

# ANNOUNCEMENT RE. REGISTRATION OF SHRI SYED HUSSAIN, M. P.

MR. DEPUTY CHAIRMAN : I have to inform Members that Shri Syed Hussain, a Member representing the State of Jammu and Kashmir, resigned his seat in the Rajya Sabha with effect from the 5th March, 1974 afternoon.

We shall continue with the discussion on the Railway Budget after lunch. The House stands adjourned till 2 P.M.

The House then adjourned for lunch at fifty-nine minutes past twelve of the clock.

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

## THE BUDGET (RAILWAYS) 1974-75

(General Discussion)—continued

SHRI KALYAN ROY (West Bengal) : Sir, there are quite a few very important Ministries like the Ministry of Heavy Industry, Ministry of Transport, Ministry of Shipping. They make mistakes, commit errors, even commit blunders. But then when you criticise them they listen sometimes. And sometimes they do take action in order to rectify their mistakes. But as for the Railways, their failure is so colossal. They have developed an utter allergic attitude to all sorts of criticisms. The attitude is an attitude of utter arrogance, an intolerant attitude. It is like a closed book. The whole Railway Administration, Railway Board to down below is entirely mobilised to cover up failures; instead of exposing corruption they camouflage their blunders. As a result nobody is satisfied. Are the working class, whose number is about two million, satisfied? No. What about passengers? Are they satisfied? No. What about those who entirely depend on Railways to transport their commodities and goods? Are they satisfied? No. Then whom are you satisfying; Mr. Qureshi, except perhaps you are

satisfying the Railway Board and the Railway Board is satisfying you? There is an atmosphere of utter disgust. People know that nothing can be done with the Railway Administration. It is a kind of colonial legacy which would not tolerate any improvement, and, therefore, it is no wonder that the Prime Minister on the 28th of February in this very House had to say:—

“The main handicaps which remain still were power shortage and the problems of transport”.

And the problem of transport, Mr. Qureshi, is entirely a problem created by you, the top officials, on your attitude towards criticism.

Sir, Mr. L. N. Mishra, in relation to wagon supply, because that is being debated again and again, stated:—

“It was anticipated in the Budget estimates that coal movement would reach 71 million tonnes. Actually only 61 million tonnes are expected to be moved, partly due to non-availability of coal for loading at established rail heads and partly due to the staff not putting in their best efforts because of agitational approach”.

So the House has to accept this new phenomenon about the shortage of wagon supply to coal belts that it is due to non-cooperation from the staff, due to coal not being available at the siding. Can you ever imagine of such masterly distortions, such deliberate, if I may be permitted to say so, lie repeatedly used again and again? When was there smooth supply of wagons in this country? In this House, again and again this question has been raised. May I point out to the Calling Attention moved by me on December, 14, 1970 calling the attention of the Minister of Railways to the threatened closure of a large number of coal mines as a result of huge accumulation of pithead stocks due to non-supply of wagons by the Railways. This was in 1970.

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Mr. Gulzari Lal Nanda was then the Railway Minister. What was the reply at that time? There was no question of agitation by the railways workers.

There was no question of violent attitude of the mobs. The reply was—and I quote—“High incidence of thefts of overhead cables of electric trains, telecommunication cables; etc.” Then he said, “I have set up a joint committee consisting of Deputy Chief Operating Superintendents of the two Railways concerned, a representative of the Ministry of Railways and a representative of the coal industry, and the committee would be meeting on alternate days and report to the Minister”. In this particular Calling-Attention Mr. Qureshi, I think, was there. I made a blatant attack and I quote, “I am making the charge that there is inefficiency, bungling, corruption and nepotism in your Department”. This was the condition in 1970. Did the condition improve after that? No. In 1971 there was another Calling-Attention in the name of Mr. M. K. Mohta, calling the attention of the Minister of Railways to the reported difficulties experienced by the iron and manganese ore industries due to continued short supply of railway wagons. Here there was no overhead cable theft. Here what was the reason put up? I am quoting the reply given by Mr. Qureshi. This was discussed on January 14, 1971. Mr. Qureshi said, “Unless the law and order situation was improved and the anti-social activities affecting adversely the railway operation were curbed with a heavy hand, it would not be possible to bring the railway working to normalcy”. In 1970 it was overhead cable thefts; in 1971 the law and order situation; in 1972 Bangla Desh. What about 1974? This is a permanent feature. This is a permanent disease. This is nothing new. Only you are trying to shift the blame. Today it is the railway staff; yesterday violent mobs; thieves stealing everything from the railways; so, these are the people responsible. But the problem remains; the shortage remains and is becoming acute. What do we find today? On

25th February 1974 I put a question, and what did Mr. Qureshi say in reply? I asked: What was the number of wagons supplied and loaded from different coal-fields during 1972 and 1973 Mr. Qureshi said, “Bengal, Bihar supply was 5,736 in 1972 per day; it has dropped in 1973 to 5,307”. So, it is affecting all the coal belts. I am now quoting from a bulletin published by the Coal-Mines Authority of India under Mr. Malaviya. This is the edition of January 1974, No. 3, volume 1. What have they to say? “The despatches by rail have not been keeping pace with increasing production. The two Railways catering to the eastern division have not been able to achieve their commitments of 2000 wagons per day on the Eastern Railway and 300 wagons per day on the South-Eastern Railway. The eastern division needs in average daily supply of 2000 wagons on the Eastern Railway and 300 wagons on the South-Eastern Railway. The gap would be about 1000 wagons a day”. So the problem continues; the problem deepens; the problem is intensified. And no action is taken at all. And what is the reason? And before I go to the reason, I have read out what Nandaji said “I have set up a special committee . . .” and so on. Now I would like to know whether that committee is alive or dead, because Mr. Pai, ex-Minister of Mines and Steel, said on 11th October 1973—what is his remedy?—admitted the shortage, non-supply of wagons, accumulation of coal, etc. What does he say? I am quoting it. Mr. Pai said, “I have constituted a high-level standing committee which meets every month to review the progress of supply of coke and coal. The high-level committee has already had two meetings at which both the Railway Minister and I were present”. What happened to that high-level committee set up by Nandaji?

And what about this Committee? When was it set up? How many high-level committees are there? Is it not a bluff? Is it not a misleading statement given again and again since 1969 when I entered this

House, till today? The same lines are repeated again and again. Why is it so? Why are you so much afraid to come out with the truth? It is this that hurts me and I think it hurts Shri Qureshi also unless he has also joined the gang. They have a stake in the scarcity. They could profit by that. This has been said again and again in both the Houses. Shortage of wagons leads to scramble for wagons. Scramble for wagons leads to corruption in the Department. It is there everywhere. This was said on 1970 and that remains unchallenged till today. Not only in 1970, but I am drawing the attention of Shri Qureshi to the question which I asked on 31st May, 1971 and to the answer he had given to that question. The question was:

(a) Whether the Government have received complaints about corruption in the Railway offices at Calcutta, Dhanbad and Asansol in the distribution of wagons to coal mines; and

(b) Whether the Government proposes to inquire into the allegations through C.B.I.

This was in 1971. The answer to this was given by Shri Qureshi who said:

"Specific complaints of corruption and commission of mal-practices will always be looked into and appropriate action taken, if necessary enlisting the co-operation of the Central Bureau of Investigations".

I now ask you. Have you done it in one case? So far has one such case of corruption been brought to your notice? When have you sought the help of C.B.I.? What has been the role of C.B.I. in this? There is no reply. So, the conclusion is inevitable that everybody from the Railway Board down to the General Manager whether he is sitting in Dhanbad, or in Calcutta or in New Delhi, is getting money in an illegal manner. This money is paid in order to sabotage the economy of the country and to create accumulation of coal at pitheads the result of which is fire

and burning of coal every day, accumulation of pig iron at Durgapur, Bhilai and Rourkela and lack of dolomite, lime stone and coke. Consumers are scraping every inch of the ground in order to get coal whereas on the other hand fire brigades are called to pour water on fire which is burning coal. Is it so simple, Mr. Qureshi? I am only repeatedly drawing your attention to what you have said here in this House.

This is Indian Railways—Central Facts—Major Problems, February 1973. Here in this book, in paragraph 8, Shri L. N. Mishra has stated this. I am quoting him:

"The supply of wagons against registered demands for indents is made in the order of date of registration and priority of traffic according to preferential traffic schedule. Not infrequently it is found that the registrations for wagons are fictitious".

This was in 1973. But what do you see in 1974? The same thing. Page number is the same. Paragraph number is the same. Paragraph itself is the same. All the lines, except this line about fictitious registrations, are the same. Only this line has been eliminated. How many fictitious indents are there? How many have come to your notice? Has anybody been penalised? If not, what was the necessity for eliminating this line? Is the problem over? I say, it has been deliberately eliminated to mislead the Parliament and to mislead the House and to help the corrupt officers. This situation did not creep in yesterday. It was continuing for the last 20 years.

Sir, the second point of mine is the question of dieselisation. Sir, this country's economy has been damaged beyond repair by steady dieselisation. I would like to quote here from my speech which I made on the 11th March, 1970, on the Railway Budget. Nandaji was the Railway Minister then. I had stated as follows :

"If there has been a greatest treachery or betrayal in this country, then it has

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been done in relation to the dieselisation in the railways by all the Railway Ministers, starting with the greatest American lobbyist, Shri S. K. Patil, whose right place is in the Syndicate. His policy has been followed by Shri Ram Subhag Singh. Dieselisation in the railways is the most dishonest and most unholy and the most corrupt deal in the country negotiated by the Railway Board and the oil lobbyists who want to tie our country's economy to the Americans."

Sir, this is what I stated in 1970. Not only this. At that time, the mine owners were the owners of coal which was in the private sector. I had quoted at that time what the colliery Owners' Association had to say. They had said this :

"The share of oil that is imported has also increased disproportionately during the last twenty years and nearly an amount of Rs. 1,500 crores has been spent on the import of oil."

So, Sir, I wanted to hold it up and I wanted to stop, to scrap, this dieselisation. But what did Nandaji say ? In supporting the measure of dieselisation, Nandaji said that they were getting about Rs. 168 crores from the World Bank and that our country would be strengthened by dieselisation and that dieselisation has so many advantages and that there is a great demand for dieselisation and so on. But he also admitted that the consumption of coal was progressively dwindling and declining.

Sir, this question has been raised in the House again and again. The Minister of Mines had given a reply which I am quoting :

"We have drawn the attention of the Railway Minister to the question of reviewing the process of dieselisation. But the answer is in the negative."

So, Sir, this dieselisation continued and continued in a reckless manner and the Report has correctly pointed at and clearly stated that while in 1973, the cost of dieselisation went up by 130 per cent, in 1974,

as also indicated by the Minister in the Budget Speech the cost of dieselisation has gone up by 156 per cent. On the other hand, what do we find, Sir ? We find that while in 1973, according to Shri L. N. Mishra, 51 per cent of freight traffic was moved by diesel traction, in 1974, the diesel traction has gone up to 52 per cent and the share of electric and steam locos is steadily and continuously going down. And, Sir, who is going to pay for the cost of dieselisation ? Not Mr. Qureshi, not the Railway Board Members and not the rich people who live in the Ashoka and Oberoi Hotels. But the cost of dieselisation has to be met by the unemployed youth who go by these trains and use these trains while going in search of jobs, by the mine workers, by the textile workers, by the landless labourers and by the coolies and so on. For this dieselisation which was dictated by the Americans and swallowed by Mr. Patil and others, now we have to pay the price and the workers have to pay the price. Are you going to review it now ? What have you stated in this connection ? What have you said ? Sir, what is the reply of Shri L. N. Mishra and Mr. Qureshi ? I have quoted their replies in the Parliament and they have given the reply that dieselisation will continue and that there is no question of reviewing the case of dieselisation. Now, Sir, the people have become wiser. I am quoting page 24 where Mr. Qureshi and Mr. L. N. Mishra have said : "Pace of electrification is, therefore, being accelerated and large-scale use of diesel traction is not proposed." Why is it not proposed ? When have you found that the reckless dieselisation has hurt the economy at the hands of Americans and big oil monopolists ? When we pointed out in 1969, 1970 and 1971 you laughed at us, you mocked at us, you sneered at us and now, do you accent it that what we pointed out at that time was in the country's interest, in the interest of the national economy. You were the saboteurs, not me. If anybody has sabotaged the railway administration, if anybody has sabotaged the railway economy, it is your advisors. Would you make an enquiry as to how this dieselisation took

place ? It is so reckless. In 1951 there were 7 diesel engines, now the rate has gone to over 200 or 300 and the only plant in Chittaranjan Locomotive which was producing for the broadgauge steam loco has been closed down, scuttled. The American components of diesel engines started flooding the market and everybody knows Mr. Khandewal, the ex-Chairman of the Railway Board, went to Washington D.C. and had a nice time, the next Railway Board Chairman went to Washington and had a nice time and still the next Railway Board Chairman went to Washington and had a nice time. At whose cost ? At the cost of the country's economy. Now you say : Oh third-class passengers, pay more, pay 50 paise for platform ticket ; otherwise you will not be allowed to go to the station even though your mother may be sick, your wife may be sick or your son may be sick ; you will have to pay 50 paise through your nose. This is the price we are paying for the faulty, defective and corrupt plan which the Railway Board and others implemented in the country. What answer have you got ? If the earlier answer was correct, is the present answer wrong ? If the present answer is correct, was the earlier answer wrong ? Both cannot be correct at the same time. The decision of dieselisation itself was wrong from the very beginning which we, the Communist Party, pointed out. You have to scrap it, even now there is time because 20 per cent of the petrol is being consumed by the Railways. Please curtail it, control it, scrap dieselisation ; even now there is time. Otherwise this country's economy will be in a mess. Next year we will have to pay hundred times more for petrol. You will have to pay for importing oil and for importing diesel. Sir, the point is that dieselisation was anti-national. There should be a real probe, how this was smuggled in the Railway Board and in the national economy.

