबलपुर के बीच में नियमित रूप से सीधी गाड़ी चलने लगेगी।

मैं एक बात और मंत्री महोदय से कहना चाहता हूँ। जबलपुर मेट्रोपोलिटन सिटी है। इसमें भारत के सभी भागों के लोग रहते हैं। दक्षिण भारत के लोग भी काफी संख्या में वहां पर हैं। इनके साथ साथ पश्चिम भारत के लोग, महाराष्ट्र क्षेत्र के लोग, गुजरात क्षेत्र के लोग भी काफी संख्या में वहां पर रहते हैं। दक्षिण के लोगों के लिये दक्षिण भारत जाने के लिये जबलपुर से कोई विशेष सुविधा न होने की वजह से उन्हें बड़ी ही परेशानियों का सामना करना पड़ता है। मैंने पहले निवेदन किया था कि जबलपुर से जो गाड़ी इटारसी जाती है उसमें आप दक्षिण जाने वाले लोगों के लिये अतिरिक्त डिब्बों की व्यवस्था करें जिसमें दक्षिण भारत जाने वाले यात्रियों को सुविधाजनक जगह मिल सके और वे अपनी यात्रा सुविधापूर्वक सम्पन्न कर सकें। मुझे दुःख के साथ कहना पड़ता है कि

अभी भी इस ओर कोई ध्यान नहीं दिया गया है। जबलपुर से जाने वाले यात्रियों को दिल्ली से मद्रास जाने वाली गाड़ियों में कोई स्थान न होने और कोई कोटा रिजर्व न होने की वजह से कितनी कठिनाइयों का सामना करना पड़ता है। इसका सहज ही अनुमान लगाया जा सकता है। मैं आपसे निवेदन करना चाहता हूँ कि दिल्ली से मद्रास को जो प्रमुख गाड़ियां जाती हैं जैसे जी० टी० एक्सप्रेस, सदरन एक्सप्रेस, जयन्ती जनता, इस प्रकार की जो अनेक गाड़ियां उस रूट पर चलती हैं उनमें या तो जबलपुर से बोगी लगाई जाय मद्रास-दक्षिण भारत के लिये और यदि इनमें कोई बोगी नहीं लगाई जा सकती है तो कम से कम इटारसी में उनके लिये कोटा आरक्षित होना चाहिए जिसमें कि जबलपुर के यात्री इटारसी में जाकर इस सुविधा को अवेन कर सकें और अपनी यात्रा अच्छी तरह सम्पन्न कर सकें। इसके बारे में भी मैंने आपको अनेक सुझाव पूर्व में, लिखित रूप में दिये हैं परन्तु अभी तक उनमें कोई भी कार्यवाही नहीं हुई है। यदि रेल मंत्री महोदय मेरे द्वारा दिये गये लिखित सुझावों पर गौर करेंगे तो उसमें देखेंगे कि बिना किसी अतिरिक्त बोझ के, बहुत ही सहज ढंग से वे इन कामों को कर सकते हैं।

इसी प्रकार से जबलपुर से बम्बई और कलकत्ता के लिए जो मेल और एक्सप्रेस गाड़ियां चलती हैं, जबलपुर उसमें एक बहुत ही महत्वपूर्ण स्थान है, परन्तु इसको कहते हुए मुझे बहुत ही दुःख है कि उन गाड़ियों में, विशेष कर काशी एक्सप्रेस में, जबलपुर के लिए कोई कोटा निर्धारित नहीं है और जो गाड़ी बम्बई से इलाहाबाद और वाराणसी जाने के लिए आती है वह इतनी भरी हुई आती है कि उसमें यात्री घुस नहीं सकता। जबलपुर के

[श्री एन०पी० चौधरी]

सैकड़ों यात्री इस तरह से परेशान होते हैं; रात को 1 बजे वहां गाड़ी आती है, बनारस या इलाहाबाद जाने वाले यात्री प्लेटफार्म पर पड़े रहते हैं, उनको गाड़ी में जगह नहीं मिलती। तो मैं निवेदन करना चाहता हूँ, काशी एक्सप्रेस में कम से कम इलाहाबाद और वाराणसी के लिए आप अतिरिक्त बोगी की व्यवस्था करें जिससे कि वहां के यात्रियों को उसमें स्थान मिल सके। बम्बई से चलने वाले यात्री बहुधा काशी एक्सप्रेस और जनता एक्सप्रेस से चल कर उत्तर भारत में आते हैं परन्तु बम्बई में ही उन गाड़ियों में इतनी भीड़ हो जाती है कि जबलपुर आते-आते उसमें घुसना मुश्किल हो जाता है। तो मैं उम्मीद करता हूँ कि हमारे रेलवे मंत्री जबलपुर के यात्रियों की इस कठिनाई को ध्यान में रखते हुए उसमें अतिरिक्त बोगी लगाने की कोशिश करेंगे और उसी के साथ ही साथ कुछ क्लासेज में कोटा आरक्षण करने की कृपा करेंगे जिससे कि जबलपुर के यात्रियों को उसमें सुविधा मिल सके।

एक बात और मैं आपसे कहना चाहता हूँ। जैसा मैंने पूर्व में भी एक सुझाव दिया था कि भेड़ाघाट एक बहुत ही प्रसिद्ध स्थान है, जिस तरह से आप दिल्ली से ताजमहल देखने के लिए आगरा जाने वालों के लिए ताज एक्सप्रेस चलाते हैं। उसी तरह से यदि आप जबलपुर की तरफ भी ध्यान देंगे, उसके लिए कोई स्पेशल गाड़ियां आप चलाएंगे तो विदेश के बहुत से टूरिस्ट्स उसमें आकर्षित होंगे; इससे न केवल हमारे देश को विदेशी मुद्रा ही प्राप्त होगी अपितु वहां के लोगों को भी उसका लाभ होगा। मैं आपसे निवेदन करना चाहूंगा कि भेड़ाघाट एक्सप्रेस के नाम से आप जबलपुर के लिए, टूरिस्ट्स लोगों के लिए, एक विशेष ट्रेन चलाने की कृपा करेंगे और

गर्मियों की छुट्टियों में, या तीज त्योहारों में, जैसा मैंने बताया, यह एक बहुत ही केन्द्र स्थल होने की वजह से, लोगों को वहां जाना पड़ता है, उसमें सब दिशाओं में जाने वाले यात्रा करते हैं परन्तु विशेष गाड़ियों को कोई भी प्रावधान वहां न होने की वजह से उन्हें बहुत ही कठिनाइयों का सामना करना पड़ता है। तो मैं रेल मंत्री जी से निवेदन करना चाहता हूँ, जिस तरह से देश के अन्य भागों में आप स्पेशल गाड़ियां चला कर छुट्टियों में जाने वाले लोगों को सुविधा पहुंचाते हैं उसी तरह से जबलपुर के यात्रियों को भी यह सुविधा प्रदान करें और वहां पर भी आप स्पेशल गाड़ियां चलाएं जिससे वहां के यात्रियों को रेलवे का लाभ मिल सके।

