

[Shri L. N. Mishral

Further, I categorically deny any suggestion that I have interfered with the transfers and postings of officers relating to the Kosi Project or brought, my influence to bear on the award of any contract relating to that Project.

For the information of this hon. House, I will seek your indulgence to mention one personal matter. I have four brothers. During the lifetime of my father, who died in May, 1951—some 22 years ago—we effected separation among ourselves. Ever since then we have separate establishments and are completely independent of each other. We have no joint financial interest in any shape or form.

One point more. Until I had made my statement in this regard in Lok Sabha yesterday I had not seen the report of the Sub-Committee of the Estimates Committee of Bihar Legislature.

however, yesterday afternoon in the Central Hall I saw this report being liberally distributed. I also got a copy of it and I went through the same carefully. You will be surprised to hear that at no stage in the report any allegation has been made against me, either directly or indirectly. It is only in one of the appendices of the report, where my family genealogical chart has been given, merely my place in the chart is shown along with that of my sons. This chart also contains the names of my grand father who died much before I was born and my father who expired in May 1951, that is, about 22 years ago. This chart contains a number of other names, many of whom are not even known to me.

It is worth mentioning here that even in this chart no comment or allegation has been made against me or my sons.

It has been difficult for me to understand how and why my name has been unnecessarily dragged into this matter.

MR. DEPUTY CHAIRMAN : The House stands adjourned till 2⁴⁵ P.M.

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

The House reassembled, after lunch, at forty-five minutes past two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

**REQUEST *RE*, ANNOUNCEMENT
ABOUT INDO-PAK AGREEMENT
SIGNED IN NEW DELHI ON AUGUST
28, 1973**

SHRI BHUPESH GUPTA (West Bengal) : Mr. Deputy Chairman. I have a request to make to you. Today we read in the newspapers that the Indo-Pak Agreement which has been signed will be released at 6 o'clock to the press. My request is that the statement should be made in this House also.

MR. DEPUTY CHAIRMAN : The statement will be made in the evening.

**THE APPROPRIATION (RAILWAYS)
No. 3 BILL, 1973—*enri'd.***

SHRI SANAT KUMAR RAHA (West Bengal) : Mr. Deputy Chairman, we are discussing today the Railway Appropriation Bill No. 3. I want to draw the attention of the Minister to Demand No. 2. It is reported to us from many centres that due to top pressures and some influential works from the top, investigation process is delayed, some investigations are delayed and actually some investigations are sabotaged. I can also give some information to the Minister through a letter. During the last three years, there were complaints and charges of corruption against engineers in the Railways. There were more than 500 cases against engineers. Out of these 16 were against the DTE, Railway Board. Out of these only in one case, a minor penalty was imposed and as regards the other fifteen cases,

they are still to be investigated. There is an apprehension that these 15 complaints will be ultimately dropped. Out of 507 complaints already 144 have been dropped due to their not being substantiated. I do not know how these complaints are being processed and how enquiries are being conducted. Engineers are the top-ranking officers in the Railways. I cannot understand how in a railway system as ours more than 500 engineers can be involved in corruption charges. As regards Demand No. (4), I want to say that construction of a broad gauge line between Howrah and Amta and Howrah and Seakhala has been a long drawn demand of the local people. I would urge upon the Minister to see that these works are expeditiously carried out so that the local people do not suffer further. In this connection, I would also draw the attention of the Minister to see that the demand of the local people of Katwa for an electric train from Bandel to Howrah and a diesel train from Scaldah to Lal-gota is also met. There is another demand from North Bengal for another train for Assam *via* Farakka. North Bengal is an undeveloped backward area and no railway infrastructure is available there. Their demand should therefore be taken up seriously and included in the Fifth Plan so that the farmers and foodgrain producers there are not exploited by the Mahajans and merchants.

It is the customary practice of the Railways and the Railway Board always to over-assess its revenues and under-assess expenditure. One-third of revenue earning traffic is carried at below cost and it is said that this is a social welfare step and is therefore a national obligation. But I have certain apprehensions in this regard. There are foodgrains which are carried by trains at below cost for the sake of the interests of the people. Very often other items are also carried. I do not

know how far the workers who dig and take out ores and coals and general consumers benefit from this concessional rate. The Minister should clarify the point and I would even suggest the appointment of a research study team to go into this matter and if necessary there should be restructuring of the freight. I have got information that steel, coal and other items are also being carried below the cost at concessional rates, and as a result our Indian monopolists and foreign monopolists are getting more and more money to exploit our national wealth. I think this sort of concessional rate should again be reviewed and studied.

Sir, undertakings like the Indian Railways cannot afford to be without a properly organised and active research section which should be able to give authoritative opinion on railway problems. Sir, this is the recommendation of some high authoritative committee. Continuous research process is necessary especially in the railways as the railway system in India is in the grip of a transitional revolution. We have to check up our systems, check up our costs and the accounting methods, check up our administration and management and so on and so, Sir, there should be some sort of an administrative set-up, a proper set-up, to check up these things and for the restructuring the freight system, etc. and all these things should be studied in depth, not by the Railway Board, but by an independent study team appointed by the Parliament or the Government which alone would be successful.

Then, Sir, there are about three and a half lakh casual labourers. To be precise, there are 3,14,320 casual labourers in the railways and they are all rotting and their conditions should be improved and further recruitment of casual labour should be generally stopped. Nearly fifteen lakhs of other workers and

[Shri Sanat Kumar Raha]

employees are there and they are all rotting and from the recommendations of the Third Pay Commission they may not be benefiting much and they are also not getting bonus. Therefore, Sir, all these things should be considered properly.

Sir, we have got some memorandum from the teachers of the South Eastern Railway schools. They demand the recognition of their association, the Teachers' Association-I do not know why, after the Bombay High Court judgement, the Teachers' Association is not recognised as yet. The judgement says clearly that like the other trade unions, the teachers' associations should also be recognised. But, Sir, till today, this Teachers' Association is not being recognised. They have demanded the revision of their pay scales according to Central H. S. School pay scale⁸. They demanded protection of their pay and that is not conceded. They demanded the regularisation of the stopgap teachers and superannuation age 60 + 3 that has been acceded to. These demands though just have not been conceded at all.

Now, regarding the signallers and telegraphists, the Third Pay Commission says that they belong to a common category and they should be treated as such. But the railway signallers and telegraphists are not treated like those of the P & T Department. I would urge upon the Minister to concede their demand if they fall into a common category and they should not this way be discriminated against.

Then, Sir, the trade union organisations have got many complaints against the railways. The two Federations have been recognised. But there are other unions and they are not recognised. I would suggest that the govern-

ment should start having a dialogue with the different categories of staff, I mean, the categorywise representatives can be selected on the basis of secret ballot. Instead of the Railway Board, Sir, there should be some other autonomous and independent organisation as it is in the case of air, shipping transport, in the case of steel, in the case of oil etc. I strongly demand that there should be an autonomous body instead of the Railway Board.

Sir, there have been charges against the RPF and the GRP. Sir, there should be some uniform policy regarding organising the GRP forces. They are neither taken care of by the State Government nor by the Central Government. They are now under the State Governments directly. I think, Sir, their performance should be reviewed and honest type of officers should be appointed to supervise all these things.

Then, Sir, I come to the question of wagons. Every day we read in the papers that there is a wagon shortage and many goods are not being transported properly and it is because of shortage of wagons. But we also hear that there is no shortage of wagons. Therefore, ultimately it is a question of efficient management of the wagon position and on the efficient management of the wagon movement depends the supply position and this has much to do with the national economy as a whole. 3 P.M.

I do suggest that as regards wagons there should be a study team to study the demand of wagons, to study as to what would be the actual demand in the 5th Five Year Plan for traffic purposes, for passenger traffic, etc. All these things should be counted. The national economy depends on the supply of wagons ... (Time bell rings).

Lastly, Sir, I find from a reply given to the House in answer to a

question that there are drivers of different categories. This reply is regarding the Scheduled Castes employees in those categories. Sit[^] in Grade I 01 Category 'A' there are 950 drivers, but only 129 are belonging to the Scheduled Castes. There are 2952 drivers in Category B; only 319 belong to the Scheduled Castes, only 10 per cent. There are 8925 drivers in category 'C'; 799 belong to the Scheduled Castes. Then out of the Drivers' assistants numbering 3,500, only 295 belong to the Scheduled Castes—only 6 per cent. This is very bad performance. I think that since it is the largest industry, since this is the largest undertaking of the Government of India this neglected community of Scheduled Castes and Scheduled Tribes should be taken better care of by the Government and a greater number of them should be employed in the administration of the Railways.

With these words, Sir, I conclude.

श्री कमलनाथ झा (बिहार): उपसभापति जी, मैं सबसे पहले रेल मंत्रालय को धन्यवाद देना चाहता हूँ कि जिन्होंने बिहार तथा उत्तर प्रदेश का जो संबंध टूट गया था, उसका ऐतिहासिक छिटाई-बगाड़ पुल की योजना को स्वीकृति देकर जोड़ दिया है। इस पुल के साथ हिन्दुस्तान का इतिहास जुड़ा है। इसके पश्चिमी तट पर चोराचोरी बलिया और देवरिया के जिले हैं, जिन्होंने हिन्दुस्तान की आजादी की लड़ाई में अग्रणीय हिस्सा लिया था। इसके पूर्वी छोर पर चम्पारन है, जहाँ से आजादी की लड़ाई की क्रान्तिकारी शुरुआत हुई थी। उसका जो संबंध टूट गया था उसको माननीय रेल मंत्री जी ने जोड़ कर के एक ऐतिहासिक कमी को पूरा कर दिया है। बिहार और उत्तर प्रदेश का जो यह इलाका है, इसके बारे में अंग्रेजों की एक निश्चित नीति रही थी।

मैं इसके साथ ही साथ और भी धन्यवाद देना चाहता हूँ कि आज से पहले जो दुर्घटनाएं होती थी, उसमें गरीब जनता को जो मृत्यु का शिकार हो जाता था 50 रुपये ही मिलता था। हमारे मंत्री जी ने अब एक नई योजना की घोषणा की है और मैं समझता हूँ कि भारतीय रेलों के इतिहास में यह घोषणा स्वर्ण अक्षरों में लिखी जायेगी। अब रेल की दुर्घटना में किसी की मृत्यु हो जायेगी तो उसके परिवार वालों को 50 हजार रुपये तक की राशि दी जायेगी।

इसके साथ ही साथ जो हमारा बिहार तथा पूर्वी उत्तर प्रदेश का पिछड़ा इलाका है, जहाँ डेंसिटी आफ पापुलेशन में संसार में सबसे अधिक है, देवरिया, बलिया, दरभंगा, चम्पारन और छपरा, ये जो जिले हैं, ये डेंसिटी ऑफ पापुलेशन में सिर्फ हिन्दुस्तान के अन्दर ही सब से ज्यादा नहीं हैं, बल्कि संसार में यहाँ पर पापुलेशन सब से अधिक है। बरौनी रेलवे स्टेशन, कटिहार रेलवे स्टेशन, पार्वतीपुर रेलवे स्टेशन, ये सब छोटी लाइन पर हैं और इनमें बहुत भीड़ हमेशा से जब से हम छोटे थे देखते चले आ रहे हैं। अब इस क्षेत्र के लिए एक आशा की किरण जगी है क्योंकि बरौनी से कटिहार तक बड़ी लाइन बनाने की घोषणा की जा चुकी है। यह जो इलाका है एक गरीब इलाका है और यहाँ के लोग काम के लिए आसाम, बंगाल और पूर्वी आंचल में कलकत्ते जाते हैं। अब रेलवे मंत्रालय ने बाराबंकी से समस्तीपुर तक बड़ी लाइन बनाने का फैसला कर दिया है और इस छोटी लाइन को बड़ी लाइन में तब्दील करने की घोषणा कर दी है। मैं समझता हूँ कि इस इलाके की जनता को इससे बड़ी राहत मिलेगी।

श्री जगदम्बी प्रसाद यादव (बिहार): अब बड़ी लाइन के डिब्बों की छत पर चलते हैं।

श्री कमलनाथ झा: अब पापुलेशन बढ़ती जायेगी तो उसके लिए क्या करेंगे

[श्री कमलनाथ झा]

but it is one step in the right direction.

इसलिए मैं रेल मंत्रालय को इस अच्छे काम के लिए बधाई देना चाहता हूँ।

उपसभापति जी, आपके माध्यम से मैं माननीय रेल मंत्री जी से निवेदन करना चाहता हूँ कि हिन्दुस्तान हमारा इतना बड़ा राष्ट्र है और इस राष्ट्र के काम को कारगर ढंग से चलाने के लिए हमने यह माना, हमारे संविधान के निर्माताओं ने यह माना कि यूनीटरी फार्म आफ गवर्नमेंट यहां के लिए सूटेड नहीं है, फेडरल करेक्टर यहां की आवश्यकता के लिए सूटेड है, लेकिन इसका कोई प्रभाव 25 वर्षों में रेल की फंक्शनिंग पर नहीं पड़ा, ऐसा मैं मानता हूँ; क्योंकि 1,900 मील लम्बे और 2,000 मील चौड़े देश में एक रेल मंत्रालय हो, एक रेलवे बोर्ड हो और उसी के हाथ में भारी सत्ता केन्द्रित हो तो उसके आदमी चाहे कितने सुयोग्य हों, कितने चतुर हों, कितने बुद्धिमान हों मैं नहीं समझता कि सफलतापूर्वक वे अपने विभाग का काम चला सकते हैं और दैनंदिन जो आदमी बढ़ते जा रहे हैं, दैनंदिन जो काम बढ़ता जा रहा है, दैनंदिन जो समस्याएं बढ़ती जा रही हैं उनको हल कर सकते हैं। मैं आपके माध्यम से माननीय रेल मंत्री को कहना चाहता हूँ कि बुराइयां, कमजोरियां व्यक्तियों के साथ नहीं हैं, बुराइयां और कमजोरियां प्रणाली के साथ हैं।

The wrong is not with the individual, but the wrong is with the system.