My third point, Sir, is about this most unruly turbulent workers ! According to Mr. Qureshi and Mr. L. N. Mishra, for everything, for every bottleneck, for every

delay, for every accident they are responsible. What can I do? These tribulent, unruly 2 million workers are there and poor Qureshi and L. N. Mishra cannot control them. If they are so tribulent, if they are so non-cooperative, naturally, the House knows that productivity will go down. But see what Mr. L. N. Mishra has to say about the productivity of the Indian Railway worker. Sir, I quote what has been placed before us by Shri L. N. Mishra. On page 47, under 'Labour Productivity', he has said : Productivity of staff can be gauged by the number of traffic units moved per employee on the open line. The figures are given below for selected years since the commencement of the Plan. What was the productivity in 1951 ? It was 122 traffic units in thousands moved per employee on the open line. 122 in 1951 and what is it now in 1973 ? It is 200. This is productivity. From 122 in 1951 it has shot up to 200 in 1973 and what is the role of organised labour ? It is given in paragraph 43 : It is gratifying to note, I am quoting, that with the cooperation of organised labour the expectations of productivity in his regard have been largely realised. If that is so, can the unruly workers, the disobedient and unorganised workers give this productivity ? Whether in Jamalpur or in Kachrapara, according to your book which contain the thoughts of Mr. L. N. Mishra and the Railway Board, the productivity has risen steadily, continuously both in operating and workshops. Then who is to be blamed ? Have you taken the productivity of the Chairman of the Railway or the Members of the Railway Board or the Central Managers of the Eastern, Southern or Northern Railway ? Would you please give us the figures of their productivity from 1951 to 1973 ? Would their productivity match with the productivity of the workers ? You would not dare to put it on the Table of the House. They may be more productive in drinking good imported whisky. But Mr. Qureshi, you know much better than I do that their productivity in running the Railways is nil. What action are you going to take ? What is your attitude to the labour when their

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productivity is going up ? You have admitted that the organised labour is giving full co-operation. I find that a large number of employees have been transferred to distant places for participating in trade union work or demonstrations or meetings. Hundreds of them have been victimised. There has been no study about the particular work done by a Railway worker and it leads to discontent in every category. Then there are more than 3 lakh casual workers. Some of them have worked for 20 to 25 years and still today they are paid on daily basis. Still today they can be thrown out without paying them even a single naya paisa. Still today the judgment of the Bombay High Court that minimum wage has to be paid to the daily-rated casual labour has not been implemented by the Railway Board themselves. On the one hand, you are getting productivity out of him. But what are you returning ? There are 3 lakh casual workers, no facilities, victimisation, arrests, shooting, boosting up of the puppet unions and even refusal to implement the decision of the Bombay High Court. These are the two sides. Would you blame the workers for getting agitated ? Would you stop the people from holding you responsible for the discontentment of the workers ? What answer have you got ? I am not manufacturing the statistics. This is your book. You have to answer them yourself.

Then, Sir, my last point is about the protection in the Railways. I asked a question on 25th February, 1974—Unstarred Question No. 197. I wanted to know whether the cases of robberies, lootings and thefts have sharply increased in 1973 in comparison to 1972. The reply was given by Shri Mohd. Qureshi. What does he say ? In 1972, there were 36 cases of robbery. It went up to 61 in 1973. There were 22 cases of looting in 1972 and it increased to 37 in 1973. What a wonderful achievement of the Railway Protection Force, Mr. Qureshi ? Robbery is going up, looting is going up, corruption is going up and he expects the public to accept overcrowding and filthy conditions, horrible

rotten food which is being served and he expects the workers to accept this casual labour as something written on his forehead. He wants the Mines Ministry and the Steel Ministry accept the blame for accumulation of coal. This is the performance of these two gaint Ministers. (*Time Bell Rings*).

Before, I sit down, I would like to say only two words about another project which they have undertaken since 1972, i.e. the Calcutta Metropolitan Transmatchport Project. What is the progress ? On 4th March, 1974, I asked a question about it. My question was : "What is the up-to-date progress of the construction of the tube railways in Calcutta and when the work is expected to be completed ?" Mr. Mohd. Shafi Qureshi replied, "The overall up-to-date progress of construction work of Dum Dum Tollygunj Rapid Transit line is 3.5 per cent and the work is scheduled to be completed by the end of 1979." It is not even a fraction of the work, Mr. Qureshi. As a matter of fact, I think he is so ashamed of it that he would not even touch this point. The M.T.P. is in a mass. The 'Amrit Bazar Patrika' of 26th Decembtr, 1973, pointed out, and I am quoting, "It now seems that the State Government is hesitant to implement the proposal to remove tram tracks from Shibpore Road as it would create adverse political reaction." Neither the money which is required for it is available nor does the State Government led by our able, popular Chief Minister, Sidhartha Shankar Ray, whom we find more in Delhi than in Calcutta, take any responsibility to see that the roads are made available to the MTP. The result is, in between this, I only find one man who is benefited. He is Mr. Bolanath Sen, the Minister in charge of underground transportation in West Bengal. His T.A. bill has come to Rs. 5 lakhs. He is the only man profiting out of it, and some officers who go to Calcutta every week-end because they are found in the race course there. So, Sir, M.T.P. is finished.

After going through these reports, Mr. Qureshi, do you think at all that you can

expect to get any support either from the working class, who support you no more, or the passengers or those who have to depend on railways to transport their goods ?

MR. DEPUTY CHAIRMAN : Shrimati Sumitra G. Kulkarni—not here. Shri Nageshwar Prasad Shahi—not here. Shrimati Sushila Shanker Adivarekar.

SHRIMATI SUSHILA SHANKAR ADVAREKAR (Maharashtra) : Mr. Deputy Chairman, Sir, I rise to welcome the Railway Budget presented by the hon. Railway Minister. Sir, as I am not any authority on Railways, I would just like to give my reaction as a layman.

Sir, the first impression that one has is that the budget has the same familiar Railway pattern of work. It just does not carry any more stimuli to the improvement in any quarter—be it staff efficiency, operating efficiency, modernization, increase of goods and passenger traffic, labour relations or even survey work.

The Railway budget also has a far reaching effect on the common man. For it is the common man to whom the Railways are more vital and it is he who derives the maximum benefit out of the Railways. So, any rise in fares or freight brings a pressure on the domestic budget of a common man. This year, the budget also has proposals to have a considerable rise in passenger fares and freight charges. Even after this rise, the loss is almost of Rs. 53 crores with another shortfall of Rs. 63.25 crores. The Railway Minister, Sir, has very correctly narrated the unexpected incidents that occurred during the current year, specially his stress on staff indiscipline, impact of the Pay Commission's recommendations, the prevailing economic situation in the country, the law and order situation, which also affected the Railways' economics. But, Sir, the fact remains that the Railways have to play a very crucial and effective role with added responsibility in the present oil crisis situation. This oil crisis has now forced us to revert back

to the coal, which is another huge natural wealth of our country. It has to be transported from one place to other. So, it is absolutely necessary to avoid the blocking of rates and wagons lying idle without being unloaded. A new loading system to save time should be introduced. And the same will be true in lifting other essential commodities like steel, cement, petroleum products, etc. Sir, this is really a paradoxical situation—one side non-availability of wagons and on the other side, not enough traffic. We have to take all precautions. There should not be any steep decline in the traffic so that it could effect the anticipated revenues of the Railways. Some measures in a firm and determined way will have to be taken to solve these existing problems which are acquiring new dimensions. Sir, better efficiency will no doubt help to accrue more revenues. In the Report of the Administrative Reforms Commission on Railways, a number of recommendations were suggested in all fields of Railway activities. Why are we so slow in implementing them when it is in the interest of the Railways functioning? Another point, Sir, is that we recover a very negligible amount as compared to the huge amount of goods stolen. Also the amount that the Railways had to pass as compensation for the loss, damage and theft of goods in transit is unbelievable. The R.P.F. should be made more alert so as to win back the confidence of the people that the goods despatched by Railways will safely reach their destination.

The Railways should design different types of wagons for livestock and other goods. If the wagons used for livestock are not properly cleaned they cannot be used for the purpose of carriage of any other goods as those articles are likely to get damaged and spoiled. The proverbial slow movement of the goods trains should also be speeded up.

There will be another huge saving if the procedure of procuring stock and disposing it of is thoroughly streamlined and simplified and if an attempt is made to manufacture some of the articles here, which we

[Shrimati Sushila Shankar Adivarekar]

are now importing, it can result in the saving of some foreign exchange.

Then, there are some honest grievances of the passengers in regard to the facilities and amenities offered to the 3rd class travellers. The expenditure on Railway users' amenities is increasing progressively but not the amenities. I hope the Ministry will see to it that not only the travel but waiting is also made comfortable.

The most encouraging thing in the Budget is the exemption given to the food-grains movement and along with that to fruit, vegetables and milk.

The continuation of travel concession to students, athletes, teachers, farmers, etc. is another good consideration. I would like to suggest to add one more category of which I don't know whether it exists or not, and that is Nurses. It is one of our very noble professions but still their pay-scales are considerably low. A small travel concession will mean a great thing to them.

It is also very commendable that a thought for the educated unemployed youth finds a place.

The scheme of bookstalls on stations where there are no bookstalls at present, means that these places are very far away from the cities. Sir, how can these places form co-operative societies? The response is bound to be poor. The Ministry should make some fresh thinking on this subject.

In the same way, it is a well-deserved consideration for the R.P.F. personnel to revise their pay-scales and service conditions. But let me congratulate the Minister more for noticing the rotten uniforms of the R.P.F. I hope the new design will be such as to give them an impressive look and more moral boosting to enable them to discharge their duties efficiently.

The modest demand of the Railways for increased production of diesel traction or electrification should be considered in the Fifth Plan because we just can't afford to

jeopardize our country's most vital backbone—our transport line.

Sir, the commencement of work at Calcutta after undertaking many years of study appraisal and execution of Metropolitan Transport project is worth mentioning. But, I don't know when Bombay will be fortunate to have this benefit.

I would just like to draw the kind attention of the Minister to the miserable plight of the lakhs of commuters travelling daily by the sub-urban trains—and this traffic is ever on the increase. There is always a demand for more trains and this is met by the same answer that more rakes are not available. Rapid rail transit system should be seriously considered to relieve the hardships of the commuters. Fast trains with few stoppages for long distances and slow trains with more stoppages for short distances should be introduced along with the re-scheduling of the time-table. Few new rakes should be made available or old but serviceable rakes could be spared for further use. The frequent cancellation of trains is almost a daily feature which also adds to the difficulties of the commuters. It is the most welcome thing that the rates of the season passes are not increased and these pass-holders have been spared.

And, last but not the least, Sir, the raising of the platform tickets to 50 paise is indeed too much. Why deprive a family joy of a common man when they all go to the station to see him off?

I am sure, Sir, the Minister is in no mood to bring the platform ticket rates at par with the airport entry pass.

Sir, the Railways are the largest public undertaking though supposed to be commercial, they are meant for the benefit of the common man. If some sincere effort is made to really improve the working and guard the pitfalls, it will save large revenues of the Railways and at every budget the people need not be afraid to face a rise in fares and freights.

Sir, with these words I welcome and support the Budget.