इसी प्रकार से जबलपुर और गोदिया के बीच एक छोटी लाइन है। वह बहुत पिछड़ा हुआ इलाका है; वन संपदा और खनिज संपदा विपुल मात्रा में उपलब्ध है। हम दिल्ली से जबलपुर सीधी रेल-गाड़ी की मांग वर्षों से करते रहे हैं; उसी तरह से इस जबलपुर और गोदिया की छोटी लाइन को बड़ी लाइन के रूप में परिवर्तित करने की मांग बहुत दिनों से करते आ रहे हैं परन्तु दुख की बात है कि अभी उस पर विशेष ध्यान नहीं दिया गया है जिसकी वजह से वह क्षेत्र अभी पिछड़े का पिछड़ा रह गया है और वहां की वन संपत्ति और नैसर्गिक संपत्ति का हम कोई लाभ नहीं उठा पा रहे हैं। यह जरूर है कि इस बजट में उसका सरवे करने के लिए आपने कुछ पैसे का प्रावधान किया है परन्तु वह रकम इतनी थोड़ी है और जिस रफ्तार से काम हो रहा है उससे लगता है कि अनेक वर्ष सरवे में ही लग जाएंगे और पता नहीं वह छोटी लाइन बड़ी लाइन में कब परिवर्तित होगी? तो मैं आपसे निवेदन करता

हूँ कि उस क्षेत्र के पिछड़ेपन को देखते हुए आप इस काम में और तेजी लाने की कोशिश करेंगे और उसके साथ ही साथ उसे बड़ी लाइन में परिवर्तित करने की कृपा करेंगे।

बस्तर का इलाका पूरे देश में एक विचित्र स्थिति में है। आपको यह जान कर ताज्जुब होगा उपसभापति महोदय, कि बस्तर के अनेक निवासी इस प्रकार के हैं जिन्होंने कि अपने जीवन में रेल-गाड़ी तो क्या जीप गाड़ी या मोटरकार भी नहीं देखी। प्रदेश के एक छोर से चल कर दूसरे छोर में जाने के लिए तीन-चार दिन लग जाते हैं। आज जब हम राकेट के युग में से चल रहे हैं तब भी वहां के लोगों की यह स्थिति बनी हुई है। वहां के लोग अनेक वर्षों से यह मांग कर रहे हैं, वहां के प्रतिनिधियों ने, वहां की जनता ने अनेक बार इस बात को उठाया है कि कम से कम उसके पिछड़ेपन को दूर करने के लिए, उस क्षेत्र का विकास करने के लिए वहां की नैसर्गिक संपत्ति का उपयोग करने के लिए यह आवश्यक है कि आप उस क्षेत्र में रेलवे लाइन डालें।

इसलिए मैं निवेदन करना चाहता हूँ कि आप उस क्षेत्र में रेलवे लाइन का विकास करें जिससे वहां के सब लोगों को लाभ मिल सके। मैं आशा करता हूँ कि आप सब बातों को ध्यान में रखते हुए उस क्षेत्र के ऊपर नजर रखेंगे और वहां पर रेलवे लाइन का कार्य जल्द से जल्द करने का प्रयास करेंगे।

अब मैं आपका ध्यान रेलवे में भ्रष्टाचार की ओर ले जाना चाहता हूँ। आपने इस सम्बन्ध में बहुत-सी बातें की हैं। भ्रष्टाचार तो कम हो गया है इसमें कोई शक नहीं है, परन्तु अब भी कही कही ऐसी बातें हो रही हैं। जैसे आरक्षण और अन्य दूसरी बातें हैं, ऐसी

जगहों पर पर्याप्त मात्रा में भ्रष्टाचार चल रहा है। आपको यह जानकारी आश्चर्य होगा कि पांच-छः महीने पहले की बात है कि मैं विन्ध्यवासिनी के दर्शन करके वापस जबलपुर आ रहा था और इलाहाबाद स्टेशन पर अपने परिवार के साथ रुका हुआ था। मैंने काशी एक्सप्रेस में जबलपुर के लिए पांच सीटें आरक्षण की मांग की जबकि उसमें 23 सीटें खाली थीं। वहां पर मुझ से कहा गया कि हम आरक्षण नहीं करते और वहां पर जो सेकेन्ड क्लास का कंडक्टर था उसने मुझे इस आरक्षण के लिए 20 रुपये घूस मांगे। मैंने इस बात की शिकायत सीनियर डी० सी० एस० से की, लिखित शिकायत भी की और मुझे पता नहीं कि उसका क्या हुआ। बाद को पता लगा कि दोनों को सस्पेंड कर दिया गया है। परन्तु बाद में एक कंडक्टर को रेस्टोर कर दिया गया और दूसरे का क्या हुआ, इसके बारे में पता नहीं चला। जब ससद् सदस्यों के साथ इस तरह का बर्ताव हो सकता है, उनसे कंडक्टर घूम ले सकते हैं, तो अन्य यात्रियों के साथ क्या होता होगा? इसी प्रकार मैंने दो कम्प्लेंट दीं जिसमें भूतपूर्व मंत्री और ससद् सदस्यों के साथ घटनाएं घटी थीं।

श्री बूटा सिंह : आपने किस का पत्र लिखा ?