ऐसी स्थिति में जरूरत है कि रेलवे बोर्ड की सत्ता का विकेन्द्रीयकरण हो। जब तक उसकी सत्ता का विकेन्द्रीयकरण नहीं होगा। Men may come and men may go but the will परिस्थिति go on forever.

से चलती रहेगी। यहां दिल्ली में रेलवे बोर्ड के साथ रेलवे मिनिस्टर हैं, वे प्रशासन के भी प्रमुख हैं

और जनता के भी प्रतिनिधि हैं, लेकिन हम देखते हैं कि जोन में जो जी एम है He is the monarch of all he surveys. His right there is none to dispute.

इसलिए काम के हिसाब से जो समस्याएं डिबीजन में समाप्त की जा सकती हैं, उन समस्याओं का अधिकार डिबीजन को मिलना चाहिए, जो समस्याएं जोन में समाप्त की जा सकती हैं उन समस्याओं का अधिकार जोन को होना चाहिए और जो राष्ट्रीय महत्व की और पोलिसी की समस्याएं हैं, उन पर रेलवे बोर्ड और रेलवे मंत्रालय को विचार करना चाहिये।

इसी के साथ मेरा सुझाव है कि विकेन्द्रीयकरण का मतलब यह नहीं है कि सारी फाइलें उठा कर वहां दे दी जायें। विकेन्द्रीयकरण का पूरा मतलब है कि सरकारी अफसर जो काम करते हैं, उनके साथ उन विभागों में जो कर्मचारी काम करते हैं, जो रेलवे एम्प्लाइज हैं उनको प्रतिनिधित्व मिलना चाहिए शासकीय कार्यों में, जोनल आधार पर, डिबीजनल आधार पर और सेन्ट्रल आधार पर।

इसी के साथ-साथ मैं एक सुझाव और देना चाहता हूँ। जनता के भी कुछ अधिकार हैं, जनता के प्रतिनिधियों के भी अधिकार हैं। और आज इस विकेन्द्रीयकरण के, डिसेन्ट्रलाइजेशन के प्रोग्राम से जनता को अलग रखा गया है। इसका कुपरिणाम यह हुआ है कि आज जनहित का कोई काम हो ही नहीं सकता। इसीलिए मैं रेल मंत्री जी से अपील करूंगा कि पार्लियामेंट के माननीय सदस्यों को आप डिबीजनल लेवल पर, जोनल लेवल पर और बोर्ड के लेवल पर अपने आर्गनाइजेशन की वर्किंग में प्रोग्रेसिवली पार्टिसिपेट करने के लिए मौका दीजिए। चाहे बह एपाइंटमेंट का काम हो, चाहे प्रमोशन का काम हो और चाहे करप्शन को रोकने का काम हो, मैं समझता हूँ कि पार्लियामेंट

के माननीय सदस्यों को, वहां रेलवे में जो काम करत हैं उन कर्मचारियों को और रेलवे के प्रशासन में जो लगे हुए हैं उनको एक साथ लाकर विकेंद्रित योजना यदि वह चलायेंगे तो मैं समझता हूं कि रेलों की आमदानी भी बढ़ेगी एफिशिएंसी भी बढ़ेगी और साथ ही साथ प्रशासन भी स्मूथली चलेगा।

मेरे दो सुझाव और हैं। रेलवे को 14 करोड़ रुपये का घाटा जो होता है वह देना पड़ता है, बाई वे आफ कंपेंसेशन आफ क्लेम्स और इन क्लेम्स में जितने केस होते हैं, उप सम्पाति महोदय, बीस-बीस वर्ष, 25-25 वर्ष के पुराने वकील, सड़ियल वकील लोग वहां हैं और वे आपोजिट पार्टी से मिल करके सौ में से 95 केस रेलवे हारती है और रेलवे को 14 करोड़ रुपया देना पड़ता है। इसलिए मेरी अपील है आपके माध्यम से, मंत्री महोदय से, कि वह सुयोग्य रेलवे वकीलों को बहाल करे और पुराने घिस-पिटे वकीलों को कंपल्सरी रिटायर करे।

पचास वर्ष में बहुत रेलवे स्टेशनों का डेवलपमेंट हुआ, लेकिन एक अभाग्य स्टेशन है हमारा कटिहार का, जहां 54 रेल गाड़ियां रोज जाती हैं और पूर्ण हिन्दुस्तान का सबसे बड़ा रेलवे जंक्शन है, लाखों पैसेंजर्स वहां पास करते हैं। पांच रेलवे लाइनों वहां से ओरिजनेट करती हैं, लेकिन पचास वर्षों में भी जो थर्ड क्लास पुराना स्टेशन था और तीसरे दर्जे का वही मुसाफिरखाना आज भी वहां पर है। पचास वर्ष में कोई परिवर्तन नहीं हुआ, इसलिए मेरी अपील है कि मंत्री महोदय उसको देखें।

(Time bell rings)

अन्त में एक तीसरा सुझाव देकर मैं समाप्त करता हूं। श्रीमन्, अनइंप्लाइमेंट का बहुत बड़ा सवाल आज हमारे सामने है। मैं रेलवे मंत्री महोदय से कहना चाहता हूं कि आपने बड़ी-बड़ी किताबों आदि के स्टाल ए० एच० व्हीलर और दूसरे लोगों को रिफ्रेशमेंट हम्स आदि दिये हैं, ये लोग जो वेस्टेड

इंटरैस्ट हैं, ये इनकी मार्फत कमा कर अपना पेट मोटा करते हैं। क्यों नहीं वे स्टाल और दुकानें इस देश के जवानों को, पोलिटिकल सफरर्स को अथवा अन-एंप्लाइड यूथ्स को यह काम दिया जाए? दूसरे लोगों को ये काम क्यों दिये जाएं?

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

SHRI MONORANJAN ROY (West Bengal) : Mr. Deputy Chairman, Sir this is a small supplementary demand. I am glad that the Railway Ministry had at last remembered the Howrah-Amta railway line, and I would expect that it would be completed within this financial year. The Jalpaiguri-Haldibari line is also there and the people of these areas will be much benefited if you can complete it within a few months.

Now, Sir, before I go into the other questions, I Would like to bring to the attention of the Railway Minister, Mishraji,... (Interruption)... one case. A fitter in the railway work shop at Kota, Rajasthan, under the Western Railway, was beaten by a foreman outside. The fitter's name is Kamala Kant and the foreman's name is B. D. Joshi. However, when the fitter came back and complained to the Personnel Manager, he was got arrested by the police and suspended immediately. He was bailed out afterwards but he was no* allowed to join his duties. The work in the entire workshop is completely stopped now. Would you kindly take immediate steps ? I know, others also have tried to draw your attention to the serious situation that is developing there. Now, Sir, I am glad that at last the Ministry took courage in their hands and talked to the striking locomen and settled the strike. I do not know whether the promise of setting up a Committee has yet been fulfilled or not.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : It is working.

SHRI MONORANJAN ROY : But I can inform him that no penal transfer has yet been revoked.

SHRI L. N. MISHRA : That Committee has already met and is meeting again on the 11th.

SHRI MONORANJAN ROY : That is all right but the penal transfer orders have not been revoked yet—Four are still in Assam jail and eight DIR cases are still pending in Siliguri. I had been to Siliguri a few days back and * found that these cases are pending. The workers complained to me and that is why I am just pointing it out to you.

Sir, during the strike what happened? In our early days in 1930s we know what happened. I was connected with the Chittagong Ar. Moury Raid. When I was sent to jail my father who was a Government servant was forced to retire and my elder brother was transferred, not transferred but just exonerated from Chittagong where he was working in the railways. It was because the elders were supposed, according to the British Government, to control their youngsters. But here is a case which took place during the recent loco strike and I would like to read out from the photostat copy of an Order from the Emergency Officer at Bhojudih addressed to Shri Joseph Gregory, Driver BJE:

"You are now participating in the illegal strike with other running staff. You are hereby advised to resume duty before 24 hrs. of 05.8.73, failing which your son, Shri Nirmal Gregory who has been appointed as casual substitute shed Khalasbi, will be discharged

from Railway Service with immediate effect. This is as per order of D. S., Adra.

D. APPA RAO

5/8/73

*Emergency Officer AME
(C&W) Adra at BJE"*

Has anyone heard a thing like this ? During the days of the national struggle we know a number of cases where because of son's involvement the father's services have been terminated, because of the conduct of the youngsters the elders have been punished but here we see for the father having been on strike the son's service is sought to be taken away without giving any notice. This is the photostat copy I have got of this Order and I would like Mr. Mishra to reply to this. This is your Railway Board. And how did they treat the women, the daughters, mothers, sisters and wives of the striking workmen of the loco running staff ? In North Jalpaiguri station they came out in a demonstration, met the D.S. there and complained that anti social elements had entered into their quarters, beaten them up and molested them and they demanded safety for them. What was the reply of the D.S. ? He told them, if you want to save yourselves, ask your menfolk to resume work; otherwise you shall have to be dealt with like that. And those anti-social elements were paid Rs. 5000/- per day for doing these things to those women. Since when have such things begun to be done? They were paid out of the railway funds. It is not out of any Board Member's pockets they were paid to do this. It is our money, public money, passengers' money and this money has been squandered in order to break the strike.

SHRI LOKANATH MISHRA : This is part of the *Garibi Hatao* programme.

SHRI MONORANJAN ROY : I do not want to take much time giving details to show how money was squandered to break the strike but the whole tragedy is immediately after the settlement these officers are now sabotaging it. I want to know why the Kamrup Express is still not running, why the Darjeeling Hill Railway is not running still.

Now, who have been sabotaging this ? These officers, who were over-enthusiastic for breaking the strike have become demoralised. Because they could not break the strike they are sabotaging, so that those people who were on strike could be blamed. This is the condition in our country in 1973 and it is the Railway Board which is doing like this.

SHRI KALI MUKHERJEE (West Bengal) : Should the Railway Minister have run the strike? According to you, the Railway Minister should go there and run the strike.

SHRI MONORANJAN ROY : So it is his duty to break it with the help of police and anti-social elements ?

MR. DEPUTY CHAIRMAN : Mr. Roy, please finish your speech.

SHRI MONORANJAN ROY : I do not like to go into other details, how they dealt with the strikers. The GM NF Railway refused to talk to the locomen on the plea that their association was not recognised even after the strike was settled.

Now, Sir, I would like to draw the attention of Mishraji to cases of gross discrimination. This

has been again and again raised in this House by me. It relates to the special pay to the staff working in the Terai and Dooars areas. It was introduced in January 1952. In October, 1960 a circular was sent after about nine years directing that those who would come after the 16th October, 1960 to the Terai and Dooars in the two districts of Jalpaiguri and Darjeeling would not get that special pay. The special pay was being given on account of extremely bad climatic condition of the area. Now the funny thing is that up to 15th October, 1960, the climate of the areas was bad and those who joined duty in the Terai and Dooars in Jalpaiguri or Darjeeling got the special pay. But if one had joined on the 16th October, one would have found oneself in a very good climate and a healthy climate. So he was not being paid that pay. Moreover, if a person was transferred from that area to Malda after 16th October, 1960 and if he came back, say, after two months, he would not be entitled to get the special pay which he was drawing till he went to Malda. This anomaly and discrimination must not be allowed. The Railway Minister is talking to his deputy and I do not know . . .

MR. DEPUTY CHAIRMAN : You make your point.

SHRI MONORANJAN ROY : We raise these questions in this House and they do not pay any heed to them* These people will not tolerate it for a long time. That is why I appeal to you to look into the matter and see that his discrimination is stopped.

Now, demand with regard to Local train from Burdwan to Asansol was raised by all the Members from the eastern

[Shri Monoranjan Roy] zone and again I raise it here. Lastly, in connection with the Puja exodus in the eastern region, and particularly in Calcutta, some special arrangements must be made. It should not be like the past years when the officers and employees were left to deal with the reservation business. For reservations some special arrangements may be made from the Centre itself. This reservation business has become a big racket and people do not get any ticket or¹ reservation without paying a big sum as bribe. I particularly draw the attention of the Minister to this that the Puja crowd in Calcutta should be dealt with by arranging special 'tains and reservation facilities.

SHRI K. C. PANDA (Orissa) : Mr. Deputy Chairman, Sir, th^e Railway Minister has asked for appro, val for appropriation from the Consolidated Fund of India of moneys required for the extension and construction of certain railway lines. I find from the accounts that they have to pay a large amount as compensation for goods lost in transit and there is loss of luggage amounting to not less than Rs.14 crores out of the railway income, I will simply cite an instance about a new scooter booked on 5.7.1973 from Sambalpur Station on the South Eastern Railway. It was booked under luggage ticket 608641 but it could not be loaded in the Utkal Express by the railway staff at Jharsuguda in front of the •man who was probably in the first clars-All his luggage was left over in spite of his requests. And his furniture and other luggage arrived after 25 days in a damaged condition. But the new scooter which wa, booked has not yet arrived. And whenever he has approached th_e railway authorities here, he is asked to file a suit for compensation so that the actual cost of the scooter may be paid to h m, though he had

waited for four years to get it. He is a person in the Planning Commission, a Class II officer. I have sent telegrams to the Jharsuguda Station Master but I have not received any reply for the last 15 days. The scooter fetches a very high price in the blackmarket. I believe that this particular scooter has gone. So, what is the fate of that man who is here in Delhi ? He has been transferred here. He will be loitering and be paying a high amount for taxi and scooter hire, although he has his own scooter which was received only a month before he booked it. I want to know from the Railway Minister, Is the Railway prepared *to* pay compensation for what he lost ? What the loss is, mental derangement and worry.