**श्री पंढरीनाथ सोतारामजी पाटिल (महाराष्ट्र) :**  
उपसभापति जी, इस मदन के समाने रेलवे मंत्री महोदय ने दिनांक 27 को अगले साल का रेलवे का आय-व्यय का बजट रखा था और आज हम उस पर विचार कर रहे हैं। इस बजट में जो आय-व्यय का व्योरा दिया गया है, उसके विवरण में मैं नहीं जाना चाहता हूँ क्योंकि वह तो सबके सामने है। अगले साल कुल आमदनी 1427 करोड़ 15 लाख रुपये आंकी गई है और कुल खर्च 1298 करोड़ 98 लाख रुपये होगा और इस तरह से आय-व्यय के बाद अगले साल के अंत में सरकार को 128 करोड़ 58 लाख रुपये की बचत होगी। यह बचत जो हम बजट में देखते हैं, वह सबको मालूम है कि टैक्स बढ़ाने में यह बचत का बजट हो गया है।

8-10 साल पूर्व में हम यह देखते थे और समाचार पत्रों में भी पढ़ते थे कि रेलवे को हर साल करोड़ों रुपये का मुनाफा होता था और उसको टैक्स लगाने की जरूरत नहीं पड़ती थी। लेकिन अब रेलवे विभाग में इस तरह का वित्त-वर्ण आ गया है कि हमारे सामने हर साल घाटे का बजट आ जाता है। तो मैं यह निवेदन करना चाहता हूँ कि सरकार को इस स्थिति का कोई इलाज ढूंढना चाहिये जिससे रेलवे को घाटा न रहे अपितु नदैव लाभ होता रहे।

हमारे देश की आमदनी को बढ़ाने में रेलवे विभाग का सब से बड़ा हाथ रहता है। आज हमें देश का विकास करना है और इस विकास में रेलवे को हर तरह से मदद करनी है। इसलिए मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि रेलवे की आमदनी और उसमें सुधार लाने के लिये कोई उपाय सोचना चाहिए।

मैं एक बात के लिए मंत्री महोदय को धन्यवाद देना चाहता हूँ और वह यह कि उन्होंने अनाज के लाने लेजाने पर कोई नया टैक्स नहीं बढ़ाया है। इसी तरह से उन्होंने सब्जी और फलों के लाने ले

जाने पर भी किसी प्रकार का कोई नया टैक्स नहीं लगाया है। इसकी वजह से गरीबों को फायदा होगा।

मैं मंत्री महोदय में तम्रता पूर्वक विनती करना चाहता हूँ कि उन्होंने तीसरे दर्जे का जो थोड़ा सा किराया बढ़ाया है, उसे उन्हें हटा देना चाहिए, क्योंकि यह जो किराये का भार बढ़ाया है वह इस देश के गरीब जनता के ऊपर पड़ता है। इसके साथ ही साथ मैं उनसे यह भी निवेदन करूंगा कि तीसरे दर्जे के यात्री जब यात्रा करने हैं तो उन्हें स्टेशनों में ठहरने के लिए कोई अच्छा सा प्रबन्ध नहीं दिखलाई देता है। स्टेशनों में धर्मशालाएं हर जगह पर नहीं हैं। इसलिए मैं यह सूचित करूंगा कि हर स्टेशन में तीसरे दर्जे के यात्रियों को रात में ठहरने के लिए धर्मशालाएं बनाई जानी चाहिए। इसी तरह से हर स्टेशन में पीने के पानी का भी प्रबन्ध किया जाना चाहिए। लाइट और साफ-सफाई का भी प्रबन्ध किया जाना चाहिए, ताकि गरीब यात्री रात को आराम के साथ वहां पर ठहर सकें।

यह जो बजट हमारे सामने रखा गया है और इसमें जो मामान के लाने ले जाने का किराया बढ़ा दिया गया है, उसका परिणाम में बाजार में वस्तुओं के दाम भी बढ़ने लग गये हैं। आज हम देखते हैं कि कपड़ा, तेल, कोयला, और दूसरी चीजों के दाम बढ़ गये हैं। देहानो में किसान जिस रसायनिक खाद को खेती में डाला करता है, उसके तथा औजार और दूसरी चीजें जो खेती के पैदावार को बढ़ाने के उपयोग में लानी पड़ती हैं, उनके दाम गत तीन-चार दिनों में सवा गुना और डेढ़ गुना बढ़ गये हैं इनके टैक्स लगाने का देश में यह परिणाम हुआ है उसका फल यह भी हो सकता है कि कृषि उत्पादन की अगर आवश्यक वस्तुएं बराबर उचित दाम में न मिलें, मंहगी मिले तो अनाज के पैदावार पर भी बुरा प्रभाव पड़ सकता है।

अब कुछ बातें मैं अपने प्रदेश, महाराष्ट्र के बारे में कहूंगा। मेरे प्रदेश में जालना से लेकर खामगांव तक एक हाई गेज रेलवे लाइन बनाने का प्रयोजन था अंग्रेजी राज के जमाने में। 1912-13

[श्री पठरीनाथ सीतारामजी पाटिल]

मे प्रयाग की गई इस रेलवे लाइन बनाने की । 1914 का महायुद्ध शुरू हो गया और वह काम सरकार ने स्थगित कर दिया । अंग्रेजी सरकार ने 1934-35 में कांशिष की यह रेलवे बनाने की । लेकिन उस समय भी दूसरे महायुद्ध के शुरू होने से, उसे स्थगित करना पड़ा । उस रास्ते पर प्रारम्भिक काम रेलवे विभाग ने कर दिया था, जैसे 90 मील के मारे रास्ते पर जमीन का स्वामित्व किमानों से ले लिया था । तब से अब तक वह जमीन वैसी ही पड़ी है और किमानों की फसल के काम में नहीं आ रही है । मिट्टी डालने का काम 90 मील के मारे रास्ते पर पूरा कर दिया गया था, रोड़ी भी तोड़ दी गई थी । 1933-34 में जालना नामक रेलवे स्टेशन पर 6 एकड़ खेती पर पहाड़ जैसे ऊँचे-ऊँचे ढेर के रेलवे के सामान का ढेर लगा दिये गये थे और खामगाव में रेलवे के कर्मचारियों, इंजीनियर, ओवरमियर आदि ने डेरा जमाया था । उनके क्वार्टर बनाने के लिए भूमि उसी समय से रेलवे के अधिकार में है । इतना सारा काम उस समय हुआ था । दूसरा महायुद्ध शुरू होने के बाद वह काम पुनः स्थगित करना पड़ा । जितना सरकारी कर्मचारी था इंजीनियरिंग विभाग का उसे सरकार ने वापस बुला लिया । तब से उस रेलवे को बनाने का काम ठप्प पड़ा है । हम क्षेत्र में अनाज बहुत पैदा होता है और सबसे ज्यादा कपास पैदा होती है जो बम्बई के मिलों में किसानों को शीघ्र भेजनी होती है । इस रेलवे लाइन के काम को सरकार को शीघ्रान्ति शीघ्र अपने हाथ में लेना चाहिए ।

दूसरा सुझाव में यह दूंगा कि सी पी रेलवे नाम की विदर्भ में एक नैरो गेज रेलवे है । पहले जमाने में यह किसी अंग्रेज कम्पनी को कुछ वर्षों तक ठेकेदारी पर दी गई थी वह मुदत हो गई है तथापि आज भी वह रेलवे वहाँ उन्हीं के हाथ में चली आ रही है । वहाँ बहुत अंधाधुन्धी है । बहुत से स्टेशनों पर इमारत ही नहीं है, कोई टिकट देने वाला नहीं है, कोई टिकट लेने वाला नहीं है । रेलगाड़ी मनमानी आती है, सीटी बजाती है, चली जाती है । वहाँ कोई पैमिजर आता है तो

उसको कोई भी सुविधा नहीं है । एक सिर्फ बोर्ड लगा रहता है कि यह फलाना स्टेशन है । वह यात्री वहाँ से उतरता है उस यात्री को अगर किसी चोर ने पीटा, लूट लिया तो कोई उसे सहाय नहीं है । इसलिए कम से कम रेलवे के कम से कम एक-दो कर्मचारी ऐसे स्टेशनों पर रखने ही चाहिए । एक और अन्य बात यह है कि इस रेलवे की गाड़ियाँ समय पर नहीं छूटती । मैंने पिछली बार भी कहा था कि हमारी सरकार को इस कंपनी को अपने अधिकार में लेकर स्वयं चलाना चाहिए । अचलपुर से यवतमाल को यह रेलवे चलती है उसके बीच में बारवा से पुरनद तक जो रेलवे लाइन जुड़ी थी उसे दूसरी लड़ाई के दौरान अंग्रेज सरकार उखाड़ कर ले गई और उसने कहा था कि उस समय जब लड़ाई खत्म हो जाएगी तो वापस रेल रास्ता बना देंगे । तो अभी तक वह रेल नहीं बनी है । उसकी तरफ माननीय मंत्री जो ध्यान रखें क्योंकि जगह-जगह जो पुरानी रेलें टूटी थी सरकार अब उसको बना रही है पांचवीं पंचवर्षीय योजना में ।

मनमाड में काचीगुडा तक मीटर गेज रेल है, उसको ब्रांड गेज बनाना चाहिए । वह योजना सरकार के सामने है । मंत्री महोदय ने मुझे पिछले साल चिट्ठी में लिखा था कि सरकार उसको गंभीरता से देख-मोच रही है और उसे पूरा करेगा, लेकिन उसकी अब तक शुरुआत नहीं हुई है । उसकी तरफ भी मैं आपका ध्यान आकर्षित करता हूँ । आजादी से पहले निजाम का जो राज था अब उस क्षेत्र को उसे मराठावाड़ा कहते हैं, उस इलाके में 5 जिले हैं और वहाँ एक ही रेल है वह भी मीटर गेज है इस कारण से वह क्षेत्र पिछड़ा हुआ है । उसको जल्दी में जल्दी ब्रांड गेज में बदलना चाहिए ।

पचौरा नाम का जो स्टेशन है जनगाव के पास वहाँ से हिंगोली तक एक नई रेल बनाइये जिसको अजन्ता होकर चलाइये । अजन्ता की गुफा जो हमारे देश में मौजूद है समार भर में मुप्रसिद्ध है, वहाँ अमरीका, जर्मनी, रशिया से पर्यटक आते हैं, अजन्ता तक रेल न होने से देश-विदेश के पर्यटकों को बड़ी असुविधा होती है । अतः यह रेल लाइन

पचौरा से हिगोली तक अजन्ता होने हुए बननी चाहिए।

कोकण इलाके में अर्थात् बम्बई से रत्नागिरी और गोवा तक रेल लाइन जोड़ देनी चाहिए। वह योजना भी सरकार के सामने है परन्तु उस पर अमल नहीं हो रहा है। तो ये नए रेल रास्ते बनाने का मुद्दाव मैं अपने प्रदेश के लिए आपके सामने रखता हूँ।

अब मैं रेलवे के घाटे के कारणों पर थोड़ा बोलता हूँ कि रेलवे विभाग में जो नुकसान आ रहा है और जो हमारा घाटे का बजट होता है, इसका प्रमुख कारण यह है कि रेलवे के कर्मचारी ढीलढाल में काम करते हैं, उन्हें तत्परता से करना चाहिए। आठ या दस घंटे जितनी भी इयूटी लगे उसमें जितना भी काम होगा वह उनको देश भक्ति में करना चाहिए। ऐसा नहीं होने से रेलवे विभाग में जो नुकसान हो रहा है इसी कारणवश यह घाटे का बजट होता है।

रेलवे में चोरिया भी होती है, मुझे माफ कीजिएगा, बड़ी बड़ी चोरियां होती हैं। बोगी की बोगियो का मामान गायब हो जाता है। समय पर बोगी खानो नहीं कराई जाती और व्यापारी रेलवे आफिसर्स से मिलते हैं और उनसे मांड-गांड करते हैं कि इस चीज की कीमत बढ़ने वाली है तो इस बोगी को याई में डला देते हैं, मत छोड़िये, ताकि वस्तुओं का कृत्रिम अभाव बाजार में हो जाए और उन्हें अनुचित लाभ मिल सके दूसरी और जरूरतमन्द व्यापारियों को खाली बैगनों को कृत्रिम अभाव रेलवे अधिकारियों द्वारा बता दी जाती है इस तरह की धाधली रेलवे में होती है, जिससे रेलवे को घाटा होता है ऐसे अपराधियों को कड़ी सजा देनी चाहिए। इन परिस्थितियों में रेलवे की आमदनी टूट जाने की जेब में जाती है। क्योंकि वे टूट जाने व्यापारी के दरवाजे तक मामान जल्द पहुंचा देते हैं। बम्बई से 400 मील का हमारे यहां फासला है, अगर रेलवे से सामान लाते हैं तो उसको 2 हफ्ते लग जाते हैं, और टूट वाला केवल 2 दिन लेता है इस तरह से रेल से विलम्ब होता है। अतः इसकी गति बढ़ानी

चाहिए। तो ये बहुत से दोष हैं जो रेलवे विभाग से निकाल देने के लिए ठोस कदम उठाने चाहिए ताकि राष्ट्र के विकास के लिए रेलवे से पर्याप्त धन का लाभ हो सके इतना कहकर मैं अपना भाषण समाप्त करता हूँ।

3 P.M.

**SHRI DWIJENDRALAL SEN GUPTA** (West Bengal) : It is a matter of great regret that for the last ten years I have been unsuccessfully pleading the case for the conversion of the Purulia-Kotshilla line into broad gauge. In 1964, in May, when I first came in the Rajya Sabha, I had tabled a short Notice Question. The matter was so important that the Short Notice Question was allowed. That was on the question of conversion of the Purulia-Kotshilla line. As at that time the Railway Ministry threatened the closure of the line. Since then there had been many committees to inquire into the various aspects of this conversion. But in the course of the last 10 years the Government could not come to a decision. I am informed very reliably that the report is in favour of its conversion into broad gauge. Now, the importance of this Purulia-Kotshilla line has increased a hundred times because of the Bokaro Steel Plant coming into commission. From Kotshilla, Bokaro is only a few miles, and there is no question of this line not being economically viable.

Mr. Deputy Chairman, Sir, how do we, Members of Parliament, justify our existence here if our taking up this point over and over again on the floor of the House goes unattended to? I want a definite and categorical answer from the Minister here as to what they have got to say about this conversion of the Purulia-Kotshilla line into broad gauge and how long they want to wait for taking a decision. In this session of the Rajya Sabha, I had tabled a question with reference to my question in the preceding session. In the preceding session it was the same answer that the report was under consideration. In this session also the reply is the same that the report is under consideration. When Mr. Gulzarilal Nanda was Railway Minister, I had represented to him about this. You

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will remember how many years before I represented to him on this point along with the leaders of the Purulia Lok Sevak Sangh, Shri Arun Ghosh, Shri Bhajahari Mahato, M.P., Lok Sabha and others. He said that he would get the investigation done in six months' time. Six years have passed but nothing has been done. This is the way this Ministry is functioning.