श्री एन० पी० चौधरी : रेल मंत्री को लिखा था और आपको भी कापी दी थी। दूसरी कापी भी दे दूंगा।

इसी तरह से रेलवे शिड्यूलकास्ट और शिड्यूल ट्राइब्स के सम्बन्ध में अनेक कार्य कर रही हैं और उनको जो सर्विस में कोटा दिया गया है उसको भरने की भी कोशिश की जाती है। मैं रेल मंत्री

[श्री एन०पी० चोप्रा]

जी, उनके सहयोगी मंत्री श्री बूटासिंह और श्री कुरेशी जी, जो इस सम्बन्ध में विशेष रूप से प्रयत्नशील हैं और जो इन लोगों का कोटा भरने की कोशिश कर रहे हैं, यह निवेदन करना चाहता हूँ कि इन लोगों को सर्विस में लेते वक्त यह शर्त लगाई जाती है कि इतने साल का अनुभव होना चाहिये। मेरा आप से यह निवेदन है कि यह जो अनुभव वाली शर्त है उसको हटा दिया जाना चाहिये क्योंकि वे लोग बेरोजगार रहते हैं और उनके लिए अनुभव का कोई सवाल ही नहीं उठता है। आपका उन्हें पहले राई-हैंड्स के रूप में भर्ती करना चाहिये और इन्टरविस ट्रेनिंग देनी चाहिये और ट्रेनिंग देने के बाद उन्हें नौकरी में लिया जाना चाहिये जिससे कि उनका कोटा पूरी तरह से भरा जा सके।

अभी हमारे एक साथी ने ए० सी० सी० कोवेज के बारे में कहा। यह बात सही है कि आज जब हम समाजवादी युग से गुजर रहे हैं, अपने देश में समाजवादी समाज की स्थापना करना चाहते हैं, तो यह बहुत ही आवश्यक है इस तरह के जो अन्तर है उन्हें हमें हटा देना चाहिये। जब हम आज रेल में फस्ट क्लास और सेकेंड क्लास लेकर ही चलते हैं, तो फिर ए० सी० सी० कोवेज की कोई आवश्यकता नहीं रह जाती है। अगर हम रेलवे के आकड़ों को देखें तो हम पायेंगे कि ए० सी० सी० में ज्यादातर चलने वाले पास होल्डर होते हैं या जिन्हें इसमें चलने के लिए भत्ता मिलता है, वे चलते हैं। अपनी जेब से टिकिट खरीद कर चलने वाले बहुत ही कम यात्री ए० सी० सी० में करते हैं। अगर हम इन ए० सी० सी० डिब्बों को समाप्त कर देंगे, तो सेकेंड क्लास के यात्रियों को समय जो कष्ट यात्रा करने में होता है वह कम हो जायेगा क्योंकि इन डिब्बों

को सेकेंड क्लास के डिब्बों में बदल दिया जायेगा।

एक बात मैं और निवेदन करना चाहता हूँ कि जब हमारे देश में सेकेंड क्लास की प्रथा थी और उसके लिए वेटिंग रूम भी हर स्टेशनों में बने हुए थे, तो उन वेटिंग रूमों का क्या हुआ? आज उन वेटिंग रूमों का कोई सही उपयोग दिखाई नहीं देता है। यह देखने में आया है कि बहुत से वेटिंग रूमों को स्टेशनों के कार्यालयों में परिणत कर दिया गया है या फिर गोदामों में परिणत कर दिया गया है। तो उन का सही उपयोग होना चाहिए। उन को या तो जो सेकेंड क्लास के पैसजर्म हैं उन के लिये रिजर्व कर दिया जाय और उन को वहां ठहरने की सुविधा दी जाय या फिर फस्ट क्लास के यात्रियों के उपयोग के लिये उन को रखा जाय। यदि उन को किसी दूसरे उपयोग में लाया गया तो उस का मतलब होगा कि आप ऐसा कर के यात्रियों की सुविधा में कमी करने जा रहे हैं। तो मैं उम्मीद करता हूँ कि रेलवे मंत्री जी इस पर ध्यान देंगे। साथ ही जो जमीन रेलवे लाइनों के किनारे पड़ी हुई है उस के संबंध में निवेदन करना चाहता हूँ कि बीस सूत्री कार्यक्रम में कहा गया है कि भूमिहीनों को और विशेष कर हरिजनों को और आदिवासियों को हम जमीन देंगे और उन की आर्थिक स्थिति को सम्हालेंगे। तो मैं रेलवे मंत्री जी से निवेदन करना चाहता हूँ कि जिस तरह से प्रदेश शासन भूमिहीनों को, हरिजनों और आदिवासियों को अपने क्षेत्र में उपलब्ध जमीनें एलाट कर रहे हैं उसी तरह से रेलवे की भूमि जो पड़ी हुई है या जो सवर्णों के नाम पर एलाट की हुई है उस को उन से वापस ले कर समाज के इन कमजोर वर्गों को उन्हें

देना चाहिए जिस में कि वह उस का लाभ उठा सके।

वैसे तो और बहुत-सी बातें हैं, लेकिन समझाभाव के कारण में उन्हें इस समय नहीं कह पाऊंगा। हमारे प्वाइंट्स में लिख कर मंत्री महोदय को दे दूंगा।

इस के पूर्व कि मैं अपना भाषण समाप्त करूं में उन्हें एक बार पुनः इस बजट के लिये बधाई देता हूं और इस का समर्थन करता हूं।

SHRI N. H. KUMBHARE (Maharashtra): Mr. Vice-Chairman, Sir, how the emergency has helped us in bringing about all round improvements in the various fields of our activities is reflected in the marked change in the railways which is one of the biggest public sector undertakings. In the first place, this public sector undertaking has fully utilised the emergency to enforce strict discipline in the rank and file of the workers. Never before such punctuality and attendance was witnessed. A section of the workers which had revolted against the railway administration by resorting to strike which continued for many days, seems to have been humbled. Now we find that a railway employee is altogether a new and different person. He is polite, courteous and obedient. As regards the industrial relations, there is no industrial unrest whatsoever. It is in marked contrast to the situation when even a section of the workers used to resort to strike holding the entire railways to ransom. The railway trains are almost running in time. I know for a fact that for months together a train from Howrah and Nagpur used to reach Nagpur late every day because of the frequent chain pulling by the rice smugglers in Howrah. The incidents of chain pulling seem to have been minimised considerably. The ticketless travelling has also been checked to a great extent. Such elements have no courage to travel without tickets now.

Sir, I would like to say a few words in respect of industrial relations. As I stated

earlier, there is perfect industrial peace so far as the railway is concerned because we have not heard of workers agitating in any form. Therefore, the railway administration is expected to show some gesture towards the workers. It is true that we have been assured that the workers who have been removed from service because of their participation in strike are being taken back in employment. But there is also a substantial number of such workers who have yet to be taken back in employment. I think there are workers who had gone to the High Court in writ petitions and they have challenged the termination of their services because, according to them, the termination was illegal, improper and contrary to law.

Probably, their contention was 4.00 P. M. that they have not been served with any charge-sheet, no enquiry was held, and no act of misconduct which was alleged to have been committed was mentioned in the order of dismissal. I am only mentioning that there are several workers who are not at all responsible either for intimidation or violence or committing any sort of sabotage. And, therefore, in all these cases, despite the fact that their cases are pending in the court, the Railway authorities should decide to settle the disputes amicably. I think, if the Railways set up a machinery to have negotiations with these workers, all those workers would readily agree to withdraw their petitions which they have filed in the courts. Therefore, my request is that an effort should be made, as a good employer, as an ideal employer, to have some sort of negotiations with those workers who have challenged the order of termination in the court. If this is done, in most of the cases where the workers have not been responsible for intimidation or violence or sabotage, they could be taken back into employment. That is my first suggestion.