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI MOHD.
SHAFI QURESHI) : What is his name ?

SHRI K. C. PANDA : It was booked on 5-7-73. I will give you his name-

MR. DEPUTY CHAIRMAN : Are not scooters allotted by some other Ministry ?

SHRI K. C. PANDA : May be. Another instance is, one of the MP's attendant lost his box while travelling in the Toofan Express only four or five days back. He lodged a complaint but nobody has given any relief, not even any consolation to the M.P. Then speaking about the incident which some of my colleagues have already referred to in the Barauni-Jogbani Section, in the 36 down Barauni-Jogbani train, some miscreants came into the third class compartment and started taking ransom at the point of dagger and revolver. It is not a singular incident. I am only citing some instances to show the lack of security

of the passengers when they travel even in the third class. We thought that the third class is safer because the crowd will be there. But even there the miscreants come in a crowd. What about the security of the passengers.

The hon. Minister is here in the House. More than once they have wanted to devise means for amalgamating the Railway Protection Force and the GRP. In certain places, the GRP is perhaps necessary. But cannot you bring forward a Bill for uniting these two forces ? The Railway Protection Force will be standing there and the WT passengers will be flying away. They cannot do anything because the railway property is not being lost. The miscreants will be pulling the alarm chain, but the RPF will not do anything because passengers property is not railway property. So, something will have to be done for uniting these two forces.

SHRI LOKANATH MISHRA : It is a very good suggestion. You kindly make a note of it.

SHRI K. C. PANDA : For the protection of the General Manager in Hemgir, they have utilised the GRP men the GRP sub-inspector was utilised for firing upon a violent mob through the RPF.

So, in the interest of the Railways, in the interest of the passengers, in the interest of maintaining the confidence of the passengers in the Railways, they should do something in a unified way so that the passengers while travelling will feel confident that they are safe.

Sir, there is one more thing. It is the largest public undertaking in this country. But I do not know why the employees and officers, beginning from Class I up to the temporary wage-earners, the temporary workers, all of them are dissatisfied. My hon-

colleague, Mr. Pitmaber Das has already mentioned it; I do not want to repeat the same thing. But so far as the engineers are concerned I believe the Pay Commission has already mentioned that 75 per cent of the Class I engineers are first divisioners where as only 10 per cent of the IAS officers are first divisioners. But the life emoluments of engineer are never equal to the emoluments of an IAS officer. So, why not the engineers be given the same pay and kept at par so that these engineers, besides their technical knowledge, can also prove to be better administrative officers in the Railways ? Even technical officers should exercise their power as administrative officers so that they would know the difficulties of the lower grade workers.

Sir, I would cite another instance about the junior staff Inspectors of Works, Assistant Inspectors of Works and Supervisors although they have put in 15 years of sincere service have not been confirmed in their posts. And unless they are confirmed they cannot also expect promotion. So, they are rotting in the same post for 10 years and 15 years. But no action has been taken. I believe in other railways also the same thing might be happening. Temporary labourers are never confirmed when a permanent vacancy arises. That is why, I believe, the Hingir trouble was also there. I think the honr Minister is sane enough to understand the difficulties and he should devise certain means so that no category of employees in the Railways, which has the largest number of employees for one organisation, are dissatisfied, and all of them should have a better chance for doing good work.

SHRI MAN SINGH VARMA : I (Uttar Pradesh) : No one is satisfied except the Ministers.

SHRI K. C. PANDA : We appeal to him, to his good sense, to do such things as will benefit the people at large.

Then regarding overbridges, we had been pleading for them at places which are prone to accidents very often, *i.e.* Kosinga, Titlagarh, Bolangir and Baragarh. There is provision in the Budget also for them. But there is no sign of execution of these works. I do not know what the reason is, whether the money is being diverted for some other work somewhere. And next year, we may not find the money in the Budget if the work is not taken up. (*Wime bell rings*) I am finishing. Now, I will give another instance as to how Railway income is being lost. There are three types of losses for the country. The MMTC, a Central organisation, is working in Badbil in Orissa. They are taking out iron ore. A large quantity of iron ore is lying there. This has compelled the M.M.T.C. to discharge some workers and other workers are being deprived of their wages. It is a national loss. The Railway is losing its freight. Of course, they will get it after some time, they do not mind the loss.

At the same time, we are not taking to the Port and we are losing in foreign exchange.

Sir, we have been pleading that the Utkal Express which is now bi-weekly be run daily. It is passing through seven States and that is the shortest route and so much crowded. It is running from October 1969. And I hope on Gandhiji's birth day, the 2nd October, the Minister would make it daily.

Sir, I was also pleading here for a bogie to Waltair, and my friends from Andhra Pradesh were also asking for a bogie to Waltair on the Utkal

Express »M Bilaspur and Raipur because the journey will be 1,881 kms as against 2, no kmsd if it is taken *via* Nagpur and Vijayawada. It will not only serve the people in the southern part of Orissa but also the eastern part of Andhra Pradesh.

Sir, we have been pressing for the construction of Jagpura-Banswari-railway line. Of course, I have already heard the Minister assuring to make the survey. But the survey will not feed the people of Orissa because the entire area is affected by draught and now by floods. And all the Members from Orissa have been pressing the Minister to do the earth work so that people, instead of dying of starvation can do some work. We do not want wages. We want work to be done on the Railways so that people of Orissa will be benefited.

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) :
उप सभापति जी, अभी कुछ दिन पहिले जो लोको रनिंग स्टाफ की हड़ताल हुई थी और रेलवे बोर्ड ने उनकी मांग को जिस ढंग से माना और उस हड़ताल के बीच रेलवे को जितना नुकसान हुआ, पब्लिक को जितनी मुसीबत सहनी पड़ी, उससे एक ही निष्कर्ष निकलता है कि रेलवे बोर्ड केवल हड़ताल की ही भाषा जानता है। रेलवे बोर्ड के सामने रेल के कर्मचारी चाहे जितनी भी उचित मांगें रखे, वह उन पर गौर करने के लिए कतई तैयार नहीं हुआ।

मेरा पिछले 25, 30 सालों से रेलवे कर्मचारियों की संस्थाओं से, उनकी मांगों से और उनके आन्दोलनों से संबंध रहा। मैं कह सकता हूं कि इस हड़ताल ने पूरी तरह से साबित कर दिया है कि चाहे कितनी ही ऊंची मांग क्यों न हो, अगर सरकार कमिट कर भी लेती है तो रेलवे बोर्ड नहीं मानता है जब तक कि रेलवे कर्मचारी हड़ताल न करें

भारत की सरकार भी इन्टरनेशनल लेबर ऑर्गेनाइजेशन से संबंधित है और उस संस्था की सदस्य है तथा उसके सारे फैसले से पाबन्द है। इन सब चीजों के बावजूद भी रेलवे बोर्ड की अकल में यह बात नहीं आई कि लोको रनिंग स्टाफ से 14 घंटे काम क्यों लिया जाता है। (Interruption) मैं यह मान कर चलता हूँ कि जितने भी रेल मंत्री हुए, उनमें किसी के अन्दर यह क्षमता नहीं रही कि रेलवे बोर्ड के फैसले को वे रद्द कर दें या रेलवे बोर्ड के ऊपर वे सवारी कर सकें। रेलवे बोर्ड तो एक ऐसा हाथी है, जिस पर अभी तक किसी भी रेल मंत्री ने सवारी नहीं कर सकी।

श्री जगदम्बी प्रसाद यादव : उनके हाथ में कुछ नहीं है।

(Interruption)

श्री नागेश्वर प्रसाद शाही : श्रीमान्, मैं आपकी सहायता चाहूंगा, मेरा समय बचाया जाय। मैं मिश्र जी का समर्थन करना चाहता हूँ और मिश्र जी के बारे में मुझे यह कहने का हक है कि मिश्र जी चाहते हुए भी नहीं चला पाते रेलवे बोर्ड की वजह से।

तो मैं यह कह रहा था कि इस हड़ताल के दरम्यान रेल का लगभग 14 करोड़ रुपया का नुकसान हुआ। जनता को कितनी परेशानी हुई, इसको आंका नहीं जा सकता। रेलवे मंत्रालय ने सही सूचना नहीं दी, मगर इनकी 80-90 फीसदी गाड़ियां कैसल रहीं और जनता को बेहद परेशानी हुई। लाखों मुसाफिर कानपुर स्टेशन पर, लखनऊ स्टेशन पर, गोरखपुर स्टेशन पर पड़े रहे और जनता ने पहले से नहीं बताया गया कि गाड़ियां कैसल हो चुकी हैं। मैं कहना चाहता हूँ कि अगर रेल मंत्री जी इसको उचित समझे तो इसके ऊपर एक कमीशन बैठा दें जांच करने के लिए कि जिन मांगों को अब माना गया आज तक रेलवे बोर्ड ने उनको क्यों नहीं माना। 14 घंटे तक काम लेते रहे रनिंग स्टाफ से और आज कैसे राजी हो गए 10 घंटे काम लेने के लिए?

श्री काली मुखर्जी : स्ट्राइक हुई।

श्री नागेश्वर प्रसाद शाही : वही कह रहा हूँ कि आप केवल स्ट्राइक की भाषा जानते हैं। जनता को, देश को सरकार को चाहे जितनी परेशानी हो आप कतई सुनने को तैयार नहीं हैं। इसका नतीजा यह हुआ है, रेल मंत्री मिश्र जी, कि यह हड़ताल करा कर आपने रेल में और हड़तालों के लिए निमंत्रण दिया है। आपके रेलवे बोर्ड ने जिस ढंग से यह हड़ताल कराई, मांगों को माना, उसने देश में और हड़ताल के लिए निमंत्रण दिया है और आप तैयार रहिए और हड़ताल के लिए, आप उसे टाल नहीं सकते। और इसके लिए रेलवे बोर्ड जिम्मेदार है।

दूसरी बात मैं यह कहना चाहता हूँ कि रेल में जितनी स्कीमें चलती हैं उनमें पहल एस्टीमेट्स और प्लान में और बाद में उसे कार्यान्वित करने में देरी कर देना रूटीन वर्क है। साउथ में जितना कन्वर्शन वर्क एम जी से बी जी में हो रहा है, उसके लिए जो पीरियड आपने फिक्स किया था कि फलां डेट तक पूरा हो जायगा, एक भी काम उस पीरियड में कम्प्लीट नहीं हो रहा है, आप उठा कर अपने कार्य को देख लीजिए। मैं इसलिए कहना चाहता हूँ कि हमारे यहाँ नार्थ ईस्टर्न रेलवे में भी आपने बाराबंकी से लगाकर समस्तीपुर तक यह काम शुरू किया और मार्च 76 तक का टाइम दिया है। जिस ढंग से काम चल रहा है उससे मुझे शक है कि उसमें साल-दो साल की देरी होगी। इसलिए मैं आज ही चेतावनी देना चाहता हूँ कि आप कृपया इस मामले को देखें।

दूसरी बात मंत्री जी से संबंधित है। मैं कहना चाहता हूँ कि नार्थ ईस्टर्न रेलवे के कर्मचारियों की परीक्षा का रेलवे सर्विस कमीशन का एक केन्द्र इलाहाबाद में था। मंत्री जी ने उसकी शाखा वहाँ से मुजफ्फरपुर में कराई है। मैं चाहता हूँ कि मुजफ्फरपुर में भी हो और एक गोरखपुर में भी हो। यह बहुत उचित होगा अन्यथा

[श्री नागेश्वर प्रसाद शाही]
नोगों में असंतोष बढ़ेगा कि मंत्रीजी ने अपने जिले में, मुजफ्फरपुर में ...

श्री एल० एन० मिश्र : मेरा जिला मुजफ्फरपुर नहीं है।

श्री नागेश्वर प्रसाद शाही : यह भावना है और यह भावना बढ़ रही है। इसलिए मैं आपसे कहना चाहता हूँ कि आप इस पर गौर करेंगे।

श्री एल० एन० मिश्र : इलाहाबाद में दो-दो हैं।

श्री नागेश्वर प्रसाद शाही : मैं इतना ही कह रहा हूँ कि मुजफ्फरपुर के साथ-साथ एक केन्द्र गोरखपुर में भी हो। उससे कोई नुकसान नहीं होगा।

दूसरी बात मैं यह कहना चाहता हूँ कि अभी छः महीने पहले गोरखपुर में नार्थ ईस्टर्न रेलवे के लिए स्टेनोज, आशुलिपिकों की परीक्षा हुई। उस परीक्षा में शत प्रतिशत विद्यार्थी उसी क्षेत्र के थे। उस परीक्षा का माध्यम था अंग्रेजी। जब मैंने प्रार्थना की रेलवे अधिकारियों से, रेल मंत्री को भी चिट्ठी लिखी कि भाई यह परीक्षा हिन्दी में लीजिए, ये कर्मचारी हिन्दी क्षेत्र के हैं, बिहार, उत्तर प्रदेश, मध्य प्रदेश, राजस्थान में हिन्दी क्षेत्रों में तो हिन्दी में काम करने दीजिए। उत्तर आया कि इनको अंग्रेजी में भी कभी-कभी काम करना पड़ेगा, इसलिए इनकी परीक्षा का माध्यम अंग्रेजी रहना चाहिए। मैं कहना चाहता हूँ कि पंडित जी आप इस पर विचार करें कि आप जहाँ देश को ले जा रहे हैं। अभी सवाल आया आई० ए० एस० और इंजीनियर्स का, उनके ग्रेड का। आई० ए० एस० आफिसर उनका बेटा होता है जो उसे दून स्कूल में पढ़ाते हैं। उसको सिर्फ अंग्रेजी जानना चाहिए चाहे कितना ही गद्दा हो, बिलकुल अक्ल न हो। अंग्रेजी पढ़ने में, बोलने में तेज