Then there is another very important line where the question of doubling is hanging fire for the last 25 years; it is the doubling of the Bangaon-Sealdah line. After Bangaon Railway Station, the Bangla Desh railway line starts. It is on the border of two countries, India and Bangla Desh. We are developing trade relations with Bangla Desh and we need to develop this Bangaon-Sealdah line all the more. It is one way all the time. We are told that from Barasat to Sealdah there will be doubling of the line but not the portion from Bangaon to Barasat. By this only the local passengers up to Barasat will be benefited but the whole problem will not be solved. Why not the area from Bangaon to Barasat also be covered? The question of the trade relations with Bangla Desh will improve by this doubling of the whole line from Sealdah. Besides this, the internal problem of the passengers of the entire area can be solved immediately by doubling of this line. When Sardar Swaran Singh was the Railway Minister, he gave the assurance to the West Bengal Government that in the Third Five Year Plan it would be done. We are now in the Fifth Plan. It is not being done. What is the value of assurances of this Government or the Ministers?

Mr. Deputy Chairman, our Prime Minister, Mrs. Indira Gandhi, on the eve of 1972 elections made a public announcement that there would be reopening of the Howrah-Amta-Howrah-Shiakhala railway line. There was no stipulation at that time, when this public announcement was made, that it would be done by the West Bengal Government, that they would finance or they would supply the technical know-how and all that. She gave the

public to understand that it is going to be done. Whether it is the Centre or the State who does it is her responsibility because there is the same party both at the Centre and in the State. But there is no sign of the project. People now say that it was a big hoax played during an election.

Mr. Deputy Chairman, there is another question. As you know, the Barrackpore belt of Calcutta is the most industrialised area. It is not only an industrial area, it is also a refugee concentrated area. There are stations Sealdah-Ultadanga-Dum Dum Belgharia and so on. There are certain mileage gaps in between all the stations. But the gap between Shamnagar and Kankinara demands one station in between to maintain parity. Hence it was demanded that there should be a railway station at Jagatdal in a place known as Abantipore. There were series of representations. This would remove the difficulties of industrial workers, refugees and the monthly ticket holders. There are five jute mills there. There are two big engineering factories and big rubber industry. The whole area is inhabited by refugees in the right side. Sir, this is a very old demand since the time when Mrs. Renu Chakrabarty was representing the Barrackpore constituency in the Lok Sabha. I have been raising it in the Rajya Sabha for the last several years but nobody is going to pay any heed to it. Can you not start a station there? How much does it cost? The Railway Ministry have decided that however we may cry they would not do it. This is a very sad affair. I do not like to take much time of the House but I would request the Railway Minister not to be so very apathetic to the people's demand because that does not pay any government ultimately.

**SHRI KALYAN ROY :** Let him settle his own grievances.

**SHRI DWIJENDRALAL SEN GUPTA :** So far as Calcutta passengers are concerned I demanded that there should be two fast trains from Sealdah to Delhi so

that the entire population of Calcutta may not have to pass through the bottleneck of the Howrah bridge. The tragedy of the whole thing is that the Minister does not know that the worst possible train is the Upper India Express. He wrote a letter to me in reply to my speech here that they have already given one fast train from Sealdah to Delhi, namely, the Upper India Express. Dr. Ram Subhag Singh, former Railway Minister, admitted that that train takes forty hours and is the worst train that leaves from Sealdah. The Deluxe Express, the Rajdhani, the Kalka Mail, these are the fast trains fairly known, and all these start from Howrah. Why, I do not know. On 5th September, 1970 the Privy Purse Bill was lost in the Rajya Sabha. The day before, on the 4th September, 1970, the Rajdhani Express left from Sealdah, and not from Howrah because Howrah station was under flood. If on 4th September, 1970 the Rajdhani Express could leave from Sealdah station, why can it not do it on every occasion? Twice a week the Rajdhani Express leaves Howrah. On these two days why can it not leave from Sealdah instead of from Howrah? Calcutta has about 20—30 lakhs of population. The entire people, just to avail of the fast trains, have to pass through the bottleneck of the Howrah bridge. It can be easily avoided if only a little thought is given to it. I raised this matter in the past also. There was no reply except this false and frivolous reply that Upper India Express is a fast train and that leaves from Sealdah.

And then there is another question. The capital town of every State has a railway station except the capital of West Bengal, Calcutta. We have no Calcutta Station. Let Sealdah Station be renamed as Calcutta Station. It is just a question of renaming. Heaven would not have fallen if you had renamed it so. People would have known that this is the Calcutta Station. If somebody from outside comes here, unless you tell him that Sealdah is Calcutta Station, he would not know that he has reached Calcutta Station. I know it, fifty years before this Sealdah

Station was known as Calcutta. Let the Minister check it up.

Then comes the question of the Rajdhani Express. In the Rajdhani Express there are five coaches usually barring the first class coach. In every coach there is one coach attendant. This post of coach attendant is a regular post. But the persons working in these posts are not permanent. They are not even on a monthly basis. They are paid daily wages at the rate of Rs. 4.50. Can you imagine a daily wage of Rs. 4.50 nowadays? This is very much less than the wage of Class IV staff? If I am wrong, please correct me. But if I am not wrong, let him agree here and now that on a permanent post, the man working must be permanent and he must be paid monthly emoluments. I am not saying that you should give that man more emoluments as a Class IV gets. But certainly not Rs. 4.50. You have no justification to pay him a pittance of Rs. 4.50. It is a regular post by its very nature. So long as those coaches are there on the Rajdhani Express, the attendants are necessary and they are giving good service. I very often travel by that train. And I find those attendants quite congenial, quite accommodating and efficient. Why should they be made to work at Rs. 4.50?

Lastly, so far as the Railway Budget is concerned, the Government has no moral right to increase the railway fare and the railway freight. Train robberies have become rampant. People's lives are not safe; their money is not safe. There is no arrangement for their protection in trains. There is the Railway Protection Force. I do not want to go into detail. But in yesterday's Congress Parliamentary Party meeting, even the former Railway Minister, Shri Hanumanthaiya said that this Force is worthless and should therefore be scrapped. In spite of this Railway Protection Force, there are losses of railway properties to the tune of several hundreds of crores of rupees. If this wastage is stopped by efficient management and if ticketless travel is stopped, there will be considerable savings and then there is no need for increasing the fares and freight. As a matter of

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fact, by your inefficiency to stop these evils, you are taxing and penalising those who are paying and who travel *bona fide* by this increase in fares and freight. If you check these evils, you can save money. Even if you cannot be efficient, why should you penalise honest travellers?

In Railways, strikes have become too frequent. Sometimes the locomen are on strike; at other times linesmen are on strike and sometimes the guards are on strike. Why? This means there is something wrong in the administration itself. They should take reasonable view of the workers' demands and settle their grievances across the table without standing on ceremony, so that passengers are not inconvenienced.

**श्री कमलनाथ भा (बिहार) :** उपसभापति जी, हमारे मुल्क की आजादी की गुरुआत देश के बंटवारे से हुई और ऐसा महसूस होता है कि ज्यों ज्यों आजादी बढ़ी और दिन व्यतीत हुए, त्यों त्यों यहां पर अधिकार और कर्तव्य का भी बंटवारा हुआ। अधिकार का जितना हिस्सा है वह तो सब विरोधी दल के पास पहुंच गया और कर्तव्य का जितना हिस्सा है वह सत्तावादी दल के लोगों के जिम्मे रह गया। जितने कर्तव्य हैं, वे तो सब हमारे हैं और जितने अधिकार हैं, वे सब विरोधी दल के लोगों के हैं।

**श्री जगदम्बी प्रसाद यादव (बिहार) :** इसीलिए तो रेलवे की प्रगति रुक गई है।

**श्री कमलनाथ भा :** हमारे यहां एक कहावत है जो इस प्रकार से है : Every right has a corresponding duty. हमारे विरोधी दल के माननीय सदस्य इस बात को नजर-अन्दाज करते हैं। रेलवे के प्रशासन में अन्य विभागों के तरह खामियां और लुटियां हैं और उनकी ओर सदन का ध्यान आकृष्ट किया जाना चाहिए और यह प्रत्येक माननीय सदस्य का फर्ज है। लेकिन रेलवे ने इस विकासशील देश की जनता की प्रगति में जो भाग लिया है, संकट की घड़ी में रेलवे ने जो देश की सेवा की है, उसको

नजर-अन्दाज करना सत्य पर पर्दा डालना है। क्या यह बात सही नहीं है कि रेलवे को तीन-तीन और चार-चार युद्धों का सामना नहीं करना पड़ा। उस समय उसने देश की सेनाओं के लिए जिस तरह से साज-सामान और रमद चुस्ती और तेजी के साथ पहुंचाया, क्या वह एक अनुपम चीज नहीं थी। उस समय रेलवे ने अपने कर्तव्य को बहुत ही सुन्दरता से निभाया और अगर न निभाती तो आज देश की परिस्थिति दूसरी ही होती और आप उसका अन्दाजा भी नहीं कर सकते।

हमारे देश में बाढ़ और सूखा एक परमानेंट फीचर हो गया है। गत वर्ष ही आठ-आठ सूबों में भयंकर सूखा और बाढ़ चलता रहा और देश में अकाल जैसी स्थिति पैदा हो गई। लेकिन क्या कोई माननीय सदस्य कह सकता है कि जिस तरह से 1943 में बंगाल में भयंकर अकाल पड़ा था, जहां पर 30 लाख आदमी अन्न के दाने के लिए तड़प तड़प कर मर गये थे, क्या किमी सूबे में इन वर्षों में अन्न का अभाव हुआ और 50 हजार आदमी भी मरे? बिहार, महाराष्ट्र, गुजरात और देश के कुछ और प्रान्तों में जहां पर अनाज की कमी हो गई थी, क्या वहां पर हमारी रेलवे ने अनाज नहीं पहुंचाया? ऊपर से नीचे तक रेलवे के कर्मचारियों को बुरा कह दे इसलिए कि हम प्रोटेक्टेड हैं, यह ठीक नहीं है। यहां एक आनेस्ट एसेसमेंट होना चाहिए, उन्होंने कोई गलती की है तो उसको भी रखना चाहिए और जो काम किया है उसको भी सामने रखना चाहिए।

मैं एक वर्ष से इस सदन का सदस्य हूं। मैं देखता हूं कि रेलवे में जो इर्नशिया था, जहां डेवलपमेंट हो रहा है वही डेवलपमेंट हो, ईस्टर्न यू० पी०, बिहार और हिन्दुस्तान के जो दूसरे पिछड़े हुए भाग थे उनकी ओर ध्यान नहीं था, लेकिन हमारी नेता इन्दिरा गांधी ने कांग्रेस में क्रान्ति की, कहा कि पिछड़े लोगों की तरफ चलो। कांग्रेस के सोशलजिज्म के प्रोग्राम के मुताबिक रेलवे ने ब्रेकथ्रू किया और यह निश्चय किया कि रेल लाइन बैंकवर्ड और अन्डर डेवलपड एरियाज में बिछेगी क्योंकि उन लाइनों के साथ साथ उद्योग

जायेगा, बिजली जायेगी, कारखाने जाएंगे और उस एरिया की प्रगति होगी। जब एक नया बैकथू रेलवे करने जा रही थी ठीक उसी समय हम देखते हैं कि रेलवे में एक नवीन ढंग का आन्दोलन शुरू होता है। मजदूर आन्दोलन के नाम पर गरीब गेन्गमेन की हड़ताल नहीं होती—जो लोग गरीबों के चेम्पियन हैं उन्हें मालूम होना चाहिए कि इस देश में दो रूपया पर डे मजदूरी है 17 करोड़ खेतिहर मजदूरों की those who are lying low and spitting blood. लेकिन गरीबों के चेम्पियन बनने वाले उस तरफ नहीं जाते, भूमिहीनों की तरफ नहीं जाते—रेलवे के बदली और टेम्पोरेरी मजदूरों का आन्दोलन नहीं होता है। आन्दोलन होता है रेलवे के हाईएस्ट पेड एम्प्लॉईज का क्योंकि वे की-पोइन्ट्स पर थे। जब चुनाव में हमें नहीं हरा सके, अन्तर्राष्ट्रीय युद्ध में नहीं हरा सके, अकाल में नहीं मार सके तो एक षड्यंत्र के रूप में ट्रेड यूनियन की आड़ में आन्दोलन शुरू किया strike at the root and the branches will fall down themselves. एक रेल को पैरालाइज करो, सारा देश पैरालाइज हो जायेगा। मासेज भूख से मर जाएंगे, पावर हाउसेज बन्द हो जाएंगे, स्टील फैक्ट्रीज बन्द हो जाएंगी, कोयला खदानों में हड़ताल होगी, एक से ही सब कुछ होगा और हम देखते हैं कि रेलवे में स्ट्राइक्स हुईं। वह स्ट्राइक कही एक डिमान्ड के नाम पर, कहीं प्रान्तीयता के नाम पर, कही दो आदमी लड़ गए तो रेलवे बन्द, कहीं नीगो-सिगेशन टेबिल पर बैठे हैं तो रेलवे बन्द। 15 दिन हड़ताल होती है तो उसका एफेक्ट चलता है तीन महीने। 15 दिन रेलवे पैरालाइज होती है तो तीन महीने में भी नार्मल कन्डीशन्स रेस्टोर नहीं होती है। स्टील इंडस्ट्री पर, पावर पर, इंड के मूवमेंट पर, फटिलाइजर के मूवमेंट पर, सारे कन्ट्री की इकानामी पर इसका एफेक्ट होता है। उनको अधिकार है गलत काम करने का, लेकिन इसका दोष हमारे माथे पर मढ़ दिया जाता है, रेलवे मंत्रालय के माथे पर मढ़ दिया जाता है, सरकार के माथे पर मढ़ दिया जाता है। इस देश के विकास के लिए हम लॉग लड़ रहे हैं With our backs to