Sir, the other point which I want to make is about casual workers. In the first place, Sir, these casual workers are paid very low wages. I don't think that an ideal employer would like to pay a low wage because the workers are available at that rate. Even today, the condition in our country is such that you can get a worker even for Rs 2 per day. He can come to work even if you offer Rs. 2 per day.

[Shri N. H. Kumbhare.]

This is the condition. Therefore, we should not exploit the worker in this manner. What I am saying is that even today, in respect of employment of casual workers, they are being paid on the basis of the wage rate prevalent in that particular area. And in the matter of determination of the wage, the Collector's advice is being sought. My submission is that the time has come when we must decide about the lowest, the minimum rate of wage below which, no worker should be paid. The Railways are expected to give a fair return to every wage earner and, therefore, in respect of casual workers, my suggestion is that the Railways should direct that keeping in view the high cost of living, the worker, wherever he works, will not be paid less than the wage to be prescribed. This will be assuring him a reasonable wage return for his labour.

Secondly, Sir, we are told that after a worker puts in about six months work, he is paid on par with other regular workers. But to my information, this is not being done. Some of the Departments take recourse to the devices according to which they do not allow the worker to complete six months continuous work. They always put a break in their service, they do not employ them for a period of 15 days, and then employ them again, and thereby they are not paid the rate to which they are eligible after having completed six months service. So, my submission is that such a device should not be used against this unorganised sector of workers. And, in all cases, where they should be allowed to put in six months work. If the work is of a permanent duration, should the worker be allowed to discontinue his work? He should be allowed to continue without any break in his service so that he can get the benefit of full wages payable to a regular employee.

Then, Sir, I would come to the question of reservation for the Scheduled Castes and the Scheduled Tribes. I am one with the sentiments expressed in this House that the railway administration is doing its best to see that the Scheduled Caste employees are fully represented in the services. I, as a representative of the interests of the Scheduled Castes and the Scheduled Tribes, would submit that a real earnest effort is being made by the railway administration

to see that the entire backlog is wiped out and this is manifest from a direction which has been issued by the railway administration asking all General Managers to see that the entire backlog is wiped out and posts are filled in accordingly. My submission is that, in the first place, the number of posts in each category and each grade which should go to the share of the Scheduled Castes and the Scheduled Tribes should be worked out and the railway administration should ensure that this number has been properly worked out. That is the first and foremost thing. Or, else, the General Managers will say that there were so many posts and they have taken steps to fill all those posts. Unless a close scrutiny is made to find out the actual quantum of backlog, there will always be a grievance that the quantum of backlog has not been worked out correctly.

Sir, the other suggestion that I want to make is in respect of the Cell. I can see that ever since the Cell has been established grievances of the scheduled castes and the scheduled Tribes are receiving prompt attention. I have also seen that the Deputy Minister is taking personal interest and even in individual cases he is giving prompt attention so that a genuine case does not suffer any longer and is given immediate relief. However, we find that keeping in view the large number of representations which are received by the Ministry, it sometimes becomes physically impossible for the Ministers or their officers in the Cell to deal with those representations promptly. Therefore, at times, there is very inordinate delay in disposing of those complaints or petitions. Therefore, there must be some such administrative machinery whereby the grievances or complaints of the people should be disposed of within a reasonable time. I can say from my own experience that on an average I must be writing not less than fifty letters to the Railway Board every month and I get only acknowledgments and the rate at which I get a reply is far from satisfactory. For fifty letters which I am sending every month I do not get replies even in five cases, barring those cases in which I directly meet the Minister, present the application and ask for the matter to be looked into. In those cases I get a prompt reply. But, in the case of representations which have been sent to them or addressed to them—which do not come to

their hands directly—there is inordinate delay. It should be seen as to how many applications have so far been received, in how many cases the reports were obtained and in how many cases the decisions have been taken. If it is scrutinised, it would be seen that not even ten per cent of the cases have been disclosed of so far; 90 per cent of them have yet to be decided. So, something will have to be done so that the cases are disposed of within a reasonable time.

Then, I would like to refer to the problem about the running time of the trains. My submission is that the timings at present are so fixed that the train which could have reached the destination earlier, reaches there late by at least an hour. I would refer to the specific case of Bombay-Calcutta Mail. Now, the train starts from Bombay at 7.15 and reaches Nagpur at 10.30. It stops at Amraoti for not less than half an hour usually and then it also stops at the outer of Nagpur station for fifteen minutes. I have represented to the hon. Minister that if you could curtail the running time, it will really help the passengers because those who want to come to Nagpur for some office work, would be able to reach earlier to their work. Therefore, my request is that something should be done to curtail the timings between Bombay and Nagpur so that the Mail train should reach Nagpur at 10.30 at least. That means, one hour could be reduced. That is my first suggestion in regard to the running time of the trains.

The other suggestion is in respect of allotment of contracts. In the first place, I would like to say that a time has come when the Railways should think of doing away with or abolishing the contract system in any form. The workers who are employed through contractors are not paid their proper wages. With the amount which you pay to the contractor, you would be able to pay better wages to the workers if there is no contractor in between. The profit which is given to the contractor is virtually a share of the workers. The amount which should have gone to the workers, goes to the contractor. Could it not be done away with? Can the Railways not appoint some other subsidiary or

some other independent agency to replace the contract system? Why should there be a contract system for loading, for unloading; for ash and coal work? This should be done away with because, by and large, the policy of the Government is to do away with the contract system. Therefore, a time has come when the Railways should also consider doing away with the contractors totally. I have also found that the Railways have, directly or indirectly, engaged vested interests in the sense that if you have a survey of those who have been getting contracts for loading or unloading, for ash and coal work or other works, you would find that they continue to get contract and become multimillionaires; they have become moneyed people; they have big buildings. In fact, I can give one example of one Agrawal of Poona. He has got so many contracts and he has been getting these contracts for the 25 years. Does the Railways Department want to suggest that without that contract being given to Agrawal, the Railways would not be able to do the job? It cannot be like that. Why should you allow such big vested interests to grow? Railway Department is a big undertaking and has a social objective also. Why do you want that wealth to be accumulated in the hands of a few? Therefore, my submission is that the contract system should be done away with totally.