हो, वही आई० ए० एस० आफिसर हो सकता है। उसकी अप्रोच होती है। इंजीनियर होने के लिए उसके पास बुद्धि होनी चाहिए, फिजिक्स, कैमिस्ट्री, मैथेमेटिक्स का ज्ञान होना चाहिए। उसमें गरीब लोगों के लड़के भी आ जाते हैं। इसलिए उनका ग्रेड नीचे रखा गया है और आई० ए० एस० का ग्रेड ऊँचा रखा गया है। क्योंकि उसमें ऊँचे लोगों के बेटे जाते हैं। इसलिये मैं कहना चाहता हूँ कि कहीं से यह शुरू कीजिए कि हिन्दी क्षेत्रों में तो हिन्दी में काम होने दीजिए।

दूसरी बात, श्रीमन्, आप वहाँ गये हैं, 1857 में जब कुंवरसिंह नारायणी नदी पार करके गोरखपुर आया था, डुंगरी के बन्दूसिंह ने उनका साथ दिया था। जब गदर दबा तो अंग्रेजों ने बन्दूसिंह को फाँसी लगवा दी और उनकी रियासत जब्त करके पंजाब के एक सरदार जी को जिन्होंने अंग्रेजों का साथ दिया था, उनको इनाम के तौर पर दे दी। उनकी तारीफ में एक रेलवे स्टेशन बनाया गया और उस स्टेशन का नाम रखा गया सरदार नगर। सरदार नगर स्टेशन गोरखपुर से 14 मील पर है। जिन्होंने अंग्रेजों का साथ दिया, गदर में वागियों की खिलाफत की उनके नाम पर सरदार नगर स्टेशन पड़ा। आप क्या विचार नहीं कर सकते हैं कि इस के नाम को बदल कर—आप कहते हैं कि हम शहीद स्मारक बनाते हैं सरदार नगर को बदल कर बन्दूसिंह के नाम पर जिनको अंग्रेजों ने फाँसी दे दी थी, बन्दूनगर रख दें? वहाँ को जनता चाहती है कि सरदार नगर स्टेशन का नाम बन्दूनगर रखा जाए। हम लोगों ने बचपन से ही नारा लगाया है—सरदार नगर मिटायेगे बन्दू नगर बसायेंगे। भगतसिंह के साथ बन्दूसिंह भी हैं।

(Time bell rings)

मैं नहीं कहता और कोई नहीं कहता कि रेलवे आफिसरों में सभी लोग नाजायज आमदनी के आदी होगये हैं, हैबिचुअल

हो गये हैं। मगर ट्रांसपोर्ट सेक्शन जो आपका है, उसमें मामला कुछ शक का है और यहां तक कि जब से फुड कारपोरेशन बना और जब से कोल माइंस का नेशनलाइजेशन हुआ है, तब से कोल के ट्रांसपोर्टेशन में, फुड के ट्रांसपोर्टेशन में बोटलनेक हो रहा है, द्विकत हो रही है। जब तक कोल माइन्स इंडिविजुअल्स के हाथ में थी, फुडप्रेन का व्यवसाय इंडिविजुअल्स के हाथ में था, उनकी बराबर बैगन्स अलाट होते थे। आज फुड कारपोरेशन को और कोल कारपोरेशन को बैगन्स अलाट नहीं होते हैं और इंडिविजुअल्स को बराबर बैगन्स अलाट होते हैं। आप मेरा इशारा समझ रहे होंगे।

[Time bill rings]

श्रीमन्, मैं बहुत जल्दी खत्म कर रहा हूँ।

श्री उपसभापति : बहुत जल्दी की बात नहीं है। अगर आप आधे मिनट में खत्म नहीं कर सकते हैं, तो आप बैठ जाइये। मैं दूसरे को बुला दूंगा।

श्री नागेश्वर प्रसाद शाही : जो आप का हुक्म होगा, वही करूंगा। अब मैं आखिरी बात कह कर के खत्म कर देता हूँ, गोरखपुर के नार्थ ईस्टर्न रेलवे के सेंट्रल स्टोर में आज से दो साल पहले लगभग 14 लाख रु० का एम्बजिलमेंट हुआ, जब बात खुली तो अधिकारियों के कान खड़े हो गये और चौंकिंग शुरू हो गई। चूँकि ऊँचे लोगों पर बात आ रही थी, इसलिए उस एम्बजिलमेंट के एमाउन्ट को घटा कर के ढाई तीन लाख पर लाया गया। जब मैंने सवाल किया पार्लियामेंट में तो जवाब मिला कि एम्बजिलमेंट नहीं है, शार्टेज है। श्रीमन्, थोड़ा बहुत कानून मैं भी समझता हूँ और यह समझता हूँ कि एम्बजिलमेंट और मिस एप्रोप्रिएशन किसको कहेंगे। अगर उसको शार्टेज कह देंगे तो एम्बजिलमेंट किसको कहेंगे। अगर तीन लाख रुपये के सामान का गोलमाल किसी ने कर दिया, तो क्या उसको

आप एम्बजिलमेंट नहीं कहेंगे, उसको मिस-एप्रोप्रिएशन नहीं कहेंगे, उसको शार्टेज कह देंगे। आप एम्बजिलमेंट किसको कहेंगे।

इन शब्दों के साथ मैं अपनी बात खत्म करता हूँ।

श्री गोलाप बरबोरा (आसाम) : उप-सभापति महोदय, रेलवे में आफिसर नाराज हैं, मजदूर भी नाराज हैं और रेलवे के जो इंजीनियर्स हैं, डाक्टर्स हैं उन लोगों का कहना है कि आई० ए० एस० आफिसर्स के बराबर दर्जा उन लोगों को नहीं मिल रहा है, उनके बराबर सुविधा नहीं मिल रही है। रेलवे में जो करीब 12 लाख मजदूर हैं, वे भी नाराज हैं। मजदूरों की मांग है कि 15 वे लेबर कांग्रेस की राय के अनुसार मिनिमम नीड वेस्ड वेतन 315 रु० होना चाहिये। साथ ही साथ बोनस का भी सवाल है। हिन्दुस्तान में जब पब्लिक सेक्टर और दूसरी जगह मजदूरों को बोनस मिलता है, तो रेलवे के मजदूरों को भी बोनस मिलना चाहिये। ये दोनों मांगे ले कर के रेलवे फंडरेशन की एफिलिएटेड यूनियन्स ने स्ट्राइक का बैलट लिया है और जल्दी से जल्दी अगर इन दोनों मांगों पर कोई फैसला न हुआ तो हो सकता है कि हिन्दुस्तान भर में रेलवे मजदूर हड़ताल का रास्ता अख्तियार करें। इसलिए मैं चाहता हूँ कि मंत्री जी जल्दी से जल्दी रेलवे मजदूरों के साथ इन समस्याओं के बारे में कोई समाधान का रास्ता ढूँढ़ें।

सन् 1969 तक रेलवे में कोई डेफिसिट नहीं थी। रेलवे सरप्लस में चलती थी। रेलवे के बजट से देश के जनरल बजट में भी कुछ पैसा आता था। लेकिन कई एक साल से लगातार रेलवे डेफिसिट में चलने लगी है। गत मार्च में जो बजट पेश किया गया था उस में भी दस करोड़ का डेफिसिट रहा। अब जो पे कमीशन की सिफारिशें हैं उनको लागू करने में शायद यह डेफिसिट पचास करोड़ का हो जायगा। तो हर साल डेफिसिट में इस के चलने की वजह क्या है? इस बात को मंत्री

[श्री गोलाप बरबोरा]

महोदय को सोचना चाहिए। मैनेजमेंट खराब है सारे हिन्दुस्तान में और रेलवे बोर्ड जो हिन्दुस्तान में सबसे ज्यादा शक्तिशाली संस्था है, बहुत बड़ी व्योरोक्रेटिक संस्था है, उसका काम धंधा ठीक से नहीं चल रहा है। इसी लिए लगातार हर साल रेलवे करोड़ों रुपयों का नुकसान देती है।

रेलवे बैगन्स की शार्टेज के बारे में रेलवे मंत्री जी कभी-कभी बोलते हैं कि बैगन्स की कोई खास शार्टेज नहीं है, लेकिन साथ ही साथ हम यह भी सुनते हैं कि फूड मिनिस्टर हो या माइनिंग मिनिस्टर हो, यह कहते हैं कि बैगन्स की शार्टेज की वजह से वे कोयला नहीं भेज पाते हैं, अनाज नहीं भेज पाते हैं, तो इस बात का फैसला भी कई मिनिस्ट्रीज को मिल कर करना चाहिए। अगर बैगन्स की शार्टेज है तो उसको खत्म करने की कोशिश करनी चाहिए। वैसे बैगन्स की आम तौर से शार्टेज तो है ही, लेकिन उसके साथ रेलवे में भी कुछ ऐसे अफसर हैं, भ्रष्ट अफसर हैं कि जो बैगन्स की आर्टिफिशियल शार्टेज क्रिएट करते रहते हैं और ऐसा कर के वे पैसा कमाते हैं। इसको देखना चाहिए और इस भ्रष्टाचार को खत्म करना चाहिए। रेलवे अफसरों में कुछ ऐसे हैं कि जो डिस्पैटिक व्योरोक्रेट्स हैं और जो रेलवे मजदूरों पर काफी अन्धाय कर रहे हैं। इस मिलसिले में मैं एक रफरेंस देना चाहता हूँ। नवैनिथल साहब एन० एफ० रेलवे में डिप्टी पर्सनल अफसर हैं। लगातार पिछले चार साल से वहां हैं। पहले वे सेंट्रल रेलवे में दो साल तक सस्पेंड रहे भ्रष्टाचार के आरोप में और उसके बाद उनको वहां से उठा कर एन० एफ० रेलवे में ले लिया गया; क्योंकि एन० एफ० रेलवे एक ऐसी जगह है कि जिसमें कहीं भी कोई भ्रष्ट अफसर हो हिन्दुस्तान में, जब वहां के लोग उसके खिलाफ आवाज उठाये तो उसको वहां से हटा कर एन० एफ० रेलवे में ले लिया जाता है और उन्होंने यहां आ

कर मजदूरों के खिलाफ लगातार केस चलाये हैं और उसमें मालदा, न्यूवानगाईगांव आदि के जो मजदूर यूनियन के नेता थे उनके खिलाफ केस किये। हालांकि किसी केस में भी किसी मजदूर के खिलाफ कोई इल्जाम साबित नहीं हुआ, लेकिन वह केस देते रहते हैं और उन साहब के बारे में हनुमंतया साहब जी जब रेलवे मिनिस्टर थे तभी इल्जाम लगाया गया था और उन्होंने बालिगा साहब को उस की जांच के लिए भेजा था। बालिगा साहब उस समय रेलवे बोर्ड में मेम्बर रहे, आज वे उसके चेयरमैन हैं, लेकिन बालिगा साहब भ्रष्ट अफसर हैं; क्योंकि उन्होंने भ्रष्ट नवैनिथल को प्रोत्साहन दिया जिनको वहां हटाने की मांग की गयी थी। उन्होंने गौहाटी हाई कोर्ट में एक केस दाखिल कर दिया और रेलवे बोर्ड ने उसको कंटेस्ट नहीं किया और उनसे कहा कि आप अपना केस वापस कर लीजिए और उसके बाद उनको डिप्टी से चीफ बना दिया गया, उनके बारे में ही मजदूरों को लड़ना पड़ता है और उनके खिलाफ बराबर डिमांडेशन करना पड़ता है, लेकिन उनकी सुनवाई कहीं नहीं होती है।

इसके साथ ही कंटैरिंग का सवाल है। इस संबंध में भी मैं कुछ बोलना चाहता हूँ। कुछ दिन पहले बंबई के ब्लिट्ज़ अखबार में फ्रंट पेज पर आया था कि पार्लियामेंट के मेम्बर्स को खिलाने में पार्लियामेंट हाउस में जो रेलवे कैंटीन है, वह साढ़े चार लाख रुपये का घाटा देती है। पार्लियामेंट हाउस में जो रेलवे कैंटीन है उसमें मुश्किल से 40 या 50 एम० पीज० रोज खाना खाते हैं। लंच को छोड़ के जो सामान वहां मिलता है, डोसा और बड़ा आदि, दिल्ली के बाजार में उनका जो दाम है करीब-करीब वही दाम यहां भी लिया जाता है। अगर कोई सवसीडी दी जाती है तो उसकी किसी एम० पी० ने डिमांड नहीं की है। आप क्यों देते हैं और एम० पीज० को खिलाने के नाम पर आपके अफसरों का हिसाब उसमें लादा जाता है तो उसके

लिए एम० पी० जिम्मेदार नहीं हैं। अगर सव्सीडी एम० पीज० की वजह से दी जाती है और उसके कारण आप लास देते हैं तो उसको आप खत्म कीजिए, लेकिन एम० पीज० को खिलाने में यह साढ़े चार लाख रुपये की जो बर्बादी होती है उसके पीछे कोई वजह और ही है।