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the wall. इस देश के गरीब लोग लड़ रहे हैं। दूसरी तरफ जो हमारे विरोध में है उनमें से कुछ लोग विकास की गाड़ी को रोकने के लिए हरबन्द कोशिश कर रहे हैं। मैं तो नहीं कहूँगा लेकिन उनका जो एक्शन है वह लेनदेन षड्यंत्र नहीं है। इसलिए आज 25 वर्ष हो गये, 25 वर्ष में जो लड़का जन्म लेता है वह दूसरी जैनरेशन पैदा कर देता है, लेकिन इंडिया की अपोजिशन पार्टी 25 वर्ष में नाबालिग होती जा रही है। यह जो रिस्पासिबिलिटी है कि इंडिया का मासेज का कांफिडेंस 25 वर्ष में गेन नहीं कर सके, इसकी वजह यह है कि ये कर्त्तव्यहीन अधिकारों के पुजारी हैं। नो राइट विदआउट कारमपांडिंग ड्यूटी कभी किसी पार्टी की पर्सनैलिटी को ऐंड नहीं करता, उसकी स्ट्रेंथ को ऐंड नहीं करता। मैं इसलिए यह फील करता हूँ कि आज रेलवे में जो इनफेफिशियेंसी अभी दिखाई पड़ती है, जो करप्शन अभी दिखाई देता है वह आज की स्थिति नहीं, बल्कि पुरानी चली आ रही है। लेकिन जो गड़बड़ियाँ दिखाई देती हैं उसके लिए चाहे वामपंथी हो चाहे दक्षिण पंथी हो, चाहे राइट पार्टी हो या लेफ्ट पार्टी हो, ये लोग रिस्पासिबुल है और ये लोग हमारे ऊपर रिस्पासिबिलिटी लादने हैं कि ये नहीं किया, वह नहीं किया। इनका भी तो कुछ काम होगा। जिस एरिया में चैन पुलिश होती है, हम लोगों में से कितने लोग ऐसे हैं जो मासेज से कहते हैं कि भाई गाड़ी की चैन खींचकर एक एक घंटा मत रोकें। हमारा डेमोक्रेटिक मुल्क है, हम सबको गोली से उडा देंगे? कुछ पब्लिक रिस्पासिबिलिटी है, कुछ आपकी भी जिम्मेदारी है, कुछ सरकार की भी जिम्मेदारी है। लेकिन आप अपनी जिम्मेदारी समझें नहीं, सारी जिम्मेदारी सरकार के माथे पर डाल दे तो इससे डेमोक्रेसी नहीं चल सकती।

इसलिए उपसभापति जी, मैं आपके माध्यम से कहना चाहता हूँ और रेल मंत्रालय को धन्यवाद देता हूँ कि उन्होंने समाजवादी नीति को सामने रखकर इस बजट का निर्माण किया है। समाजवादी नीति क्या है? जो अमीर हैं उन पर बोझ पड़े। हमने सोशलिज्म को पढ़ा है

[श्री कमलानाथ झा]

कि बैंकवर्ड कटौत में सोशललिज्म का रूप प्रोडक्शन ओरियटेड होगा और फारवर्ड कटौत में डिस्ट्रीब्यूशन ओरियटेड होगा। इसलिए हमारे रेल मंत्रालय ने जो नीति बनाई है उसमें अमीरों के ऊपर अधिक टैक्स किया, गरीबों के ऊपर मीनिमम टैक्स किया। थर्ड क्लाम में अगर 5-10 नये पैसे का टैक्सेशन करते हैं तो फर्स्ट क्लाम में चार पांच गुना ज्यादा है, एयर कंडीशन में उससे भी ज्यादा करते हैं? कहीं ऐसा समाजवाद नहीं होता कि गरीबों को, श्रमजीवियों को कष्ट न उठाना पड़े। कष्ट तो सबको उठाना पड़ता है, लेकिन बड़े लोगों को अधिक कष्ट उठाना पड़ेगा और जो पब्लिक यूटिलिटी की चीज है, चाहे वह अनाज हो, फ्रूट्स हों, मिल्क हो उनके ऊपर कम से कम बोझ पड़े वह रेलवे ने किया है। कोल पर मामूली फ्रेंट बढ़ाया है जब कि 15 वर्ष में 3-4 बार कोयले के दाम बढ़े। लेकिन उसके ऊपर फ्रेंट नहीं बढ़ाया गया। कोयले का अधिक यूज इंडस्ट्री करती है तो इंडस्ट्री पर टैक्स करना चाहिए। थोड़ा उपयोग मासेज करते हैं, इसलिए उनके ऊपर भी थोड़ा लगाना चाहिए। इसलिए जो रेलवे की स्कीम है, दस जगहों में नई रेलवे लाइन बनाने का कार्य शुरू हुआ है और 12 बैंकवर्ड एरियाज में नई रेल लाइन निकालने की जो नीति है यह समाजवादी नीति के अनुरूप है। हमारी रेलों में फर्स्ट क्लाम में चलने वाले लोगों पर अधिक से अधिक टैक्स लगाना और गरीब लोगों पर कम से कम टैक्स लगाना यह भी हमारी नीति के अनुरूप है।

अन्त में एक बात की और आपके माध्यम से माननीय मंत्री जी का ध्यान आकृष्ट करना चाहता हूँ और वह यह है कि रेलवे के सम्बन्ध में, प्रशासन के सम्बन्ध में बहुत सी बातें उठाई जाती हैं और मैंने इस सदन में कई बार और भी कहा कि जो बहुत सी बुराईयाँ हैं वह केवल व्यक्ति विशेष के साथ नहीं हैं।

The wrong is not with the individual alone. The wrong is with the system. यह जो 1700 मील लम्बा और 1900 मील चौड़ा देश है, इसमें रेलवे के आफिसर चाहे कितने भी कपिटेट क्यों न हों, उनके लिए संपूर्ण रेल की

व्यवस्था पर ऐफिशियेंसी के साथ नियंत्रण करना संभव नहीं है और इसी बात को देखते हुए हमारे देश में यह फैडरल करेक्टर की गवर्नमेंट है। नहीं तो यूनिटरी फार्म आफ गवर्नमेंट हम रख सकने थे, लेकिन इतने बड़े देश में यूनिटरी फार्म आफ गवर्नमेंट मूट नहीं करती, इसलिए फैडरल फार्म आफ गवर्नमेंट बनाई गई है। यह रूप से भी हुआ और यही अमरीका में भी हुआ तो जब हमारे पोलिटिकल स्ट्रक्चर में फेडरल फार्म आफ गवर्नमेंट है तो मैं समझता हूँ कि रेलवेज में भी जो यूनिटरी फार्म है उस का डिसेंट्रीलाइजेशन होना चाहिए। हम समझते हैं कि बहुत दिनों से चला आ रहा यह रेलवे का काम अब इतना बड़ गया है, जिस में ट्रैफिक को ढोने का काम भी है, माल को ढोने का काम भी है, देश की सरहदों की सुरक्षा करण का काम भी है, इतने लोगों को इम्प्लायमेंट देने का काम भी है, इतने लोगों की सर्विसेज को डील करने का काम भी है, तो इस को देखते हुए इट इज हाई टाइम कि रेलवे मंत्रालय को इस बारे में गंभीरतापूर्वक विचार करना चाहिए और मैं समझता हूँ कि जब तक रेलवे एडमिनिस्ट्रेशन का हम डिसेंट्रीलाइजेशन नहीं करेंगे तब तक हम उसमें कोई एफिशियेंसी नहीं ला सकेंगे और उन समय तक हम करप्शन को भी एक्टिवली रोक नहीं सकते हैं और हमारे जो हमारे प्राइविलाइजेशन है उन को भी हम सही ढंग से डिस्चार्ज नहीं कर सकते हैं चाहे हमारे इंटेंशन कितने ही आनेस्ट और कितने ही पायप क्यों न हों क्योंकि इतने बड़े सिस्टम को दिल्ली में बैठ कर चलाया नहीं जा सकता है चाहे हमारे पास कितने ही आनेस्ट से आनेस्ट आफसर क्यों न हों।

अतः मैं एक बात और कहना चाहता हूँ अपने इलाके के बारे में मैं बिहार के पूर्वांचल से आता हूँ, पूर्णिया मेरा जिला है बगला देश के बार्डर पर हमारे वहाँ कटिहार से कलकत्ता और कटिहार से आसाम तक जाने के लिए बड़ी लाइन तो है, लेकिन बगौनी पूर्णिया से कटिहार तक की लाइन के लिए हम ने कुछ नहीं सुना, इस में कोई जिक्र नहीं है कि उस मीटर गेज की लाइन को ब्राड गेज में कंवर्ट किया जायेगा। मैं आशा करता हूँ

कि माननीय मंत्री जी मेरी बात सुन कर इस सबध मे जानकारी देने की कृपा करेंगे कि कटिहार से बरौनी तक जो मीटर गेज की लाइन है उस को ब्राड गेज मे कवर्ट की योजना उन के पास है या नहीं और कटिहार पूर्व के प्रदेश में सब से बड़ा रेलवे जंक्शन है। पाच, छः लाइनें वहां से पांच दिशाओं मे चलती है। पिछले 80 वर्ष में जो बरौनी रेलवे स्टेशन था उसमे भी कोई सुधार नहीं हुआ है। इसलिए माननीय मंत्री जी ने जो बजट स्पीच मे रेलवे स्टेशन्स के रिनोवेशन और डेवलपमेंट की बात कही है, उस के सदर्थ मे मैं आप के माध्यम से उनका ध्यान उस ओर आकर्षित करता हूं कि कटिहार का रेलवे जंक्शन जहां 50 हजार पैसेंजर्स रोज पास करते हैं उस रेलवे स्टेशन के डेवलपमेंट के लिए और कटिहार से बरौनी तक की मीटर गेज लाइन को ब्राड गेज में कवर्ट करने के लिए वे कुछ ध्यान दें। इन शब्दों के साथ मैं इस मांग का समर्थन करना हूं।

**SHRI HARSH DEO MALAVIYA** (Uttar Pradesh): Sir, at the outset, I would like to associate myself with the tributes which were paid to the railway management by my colleague, Shri Kamalnath Jha. Certainly, any country can be proud of the role which was played by our railwaymen and railway officers at the period of the crisis of war with Pakistan and the trouble in Bengaladesh. We can also be quite happy with the efforts of the railways to transport foodgrains to the scarcity areas during this crisis of drought.

But to say this does not mean that we shut our eyes to what is not correct with the railways.

[**The Vice-Chairman, (SHRI V. B. RAJU)** in the Chair]

In this connection, I would say that the railway budget papers, the plethora of papers which have been given to us, are positive proof that our railway affairs, by and large, are grossly mismanaged. There was massive investment in railways in the Fourth Plan. But what has been the result? Instead of being able to achieve

the further target of something like 20 million carriages in this year, the railways carried less than what was carried last year. Railway mismanagement must bear today a considerable part of responsibility for the troubles the country is in. Every day, we hear in the House the problems of wagons, shortage of supply of coal, coal lying at the pitheads, rakes not being made available, etc. And once our coal supplies are disturbed, our power houses stop functioning, our industries stop production. And in this, I hope the hon. minister will agree with me, much is left to be desired as far as the management by the Railways of its wagon capacity is concerned.

I would cite as an example of Railway mismanagement and Railway inefficiency, the expenditure on the Railway Protection Force. A few years ago, it was Rs. 3 crores. Now it is in the neighbourhood of Rs. 10 crores. But the claims for losses and pilferages have gone up from Rs. 10 crores to Rs. 30 crores. Our Railway Protection Force has proved singularly incapable of preventing the pilferages and losses. I understand that a committee was appointed—it is another instance of the bureaucratic set-up—a committee was appointed to recommend steps for preventing losses and pilferages. The report was submitted. But what has been the action taken on this report? We do not know. I think the report is lying in some pigeon-hole and eating dust. If I am wrong, I would like to be corrected by the hon. Minister. But, certainly, if committees are appointed and if reports are submitted, they need to be looked into and acted upon.

Another very serious flaw, I think, is our method of inventory control. Someone was telling that something like 35,000 items are lying with the Railways, but there is no proper inventory. It is high time that we became more efficient and more modern and we introduced computerized control over our inventories. And it might save crores of rupees.

[Shri Harsh Deo Malaviya]

Sir, I will give another example of gross mismanagement in the Railways. The machines in the Golden Rack Workshop of South India, I am told, are almost 30 years old and outdated. And in that Workshop, there is a lot of scrap, very valuable scrap—brass, copper, special steel used in railway tyres, etc. And this scrap is sold to contractors. The contractors take this scrap, do something with it, and sell it back to the Railways. And in the process, the Railways lose a lot. Instead of giving such valuable materials like copper, brass and special steel to contractors the Railways themselves can make some use of it and thus this going through the contractor and getting back through the contractor can be eliminated.