With these words, Sir, I conclude.

SHRI JAHARLAL BANERJEE (West Bengal): Mr. Vice-Chairman, Sir, I have stood here not only to support the Railway Budget but also to congratulate the Railway Ministry for exempting the passengers from giving more fare, after a very long time. Sir, it has been rightly observed that this year is a year of achievement for the Railways. Moreover, essential commodities have been exempted from the freight increase. But we must not be content as the Railways are still dependent upon the general exchequer which does not speak well for the second biggest railways of the world. The percentage of emoluments of the employees should be brought down so that there could be an all-round development of the Railways. When there is no proposal for new railway lines, should not the Ministry consider whether it is

[Shri Jaharlal Banerjee.]

reasonable to keep the percentage of emoluments of its employees so high?

Sir, I would also take this opportunity to bring to the notice of the hon. Minister certain local problems. There is a demand for declaring the Burdwan-Asansol area of the Eastern Railway a suburban area. This is because Durgapur lies in this area and thousands of people pass through this area to attend to their duties at Durgapur. Therefore, this should be declared a suburban area and more trains should be introduced to help the workers to attend to their duties. In this connection, I would like to point out that the Burdwan-Howrah area has already been declared a suburban area. Therefore, there is no sense in not declaring the Burdwan-Asansol area a suburban area and providing the area with more trains.

Sir, I would also like to draw the attention of the hon. Minister to another matter. Recently, a circular had been issued restricting the holders of season tickets from using the express trains. This has created problems for the holders of season tickets. Therefore, the question of increasing the value of monthly season tickets may be considered to enable these passengers to travel by express trains. I know this has been done to facilitate the passengers of the Coalfield Express to travel without any trouble. But this is not the alternative. I would make a suggestion here. The train which leaves Burdwan at 7.40 AM, reaches Howrah at 10 AM. After that, there is no train which reaches Howrah before 11 AM. Therefore, the holders of season tickets are compelled to take the Coalfield Express. I would suggest that a fast train, EMU train, should be introduced without any further delay. It may leave Burdwan station at about 10 AM and can go via Howrah-Burdwan Chord, stopping at Kamarkundu station only to take the passengers of the Howrah-Tarakeswar section. This train must reach Howrah by 10.30—there will be no difficulty—so that people will be able to attend offices in time and so that there is no over-crowding in the Coalfield Express.

As you know, Sir, the Burdwan-Katwa and the Ahmedpur-Katwa railways which were formerly being run by McLeod and

Company have been taken over by the Eastern Railway. Even then not much improvement has been brought about on these railways. The lot of the passengers remains the same as it was during the management by McLeod and Company. There is no increase in the number of the trains and there is no improvement in the speed of the trains. Similar is the fate of the Bankura-Damodar railway which also was formerly being run by McLeod and Company and which has been taken over by the South-Eastern Railway. No improvement has been made there also. Sir, I want to point out that people expect some improvement when it is run by the Government.

Sir, I would suggest some measures to improve the finances of the railways. I know that there is some business going on privately with regard to monthly tickets. Someone buys 30 or 40 monthly tickets and sells them to passengers on a temporary basis. I suggest that every season ticket must be affixed with the photograph of the season ticket holder. This will bring in more money to the railway exchequer. Another thing is, more care should be taken so that the railways do not pay huge compensation to the people who book their goods by wagons. The RPF should be thoroughly screened and strict action should be taken against those who help the wagon-breakers rather than helping the railway authorities.

Sir, more care should be taken to stop ticketless travelling. It must be admitted that much has been done in this direction but still there is much scope for improvement and I hope the railway authorities will improve the situation.

Another point I want to add is, there must be arrangement in the long distance trains for drinking water. Drinking water is the basic necessity of the passenger. Many unfortunate passengers just cannot get down from the train at a station to drink water and then come back into the train. So, this facility must be provided.

I know that under the strict supervision of this Ministry the railways are progressing. With the hope that the railways will progress more, I thank the Minister and support the Budget.

SHRI YASHPAL KAPUR (Uttar Pradesh): Mr. Vice-Chairman, Sir, ...

THE MINISTER OF RAILWAYS (SHRI KAMALAPATI TRIPATHI): हिन्दी में बोलिए ।

SHRI YASHPAL KAPUR: The Railway Minister, I think, spoke in English and I am also trying to speak in English.

SHRI KAMALAPATI TRIPATHI: Only the Budget Speech.

SHRI YASHPAL KAPUR: Sir, the *Railway Minister, in his speech as printed and circulated to us, has said, "I have hope and confidence of a new image of the railways emerging from the mists of the past. May this vision come true!"* We also pray and hope that this vision of the Railway Minister comes true. We have every hope that it will come true because since the day Shri Kamalpati Tripathi took over as the railway Minister, if one goes through the record of that period, not only in respect of the performance of the railways but in respect of the new approach that he introduced, the dynamism that he injected into the working of railways and the big-heartedness with which he dealt with various problems that faced either the railway operations or the workers, one will agree that he deserves all the admiration and congratulations.

To enumerate a few things I may add, Sir, that there has been an all round improvement since the year 1974-75, especially after the strike, though the indebtedness to the general revenues rose to about Rs. 380 crores. No doubt, the trains have been speeded up, new trains have been introduced and the existing trains have been extended, dieselisation has taken place and also the electrification has made progress but, if I may say so, it is also a matter of great importance, that while we are speeding up trains, we have to examine whether the speeding-up has been commensurate with what has been spent on dieselisation and electrification. I would deal with this matter later on.

Then, in 1975-76 the gross traffic receipts have increased four to six times more than it was anticipated. In the

workshops also they have done very good work. I know more about the workshops in the Northern Railways and the Railway Minister himself has said this but I am sure more can be achieved in the workshops and I will certainly give suggestions later on.

Sir, there are certain other things also. The Railway Minister has disappointed us, particularly about taking up the work on new railway lines. In this regard, the late Shri L. N. Mishra had made some commitments and the present Railway Minister has also done his best to fulfil some those of commitments made by his predecessor but I may bring to his notice certain commitments which have remained unfulfilled. There were some commitments made for laying new broad gauge lines in the hilly areas of U.P., especially connecting Moradabad with Haldwani and a new railway station at Rampur, and also improving the services from Rampur to Haldwani. The other railway line to be provided in U.P. i.e. Allahabad to Bhatni, is still pending. I think the Planning Commission also agreed to this to a great extent but there is no mention about this line also. Then, in Eastern U.P. we have been pleading for conversion of metre gauge line, especially connecting Moghal Sarai and Gorakhpur and Kaptanganj. As you know, Sir, this area has got a very large number of sugar factories and now it has become more important with the manifold increase in the export of carpets from Banaras District from which our Railway Minister hails and he knows the importance of that area. We are losing a lot on transshipment goods from metre gauge to broad gauge and vice versa. A lot of money has to be paid as compensation, etc. So, I would request that some start must be given for converting the metre gauge into broad gauge in Eastern U.P. and connecting the same to the main broad gauge line.