4 P. M.

रेलवे बुकस्टाल के बारे में भी कहना है। आज पार्लियामेंट में आने के पहले एक लिफाफा मिला—व्हीलर कम्पनी सेंटेनरी मना रहे हैं—उनका कुछ पैम्फलेट है उसमें कुछ एम० पी० लोगों का, कुछ स्टेटमिनिस्टर और कुछ सेंटर के मिनिस्टर हैं उन सब का सर्टिफिकेट है, लेकिन हम व्हीलर की दुकान को देखते हैं तो कोई अच्छी किताब वहां रखी नहीं जाती है, रीजनल लेंगुएज की किताब गोहाटी और लुमडिंग जैसे स्टेशनों में भी काफी नहीं रखी जाती है, सिर्फ सस्ती अंग्रेजी और हिन्दी नावेल्स ही रखे जाते हैं। नावेल्स रखना है तो उसका भी कुछ परसेंटेज हो। तो यह हालत व्हीलर कम्पनी की है। पहले कोई ब्रिटिश कम्पनी रही और बनर्जी साहब कोई इलाहाबाद के हैं वह अब उस पर दखल किये हुये हैं। इस कम्पनी के नाम बहुत से रेलवे के पास हैं तो व्हीलर कम्पनी का जो पास है उसका गलत इस्तेमाल होता है ऐसी मुझे खबर मिली है। व्हीलर के एम्प्लाइज हैं जो कि सारे जगह फैले हुए हैं, जहां-जहां व्हीलर कम्पनी की ब्रांचेज हैं वहां-वहां वे हैं, तो व्हीलर के इम्प्लाइज के साथ बहुत अन्याय हो रहा है, उसको रोकने की कोशिश होनी चाहिये।

कैंटिन की जो व्यवस्था है उस पर भी कहना है। कहीं डिपार्टमेंटल कैंटिन्स हैं, डाइनिंग कार्स हैं और कहीं-कहीं कांटेक्टर की भी कैंटिन्स और डाइनिंग कार्स हैं लेकिन सभी में खाने का स्टैंडर्ड दिन व दिन खराब होता जा रहा है। कहीं प्राइवेट हैं तो कहते हैं कि डिपार्टमेंटल हो जाये तो अच्छा हो, लेकिन जहां डिपार्टमेंटल हो गया है वहां भी हम देखते हैं कि वही हालत है। साथ ही

साथ उसमें भ्रष्टाचार भी बहुत है। मैं एन० एफ० रेलवे में देखा है कि बरौनी से तिनसुखिया तक जो डाइनिंग कार है वह एक अग्रवाल एंड अग्रवाल कम्पनी की है। अग्रवाल एंड अग्रवाल कम्पनी की चार-पांच डाइनिंग कार्स उस लाइन पर है। अग्रवाल एंड अग्रवाल कम्पनी खुद इनको नहीं चलाती, वह उसको दूसरे को सब-लेट कर देते हैं। एक डाइनिंग कार को बरौनी से ले कर तिनसुखिया तक जा कर वापस आने में पांच दिन लगते हैं और साढ़े सात सौ या आठ सौ रुपये के हिसाब से अग्रवाल एंड अग्रवाल कम्पनी को द दिया जाता है और इस तरह अग्रवाल एंड अग्रवाल कम्पनी मुफ्त में बैठ कर के दो ढाई लाख रुपये साल भर में बना लेती है और जो डाइनिंग कार सब लेट में लेते हैं उनको भी कमा कर खाना है और उसका नतीजा यह है कि खाने का स्टैंडर्ड डाइनिंग कार में बहुत खराब है। साथ ही साथ यह भी देखा है कि डाइनिंग कार में कहीं कोई फ्रिज वगैरह का बन्दोबस्त नहीं है, इसलिये सड़ी हुई मछली और सड़े हुए अंडे गर्मी के मौसम में खाना पड़ता है। तो इसकी भी व्यवस्था होनी चाहिये।

जैसा कि हमारे पुराने मित्र कमलनाथ जी ने तारीफ रेल मंत्री को किया कि बिहार में कुछ हो रहा है या होने की उम्मीद है वैसे मैं भी अगर तारीफ कर सकता तो बहुत अच्छा होता; क्योंकि मैं भी बिहार से भी आगे, नार्थ बंगाल से भी आगे, आसाम जैसे एक पिछड़े हुए प्रान्त से आता हूं, लेकिन हम देख रहे हैं कि आजादी के पहले ब्रिटिश सरकार के जमाने में पहले वहां रेलवे की जो कुछ व्यवस्था थी जो कुछ सुविधायें मिल रही थीं, आज वह भी नहीं मिल रही हैं, उसमें तरक्की होना दूर की बात है। मैं तिनसुखिया जिस शहर में रहता हूं वहां से गोहाटी तक ब्रिटिश सरकार के जमाने में छः रेल चलती थी आज सिर्फ दो। तिनसुखिया से गोहाटी तक छः रेलगाड़ी चलती थीं और उसमें एक फास्ट मेल चलती थी जो कि 12 घंटे में तिनसुखिया से गोहाटी

[श्री गोलाप बरबोरा]

पहुँचती थी, लेकिन आज जो फास्टेस्ट ट्रेन आसाम मेल है उसे भी तिनसुखिया से गौहाटी तक 16 या 17 घंटे लगते हैं। कुछ हुआ नहीं आजादी के 25 साल में। सिर्फ एक जगह लाइन खोली गई रंगपारा से मुरकांगसेल तक, वह भी कोई सरकार की देन नहीं थी, अगर कहें तो माउन्सेतुंग की देन बोल सकते हैं; क्योंकि चाइना का हमला हुआ था, तब जाकर वहाँ फौज ले जाने के लिये एक लाइन खोलनी पड़ी, वह नहीं होता तो फिर यह लाइन नहीं होती। श्रीमान्, बोंगाईगांव तक एक ब्राडगेज लाइन है, उसको गौहाटी तक ले जाने के लिये और गौहाटी से भी आगे डिब्रूगढ़ तक ले जाने के लिये मांग है। वहाँ आसाम के अन्दर में रेलवे लाइन जब पहले ब्रिटिश सरकार ने लगाई थी तो वहाँ से चाय की पेटियाँ का पार्सल ले जाने के लिये लगाई थी। और जब गौहाटी और तिनसुखिया का रोड माइलेज 300 मील का है तब आपका रेलवे माइलेज 365 का है। उसको स्ट्रेट करने के लिए कोई एक ब्रान्च लाइन उसको मेन लाइन में बदलने के लिए हो, यह मांग वहाँ के लोगों की है, ब्राडगेज लाइन वहाँ तक ले जाने की मांग है। इन सब चीजों के बारे में वहाँ के लोगों का कहना है कि दिल्ली से हमको न तो 25 साल में कुछ मिला है न जल्दी मिलने वाला है। अगर वहाँ लोगों में ऐसा विश्वास फैल रहा है तो उसको रोकने के लिए भी आप कुछ कीजिए। आपका पिछड़ा हुआ जो इलाका है उसको आगे बढ़ाने के लिए वहाँ इन्डस्ट्रियल डेवलपमेंट के लिए, एग्रिकल्चरल डेवलपमेंट के लिए जो इन्फ्रा-स्ट्रक्चर वगैरह की बात करते हैं उसको करने के लिए आप ब्राड गेज लाइन वहाँ तक एक्सटेन्ड कीजिए और जो ब्रह्मपुत्र के ऊपर ब्रिज का सवाल है, रेल-कम-रोड ओवरब्रिज, उसकी भी मांग है। एक ही ब्रिज है गौहाटी में, डिफेंस विभाग का भी एक सजेशन है कि सीलघाट में भी एक ब्रिज होना चाहिए।

साथ ही साथ सारे असम प्रान्त में रोड ओवरब्रिज दो तो गौहाटी में और एक डिब्रूगढ़ शहर में है और दूसरी जगह कहीं नहीं है। सारे प्रान्त भर में रोड ओवरब्रिज सिर्फ 3 ही हैं जब कि अन्य प्रान्तों में वहाँ से कई गुना ज्यादा हैं। इस बात की मांग है कि तिनसुखिया जैसे शहर में रोड ओवरब्रिज रहे। रेलवे मिनिस्ट्री से इसी राज्य सभा में एक क्वेश्चन के जवाब में बताया गया था कि सन् 1971-72 के अंदर में वह हो जाएगा लेकिन आज सन् 1973 चल रहा है, लेकिन अब तक वहाँ कुछ हो नहीं पाया है। ऐसा जो लोगों की एमनिटीज का सवाल है उसकी तरफ रेलवे मिनिस्ट्री कोई ध्यान देती नहीं है। मैं मंत्री महोदय से यह जरूर अर्ज करूंगा कि आप पैसेन्जर्स एमनिटीज के बारे में सोचिए और जहाँ से भी लोगों का कोई ऐसा मेमोरेण्डम आए, कोई डिमाण्ड आए उसको फुलफिल करने की कोशिश कीजिए।

श्री यशपाल कपूर(उत्तर प्रदेश) : उप-सभापति जी, आज फिर एक अवसर मिला है कि जब इस सदन के सामने मैं रेलवे मंत्रालय की उत्तर प्रदेश के प्रति उदासीनता का एक चित्र खींचूँ। अभी हमारे असम के भाई कह रहे थे कि पिछले पच्चीस वर्षों में वह कुछ नहीं हुआ रेलवेज के संबंध में। उत्तर प्रदेश में भी, जो कि इतना बड़ा प्रदेश है जिसमें भारत की आबादी का पाँचवाँ हिस्सा रहता है, पिछले पच्चीस वर्षों में कोई नयी रेलवे लाइन नहीं लगाई गई है। इतने बड़े प्रदेश की इतनी भारी जनता की मांगों को पूरा करने के लिए जिस प्रकार से वहाँ वैगन दिए गए उसके कुछ उदाहरण मैं आपके द्वारा मंत्री महोदय के सामने रखना चाहता हूँ।

स्लैक कोल की आवश्यकता 200 रैंक प्रति माह मानी गई थी और उसका कोटा मुकर्रर हुआ 150 रैंक का। उसको इस वर्ष जनवरी में 150 से घटा कर 126 कर दिया गया। लेकिन असल में अगर आप हिसाब लगाएं तो जुलाई, 1972 से लेकर अप्रैल, 1973

तक के समय में इसका 20 प्रतिशत से भी कम रैक का कोटा उत्तर प्रदेश को मिला—पांचवां हिस्सा। साफ्ट कोक की भी यही कहानी रही कि अगस्त, 1972 में यह कहा गया कि 28 रेक्स आपको दिए जाएंगे, परन्तु असल में जुलाई, 1972 से लेकर अप्रैल, 1973 तक सिर्फ साढ़े 3 रैक प्रति माह हमें मिले। स्टीम कोल की हालत देखें तो जहां 5,000 बैग्स प्रति माह का आवंटन किया गया था, वहां असल में 1,500 से 2,000 बैग्स उत्तर प्रदेश को मिले। सीमेंट की भी यही कहानी रही। हमारे यहां 2 बड़े कारखाने सीमेंट के हैं—चुर्क और डाला। अपने देश में सीमेंट की कमी देश में हर जगह बहुत बुरी तरह से महसूस की जा रही है, 75 और 50 बैग्स प्रत्येक फैक्टरी के लिए हमें वहां चाहिए। तो मैं आज रेलवे मंत्री जी से अनुरोध करता हूं कि कम से कम सीमेंट हर जगह पहुंचाने के लिए केवल 125 बैग्स ही बनते हैं, वह तो दें। पांचवी पंचवर्षीय योजना की बड़ी चर्चा हो रही है और उस योजना में चौथी पंचवर्षीय योजना से कम से कम तिगुनी अधिक राशि उत्तर प्रदेश में व्यय होने वाली है। तो जब इतना अधिक निर्माण कार्य बढ़ेगा और चौथी पंचवर्षीय योजना के अंत में जो हालत उत्तर प्रदेश में रही है, हम किस तरह से अपनी पंचवर्षीय योजनाओं के लक्ष्य को पूरा कर पायेंगे? आज हालत यह है कि रेल मंत्रालय सामान को लाने ले जाने की आवश्यकता को पूरा नहीं कर पा रहा है, तो भविष्य में इतने बड़े कार्य को किस तरह से कर पायेगा।

जहां तक अनाज का सम्बन्ध है, पैदावार में बहुत बड़ी बढ़ोत्तरी होने वाली है, जो 180 मेट्रिक टन से बढ़ कर 280 मेट्रिक टन तक अगले पांच वर्षों में होने की आशा है। इतना सामान लाने ले जाने के लिए हमें बैगनों की आवश्यकता पड़ेगी। मैं यह बात इसलिए कह रहा हूं; क्योंकि आगे के लिए जब नई योजना बनाई जायेगी तो अब तक उत्तर प्रदेश के साथ जो उदासीनता बरती गई थी वह अब समाप्त होनी चाहिये। उत्तर प्रदेश की 10 करोड़ जनता की आवश्यकता पूरी करने के लिए रेल मंत्रालय

को अपनी जिम्मेदारी पूरी तरह से निभानी चाहिये।

जैसा मैंने कहा कि पिछले 25 वर्षों में कोई नई रेल लाइन उत्तर प्रदेश में नहीं बनाई गई। एक कार्य अवश्य वहां पर शुरू किया गया है जिसके लिए हम आभारी हैं। आपने एन० आर० रेलवे का नाम सुना होगा जो कि उत्तर प्रदेश में काठगोदाम से लेकर आसाम तक बन-गांव तक जाती है, उसके नाम के बारे में मैंने सुझाव दिया था कि इसको एन० ई० रेलवे से बदल कर एम० जी० आर० कर दिया जाय।

(*Interruption*) इस लाइन में कुछ काम शुरू किया गया है। बरौनी से लेकर गोरखपुर होते हुए बाराबंकी तक इसको ब्राडगेज किया जा रहा है। लेकिन जैसा मैंने बजट के समय कहा था कि इसको केवल ब्राड गेज करने से काम चलने वाला नहीं है, बल्कि जो करोड़ों रुपया मुगलसराय में ट्रांशिपमेंट के कारण नुकसान हो जाता है उसको दूर किया जाना चाहिये। आपको बनारस से गोरखपुर तक जो मीटर गेज की लाइन अभी है उसको ब्राड गेज में परिवर्तन करना चाहिये; क्योंकि बिहार क्षेत्र के विकास के लिए ऐसा करना बहुत आवश्यक है। इसी तरह से काठगोदाम और बरेली के बीच जो मीटर गेज की लाइन है, उसको भी ब्राड गेज में परिवर्तन किया जाना चाहिये।