Sir, another thing, which is very painful, is the punctuality of trains. Punctuality of Railways today has become a memory of the past. It is a rare thing for trains to come in time. I do not know, why it is so. Every minute's delay means a loss. And trains are delayed by one hour, two hours, three hours and even 24 hours. And 10,000 trains are supposed to be moving every day. And if we calculate, I am not sure whether any calculation has been done. I hope the Ministry will take steps to make a calculation if 10,000 trains running in this country are delayed every day, the loss would be at Rs. 500 per train per hour, as someone put it. I do not know how he has calculated it? In any case, every train delayed by an hour loses Rs. 500; then you multiply it by 10,000 and by 30 and then again by 12, the loss in a year would be colossal. How much will it run into? I do not know why it cannot be controlled? During the regime of the previous Railway Minister, Mr. Hanumanthaiya, there was a visible improvement in the punctuality of trains. The common man was saying that Hanumanthaiya is proving a good Minister so far as the punctuality of trains is concerned. But, in the new set up the things have again deteriorated and it seems that nobody cares about it. The Railway officials are

callous, the station masters are callous, the officers on the spot are callous as they do not give any satisfactory answer. The telephone calls to the Railway Enquiry offices are very often not answered and certainly there is complete lack of courtesy.

Now, I would like to submit that today I think that one of the most anomalous features of our Railway system is the Railway Board. It is a white elephant.

SHRI K. CHANDRASEKHARAN (Kerala): It is absolutely wrong.

SHRI HARSH DEO MALAVIYA : I speak subject to correction. I believe the Railway Board spends about Rs. 60 crores a year. A little less than Rs. 2 crores is spent on the salaries of employees and officers of the Railway Board, its members and staff. Well, it is a copy of the British model. The British also have a Railway Board. But, the British Railway Board confines itself to policy matters and not administrative matters. Before Independence we had companies stationed in Britain, headquartered in Britain, running various Railways, the B.B. & C.I. Railway, The B.N. & W.R. Railway, which we sometimes jokingly used to call 'Bewaquf, Nalayak and Wahiyat Railway' etc. Then, at that time the Railway Board was set up. It had nothing to do with the management of the Railways. But, after Independence the Railway Board has become a Government within a Government. It controls everything from allotment of wagons to even appointment and transfer of gang coolies. That is the responsibility of the Railway Board. I mean no disrespect to the hon. Members of the Railway Board. They are experienced people, efficient people, have experience, but even very experienced man, if you tie them down to the matters of transfer of gang coolies, are bound to lose all their sense. So, it is high time that the whole working and the whole functioning of the Railway Board should be examined.

I am happy to inform this House that our Railway Convention Committee of

which I am a Member, met only yesterday and we have decided to give a close look to the working of the Railway Board. Even if the Railway Board is not abolished, perhaps it will be more useful if it confines its activities to policy matters and does not get into administrative details. Very often there is duplication between the Railway Board on the one side and the Railway Ministry on the other. Of course, these cases do not come to the notice of the public because the Railway Minister is in the over all charge of the Railway Board. But, in private talks, sometimes Railway Board people blame the Ministry and the Ministry people blame the Railway Board. This kind of dual authority should be ended. It is most important.

Now, I would like to substantiate my charge that the performance of the Railways is rather very unsatisfactory.

Here are the major commodity-wise targets of the originating traffic as initially fixed by the Planning Commission, revised at the time of Mid-term Appraisal and the actual materialisation during the last years of the Third and Fourth Plans. They make a very sad reading. For example, in the Third Plan, the original estimate in 1961 for coal was 91.4 million tonnes but the actual materialisation in 1965-66 was 66.7 million tonnes. Again, in the Fourth Plan the original estimate was 84.4 million tonnes but the actual materialisation expected for the year 1973-74 is 67.62 million tonnes. This is a big shortfall in coal. Now there are other items but I will confine myself to the Fourth Plan. The original estimate for the Fourth Plan for entire material was 264.7 million tonnes but the actual performance estimated for the year 1973-74 is 208.01 million tonnes. These figures speak for themselves. I won't take the case of cement or iron ore or any other material. This itself will be enough to convince you that the railway performance is very poor. Now all kinds of explanations are given, partly correct, partly incorrect, i.e. the railways could not carry because there was no production, because there was power failure and all that but this is not

the whole story. The searchlight has to be turned inwards by those who manage our railway affairs and they should try to find out where the lacuna lie.

Another thing, Sir. There is a talk of economy measures. Well, here I have got a note which speaks of the economy during the Fourth Plan period in fuel, in electric power, consumption, prevention of thefts and pilferages. Long lists are there. Of course, our office people who sit in the offices are experts in making very good notes and presenting them in a very good way but coming to the working expenses of the reduction in staff due to economy measures during the periods from 1969 to 1973, well in 1969-70 the reduction in staff of class I and class II officers was: Three permanent and 15 temporary officers were removed. Eighty class III officers were removed and the figures for class IV was: 3084 permanent and 1783 temporary staff were removed. So, the axe falls on the poor man, upto the little man. Then I come to 1973-74. For class I and class II employees the reduction was only one in the permanent staff but in the class IV it was: 1644 permanent employees were retrenched or removed and 3064 temporary staff were removed. So, we can very well understand the position. Certainly, if there is redundant staff, it should be removed but the axe should not fall upon the small man and these figures do prove that the axe falls upon the small man.

Well, another sad commentary with reference to the Railways is that Railway's contribution to the Fourth Plan is about Rs. 108 crores against what originally envisaged, which was Rs. 415 crores. Our Plan and certainly our entire budgetary system in the country does expect the Railways to make a significant contribution but this is the result. The capital at large of the Indian Railways has grown from Rs. 827 crores in 1950-51 to Rs. 3,902 crores today. Gross earnings have gone up during this period from Rs. 263.3 crores to Rs. 1,170 crores. It is a four fold increase. The net earning

[Shri Harsh Deo Malaviya]

stand at Rs. 85.98 crores in 1973 as against Rs. 48 crores in 1950-51. The proportion you will see. And since 1960 to 1967—I speak subject to correction—our Railways have been continuously in deficit. The last year 1973-74, was certainly a bad year. But the trouble is the top heavy administration of a bureaucratic type which is corrupt at all levels and full of wastage, very bad labour relations and defective planning. Well, the Railway Ministry, our Railway Minister has come with certain proposals to meet the deficit and now I would like to make some comments upon that.

Fare for air-conditioned first-class has been raised to the level of air travel. But why should we have air-conditioned coaches at all? I speak subject to correction. 70 to 80 per cent of those who travel in the air-conditioned coaches are the Railway officials. The maintenance of these air-conditioned coaches costs a lot. They can as well travel in first-class and it is quite comfortable though not as comfortable as air-conditioned coach. I would appeal to my friend, honourable Shri Qureshi and suggest why not abolish air-conditioned coaches and do away with it. It serves no useful purpose.

Furthermore, I would plead very strongly—and it will give a great relief of the whole country—to kindly reduce the rate of platform tickets. It was 25 paise. You make it 30 paise but please reduce it from 50 paise. It will be some thing the country will hail. If you cannot bring it down to 25 paise as hitherto, make it 30 paise. So I appeal to you it will be welcomed. 50 paise for a platform ticket is fantastic. People who have been paying 5 paise and 10 paise for a platform ticket will not like it if you ask them to pay 50 paise.

Then I come to third-class passenger fare. I am not talking of Mail or Express trains. The third-class passenger fare that you have increased, will yield Rs. 16.48 crores. Again I would say

please try to make up this amount of Rs. 16.48 crores by economic measures, by better management, stopping pilferages and all those things but please cancel the increase in third-class passenger fare. Rs. 16 crores is not a big sum, but the amount of gratitude you will earn will be immense and I would appeal to you to kindly give your kind consideration to this suggestion.

So far as freight rates are concerned, I would like to make an appeal to the hon. Railway Minister to exclude things of common consumption like sugar, salt and kerosene. There are other items; you keep your increased freights but for sugar, salt and kerosene kindly do not increase. These are things of common consumption. Prices are already very high and people breaking under the burden and if you exempt sugar, salt and kerosene from freight increase you will earn the nation's gratitude.

Sir, I do not agree with the comments of Mr. L. N. Mishra in his Budget speech that these budget proposals will not affect the family budgets of the masses. If you accept some of the suggestions which I have offered perhaps Mr. L. N. Mishra's statement may become true.

Now about corruption and pilferage. Corruption is at all levels. When you go to reserve your berths you have to pay money, when you go for rakes and wagons allotment in Calcutta you have to pay something. I brought this thing to the notice of the House a few days ago; I spoke about it yesterday also in the meeting of the Congress Parliamentary Executive. There are cases where the officers in Calcutta allot wagons and rakes and charge something for it. I know the case of an officer there who told a certain person that if you do not pay me so much even the Minister will not get you the rake. They are so emboldened. They are living beyond their means. Let us acknowledge it. I am not among those who would like to tar the entire administrative machinery with corruption. There are enough good people; there are enough honest officers, intelligent

officers, patriotic officers but there are black sheep also. Let us not forget it and these black sheep have to be spotted and mercilessly punished. They should be given exemplary punishments.

I would also like that steps may be taken to bring about better public relations. The treatment of the public by the railwaymen needs to be improved a lot. A little courtesy, a little helpful attitude, and the people will feel a lot more satisfied, but, by and large the treatment is one of arrogance, just one of 'Go to hell, I do not care' attitude. This is very sad; this can be improved by precept and example I suggest that attention should be given to this aspect.

So far as workers are concerned, certainly I was very critical of the loco strike. I do not like these wild cat strikes at a time when the country is passing through a serious economic crisis. That is true. But we have to see what are the reasons for it. One of the reasons is the multiplicity of unions. categorywise unions; Station Masters Union, Assistant Station Masters Union, Gangmen's Union, God knows how many unions there are. All these should be ended. I am really happy that the hon. Railway Minister is alive to this. Let there be a conference of all the Unions and let us have one union in the Railways. Once you succeed in having one Union in the Railways. you can then go forward and take some steps to associate the workers in the management of the Railways.

Now, you have appointed a Railway Convention Committee. This Convention Committee has been doing good work. The last Convention Committee submitted I think, six Reports on wagons, on suburban railways and so many other things. These Reports are well studied Reports and they contain very useful suggestions. But I am afraid as usual these Reports also would go to the pigeon holes and begin eating dust. I request the hon. Minister to kindly give serious thought to the recommendations contained in these Convention Committee Reports and act on them.

Lastly, before I finish. I would say I  
4 P. M.

have been critical but certainly I have not lost hope. We have hope in this country and we are going to make much more headway in days to come, but it is the utmost importance that the high objectives which we have placed before our nation should be kept in mind and efficiency, honesty and integrity must be improved. The guilty must be punished. Those who do good work must be rewarded. There is the case of Mr Lalwani of the Jhansi loco workshops. He made a certain discovery and brought about a lot of saving in railway expenditure. He was patted on the back. He was awarded Rs. 5000. Three years have passed. He has written dozens of letters. I have written to the Railway Board and also to the Railway Minister, but the money he has not received. So, please encourage those who do good work and punish those who do bad work. I am sure if we work like this our Railways will improve. The Railways are the lynch-pin in our economy. Much depends upon how our Railways function and it is our duty to improve the functioning of the Railways. The turn which we want to bring about in the country is very much related to the way in which our Railways function.

Thank you.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Sir, at the outset, I must express my gratitude to the hon. Members who participated in this debate. The very keen interest which has been shown by hon. Members creates a hope in my mind that, with their co-operation, we shall be able to improve the operating efficiency of the Railways. I wish they had sustained their interests a day longer and they should have been here in the House to listen to my reply, but there is disillusionment when hon. Members, after making speeches, go away and it becomes rather...

THE VICE-CHAIRMAN (SHRI V. B. RAJU): We shall invite them by ringing the Bell. Once they have made their speeches,

[The Vice-Chairman]

they must be present here to hear the Minister, because they have taken pains.

**SHRI K. CHANDRASEKHARAN:** It is only on account of the so-called convention in the House that we are not raising the question of quorum. I do not know whether it is allowed in the Lok Sabha. Particularly when the hon. Minister is replying, his own party Members should not be so irresponsible. So, I raise the question of quorum.

*(Quorum Bell rings)*

**THE VICE-CHAIRMAN (SHRI V. B. RAJU):** It is not a question of raising the question of quorum. Those who made speeches should be present so that they could have the satisfaction of getting a reply.

**SHRI K. CHANDRASEKHARAN:** I am in respectful agreement with the Minister in that respect. There is no quorum even now.

**THE VICE-CHAIRMAN (SHRI V. B. RAJU):** The quorum Bell is ringing. Now there is quorum.

**SHRI MOHD. SHAFI QURESHI :** Hon. Members have raised some points which are of national importance and some points which are of a local character. Items like vending, bookstalls, railway land, catering, cleanliness metropolitan transport projects, amenities to passengers and employees, schools and hospitals run by the Railways, hostels and holiday-homes, halts, extensions, new lines and conversions, and corruption all these have been discussed so many times in this House that I will not take the time of the House by repeating what I have said, but I would assure the House that efforts have been made and will continue to be made to make improvements in all these fields. These are matters which require constant attention and I can assure

the House that proper attention will be given to all these items.

I was listening to the last speaker Mr. Malaviya, who was rather critical of the Railway Board, but he also stated in his speech that he knew most of the Members of the Railway Board and he knew that they are efficient, dedicated and devoted people. These are the people who have really grown up with the Indian Railways, and a system has been evolved after a very long experiment and it has proved very successful. Today the realisation in the Railway Administration is that a vast organisation like the Indian Railways cannot be run by circulars or by orders. It is a new approach to the whole problem—that we have to involve men right up from the top—that is the Minister—down to the gangman in the operational efficiency of the Indian Railways. It is with this aim in mind that the entire Board, whether it is the Chairman of the Railways Board or the Member (Transportation) or the Member (Mechanical) or the Member (Staff), is bending its energy and is devoting its whole time to bring about this involvement of the mass of the people in the Indian Railways to improve operational efficiency. Criticism is always there and unfortunately, every time the Railway Budget is discussed, the first target is always the Railway Board. But there have been hon. Members who have proved an exception, Members like Dr. Seyid Muhammad and Shri Jha who have been really taking an interest in the Indian Railways and who know the difficulties and also the circumstances under which the present administration is functioning.