The passenger traffic has been growing no doubt, and one reason can be the increase in population. But I can also say that, because of the increased amenities now being provided to the passengers by the Railways, more people would like to travel on the railways. I think railway travel should be made more attractive also because now people have become more tra-

[Shri Yashpal Kapur.]

vel and tourist-minded, and a large number of special trains should be started for a larger number of groups, may be of students or other people, going all over the country, whether for *tirath yatra* or for educational tours or just for sight-seeing. So I think that the Railways may also think in terms of attracting passengers. They should have a cell or a department which may be like a tourist development department. That would, I am sure, give more income to the Railways.

Sir, the Railway Minister deserves congratulations, as people on both sides of the House have said, for not increasing the freight on essential commodities. He has shown a surplus also. But we hope that further efforts will be made to improve the services and the service conditions of the workers also to make them more efficient so that they earn more for the Railways. Sir, a mention has been made about the shop councils on the production units. Well, I do not know whether that would mean councils at the plant level also or whether it would mean shop councils only in the production units. A factory has many shops and the whole plant has a plant Council. If they have restricted workers' association to the shop councils only, I am afraid, Sir, much is not going to be achieved. The workers' association in industry, which is one of the most important points in the 20-point economic programme of the Prime Minister, will just be mocked at by the Railways if they restrict it only to shop councils in the production units and do not provide for plant level councils. In the same way, I would say that not to include the railway workshops in this scheme of workers' association in industry will also be a big draw-back. The Railway Minister has been pleased in his speech to congratulate the workshops for not only keeping up a good record of maintenance and repairs but also of producing certain spares and other parts for the Railways in those workshops. Therefore, to treat the workshops as a second rate thing compared to the production units is, I think, a very wrong idea. They should be treated just like the production units and workers' association must be provided in the workshops also. I would even go beyond that and say that the workers' association in industry should not

mean an industry where there is only machinery or plant, and all that. Industry taken as a whole, means industry. The Railways itself is a big industry. Now, for us to say that the production units are an industry or the workshops are an industry, I do not think that gives a right meaning to the workers' association. The workers' association in industry, as mentioned in the 20-point programme, must be extended to all the departments of the Railways, whether it is traffic, whether it is maintenance, whether it is operation, whether it is transportation or any other department. There are 8 or 10 departments in all which they have. I am sure, Sir, that when the Prime Minister feels that the workers of this country are now educated or efficient enough to a level where they can take up responsibility of running big industries—steel or drugs or any other industry where in workers' association has been introduced fully, why should the Railway Minister or the Railway Board have doubts about the capacity and efficiency of the railway workers to run the Railways by themselves? I would appeal to the Railway Minister, Sir, that these outdated ideas must be thrown out and the railway workers should be given the fullest opportunity to participate in the running of the Railways which after all they have begun to realise belongs to them, belongs to the nation. Thousands of crores of rupees have been invested by the poor people of this country in the Railways. The railway workers' duty is to protect that national property and to give a return to the nation. In that, I would request the Railway Minister to encourage and induce the Railway employees to play their part.

I have the privilege to be the President of the strongest union of the railways. After the 1974 strike when the workers of the Uttar Railway Mazdoor Union elected me as their President, it had a membership of 26,000; last year it was standing at 63,000, and this year, even though we have increased the subscription from Rs. 3 to Rs. 5, I am getting reports that we can go over the one lakh mark of membership out of a total staff of two lakhs. What is the secret of this? How did we march ahead? It is because we tried to give a new role and a new shape to the

trade unions in this country. We have tried to tell the railway worker that he is not merely a railway employee but also that he is a citizen, a responsible citizen, of the country; that in addition to working as a railway employee, he must also fulfil his responsibilities and duties as a citizen of the country and that he must pay back to the nation something of the vast capital investment that has been made by the nation in the Railways. My union had the privilege to hold a seminar in the Vigyan Bhawan about three months ago, and the subject was 'The role of the railwaymen in emergency and how to increase the efficiency and the working of the railways.' I am very happy to say that it was a very successful seminar. About three hundred delegates of my union from all over the Northern Railway and more than 100 officers of the Northern Railway and also the representatives of the Railway Board participated in that seminar. For three days, a threadbare discussion was held on how to increase and improve the efficiency and the working of the railways. This was for the first time when, in such a manner, the *Karmachari* and the *adhikari* came together, and the lowliest of the railway employees, say a shunting jamadar, was able to tell his senior-most officer as to how in half of the time taken presently and with half the number of the locomotives shunting or marshalling in the yards could be done. Many such suggestions were there. I am happy to say that the officers also took these things in a very good spirit. And the slogan that came out of the seminar was, 'इन्दिरा गांधी की लवकार, गाडी चले तेज रफ्तार' which was based on the surmise that the two wheels on which the railways run—i.e. the *adhikari* and the *Karmachari*—should be of the same size, not one big and the other small. Otherwise, there will be accidents and the railways will not run properly. I hope that the spirit of keeping the two wheels of the same size will certainly be implemented more vigorously by the Railway Minister while giving full opportunity to the railway employees to associate themselves with, or to participate in, the running of the railways.

Now Sir, about what the Railway Minister has said regarding the efficiency in the

railways, while I do congratulate him for giving the lead in this direction, I would not forget my comrades in the railways who fully deserve the sincere appreciation expressed by the Minister for their devotion to duty and their high sense of responsibility. Railways' achievements since the period of the emergency in all the branches of their working have been spectacular. I have no hesitation in saying that the performance of the railways during the period of the emergency has been the best among all the public undertakings.

Sir, here I would mention that in December, 1974—i.e., much before the emergency was promulgated—the Railway Board was pleased enough to write to the General Manager of the Northern Railway that the Northern Railway was the best-operated one among all the railways in the region. It was able to achieve these results within two or three months of my taking over as the President of the Uttar Railway Mazdoor Union because a new spirit had been brought about in the thinking and working of the railwaymen.