जहां तक नई रेलवे लाइनों का सवाल है एक सुझाव मैंने आपको पहिले भी दिया था और मुझे खेद है कि इसके महत्व को पूरी तरह से अभी तक न आपने और न रेलवे बोर्ड ने ही समझ पाया है। मैंने आपसे प्रार्थना की थी और बताया था कि उत्तर प्रदेश में केवल पूर्व से पश्चिम तक और पश्चिम से पूर्व तक आवा-गमन के लिए बन्दोबस्त है। उत्तर से दक्षिण तक और दक्षिण से उत्तर तक जाने के लिए कोई मार्ग नहीं है और इसके लिए वहां के लोगों को दूर-दूर तक के जंक्शनों में जाकर बम्बई या दक्षिण के लिए ट्रेनें पकड़नी पड़ती हैं और इस तरह से जबलपुर और रायपुर, इन क्षेत्रों में

[श्री यशपाल कपूर]

जाने के लिए एक लम्बा रास्ता खामख्वाह तय करना पड़ता है। तो मैंने सुझाव दिया था कि आप फतेहपुर से रेलवे लाइन निकालें जो बांदा तक, बांदा-छत्तरपुर, छत्तरपुर और सागर से मिला दें। जहां कि बड़ी लाइन है और इस तरह से उत्तर प्रदेश और मध्य प्रदेश के पिछले क्षेत्रों का विकास हो सकेगा। लोगों को आने जाने में सुविधा हो जायगी।

इसके अलावा मंत्री जी को दो सुझाव मैंने पिछली बार जब रेलवे का बजट पास किया था, दिये थे। आपने रेलवे कर्मचारियों की सुविधा के लिए, उनके आराम के लिए कुछ काम स्वयं रेल मंत्रालय ने, उनके कर्मचारियों ने या कर्मचारियों की पत्नियों ने किये थे। जब सब को अनाज मिलने की मुश्किल हुई और जगह-जगह पर फेयर प्राइस शाप्स खोली गई, तो मैं मंत्री महोदय से यह पूछना चाहता हूं कि आपके कर्मचारियों द्वारा बनाई गई उप-भोक्ता समितियों को कोई भी फेयर प्राइस शाप दी गई ताकि वे उस क्षेत्र में खोल सकें जहां पर बहुतायत से रेलवे कर्मचारी रहते हैं? उदाहरण के तौर पर लखनऊ में ही आपके आर० पी० एस० डी० ओ० के और बाकी कर्मचारियों की 50—60 हजार के करीब तादाद है। वह पूरा एरिया नोटीफाइड एरिया कहलाता है, जो आपके ही शासन में आता है। लेकिन वहां कोई फेयर प्राइस शाप किसी रेलवे कोऑपरेटिव सोसाइटी को एलाट नहीं की गई और न ही उनसे काम करवाया गया।

एक और छोटा सा सुझाव है, रेल मंत्री जी कि आप बड़े-बड़े स्टेशनों पर जो प्लेटफार्म टिकट बेचते हैं उसका यह इन्तजाम किया हुआ है कि वहां पर जो दूसरे काम पर लगा हुआ स्टाफ है या क्लर्क हैं उनको पार्ट टाइम बेसिस पर या किसी कमीशन के हिसाब से प्लेटफार्म टिकट बेचने के लिए सौका देते हैं, उसके लिए मेरा सुझाव यह है कि उन रेलवे कर्मचारियों को जिनकी दुर्घटना में और ड्यूटी पर मृत्यु हो गई हो उनकी विधवाओं को, अगर

उनके बच्चे बहुत छोटे हों, यह मौका दें कि प्लेटफार्म टिकट वे बेचें। उनको उसमें कुछ कमीशन दिया जाय और उसके लिए अगर किसी प्रकार की सिक्योरिटी की आवश्यकता हो तो आपके जो बैलफेयर आर्गनाइजेशन हैं या कोई और सोसाइटी है वह उस सिक्योरिटी को जमा कराने की जिम्मेदारी ले। धन्यवाद।

SHRI U. K. LAKSHMANA GOWDA

(Mysore) : Mr. Deputy Chairman, Sir, the Railways have been in the deficit for the last few years and even in the present Budget there has been an uncovered deficit of not less than Rs. 10 crores. Add to it the liability of implementing the 1st Lay Commission's recommendations and also the dearness allowance, which has already been sanctioned. This will amount even according to our hon. Minister, to about Rs. 60 crores. I do not know how they are going to bridge this gap. According to the Minister's statement the net earnings in the first three months of this year have gone down by about Rs. 22 crores and it is less than the estimated revenue. In the months of July and August there was no improvement. I am told there is a continuous shortfall in all kinds of traffic. I hope the Minister will make an effort to cover this deficit by increased efficiency, by an effort at increasing the traffic and also by enforcing economy and streamlining the administration. This is with the view that he will not come before the next Budget for additional taxation. I hope the hon. Minister will kindly tackle this problem.

One of the bottle-necks in the Railways is the shortage of rolling-stock, as a result of nearly 40 to 50 per cent of wagons being sick very frequently. It is stated that they have got about 4 lakh wagons, but I am told very frequently half the number of wagons are sick. I hope immediate attention will be paid to it. In addition to placing orders for augmenting the manufacture of wagons, they should look into it and see that the wagons do not remain sick.

Tien, there is the question of coal shortage in the South. I would like to know from the Minister why there should not be more dieselisation in the South. Coal could be utilisied in the North where it is available and the transport charges will be cheaper.

Then, I would like to mention some thing about the locomotive's strike. It has ended up with a big loss. I am very happy that there has been a settlement by the intervention of both the Labour Minister and the Railway Minister, but the method by which this was arrived at is not a very happy one. There have been recognised unions which had taken up this particular matter and for a long time the Railway Ministry had sat over this.

And whenever there is trouble they come to an *ad hoc* decision. Now, when the workers from the unrecognised union came in and there was a critical point, they had to come to a settlement. I am happy about this settlement but this sort of taking *ad hoc* decisions is not good.

Apart from this, if you look at the state, ment, you will find that there is an enormous number of casual workmen employed in the Railways. Railways are one of the largest employers of casual and temporary workmen and if something is not done about them very quickly, they will be faced with another trouble; and this is a matter which must be seriously looked into.

Coming to Mysore State, there is one point which I have always been referring to whenever the Railway Budget is coming up, that is about the proposed railway in the plantation district of Chikmagalur. This is with reference to the Hasan-Mangalore railway which, I am told, is going to be completed very shortly. Even as it is, the progress, as we know, is very slow. Before this railway was taken up, there was a proposal for having the Kadur-Mangalore railway line passing through the plantation areas of Chikma-

galur-Mudigere and Saklasapur. But when Mr. Hanumanthayya was the Chief Minister, because of political reasons, it became the Hasan-Mangalore railway. Then there was an agitation and representation that there should be a loopline connecting the Kadur, Chikmagalur and Saklasapur with the Hasan-Mangalore Railway. Nothing came about it. I mentioned about it during Mr. Hanumanthayya's last days as Railway Minister but he said that that was not very economical and that as an alternative, when he was Chief Minister, he had provided a concrete road for 25 miles in the District. At least, now that Mr. Hanumanthayya is not there and Mr. Mishra is there, let me hope that some effort will be made to resurvey that land and the work on that loopline will be taken up in the Fifth Five Year Plan.

I would like to mention here that the Delhi-Bangalore train journey has not received adequate attention because the link for this line is at Madias Central and on both the journeys, there is a delay of several hours in Madras because this Delhi-B?ngalore bogie is connected to a slow-moving passenger train from Madras. I would like to suggest that if instead of that some adjustment is made and this can be tagged on to the Brindavan Express, people could save at least half a day. Mr. Mishra and Mr. Qureshi, I am suggesting something about speeding up the Delhi-Bangalore train.

SHRI L. N. MISHRA : I know, you were talking about the Brindavan Express.

SHRI U. K. LAKSHMANA GOWDA: I hope you will look into this.

Another point is about the metre gauge platforms at the Bangalore Railway Station which are in a very bad shape. That also must be looked into.

About this railway line in the plantation district I have been representing for a long time. Mr. Mishra and Mr. Qureshi both, I think, were in the Foreign Trade Ministry. I do not know whether Mr. Mishra had

time to visit those areas because he was very busy here. But my friend, Mr. Quershi, has visited those places several times. And this will be an important goods traffic line through the plantation district. I hope they will be paying particular attention to it.

Sir, before I close, I would say only one thing. My friend, Mr. Kali Mu-kherjee, has made some research and he finds that the continuance of anybody in the Railway Ministry is very difficult. Mr. Lai Bahadur Shastri who could be the Prime Minister could not last in the Railway Ministry. Then Mr. Nanda came and he took to *sanyas*. Then Mr. Hanumanthayya came and he is now offering *pooja* at the Hanuman Temple at Mysore. Let us hope that Mr. Mishra will continue and will be able to pay attention at least to the demand that I have made.

SHRI A. G. KULKARNI (Maharash" tra) : Whenever Mr. Qureshi acts as the deputy, his senior goes off.

SHRI L. N. MISHRA : Mr. Deputy Chairman, Sir, although this supplementary demand is for Rs. 18,000 under three heads, the discussion on it has covered a long range. It will not be possible for me to reply to all the points, but I will take up some of the points.

Mr. Banarsi DAS referred to the provision of dormitories at the stations. There is provision for dormitories at important places along with retiring rooms, etc. The charges are also from Rs. 1.50 to Rs. 6 per bed. As and when funds permit we will provide more. At present there are dormitories at a number of big railway stations. But it is necessary that we should expand this facility to other stations also. It will be our endeavour to do so. But at this stage, I cannot say, because we are in an extremely tight position so far as finances are concerned.

Mr. Pitamber Das raised a very pertinent point about the engineers salaries and emoluments *vis-a-vis* the IAS officers. I am very much in agreement with Mr-Pitamber Das when he says about the involvement of the engineers. Our Prime Minister also, in Roorkee, I think referred to this kind of parity. I also hold the view that the technical people should be treated at least in an equal manner, if not in a better manner. It will be my endeavour to see that the engineers pay and other things are improved. The Pay Commission's recommendations are also there. But I will give special attention to the question.

Dr. R. K. Ghakrabarti made a number of proposals for construction of new line in the Sunderbans area. A traffic Survey has been sanctioned for the following lines in the Sunderbans area :

(i) Lakshmikantapur to Kakdwip via Kulpi (32 Kms.)

(ii) Canning to Golabari (20 Kms.)

(iii) Hasnabad to Pratapdityanagar via Bhandarkali (28 Kms.)

(iv) Canning to Pratapdityanagar (30 Kms.)

The scope of the survey has been further extended to cover a link to Dhamkali either from Sonaippui or from Champa-hati. Collection of data for the survey is in progress and the field work is expected to start after the monsoon.

He also raised the question of transfer of Light Railways. This question has been discussed in this House and also in the Lok Sabha earlier. I do not want to go into that subject now, but I must say it is engaging our attention.

I am thankful to Mr. Kamalnath Jha for the compliments that he has paid to the Railways. I will request him and other Members also—I will come to the functioning of the Railway Board later—to think of the difficult conditions in which the Railway Board has been working and working in a dedicated manner. I have.

appreciation for the hard work that they have put in. Mr. Kamalnath has raised the question of claims. A sum of Rs. 14 crores has been paid as claims to a number of people. There is pilferage also; there is no doubt about it. He suggested that the Railway Advocates or Pleaders who are in the Sub-Divisional Courts or District Courts should be changed occasionally. I do agree with this idea and I feel that there should be some term fixed, for three years or so, and nobody should get extension for more than one term, *i.e.* no one should be there for more than six years, as a rule; exceptions can be made. There is substance in what he says and I have been hearing this from a number of people, especially from Members of Parliament. There was also a suggestion that the Katihar railway station should be renovated. I also come from that area and I confess—I hope my other colleagues will not take any offence—that the Eastern U. P. and Bihar were the two unfortunate parts of this country which have been badly neglected, especially by the Railways. Something has got to be done for these two areas. Mr. Y. P. Kapoor also referred to the question of U.P. These are the unfortunate and unlucky areas and they deserve special attention. There is no doubt about it. Renovation of Katihar should be done. I will discuss it with the people concerned, especially with the Board.

Sir, he also referred to the question of the Wheeler & Co., and refreshment stalls, etc. to be given to the educated unemployed. We have already taken this policy decision and I think a Member (Transport) has already written to the various ones about inviting applications from educated unemployed. There was some difficulty about the co-operatives of 11 members or so. Now, we have relaxed that and the educated unemployed can come forward and apply for the stalls. They will also get preference in the matter of getting refreshment rooms on contract. Educated youth will get priority. And about the Wheeler & Co., there are a 9—24 RSS/73

number of agents who are handling this business. I think this should be given to the educated unemployed so that explosive situation could be at least dealt with to some extent.

Sir, Shri Monoranjan Roy asked about advance booking during Pooja days. This advance booking for an indefinite period was introduced on an experimental basis under the recommendation of the Parliamentary Committee. It was perhaps experimented for only two months and this has been discontinued at the moment.