Sir, this premier transportation organisation in the country is alive to the requirements of the country. We know that the country is passing through a very critical stage and our economy is at a take-off stage and we have to play our role. I can assure the House that, as we did in the past—whether it was war or peace or drought or famine or flood—the Indian Railways will not fail the country this time. The only thing is that we shall seek the cooperation of

the hon. Members to create an atmosphere in the country by which a detente can be created between management and labour. We are having certain difficulties this time. I think with this new approach that is there—we have to involve the people in this gigantic task of mobilising the entire machinery—I hope that we will be able to achieve our desired results.

Right from the raw material supplying centres to the production units and from the production units to the distribution units and the consumer centres, the vital link is the transportation system. If this system is affected in any way in any corner of the country, the whole system of distribution gets dislocated, and it entails a great amount of hardship to the consumer and to the general public. As between production whether in the steel plants or in the factories or in the farms or in the fields and the equitable distribution system that we have, the major link is the transportation system, and the Railways have to bear this whole burnt, and it is an obligation which we owe to this country and to the people and to this nation that we shall do our best to see that we meet the challenge of the time.

At the time of the presentation of the Railway Budget Estimates for 1973-74, we had assumed that the Railways would be carrying 10 million tonnes of additional Railway revenue earning freight traffic during the year over that expected to be carried during 1972-73. But the actual performance has been far from satisfactory. I have to admit that there are certainly failures. I am not going to conceal that from the House I am not going to defend any failure or any mistakes that we have committed. I am placing the whole facts before the House so that not only this august House but the whole country know through what stage the Indian Railways are passing today. The actual performance up to January, 1974, however, shows that the loading has dropped by 9.02 million tonnes as compared to the first ten months of 1972-73. The shortfall against the Budget anticipation is, however, 17.29 million tonnes. As I have already

stated, the Railways have been up against very heavy odds during this year. In the pre-monsoon months, there were severe power cuts which not only slowed down the movement of the railways but also resulted in a drop in industrial production in certain sectors, such as steel plants, washeries, cement factories, etc., thereby causing a corresponding drop in the quantum of traffic offered for rail transport. There were unprecedented dust storms in Rajasthan areas which paralysed the movement over the metre gauge sections of the Northern and the Western Railways for over three weeks in June, 1973. This was followed by floods in the various parts of the country. All these caused a lot of dislocation of the movement of the goods.

**SHRI KALYAN ROY :** Drought followed by locusts.

**SHRI MOHD. SHAFI QURESHI :** I am trying to meet your point because you say that every time we come out with different types of excuses. These are not excuses, these are facts.

If you ignore facts, I am sorry, Mr. Kalyan Roy. I do not know how I can satisfy you. Apart from these very extraordinary natural causes adversely affecting the mobility of traffic the Railways have been facing a spate of unprecedented strikes, wild-cat-strikes, slow down, work-to-rule, work-to-designation and so on. These are new terms coined by my hon'ble friends to satisfy the agitating labour which have really paralysed the railway system in certain parts of the country. Even against these heavy odds the Railways have seen that the essential commodities like foodgrains, cement and fertiliser reach their destination in proper time. This is something very commendable. Sir, in the circumstances in which we are functioning today we are having very critical coal stocks. So far as our own stocks are concerned the situation in our steel plants is not very happy. We have seen that the steel plants are beginning to close down. In areas which have been affected by drought or by other natural calamities, if

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the supplies reach in time and fertiliser and petroleum products are distributed throughout the country in time, this is something very laudable.

Apart from this there have been a number of bundhs organised by different political parties which have also contributed to the slowing down of traffic. I am quoting this example to show how adversely affected have been the Indian Railways. And despite these we are endeavouring to see that essential life-lines of the country are kept open and running.

Sir, a number of bundhs were organised in West Bengal, Assam, Orissa, Maharashtra and Gujarat. Peace has been disturbed. Law and order position in Gujarat is already seriously affected. This has taken a serious toll of rail operations. There have been labour strikes at the Madras port. Many industries have closed down. There is heavy detention of wagons. There is prolonged strike in the jute industry in Calcutta area which has resulted in the detention of nearly 4,000 loaded wagons for over a month. As a result of these unsatisfactory working conditions the Railways have not been able to lift traffic which had been anticipated at the time of preparing the Budget Estimates for the current year. Given normal conditions I can assure the House that the Railways have adequate capacity to maintain loading at a very satisfactory level.

Sir, I come to fares and freight. The financial forecast at the end of 1974-75, on the existing level of fares and freights, showed a shortfall of Rs. 189.17 crores. The proposed revision of fares would bring an additional revenue of Rs. 136.38 crores. This would still leave an uncovered gap of Rs. 52.79 crores in the payment of dividend. The difference between the cost of carriage and freight income has become wider and wider, particularly, in respect of major commodities moving in bulk. Here I would like to refer to some of the social burdens which the Railways are carrying. The cost carrying the social

burdens consists of Rs. 95 crores of suburban and other passengers and parcel services, Rs. 115 crores for carrying low-rated commodities like foodgrains, fodder etc. and Rs. 11 crores on the maintenance of unremunerative private lines and Rs. 4 crores on essential export articles. These social obligations the Railways will continue to carry because this is a social burden that we have taken on ourselves and we shall discharge our obligation to the nation.

These commodities form nearly 75 per cent of the railways charge. It has been estimated that the railways during 1973-74 would sustain a loss of Rs. 15.40 crores on the carriage of these commodities. Earnings from passenger luggage and parcel traffic are also insufficient to cover the cost of operation. It has been assessed that during 1973-74 the railways will lose about Rs. 81 crores on non-suburban coaching services and about Rs. 14 crores on suburban services. Working expenses on the railways have also been rising steeply over the years. Staff costs constitute 60 per cent of the working expenses, fuel 20 per cent and other materials like cement, steel, etc. the remaining 20 per cent. The railways' wage bill during 1974-75 alone is likely to go up by Rs. 123 crores. This includes about Rs. 99 crores for payment of the increase in wages and dearness allowance arising out of the Pay Commission's recommendations together with additional dearness allowance sanctioned from 1st May, 1st August, 1st September, 1973. These figures do not take into consideration at this moment the effect of the fourth increase in dearness allowance recently sanctioned by the Government. Now the option available to the railways for bridging this big gap of Rs. 189 crores was either by increasing fares and freight or leaving the gap uncovered and passing on this financial burden to the General Revenues. The latter alternative would have added to the deficit financing of the Central Government which in turn would have resulted in the further inflation which is the intention of the Government to curb at all costs. I would like to mention here that our approach to the Budget has been socialistic and the socialist approach has

been kept in view while bringing about the revision in the rates and fares structure . . .

**SHRI KALYAN ROY :** Socialism or national socialism ?

**SHRI K. CHANDRASEKHARAN :** You must know it better. Why should you ask that question ?

**SHRI MOHD. SHAFI QURESHI :** Sir, he has been properly replied. The increase in freight rates generally ranges between 5 and 11 per cent excluding coal. On an average the freight charges would rise from 7 to 8 per cent. Freight forms a very small portion of the value of cargo. This modest increase normally should not cause inflation in the cost of commodities to the consumers. The extra burden has been kept as low as possible so as not to impose any strain on the common man. Foodgrains, expenditure on which constitutes a substantial part of the common man's family budget, have been left untouched even though the railways could suffer a loss of nearly Rs. 49 crores on this stream of traffic. Likewise, fruits, vegetables, milk, when carried at parcel rates, are exempted from levy of additional supplementary charge. Mr. Malaviya has left the House now. He has suggested that salt and other commodities which are consumed by the common man should also be exempted from this levy. I will have to get this thing examined.

The season-ticket holders have not been affected at all. And as the honourable Members are aware, out of about 7 million people travelling on the Indian Railways, nearly 50 per cent are commuters who travel in the various cities like Bombay, Madras, Calcutta and Secunderabad. This will benefit commuters who belong to small income groups.

The increase in the ordinary third class fare has been kept to the minimum ranging from 5 paise to a maximum of one rupee for long distances. Third class passengers would not have to pay increased charges for reservation. The proposed increases in third class express and mail trains

have also been kept to the minimum. These increases are consistent with the facilities and other amenities being provided to that class of passengers. Here I would like to mention that the railways are now spending nearly Rs. 4 crores for amenities of passengers. And now with the new levies which we have now charged for accidents where the compensation has been raised from Rs. 10,000 to Rs. 50,000, a portion of that amount also will be spent on passenger amenities and for safety devices. The maximum increase in the passenger fares would be felt by the users of air-conditioned class and first class who belong to the affluent sections of the society. In their case the increase has been from Rs. 15 to Rs. 160. There is ample scope for improving the performance of the railways, both in the quantum of traffic, and also in the quality of the railway services.

But the efficiency of the Railways depends largely upon the efficiency of the consumers also. In this field we have been trying to educate the public and it has given some desired results. The Railways have initiated vigorous economic measures to control the expenditure and have also introduced exchequer control to regulate their cash disbursements against budget allotment. It is important to note that during 1973-74 the economic measures have yielded appreciable results, that is about Rs. 17 crores under revenue expenditure and Rs. 13 crores under works expenditure. This brings me to the end of the financial aspect of the Railways.

I want to come to one point which was raised by the hon. Members and especially by Shri Kalyan Roy. He said that there is lot of bungling and embezzlement in the allotment of wagons for coal loading. I think he has not properly understood the system of coal distribution in this country. Indian railways have nothing to do with coal except that they carry coal. The entire sponsoring of coal to various industries—whether it is slack coal for burning bricks or soft coke or hard coke or coal for the steel plants—is done

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by the State Governments or by different Ministers of the Central Govt. or by other authorised agencies. It is on their sponsorship that the Railways have to allot wagons. If he is able to prove one case where the Railway Department has given one wagon or one rake to any non-sponsored party or organisation, I am prepared to accept his challenge. But he should be prepared to accept my challenge also I say that nothing has been done by Indian Railways or no allotment has been done by Indian Railways to any party unless and until that party has been properly sponsored. This is a procedure which has been left to the State Governments or other Ministers of the Central Govt. etc. What has happened after the rakes are loaded from Calcutta and they are sent to the destinations is for the State Government because the entire distribution system is with them. The Railways do not come into the picture. I do not know how this impression has gone round that the Railways are loading and distributing the coal in various States. This is not a correct impression. I think hon. Members should now be satisfied that there is nothing wrong and there is no embezzlement nor any bungling involved in the distribution of coal.

Many times it is said that there is availability of wagon, but there is no coal and whenever there is coal no wagons are available. I must clear this impression. There is absolute co-ordination between Railway Ministry and other consuming Ministries and we are in a position today—and I say it with all the emphasis at my command—to carry whatever coal is offered from places where siding facilities are made available. It is true that there is coal available at pitheads. But unfortunately siding facilities are not there. Now it has been decided in co-ordination with the Ministry of Mines and Steel that these siding facilities will be provided so that rake loads can be shifted from production centres to consuming centres.

With regard to other loadings, that is, foodgrains and cement, I do not want to

take much of the time of the House. I would like to refer to movement of foodgrains.

The Railways have always attached the utmost importance to the movement of foodgrains particularly those on Government account. During the last Rabi season, a special drive was started from May, 1973 onwards to move large quantities of foodgrains specially from the northern region comprising of Punjab, Haryana and Western U.P. as also from Andhra Pradesh and Orissa. This movement had to be done on war footing. Certain *ad hoc* measures like cancellation of a few passenger carrying trains, diversion of empty wagons over long distance to the loading stations even at the cost of lifting other traffic and posting of officers and staff on special duty etc. were taken to ensure that the movement of foodgrains was done as per the programme given by the Food Corporation of India. As a result of this special drive, record loading of foodgrains was done in the northern region during the months of May and June. Shri Shinde who is listening to my speech will bear me out. The average daily loading in this region during May, 1973 was 1458 wagons, as compared to 1,150 during May, 1972, showing an increase of 29 per cent. In June, the loading was 1,318 wagons as against only 947 wagons in June, 1972.

And, Sir, it is showing an increase of 30 per cent. During the first ten months of the current financial year the Railways moved a total of 12.32 million tonnes which was all that was offered as against a total of 13.37 million tonnes for the corresponding period of last year and the offering for movement by the Railways has been a little low. In recent months there has been an increase in the import of foodgrains and arrangements have been made in consultation with the Ministry of Agriculture and the Food Corporation of India for the expeditious movement of these foodgrains from different parts. It is encouraging to note that despite the various troubles the Railways have been facing, during the current financial year the movement of foodgrains has been maintained at a satisfactory level.

Sir, the same is the position with regard to fertilizers and raw materials to the steel plants and pig iron and finished steel from the steel plants and also cement and so on and we hope that given the normal conditions, we would be able to move all the traffic which is offered to the Indian Railways.

Sir, one point which I would like to cover now is the point raised by Shri M. R. Krishna about the quota of posts for the Scheduled Caste and Scheduled Tribe people in the Indian Railways. Sir, in the matter of reservation for the Scheduled Castes and the Scheduled Tribes, the Railways are guided by the instructions issued by the Department of Personnel from time to time. The statutory reservation quota fixed for direct recruitment to the vacancies on an all-India basis as well as local and regional basis has been followed by the Railways.

Sir, I would like to quote some figures. During the last three years, out of 37 Class I posts reserved for the Scheduled Castes, 33 Scheduled Caste officers were placed in employment and amongst the Scheduled Tribes, 6 against 14. In Class II, we were able to recruit 14 doctors belonging to the Scheduled Castes in the Medical Department as against the 15 posts reserved for them and three Scheduled Tribe doctors against the 8 posts reserved for them. In Departments other than the Medical Department, Class II posts are filled wholly by promotion. No doubt, with further progress and higher education in these Communities, their placement in services will improve. In the non-Gazetted services, Sir, we were able to recruit 967 Scheduled Caste candidates and 237 Scheduled Tribe candidates against 1,570 and 991 vacancies respectively reserved for them. In the Class IV services, 6,997 Scheduled Caste candidates were placed in employment against 5,588 vacancies and the corresponding figure for the Scheduled Tribe candidates was 2,991 against a quota of 5,239.

While the intake of reserved communities is improving at a rapid rate in the Gazetted services, the overall position in regard to Class III and Class IV taken together is satisfactory excepting in a few categories where technical qualifications have been laid down. It has been observed that the tribal candidates are reluctant to accept railway employment as this will necessarily entail transfers away from the tribal areas in the exigencies of railway working. In order to increase the intake of the reserved communities in the Railways, a number of concessions have been granted. The Service Commissions have been asked to take special steps to fill the quota reserved for these communities failing which the General Managers of the Zonal Railways and the production units have got powers to make direct recruitment without the agency of the Railway Service Commissions. Sir, I wish to inform the House that the Railways are planning to have one Railway Service Commission in each Zone and, so, there will be 9 Service Commissions on the 9 Zonal Railways. The Chief Personnel Officers of the Zonal Railways have been nominated as the Liaison Officers in order to ensure proper maintenance of the roster of the reservation posts and these Liaison Officers have been asked to inspect these rosters and submit their recommendations, pointing out the discrepancies in these and the remedial steps taken, to the General Managers and a senior-scale Officer has been posted at each of the Zonal Railways to pay undivided attention to the work relating to the Scheduled Castes and Scheduled Tribes. Separate complaint registers are maintained for complaints received from the Scheduled Castes and Scheduled Tribes.

Sir, no reserved vacancies can be de-reserved and given to other community candidates without the prior approval of the competent authority. In order to keep a watch on the observance of the Communal Reservations Order of the Railways, in pursuance of the assurance of the Minister of Railways in Parliament, a special cell has been created in the Railway ministry which undertakes intensive inspection

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of the registers for recruitment and promotion in the Railways and also for advising the Railway Administration about the remedial action to be taken.

Sir, one of the points—the last point—which I would like to take is about the casual labour, because much has been said on this side also. Sir, many a time it has been stated in this House that it is the policy of the Government that we take all Class IV employees from the casual labour. There are about 3.17 lakh casual labourers working in the Railways. These people are engaged in large numbers on various construction projects which are seasonal or intermittant or extending over short periods. But the nature of employment is such that once the work is over, it is very difficult to find jobs for the people over again. Sir, the other difficulty that we face with the casual labour which is employed is that it becomes difficult for them to move to other places where jobs are available. So that also makes their movement difficult from one place to another place. They would normally like to be absorbed in places where they have been working, very near to their homes. But every consideration is given to casual labour for employment against alternative employment in progress in the areas as also against regular posts. It is, however, not possible to ensure absorption of all casual labourers, as the potential for absorption against regular posts or even against alternative work is limited.

Sir, a few more measures have been taken in the recent past to improve the condition of casual labour. They are given relaxation of age limit at the time of appointment to regular posts to the extent of their service as casual labour. It has recently been decided that their medical examination should also be according to the relaxed standards. Till a few years ago, casual labourers were considered along with outsiders for recruitment to regular Class IV posts. This has been changed and for the last four years, all Class IV posts are normally filled from amongst casual labour, as far as possible. Since

this change in the policy, about 70,000 casual labourers and substitutes have been absorbed against regular Class IV posts.

Sir, I can assure the hon. Members that the remaining people will also be absorbed in stages in the regular railway services.

There have been some other points which are of a local nature. Since the practice has been that we send reply to the hon. Members who raise points of a local nature, I would not like to go into details on these points . . .

(*Interruption by Shri Kalyan Roy*)

Sir, I have already stated that with regard to Metropolitan Transport project in Calcutta, the work is going on well. And we hope that my friend does not create any problems for us, because he has given an indication . . .

SHRI KALYAN ROY : The problem has been created by the ruling party. It is for you to satisfy the House . . .

SHRI MOHD. SHAFI QURESHI : I hope the work is proceeding well, and we will be able to maintain the schedule which has already been announced in the House. The only thing is that there is some difficulty with regard to the operations because of 'cut and cover' in certain areas: in certain areas it is surface. It is a question of diversion of traffic . . .

SHRI KALYAN ROY : Cut and cover, cover and cut . . . all this we have been reading about, and we are more confused. What are the specific difficulties? Why Bhola Sen has earned three lakhs of rupees in TA, going to Calcutta and coming to Delhi, and so on? Is it cover or cut?

SHRI MOHD. SHAFI QURESHI : The only difficulty is about diverting the traffic in very congested areas. But in this we are getting the whole-hearted cooperation of the State Government.

With these words, Sir, I hope I have covered most of the points, important points.

श्री जगदम्बी प्रसाद यादव : माननीय मंत्री जी ने जो वाइलड स्टाइल थे उनका जवाब नहीं दिया। हरिजनों की बात उन्होंने कही, लेकिन एम० पी० वर्मा ने हरिजनों के सवाल पर ही आत्मदाह किया था। कूड नाइट स्टाइल उठाने के लिए एक व्यक्ति को अप्वाण्ट किया गया। अगर वह काम करता तो कोई बात भी थी। उसने उसके लिए इसाफ मांगा। एक हरिजन के स्थान पर एक ब्राह्मण केवट को अप्वाण्ट किया गया। 6 वर्ष तक उसके विरोध में वह लड़ता रहा, उसके लिए पार्लियामेंट के सारे सदस्य लड़े और उसके बाद वह जल मरा और उसके बाल बच्चे अनाथ पड़े हुए हैं।

बजट में आपने चार करोड़ की बात तो कह दी लेकिन एफीशिएन्सी में गिरावट आ रही है, एक्सीडेंट्स बढ़ने जा रहे हैं उसके लिए आपने क्या कहा है। आपने मेरी किसी बात का जवाब नहीं दिया।

उपसभाध्यक्ष (श्री बी० बी० राजू) : आप दूसरे मामलों को लेकर दूसरी स्पीच नहीं कर सकते।

श्री जगदम्बी प्रसाद यादव : मेरे एक सवाल का तो जवाब दें। प्लेटफार्म का टिकट आपने 4 आने से 8 आने कर दिया।

उपसभाध्यक्ष (श्री बी० बी० राजू) : यहाँ यह सवाल पांच मैन्युअल में रोज किया है। प्रेक्टिस के मुताबिक आपको जवाब दे दिया है।

श्री जगदम्बी प्रसाद यादव : अगर मेरे प्रश्नों का जवाब नहीं देंगे तो क्या हम उसको आपके मामले में दर्ज के द्वारा नहीं उठा सकते।

उपसभाध्यक्ष (श्री बी० बी० राजू) : इसके लिए लिमिट है।

श्री जगदम्बी प्रसाद यादव : एक आदमी आत्मदाह करने, उस सवाल का कोई जवाब न मिले, दूसरे प्लेटफार्म का टिकट 4 आने से 8 आने हो जाए...

شری محمد شفیع قریشی : یادو جی نے ایک خط لکھا تھا کسی ورما جی کے بارے میں . . .

†[श्री मुहम्मद शफी कुरेशी : यादव जी ने एक खत लिखा था किसी वर्मा जी के बारे में...]

श्री जगदम्बी प्रसाद यादव : यह कहे कि कोई वर्मा जी हैं, उनका नाम अगर इस तरह से भूल जाएंगे तो उसकी समस्या का निदान कोई नहीं हो सकेगा।

उपसभाध्यक्ष (श्री बी० बी० राजू) : यह जरूरी नहीं है कि सब का नाम याद रखा जाए।

شری محمد شفیع قریشی : ان کو میں نے پہلی مارچ کو خط لکھا ہے کہ اس کے ساتھ کیا سلوک ہوا تھا - یہ پچھلے سال کا معاملہ ہے -

†[श्री मुहम्मद शफी कुरेशी : उनको मैंने पहली मार्च को खत लिखा है कि उसके साथ क्या मलूक हुआ था। यह पिछले साल का मामला है।]

श्री जगदम्बी प्रसाद यादव : यह पिछले साल का नहीं है बल्कि 6 वर्ष हो गए हैं। इसका कोई जवाब आपने नहीं दिया। उस आदमी ने स्ट्रगल किया। कूड नाइट स्टाइल के लिए हरिजन की जगह उसका अप्वाण्टमेंट किया।

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Was it raised last year also?

SHRI MOHD. SHAFI QURESHI : Yes, Sir. I replied to his letter on 8th March, 1974, giving full details about this case. This man, Shri Varma, who died, was removed from railway service in 1969.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : Should he take the time of the House in discussing about individuals?

श्री जगदम्बी प्रसाद यादव : वह पार्लियामेंट के मामले में जल कर मरा। यह छ वर्ष की बात है। इस बारे में मैं आपसे सुरक्षा चाहूंगा। किसी बात के लिए उसने क्वेश्चन रोज किया तो आपने उसको नौकरी से निकाल दिया। आपने कूड नाइट स्टाइल उठाने के लिए, जिसे केवल भंगी उठाते हैं ब्राह्मण केवट को अप्वाण्ट किया तब ही उसने अथोरिटी को चैलेज किया था। इसी के कारण उसने आत्मदाह किया। आपने इस सब का कोई जवाब नहीं दिया।



श्री जगदम्बी प्रसाद यादव : हाउस में आने के बाद से यह सबाल उठाया और अब हाउस से मेरे जाने का सबाल भी आ गया, और एक आदमी जल गया है।

उपसभाध्यक्ष (श्री बी० बी० राजू) : बार बार वही बात क्यों कहते हैं ?

श्री जगदम्बी प्रसाद यादव : श्रीमन्, जब तक दोनों मंत्री मौजूद हैं—एक जवाब भी जो नहीं देते, मदन से जवाब नहीं देते...

شری محمد شفیع فریدی : اس سارے معاملے کی جانچ ہم نے ویجیلیٹس ڈپارٹمنٹ سے کروائی اور جو الیگیشنز لگائی گئی تھیں وہ ثابت نہیں ہوئی ہیں۔

1[श्री मुहम्मद शफी कुरेशी : इस सारे मामले की जांच हमने विजिलेंस डिपार्टमेंट से करवाई और जो एलीगेशन्स लगाई गई थी वे साबित नहीं हुई हैं।]

श्री जगदम्बी प्रसाद यादव : कौन सी एलीगेशन्स ? क्या भंगी के पाखाना उठाने की जगह ब्राह्मण केवट अम्ब्राएट नहीं कर सकते ? अगर अम्ब्राएट हुआ, तो इसके बारे में क्या जवाब है।

उपसभाध्यक्ष (श्री बी० बी० राजू) : बैठिए, यादव जी।

श्री जगदम्बी प्रसाद यादव : नहीं श्रीमन्, इसका जवाब नहीं तो बेकार है हमारा इस मदन में रहना और मुझे रेलवे मंत्रालय पर सचमुच में बहुत लज्जा आती है, जो बार बार हरिजनो की बात करता है लेकिन जो हरिजन जल मरा उसके लिए कुछ नहीं कहता। मुझे आश्चर्य है, और अफसोस भी, कि रेल मंत्री की बगल में रहने वाले के बार बार कहने पर इन्साफ नहीं मिला और इन्साफ न मिलने पर वह जल मरा।

मैं सदन के प्रति रेलवे विभाग की इस लापरवाही के विरोध में सदन का त्याग कर रहा हूँ।

[Hon. Member then left the House]

DR. R. K. CHAKRABARTI (West Bengal) : Sir, I would like to have one clarification from the Railway Minister. In

my speech also I have mentioned whether the Railway Board is above the Minister because in the informal consultative Committee meetings, to whatever question that we have put, the answer came that, "It is to be decided by the Board." May I ask from the hon. Minister whether the Railway Board is above the Minister or the Minister is responsible for answering our questions ? This I have mentioned in my speech also.

SHRI MOHD. SHAFI QURESHI : The Minister is in charge of the Ministry and he is above everybody.

### STATEMENT BY MINISTER

#### Removal of Restrictions on the movement of Coarse grains

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : Sir, after careful consideration of the coarse grains procurement and availability position, Government decided towards the end of January, 1974, to advise all the State Governments :

(a) that all restrictions on the movement of coarse grains within their respective States should be removed ; and

(b) the ban on inter-State movement of coarse grains should be modified to make it possible for sponsored agents of the State Governments to purchase and move coarse grains from other States.

A further review of the situation has been made and Government have now decided that free movement of coarse grains throughout the country should be allowed without any restrictions whatsoever, with immediate effect.

THE VICE-CHAIRMAN (SHRI V. B. RAJU) : The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at forty-five minutes past four of the clock till eleven of the clock on Thursday, the 6th March, 1974.

[ ] Hindi transliteration.

MGIPRRND—3 RSS/74—III, (N/S) 28-5-74—595.