Though the atmosphere of discipline generally prevailing in the country has contributed to improved Railway performances, the major credit should go to the railwaymen who, inspired by the beloved Prime Minister's 20-point programme, dedicated themselves, under the National Federation of Indian Railwaymen and its affiliates like my union on the Northern Railway, to leave no stone unturned in making the economic revolution, as initiated by the Prime Minister, a success. Efforts made by the National Federation of Indian Railwaymen and its affiliates to spread the message of the Prime Minister and her economic programme to the railwaymen have been very encouraging. I do not know whether hon. Members here or the Ministers who have been travelling on the railways have seen the big sign-boards outside Union offices or at the Railway stations displaying the 20-point economic programme or the Prime Minister's advice to the railwaymen as she had said in her speech to the General Managers of the various Railways. These have been displayed mostly by our Unions.

[Shri Yashpal Kapur.]

The Railway Minister has made a reference to the seminars being held at various places. Though it was my misfortune that neither the Railway Minister, who was unwell, nor his two worthy colleagues, could find time to attend by seminar...

SHRI BUTA SINGH: I was there.

SHRI YASHPAL KAPUR: Yes, I know that. But I hope now they will spare some time for the seminars which are being held at Divisional headquarters and other important places. I would appeal to them to spare some time for the workers' seminars. Ministers' participation in the seminars should also be ensured.

Sir, I will not dwell much on trade unionism at the moment, but I would only say that a lot of propaganda was made about the ill-advised May 1974 strike which was purely political in character and meant to pull down the present Government. It was said that five lakh people joined in that strike. I must say that it is a great exaggeration. One could easily say that not more than one lakh people or another fifty thousand participated in that strike. But the members of the National Federation of Indian Railwaymen who displayed patriotism, and has to undergo so many difficulties to the extent that they were beaten up; acid was thrown on them; their houses were looted; many people were injured—still stood by the country. But as soon as the strike was over, what happened? Those people who stood by the Railways, who stood by the nation, were being equated with those traitors of the country who had brought about the strike. Even to-day their leader is absconding and the Government has not been able to lay its hands on that person. We have come to know that he is hiding in Gujarat because there was some sort of a "kichri" Government there and the Central Government could not intervene. Now the Tamil Nadu hiding place is gone. The Gujarat hiding place is also gone. I hope now, though the Home Minister is not here, they would make all efforts to see that they lay their hands on him. Sir, I might say that whenever our members, the patriotic members,

approach their officers for certain things and bring to their notice their complaints they find that those people who had given the call for the strike or who had participated in the strike are being treated at par. Generally, the reply of the officers is यह (Unions) हमारी दो आखें हैं। But they forget that they have become blind in one eye. It has become useless and the only eye through which they can see is the NFIR. But they have fallen short of utilising the NFIR for furthering the efficiency of the Railways. I do congratulate the Railway Minister who, in no uncertain terms, whenever he could find an opportunity, had made it very clear that the NFIR are our friends, are friends of the railwaymen, and they must be encouraged in all respects. I have been appealing, and I appeal once again now, to the Railway Minister to see that this feeling of harmony goes down and percolates to all levels of Railway administration.

He should also see that those people who have stood by the Railways do get all the encouragement and facilities to further increase the efficiency of the Railways. That is the only aim before my Union and NFIR at the moment. I would only say that they should realise the disastrous role played by the AIRF. I understand that Shri George Fernandez wrote a letter to the AIRF asking them to oppose the Twenty-Point Programme. I also understand that the AIRF has turned down the letter. I do not know in what terms they did it—whether they have just turned it down or whether they are solidly behind the Twenty-Point Programme. If they have come out in support of the Twenty-Point Programme, what are the changes they have made in the set-up and among the office bearers. Have they decided to throwout Shri George Fernandez from the railway trade unionism? Or, have they done just a white-wash by passing a resolution in support of the Twenty-Point Programme and turning down Shri George Fernandez's directive? This has to be gone into deeply. We cannot take these things just on their face value. These must be inquired into before we can repose confidence in such sort of people. I would only say and repeat that the trade union policy of the Railways should be changed

in favour of patriotic workers and organisations which believe in the leadership of the Prime Minister and in her progressive policies and programmes.

Now I would only bring certain pending matters to the notice of the Railway Minister and request him to see that these are implemented soon.

(1) The agreement regarding cadre review and upgradation of posts in Class III and Class IV during high-level negotiations at the Ministry in April 1974 to improve their careers and prospects. This was promised on the floor of the Parliament on a number of times fixing a period of 4 months as the target and for which a provision of Rs. 12.5 crores was made by the Government. This has not yet materialised.

(2) There is inordinate delay in the completion of the work of the Anomalies Committee, set up for the removal of anomalies in the recommendations of the Third Pay Commission. In this case also, Government have made a provision of Rs. 12.5 crores. But still the implementation is being delayed and moreover efforts are being made to keep up disagreements with the organised labour in general matters though the same could be met within the provided funds.

(3) The Miabhoy award has not been fully and properly implemented. How the funds of Rs. 35 crores set aside for this, as mentioned by the Railway Minister, have been used in a serious matter for probe at the highest level in consultation with the NFIR because this award has not been fully implemented.

(4) No decision has been taken regarding the payment of travelling allowances and running allowances on the basis of the recommendations made by the Third Pay Commission, though my Federation has been doing its best to settle this matter.

Coming to the Twenty-Point Programme and its implementation by the Railways, the Railways have announced that the recruitment of apprentices has been doubled. It is a laudable thing I was also in touch with them when this was being done.

But not much has been done as far as filling the quota meant for the Scheduled Castes and the Scheduled Tribes is concerned. Sir, I may be wrong in this and I hope that the Railway Minister would tell us in this House as to what the percentage is so far as these people are concerned. Though formally we may not be talking about the employment opportunities to be given to the people especially to certain minorities, yet, Sir, I think that an effort should be made in that direction also. I may say in this connection that giving employment opportunities is not the problem of the Railways alone. Here, Sir, I would like to make a personal note and say something. When some recruitment was being made for the RPF, the officer concerned was trying his best through the help of the public representatives to get more candidates from the minority communities for the RPF. But, Sir, he had a very disappointing experience. Very few candidates from among the minority communities, whether they were Christians or they were Muslims or members of any other minority community, turned up for the interview. Now, Sir, you know the level of education and the other qualifications required for the post of an RPF constable. A person must have studied up to the middle level and he must have a certain height, weight and girth, etc. This is the lowest sort of education and qualification that are required for this post. But only very few candidates turned up and out of these few candidates also, only a few people were fit. Suppose nine candidates turned up, the officer could get only one or two people who were fit for this job. When this thing happened in three or four places, he tried to find out the reason and it was found that it was a matter of crisis of confidence amongst them, Sir. Now, it is for the majority community, to whom I would appeal, to remove this crisis of confidence. They say: "Saheb, kya karega, naukari kaun dega?". Sir, it is a very painful thing to see these people lacking in confidence even after 28 years of independence, when we have been shouting from the house-tops about secularism and about giving a fair deal to the minority communities. A young man today, coming from a minority community, does not have the confidence and he does not feel sure whether, if he goes for an interview, he will be taken