Shri K. C. Panda mentioned about inadequate movement of ore from Orissa. It is a fact that there are some shortfalls in the current financial year due to slowing down of movement on the South Eastern Railway in the summer months due to frequent power tripping. However, shipping through Paradip port has not been affected at all. The South-Eastern Railway have now stepped up loading to enable that fulfilment of the target of 2 million tonnes for the current year. Movement of ore to steel plants has been satisfactory—I will come to that later on when I talk about coal—and is consistent with the needs of the steel plants. Shri Shahi has mentioned a number of useful points. He also wanted that some kind of a centre should be opened at Gorakhpur of the North Eastern Railway Service Commission. Of course, we have taken a policy decision. Every Railway should have its own Service Commission. It is in pursuance of that policy that a decision has been taken to have the Railway Service Commission at Muzaffarpur in a year. So far as Uttar Pradesh is concerned, I think, he will agree with me that Allahabad had two Service Commissions' headquarters; one shall remain there. About having some centre or like that at Gorakhpur, I think something should be done. I will look into it, and most likely it will be done. Shri Shahi wanted the name of Sardar

[Shri L. N. Mishra]

nagar to be changed into Bandunagar, after the great hero Shri Bandu Singh. I am in full agreement with him. The only request I will make is that he should write to the State Government and send that letter to me. I will lose no time in turning this name of Sardarnagar into Bandunagar. We know the sacrifices made by this man along with Raja Kunwer Singh in the great rebellion of 1857 and no less sacrifice has been made by this great hero. Sir, the hon. Member also referred to the locomotives' working hours. There was a strike, as you know, Sir, and we have come to a successful settlement and I must say that the loco staff also displayed a sense of responsibility. And I am very happy with the results. About the working hours, instead of 14 hours, we have agreed to have 10 hours. But I may refer to the ILO convention, etc. So far as the loco staff are concerned, I am not going into the academic aspect of it. There is one thing—The working hours of the loco staff all over the world are not the same as that of the other people; they have always been longer. Anyway, we have decided to come to 10 hours and it is in pursuance of the demand made by the two Federations and also by the Miya-bhoy Tribunal's recommendations. On the other points that have been made in this regard a Committee has been constituted under the chairmanship of my colleague, Shri Mohd. Sbaqi Qureshi. They met once. Some hon. Members wanted to know whether that Committee has met. They met once already and it is the workers' side who are not prepared with figures and data.

And they asked for time and they are meeting again on 11th in Madras and I hope they will succeed. So far as my information goes, all those who were arrested during the strike have been released except four people against whom some serious charges were there. Then my honourable friend referred to the

question of dieselisation in the south. I had answered this question in the Lok Sabha and I had given the figure. Just now I do not have that figure with me. I said that dieselisation has been much more in the south than in the north. Of course, there is need for dieselisation everywhere. If we take a comparative view, dieselisation has been in a much larger proportion in the south than in the north. Then Mr. Kapur very rightly pointed out the problem of movement, and this has been the real headache for us. But I must say, by and large, the railways have not done badly so far as movement part is concerned. I will take some important commodities and say how the railways have performed. First let me take foodgrains. During the current rabi season movement of foodgrains from Punjab, Haryana and Western Uttar Pradesh up to the end of July 1973 touched an all-time record for daily loading 1107 BG and 191 MG wagons. The total quantity of foodgrains carried by the railways during the first four months of this financial year was as much as 59.5 lakh tons, that is, 5.1 lakh tons more than what was transported during the same period in the previous year. As we know, food is a highly subsidised item and the railways have incurred a loss of Rs.26 crores on the movement of foodgrains. Then about coal. There is shortage of coal everywhere. There also I must say we have not done that bad in the movement of coal. During the period April to July 1973 we had extensive power shortage and frequent power trippings especially in the Eastern Railway, affecting not only production of coal but also impeding railway transport. This resulted in an overall drop in the level of coal loading on the Indian Railways during this period. On an average 7724 wagons were loaded per day as against 7945; that is, there has been a shortfall of 200 wagons per day only. This shortfall was because of want of power. So we have not done that bad in the case of coal. Then with regards to cement also we have not done that bad. We moved about 13.2 million tonnes cement in the first four months of the

year. But production of cement was also less than that in the previous year because of shortage of power. This

resulted in the quantum of cement movement by rail dropping to 30.7 lakh tons as against anticipated 35 lakh tons. About 5 lakh tons were less. Similarly about petroleum. Petroleum movement from the north has been kept according to the schedule and we have not done badly in the movement of petroleum. The same is the case with fertilizer. I do not want to go into the details of figures. But our performance in the case of petroleum and fertilizer also has not been bad. The general performance of the railways in the period under review has been by and large, satisfactory if we take into

account the two loco strikes, one in May and the other in August. The supply of coal to the steel mills, to the important, basic, industries, and also for domestic purposes has been kept flowing. And I must congratulate the railwaymen who have worked overtime to keep the schedule and I am sure the House will join me in placing on record our appreciation for the good work done by the railwaymen.

Then there were two points which I have to refer to and I have done. The first is the question about the GRP and the RPF. This is a problem which has been engaging our attention, especially the problem of the RPF. Ever since I have come to this Ministry, I have been working for a solution of the problem. The RPF is a force which has to be reorganised and given a better treatment. The GRP is also to be improved. It was with this end in view, especially after the incident of murder, dacoity and robbery of passengers on trains which were referred to by our friends, we thought that some special treatment should be given to these problems.

There was a certain spurt of such cases early this year and therefore I decided to discuss the matter with the representatives of the States in order to assess the situation and take urgent, remedial measures. I accordingly called a meeting

of the Home Ministers and senior officers of the affected States, namely, Bihar, U.P., West Bengal, Assam and Orissa, in March this year where we discussed in detail the measures that were required to be taken to improve the safety of passengers in the running trains. The Minister of State for Home Affairs also attended the meeting. We appointed a working group under the chairmanship of the Chairman, Railway Board, consisting of senior officers of the Railway Board, and the State Governments to go into the question in greater detail and suggest how the situation could be improved. The Working Group held their first meeting in Lucknow in April this year. The general assessment has been that the GRP strength in the States is not adequate to cope with the increasing crime and lawlessness on the Railways. The States have expressed inability to increase the strength of the GRP on the grounds of financial difficulties and were of the view that crime in trains and railway premises is just a small part of the total crime in the State and they were giving due consideration to the Railways within the existing resources. As decided by the Working Group, we have recently sent a memorandum to the Finance Commission requesting them to sanction grants to the State Governments to meet the additional cost for augmenting the strength of the GRP.

The other day I mentioned in the Lok Sabha about the break-through we have made in the matter of reducing compensation claims due to thefts, losses, pilferages etc. This year we have achieved some good results to the extent of Rs. 40 lakhs. We are not satisfied with the result. For this the RPF has to be strengthened and reorganised. This force which was organised on a statutory basis in 1957, with the coming into force of the Railway Protection Force Act, 1957, has now matured into a full-fledged statutory armed force of the Union—I feel that it is time that we give a greater go to the departmental personnel

(Shri L. N. Mishra) n this Force in the administration and running of the force. I have therefore decided that the percentage of deputationists in this Force should be gradually reduced. In future, all posts in the ranks upto the rank of Inspec. tor will be filled up only by promotion of departmental personnel. In the ranks of Asst. Security Officers and Security Officers, a higher percentage of the posts will go to departmental candidates. In order to build up a cadre in the security Depanment, we have decided to star⁴ direct recruitment in the rank of Asst. Security Officers. We have also created a new rank of Deputy Chief Security Officers on six Railways in oraer to pro. vide an avenue of promotion to senior departmental security officers who have been stagnating in this rank. I have also given due consideration to the requests of the departmental personnel for improved living conditions and better uniforms. We are examining those matters and final decisions will be given shortly. We have also decided to recognise one R. P. F. Association on each zonal railway so that the departmental personnel have an avenue to represent their case before the administration. This has been their long-felt demand. I have also emphasized on senior officers of the Force that there should be better rapport between officers and men and for this purpose, I have directed that more meetings should be held with the men and there should be more discussions and dialogues and communications with the people belonging to the RPF. The working and living conditions and uniform have got to be improved and they would be brought on line with the CRP. I am determined to give RPF a firm deal and whatever their grievances are, they will be carefully looked into.

My last point is about the economy drive. Recently the Prime Minister made an appeal to evey Ministry to adopt austerity measures and achieve economy in the normal expeaditure. In response

to her appeal, we have examined various aspects and we have come to the following conclusions :

(i) A ten per cent cut on the existing Budget provision for travelling and daily allowances.

(2) A sharp reduction in the holding of conferences and seminars.

(3) A ten per cent cut on the existing provision foi contingencies and maximum economy in the use of paper, stationery, furniture and office equipment and the use of staff cars.

(4) A drastic reduction in the expenditure] on telephones and official entertainments.

(5) Avoidance of ostentatious expenditure on all accounts including expenditure on the renovation, etc. of buildings.

In addition to the above, Sir, a ten per cent cut has been imposed this year on the Plan expenditure and the General Managers have been asked to proceed on tours only in connection with the most essential work such as relating to line capacity and train operations.

Sir, as a result of these measures, I expect a saving of the order of about Rs. 20 crores in the Revenue ana the Capital Expenditure of the Railways.

Sir, there may be some other'points which I might have left out. But I might assure the honourable Members that I will look into them very carefully and consider them. Thank you very much, Sir.

MR. DEPUTY CHAIRMAN : The question is ..

SHRI MONORANJAN ROY : Sir, what about the local train to Asansol ?

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolida-

Bill, 1973

ted Fund of India for the services of the financial year 1973-74 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY CHAIRMAN : Let us take up now the clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI L. N. MISHRA : Sir, I beg to move :

"That the Bill be returned" *The*

question was proposed.

MR. DEPUTY CHAIRMAN : Yes, Mr. Anandan. I would request you to take only two minutes.

SHRI T. V. ANANDAN (Tamil Nadu). Mr. Deputy Chairman, Sir, I would respect your order and finish in two minutes.

Sir, the honourable Minister has, in his reply, admitted that the issue of the loco running staff had been moved by the two Federations and the award of the Miabhoy Tribunal was also there. Why did not the Railway Ministry implement the decisions of the Miabhoy Tribunal and also give effect to the reasonable approach, the constitutional approach, of the recognised federations when the issues were negotiated with the federation started not by ordinary men but by men with sacrifices to their credit, like Mr. Giri and late Mr. Jamna Das Mehta, who have enunciated certain principles and policies to be adopted in the greatest undertaking, namely, the railways in this country. Mr. Minister, are you hearing me? You please hear me.

SHRI L. N. MISHRA : Yes, I am vjearing you.

SHRI T. V. ANANDAN : Mr. Minis" ter, you have committed the greatest blunder so far as the national economy is concerned by going in for negotiations with the unrecognised organisation, thus opening the floodgates and you have yourself experienced this the aay before yesterday on the North-Eastern Railway where the employees protested and where the General Manager had to come out to negotiate. How many categories are going to create disturbance in this well established railway administration ? Not only you, but the entire Government also depend upon the railways for the proper execution of the Five-Year Plans. If the railways do not co-operate with you, if the railway administration is not run properly, naturally, the Fifth Five-Year Plan, the total investment in which is of the order of Rs. 55,000 crores and for which you are borrowing from here and there, will go phut. Therefore, Mr. Minister, you have erred in your duty and you have opened the gates for all the categories to come in ana approach you and there will be no end to that. You have created a loss of nearly Rs. 14 crores to the exchequer and you have allowed the Communist Party to enter and you have given them the permission, I was told. I am told, Mr. Minister, that you want their support in your State politics . . .

SHRI L. N. MISHRA : Not at all.

SHRI T. V. ANANDAN : . . . and, therefore, you have done it leaving the principles to the winds.

However, Mr. Minister, I feel that in the interests of the country, you must now make amends for this and abolish the post of the Chairman, which is a competitive post. Because of the Chairman's post in the Railway Board there are groupisms formed in the Railway Board. It is ruinous to the national growth . . .

MR. DEPUTY CHAIRMAN : That will do . . .

SHRI T. V. ANANDAN : Instead of that, create Section Officers' posts, Class III posts, who will render service to the country. Mr. Minister, also see that Class I officers in the Indian Railways do not remain for more than 10 years in one Railway . . .

MR. DEPUTY CHAIRMAN : You must conclude now . . .

SHRI T. V. ANANDAN : There is one more point. Gangmen are going to strike within a fortnight because you have not implemented the Wanchoo Arbitration Award of increasing their pay scales. Therefore, bear in mind that if you do not implement gangmen's up. gradation as per the arbitration award, there will be a strike all over India within a fortnight.

श्री जगदम्बी प्रसाद यादव : माननीय मंत्री महोदय, हरिजन और आदिवासी की बात बहुत कही जाती है। मैं विस्तार में नहीं जाता लेकिन एक शब्द कहना चाहता हूँ कि एस० पी० वर्मा, सेनीटरी इंस्पेक्टर, रचड़ा-पाड़ा ने एक बात की और अनेक रेल मंत्रियों का ध्यान दिलाया कि स्केवेंजर की पोस्ट पर जिस पर केवल मेहतर बहाल होते हैं, एक ब्राह्मण और केवट बहाल किया गया, जिसने एक दिन काम नहीं किया। यह करप्शन के चार्ज को प्रूव करता है, लेकिन आज तक उसको इंसाफ नहीं मिला और उसको सर्विस से निकाल दिया गया। मैं साफ शब्दों में आपको कहना चाहता हूँ कि आप हरिजन की बात करते हैं तो जिस अधिकारी के खिलाफ करप्शन का चार्ज है उसको देखें और उस गरीब के साथ अन्याय न करें, यह मेरा आपसे निवेदन है। साथ ही मैं जानना चाहूंगा कि आपने उसके साथ क्या किया।

दूसरी बात मैं जमालपुर वर्कशाप के बारे में कहना चाहता हूँ। अब आप स्टीम लोको मोटिव बन्द करना चाहते हैं। इसलिए अगर आप डीजल और इलेक्ट्रीसिटी का काम नहीं देते तो मजदूरों की संख्या जो पहले ही 22 हजार से 8 हजार पर आ गई है उनको काम नहीं मिलेगा।

इसी तरह से लूप लाइन का विकास आज तक नहीं हुआ है। एक लम्बी रेलगाड़ी की जो मांग थी वह चालू नहीं हुई। आसाम में चलने की बात थी वह चली नहीं। तो मैं जानना चाहूंगा कि लूपलाइन के लिए जो लम्बी रेलगाड़ी चलने की बात थी वह कब तक होगी।

तीसरी बात मैं यह कहना चाहता हूँ कि राष्ट्र भाषा हिन्दी में जो समय-सारिणी निकलती है उसको वह सुविधा नहीं देते हैं जो अंग्रेजी वाली को देते हैं, जिसके कारण वह समय पर नहीं निकल पाती।

चौथी बात यह कहना चाहता हूँ आप सिर्फ फर्स्ट और सेकेंड क्लास रखना चाहते हैं। क्यों न इसे आप उच्च श्रेणी और साधारण श्रेणी के रूप में रखें। लोगों को भय है कि आज नहीं तो कल आप सेकेंड क्लास के नाम पर उसके किराए की वृद्धि करेंगे, आज भले ही इसकी घोषणा न करें। जिस तरह से हवाई जहाज में अपर और लोअर क्लास है वैसे कर सकते हैं।

ओवर-ब्रिज न होने की बात बिहार में बहुत है। पाकुर, कोडरमा, पटना—यहां ओवर ब्रिज न होने के कारण फाटक बहुत-बहुत देर बन्द रहता है।

पैसिजर्स की बात आप बहुत करते हैं, लेकिन मैं जानना चाहता हूँ कि 25 वर्षों में आपने कौन सी पैसिजर एमेनिटी बढ़ाई है।

तुमका अभी तक रेल लिंक से जुड़ा हुआ नहीं था। उसकी सुविधा आपने दो रेलवे स्टेशनों से दी थी, लेकिन अब जसीडीह की जो सुविधा थी वह आपने उठा ली है। तुमका डिस्ट्रिक्ट हेडक्वार्टर को जसीडीह से जो व्यापार की सुविधा थी वह क्यों नहीं रहने देते?

MR. DEPUTY CHAIRMAN : Mr. Kumbhare.

SHRI N. H. KUMBHARE (Maharashtra) : Mr. Deputy Chairman, Sir, the Scheduled Castes and Scheduled Tribes are under-represented in Government ser.

vice. This is borne out by the figures which are supplied from time to time—They are under-represented not only in Class I services but also in Class II services and also Class III and IV services, as also in various other categories and grades. In view of this, there has been a demand from these employees belonging to Scheduled Caste, and Scheduled Tribes that their Associations should be recognized for a preliminary purpose, to deal with the problems arising out of their employment, etc. But, unfortunately, we got a reply from the hon. Minister that their association cannot be recognised because it is a communal organisation. I have to submit, Sir, that we do not want to form unions for starting disputes. We want to form unions for getting our grievances redressed—Therefore, my suggestion is that there should be a forum to consider their grievances and secondly the association should be recognised.

SHRI K. CHANDRASEKHARAN (Kerala) : Mr. Deputy Chairman, Sir, I rise to bring to the notice of the hon. Minister a very important matter that has happened in the Olvakode Division of the Southern Railway on account of the absolute non-availability of rice in the ration shops in Kerala and also in what is known as the open and black-market shops. On account of this, the railway staff has gone on a lightening strike and this has resulted in the cancellation of a number of long-distance express trains. I would, therefore, appeal to the hon. Minister to see that foodgrains are made available to the staff of the Southern Railway in Kerala State. Then, Sir, the two things that I would consequently like to touch upon are as follows. First is that reservations ought to be made on account of the cancellation of long distance trains. This is, no doubt, a general matter also. In the Indian Airlines, priority is given either in succeeding flights or there are special flights. I would appeal to the hon. Minister that in such cases special trains should be run or additional trains should be run because, as the hon.

Minister knows, all the long-distance trains are completely reserved trains and it is just not possible for the Kerala passengers to travel to Delhi or Bombay when once these express trains are cancelled.

Sir, the second point is that I am told that some of the passengers in the Olvakode Division of the Southern Railway have been told that it is not possible to get the refund of these tickets when the trains are cancelled unless they approach the headquarters at Madras or Tiruthirappalli. This is rather very strange. I would, therefore, very strongly suggest that immediate instructions should be given in this regard also.

SHRI SALIL KUMAR GANGULI (West Bengal) : Sir, I request the hon. Minister to consider the question of introducing local trains between Burdwan and Assansol for which there has been a great demand for such a long time. That is all.

MR. DEPUTY CHAIRMAN : Mr. Bhupesh Gupta. Strictly three minutes.

SHRI BHUPESH GUPTA (West Bengal). We read in the newspapers that there will be no third class from April and the third class will be called the second. Do I take it that the second class amenities will be extended to the third class ?

SHRI K. C. PANDA : The second class should be called 'Gandhi Class'.

SHRI BHUPESH GUPTA : I do not know. The first thing that they should do is to improve the amenities for the third class passengers. You may call it any class you like, but what we are concerned with are amenities. I think they should announce to the public the kind of amenities that will be made available.

Secondly, Sir, in this connection except for foreign tourists and for special cases of patients and so on, the first class air-conditioned should be abolished. Do I not see as to why the public exchequer should provide for first class air-conditioned

[Shri Bhupesh Gupta]

coaches for the very rich people for those who travel at Government expense. I do not think there is any need for it. The carriages that will be thus available should be utilised for extending amenities to the travelling public with not such high incomes. This should be done. The third point I want to make is about the Marti-Burn railway. I think the position is not at all good. The assurance was given and it should be expedited. I hope that the Government would take special steps to implement this thing as quickly as possible so that the people living here do not suffer. It should be expedited.

Then, the Calcutta underground railway is there; that should be expedited; the pace is very slow in every respect.

There are many things which should be gone into. What my friend there has read out also should be examined—Now one thing only. I find Mr. L. N. Mishra talking to another Minister there' Mr. L. N. Mishra, Mr. L. N. Mishra !

MR. DEPUTY CHAIRMAN : Mr-Minister, he is calling you.

SHRI L. N. MISHRA : I am hearing you.

SHRI BHUPESH GUPTA : You are not because when I was calling "Mr L. N. Mishra, Mr. L. N. Mishra", you did not even look at me. Don't pretend. . . {*interruption*} .. It is all right. But I know when you hear and when you do not. You better talk to him in the evening. Most of the talking you usually do at night; why don't you do it then ? This point about the Railway Board is the final point. I know, you are taking notes. You wip" pretend but you will write nothing! I know it. Now, both are writing ! They write it to remember it.

I think Parliament has expressed its concern again and again about the Railway Board—its character, its composition,

I its functions and so on—The matter¹* should be gone into. I would suggest only one thing. Since there is a strong feeling among many Members of Parliament about the Chairman of the Railway Board and the Board as such and whether that should be the best arrangement which should continue, why not accept a suggestion to create a Committee of Parliament composed of Members belonging to all the parties to go into this question, whether a Railway Board of this kind is needed or not have . . . (*Time bell rings*). . . a substitute. . .

SHRI K. CHANDRASEKHARAN : The Administrative Reforms Commission's recommendations have been implemented.

MR. DEPUTY CHAIRMAN : Now you wind up.

SHRI K. CHANDRASEKHARAN : The Chairman of the Railway Board now functions as Secretary also.

SHRI BHUPESH GUPTA : That they might have accepted, but I think this matter should be gone into. It has been there for the last 26 years or so. Why not explore new ground and see to it by having consultations and so on? I think it is possible for you because many Members belonging to your party also will be there. Let it be so but let this question be gone into.

MR. DEPUTY CHAIRMAN : Yes, Mr. Kulkarni.

SHRI BHUPESH GUPTA : The Railway Board has become a reprehensible institution in our present set-up.

{*Interruptions*}

SHRI A. G. KULKARNI : Sir, I will take this opportunity only to point out two or three points.

SHRI BHUPESH GUPTA : Sir, Sir...

MR. DEPUTY CHAIRMAN : No, you have missed the bus.

SHRI BHUPESH GUPTA : Through you, Sir, the two points I wanted to make for your consideration. We have read a report that food of Members of Parliament is being subsidised. I for one do not like to be subsidised by the Railway Board- If you are subsidising on food, well, I would request you to withdraw the subsidy and give us good food at reasonable prices.

SHRI L.N. MISHRA : First I will start with the employment of Adivasis and Hari-jans. There was a full-dress debate in the Lok Sabha about ten days back on this issue and I have given a comprehensive reply to the problem. I have also said what we were going to do. It is a fact that we have not been able to fulfil the quota of 15% and 7% for the Harijans and Adivasis respectively.

SHRI K. CHANDRASEKHARAN : Better meals.

MR. DEPUTY CHAIRMAN : That is the end of it.

SHRI A. G. KULKARNI: Sir, I want to draw the attention of the hon. Minister to two or three points which are very much in the minds of the people living in Maharashtra. The Minister was kind enough to appoint a Committee with regard to the question of bringing within the Central Railway a region in the South-Central Railway. I am very much thankful to him for that but I would only desire to point out that the people of that side are on a hunger strike. Some efforts should be made by the Minister or his deputy to assure them that whatever report comes out, it will receive the highest consideration of the Government of India. The second point to which I want to draw your attention is—I have brought up this matter in this House time and again—that railway wagons are not made available to small scale industries. I have given figures and mentioned about this time and again and very recently I am told that there is a threatened closure of small scale factories—But I am surprised when these small scale people are not getting wagons I am told—my colleague also mentioned it—and I definitely know that one Mr. Surjit Singh is carrying rakes of foodgrains from Bihar and other areas to Maharashtra. Wheat, rice and other things are taken under the name of jowar. I want you to make an enquiry and that is why I have disclosed the name. In the morning the name was not taken ; I again disclose it. It is Mr. Surjit Singh who is carrying 3 to 4 rakes every week. These are ,

श्री जगदम्बी प्रसाद यादव: यह गलत बात आप क्यों कहते हैं। हरिजनों के बारे में प्रश्न उठाने पर ही तो उन को सर्विस से निकाला गया है।

श्री एल० एन० मिश्र : गलत बात आप करते हैं, हम नहीं करते हैं।

श्री जगदम्बी प्रसाद यादव : उस ने सत्याग्रह किया है या नहीं ?

श्री एल० एन० मिश्र : आप बैठिये। ज्यादा कहने से ही सहानुभूति नहीं होती, कुछ करने से होती है। अगर आप ठीक से देखेंगे तो आप को पता चलेगा कि हम ने निर्णय किया है कि किस तरह से हरिजनों और आदिवासियों को वहाँ बड़ावा दिया जाय और जिन एक दो आदिमियों के आप ने नाम लिये हैं उन के केस को मैं देखूंगा। (व्यवधान)

MR. DEPUTY CHAIRMAN : Mr. Yadav, you have had your say. You listen to him now.

श्री जगदम्बी प्रसाद यादव : वह जवाब तो देते नहीं हैं। वह सर्विस से चला गया है।

SHRI L. N. MISHRA : I have promised that so far as this particular case is concerned I shall look into it. All the time he need not be bringing it up as if they have got the monopoly of looking after Adivasis and Harijans.

With regard to rice for Kerala I would like to say about a week back they had some

[Shri L. N. Mishra] difficulty. About 50 wagons were lying somewhere in Andhra and this information was given to us by the Government of Kerala. And that very day those wagons were moved to Kerala. I think the situation according to us is not bad since I have not received any trunk call from the Chief Minister who has been ringing *jnc* up whenever he had any difficulty.

Regarding the suggestion for a Burdwan-Asansol train—this was suggested earlier also—I cannot commit myself about it at this stage.

About Mr. Bhupesh Gupta's suggestion for improving the amenities to the third class I am in full agreement with him and it will be our endeavour to do so. What we are doing at the moment is all 2nd class coaches will be withdrawn from 1st April 1974 and they will be converted into third class coaches to more accommodation and from that day there will be no third class but there will be First Class and Second Class but the fare for the Second Class will be

in¹ - as that of the present Third Class.

Mr. Anandan raised the question of locomen's strike. There is nothing to be sorry about it. I have no sense of regret and I think we have handled the problem well. There is no question of our flirting with the CPI because in Bihar the Congress has got majority ; we have got a strong and stable Government there. That consideration has never prompted me in taking any decision. If the locomen have no organisation with whom should I talk? Those people could not produce 25 or 30 locomen: we waited for six or seven days. On two or three occasions I asked them if you have representative unions produce 25 people, I will talk to you- They failed- That is why I talked to the real people who represented the locomen. The strike was called off and I am not sorry at all about it.

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill be returned." *The motion was adopted.*

THE INDUSTRIES (DEVELOPMENT AND REGULATION) AMENDMENT BILL, 1973

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM) : Mr. Deputy Chairman, Sir I beg to move :

"That the Bill further to amend the Industries (Development and Regulation) Act, 1951, be taken into consideration."

This is a short and, if I may say so, a simple Bill which has been introduced with the object of amending section 10 of the Industries (Development and Regulation) Act, 1951, with a consequential amendment to section 24 of the Act. A new industry viz- 'linoleum', whether felt-based or jute-based, is also proposed to be added to the First Schedule. We have attempted to provide in detail the reasons amendments have become necessary in the Statement of Objects and Reasons. As hon- Members are aware, the licensing system is the main instrument available with Government for the regulated growth of industries. Licensing regulates the capacity of the product that is allowed to be manufactured in any particular industrial undertaking. The determination of capacity in each case is necessary to regulate the ownership of the means of production among different entrepreneurs and in different regions of the country. When the Industries (Development and Regulation) Act became law in 1951, there were a number of existing undertakings which were in production at the commencement of the Act. These undertakings were required to register themselves under section 10 of the Act, while