[Shri Yashpal Kapur:]

in or not. So he asks himself, why he should at all take the trouble of attending the interview. I have seen this elsewhere also I am connected with certain educational institutions and for the past three years I have been watching the situation. For the post of a lecturer in a college, not a single application is there from the members of the minority communities. We found the case of crisis of confidence among persons coming for the lower posts. But here is a higher post which calls for post-graduate qualifications and here also you find the same thing. I am sorry for this digression, Sir, but this is a very important matter because the Railways employ about 17 lakhs of people in this country and they can certainly have a special programme which will help in creating this sort of an atmosphere of confidence among the minority communities, the Scheduled Castes and the Scheduled Tribes, and the other people who come under these categories.

Sir, I have dealt with the various matters that are pending. Now, about labour relations, I would say that certain claims have been made. But, Sir, I am sorry to say that they do not give the correct picture. I would like to know how the present grievances redressal machinery is working or whether it has been strengthened, as has been claimed. It has also been claimed that personal contacts between the officers on the one hand and the workers and the representatives of the Unions on the other have been encouraged. I am sorry to say, Sir, again that that is not the state of affairs. Actually, Sir, it is being discouraged. They are asked to contact the officers after the office hours. But, after the office hours, no officer is there in the office. I think the Railway Minister would know the right position. As he also knows, Sir, I get a lot of letters from my Union members and I know what is actually happening insofar as personal contact between the Union representatives and the officers is concerned and I know whether it has been encouraged or whether it has increased or not.

The ideas are very good as the Railway Minister has said. But, I am sure, he will do his best to implement them also.

Then, about social security measures, the provident fund deposit-linked insurance scheme has now become an out-dated thing. With the latest announcement of the Government that all the industrial workers will be covered under the insurance scheme without paying anything, how can I join in giving compliments to the Railways for linking insurance with provident fund? If the Government of India thinks that this social security risk should be provided to about 7 million organized labour in this country, what about 1.7 million people of the Railways? So, I feel, Sir, that he will be large-hearted enough to provide insurance without linking it to the provident fund in the case of railway workers also.

Sir, the most disappointing feature of the Budget has been the most inadequate provision for housing. In the case of the Northern Railway—I am not speaking of all the Zonal Railways, because that will take a lot of time—48 type I new units, in lieu of 32 old ones have been provided. Some people may say that it is very good. But that means that in the case of the whole of the Northern Railway with 2 lakh workmen on it they are going to give 6 houses only in this whole year. And housing is one of the most important programmes in the 20-point programme. We have set up a corporation. So I think they must provide for more housing facilities for the railway men.

Then, Sir, we have been talking about rural electrification. If you go into the matter of electrification of the quarters of the railway employees, I think, Sir, that would be a most depressing picture, compared to our villages also. If you can provide for big power connections to run huge railway trains with a lot of goods in it, why can't you provide even, say, about 2 or 3 lakhs of lighting connections in the houses of the railway employees, which would give some relief to their children, as far as their education is concerned, or to the house-wives who would get some gadgets in the house, at least removing drabness in their lives?

Then, Sir, I would touch upon the sports and the cultural side of the Railways. As far as sports are concerned, the Railways

deserve our congratulations for winning the World Cup Hockey. . . . (Interruption). But, Sir, I won't stop at that. As far as I know, every General Manager of a Zonal Railway has discretion to appoint 100 people who excel in music, art, dramatics and sports. That means, every year on all the Zonal Railways 1100 people can be recruited who are very well versed in the lighter side of life also. I have had an experience of that. When I called a General Body meeting of the Union in Varanasi in December, 1974. I just asked them if there were any poets, 'kavis' or any other people in that. And, Sir, with the help of those people we held a very successful cultural programme. No outside professional artistes or others were invited. There are recreation clubs. Here I would like to invite the Railway Minister to visit sometime the Delhi Kishanganj Railway Club and see under what conditions it is existing and what recreational services it provides. I would request that the Sports Wing of the Railways should be strengthened. No doubt, they have put up stadiums here and there. They have been holding inter-zonal and inter-divisional tournaments and all that. But I would suggest that there should be a Cultural Wing in the Railways also.

Workers' participation does not mean that they are on the Building Committee or Housing Committee or Station Committee. The responsible railway unions should be given over the work of all the welfare services that our railways are providing. I do not want to go into detail about this matter. The Railway Minister and his colleagues have been generous enough in sparing time to listen to our suggestions. I would make mention of one or two more items. Take hospitals. There are 98 hospitals and 563 health units. With all this medical set-up, they have not been able to provide specialised service as yet. We talk about the New Delhi Station Railway Hospital. But for a serious illness like heart attack, people have still to run to Willingdon Nursing Home. I think the railway administration should pay more attention towards evolving their own services in the specialised fields so that the pressure on the hospitals for the rest of the population is reduced and the railway employees may feel proud that their own administra-

tion can provide them with specialised services.

There has been a mention about Hardwar railway station Shri Kamalapati Tripathiji is known for his religious temperament. I am very happy that Hardwar railway station has come to his notice and they are going to provide a 6-bed dormitory accommodation and carrying out some improvements to the things there. I would request him that Hardwar which is the gateway of the most important pilgrimage places in Badrinath and Kedarnath should also receive the same attention as Varanasi has received. It should have a new building of its own architecture. If you stand outside the railway station, it looks like a jail with high iron railings this way and that way. I wanted to make a special mention of this thing.

With this, I would revert to the very first thing I said, that the railwaymen are dedicated to the task of increasing efficiency and the railway's earnings and rooting out corruption from the railways with the slogan: इंदिरा गांधी की ललकार गाड़ी चले तेज रफ्तार। नो सिर्फ रेल की गाड़ी ही नहीं, देश की गाड़ी चले तेज रफ्तार।

Thank you, Sir.

THE VICE-CHAIRMAN (SHRI LOKANATH MISRA): The Railway Minister will reply on Monday, the 22nd March. There is a message from Lok Sabha.

MESSAGE FROM THE LOK SABHA

The Tamil Nadu State Legislature (Delegation of Powers) Bill, 1976

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha signed by the Secretary-General of the Lok Sabha: