

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill further to amend the Plantations Labour Act, 1951, be referred to a Joint Committee of the Houses consisting of 45 members; 15 members from this House, namely:

- (1) Shri T. V. Anandan.
  - (2) • Shri D. Thengari,
  - (3) Shri Monoranjan Roy,
  - (4) Shri G. A. Appan,
  - (5) Shri B. N. Mandal,
  - (6) Shri U. K. Lakshmana Gowda
  - (7) Shri N. H. Kumbhare,
  - (8) Shri N. R. Choudhury,
  - (9) Shri H. S. Narasiah,
  - (10) Shri N. P. Chaudhari,
  - (11) Shri T. G. Deshmukh,
  - (12) Shrimati Sita Devi,
  - (13) Shri Ibrahim Kalaniya,
  - (14) Shri Nand Kishore Bhatt and
  - (15) Shri K. V. Raghunatha Reddy,
- Minisicr of Labour and Rehabilitation

and 30 Members from the Lok Sabha;

"that in order to constitute a meeting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

that in other respects, the Rules of Procedure of this House relating to Select Committees shall apply with such variations and modifications as the Chairman may make;

that the Committee shall make a report to this House by the first day of the 85th Session (1973) of the Rajya Sabha; and

that this House recommends to the Lok Sabha that the Lok Sabha do join in the said Joint Committee and communicate to this House the names of members to be appointed by the Lok Sabha to the Joint Committee."

*The motion was adopted.*

# **GOVERNMENT RESOLUTIONS RE RECOMMENDATIONS MADE BY THE PARLIAMENTARY COMMITTEE APPOINTED TO REVIEW THE RATE OF DIVIDEND PAYABLE BY THE RAILWAYS**

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : Sir, I beg to move the following two resolutions:

'1. That this House approves the recommendations made in paras 1.2 and 1.3 of the Sixth Report on 'Rate of Dividend for 1969-70 and 1970-71 and other Ancillary Matters' of the Committee appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance *vis-a-vis* the General Finance which was presented to Parliament on the 30th April, 1973; and

That this House further directs that the action taken by Government on the other recommendations made in this Report as well as in the Second, Third, Fourth and Fifth Reports of the Committee should be reported to the next Parliamentary Committee which may be appointed to review similar matters."

2. "That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to the nomination by the Chairman of six Members from the Rajya Sabha to the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with Railway Finance *vis-a-vis* the General Finance and make recommendations thereon."

Sir, as the House is aware the Railway Convention Committee, 1971 was appointed in August, 1971 to go into the rate of dividend payable by the Railway Revenues to the General Revenues during the Fourth Plan period and also other connected financial matters. The Committee submitted an interim report in December, 1971 which-

covered the year 1971-72 and 1972-73 and the first report on accounting matters in December, 1972 which covered *inter-alia* the financial year 1973-74. The recommendations made in the interim report as well as those in the first report on accounting matters relating to the Railway Budget were accepted by this House. The Sixth Report mentioned in the Resolution covers the first two years of the Fourth Plan, namely 1969-70 and 1970-71. The relief given for these two years follows the same principles and is of the same order as mentioned in the earlier reports namely about 19 to 22 crores per year.

In addition to the determination of dividend payable by the Railway Revenues to the General Revenues, the Railway Convention Committee 1971 have also gone into the working of the Railways and have presented the Second Report on Suburban Services, Third and Fourth Report on Commercial and Allied Matters and Fifth Report on the Requirements and Availability of Wagons. The Committee have gone into detailed working of certain aspects like suburban services, mass transit system, overcrowding, ticketless travel, compensation claims, Railway Protection Force, dieselisation and electrification, operation of marshalling yards, requirements and production of wagons, supply of wagons to trade and industry, utilisation of wagons, etc.

The Committee has made very many valuable suggestions and recommendations and I am most grateful to them. Sir, I must mention that the Chairman of the Committee has really done a very good job in bringing out these Reports along with his colleagues and I must say a special word about the hon. Members from this House who have made a really very good contribution to this Committee. Necessary action is being taken to process these recommendations carefully and the action I taken would be reported to the next Convention Committee which is being set up. |

In regard to the second Resolution, I may state that the necessity for the constitution of the Railway Convention Committees periodically to review the position regarding the Railway Revenues *vis-a-vi* the General Revenues has been accepted by Parliament in the past and such Committees have been constituted from 1949 onwards almost every five or six years.

The primary object of these Committees is to determine the dividend payable by the Railway Revenues to the General Revenues during the respective plan periods also make recommendations in regard to certain other connected financial matters.

At present the Railways are paying dividend to the General Revenues at the rate of 5.5 per cent (including 1 per cent to States in lieu of passenger tax) on the capital investment on Railways upto 1963-64 and 6 per cent on the capital invested after 31st March, 1964, subject to certain concessions. The dividend paid to the General Revenues amounted to 163.18 crores in 1972-73 and is expected to be 172.61 crores in 1973-74. In the last ten years ending 1972-73, the Railways have made a total payment of 1,377 crores to the General Revenues as dividend.

In recent years the practice has been to make the recommendations of the Convention Committee coterminous with each Plan period. It is, therefore, necessary to constitute the new Convention Committee even in advance of the finalisation of the Fifth Plan so that the Committee can be in a position to consider the financial arrangements for the Fifth Plan as soon as the same is finalised. Government will also be in a position to take into account their recommendations in preparing the Railway Budget as well as the General Budget for the first year of the Fifth Plan.

With these words, Sir, I commend the two Resolutions for the consideration of the House.

*The questions were proposed.*

SHRI DAHYABHAI V. PATEL (Gujarat): Sir, generally I am in agreement with the proposals that the hon. Minister has made, but since he is making a long-term commitment I am tempted to say a few words for which I hope the House and you will bear with me.

The hon. Minister wants to make a commitment on behalf of the Railways that the Railways will pay so much revenue to the Government for the next five years according to the Plan. I am not against it on principle but I hope that he is able to keep his word.

The hon. Minister will recall, last year I think it was, I took certain small-scale industry owners to him. Their grievance was that the Railway was not fulfilling its promise. All the small-scale factory owners of Gujarat were asked to pool their needs and one rake of about 80 or 100 wagons was to go to them every month. Sir, it is three months back that they came and met the Minister and it was assured that that previous assurance, would be fulfilled. It was not fulfilled; they had to come again. The arrangement has come to a standstill. So, is it right for the Minister to make a long-term commitment when he is not able to stand by a commitment for the supply of wagons? Will he be able to stand by the commitment of contributing so much money to the General Revenues for a period of five years coterminous with the I Plan period? That is a simple question that I have. I am saying this because Gujarat has always received a step-motherly treatment from this Government. Look at the Narmada question. Prime Minister Nehru laid the foundation stone in 1960. Is it anywhere on the Plan?

Sir, recently I read of another Minister promising a shipyard to Gujarat. What is the cost of a shipyard? I do not find any provision in the Budget of the Government of India. Is the shipyard

going to be brought from Heaven without any consideration? This sort of sops to Gujarat must be stopped. Misleading the people of Gujarat in this way must be stopped and whatever Government means must be spelt out clearly; whatever, they say, their word must be kept. I hope the Railway Minister will be able to do so in this case.

SHRI PITAMBER DAS (Uttar Pradesh): Mr. Deputy Chairman, Sir, I have been particularly fortunate in being a Member of this Convention Committee and I honestly feel that Mr. Qureshi's membership of the Committee had been very helpful in the transaction of its business. This Committee, Sir, is a very important Committee, particularly because two Ministers are Members of this Committee, the Finance Minister himself and the Deputy Minister for Railways. Normally, the Government is not so fully represented on other Committees, and therefore the recommendations of this Committee can very well be taken to be decisions which have got to be implemented. It will not do merely to point out reasons for their non-implementation. I am glad that some of the recommendations of this Committee are already under implementation. The Committee as will appear from the sixth report examined a number of witnesses, inspected almost all the zonal railways and you will see that in the course of 20 months it has produced and presented to Parliament six big Reports and one Interim Report. Where normally only two could be expected in a period of 18 months they have produced six in a period of 20 months. Some of the recommendations of this Committee are worthy of mention here and, therefore, I want to take some time of the House in drawing attention to those recommendations.

The Committee was particularly anxious to find a solution to the problem of overcrowding in third class compartments. After examination of some important ex-officers of the Railways and Members of

the Railway Board and other materials that the Committee could lay its hands on, it has come to the conclusion that to reduce overcrowding, more Janata Expresses should be run as exclusively third class trains. In order to increase the speed and the coach-load all Janata express trains should be dieselised, so that they take a shorter time in covering longer distances and carry bigger number of III class coaches.

Then, Sir, another very significant recommendation is that the air-conditioned class should be abolished and replaced by third class coaches. The House will recall that the Railway Minister, in his Budget Speech this year gave an indication that the air-conditioned class was going to be withdrawn. What the Committee wants is that there should be a time-bound programme for that. Some date may be fixed beyond which air-conditioned coaches will not be visible on the Railways. The Committee, by and large, has desired that there should be only two classes on trains, just as in foreign countries. Only two classes should be there particularly when we want to reduce the disparity among the different sections of society.

Now, Sir, regarding some facilities to third class long-distance passengers, the Committee has desired that the Jayanati Janata pattern should be adopted. Members of this House may be knowing that very recently a Jayanti Janata express has been introduced between Delhi and Mangalore/Cochin. It is a long-distance train. Many facilities provided in the Jayanti Janta should be introduced also in the long-distance Jannta expresses. For instance, they should provide light bedding. If it could be provided in every Janata Express, it would be a great help to passengers, because they need not carry a large luggage. The pattern of food as in the Jayanti Janta should be adopted even in the case of other Janata express trains and mail trains. Then, Sir, for long-distance passengers some sleeping

accommodation should be provided in mail and express trains. There should be a phased programme for increasing the required space. The Railway should make an exhaustive survey for the same.

Then, Sir, it is rather strange that the question of over-bridges and under-bridges at busy level-crossings has not received the attention which it deserves. Over-bridges and under-bridges ensure safety and, in addition, they help in the quicker flow of traffic. At the level-crossings there is generally a traffic jam. The roads are widened to accommodate more traffic and the very

idea gets defeated when there is  
3 P.M. a traffic jam at level-crossing

Therefore, over and under-bridges on busy level crossings should be provided expeditiously. But in spite of the urgency of the problem, we find that the funds thru have been allotted for this purpose are lying unutilised for five years. There may be some difficulty with the procedures. That procedure has to be simplified. I would very strongly urge that the Railway Ministry should try to implement this recommendation rather expeditiously.

Something about the staff amenities I would like to say. It is noticed from the reports and the figures provided by the Ministry of Railways that there is a persistent shortfall in the expenditure on the staff amenities made from the Development Fund. At the same time, we find that there is a great shortage of residential quarters for Class III and Class IV staff. This is rather strange. When the money is there, why should there be a shortfall? The Committee has, therefore, recommended that construction of residential quarters for the non-gazetted staff and other essential staff should get priority, and just to enable the railway employees to build houses of their own before they retire, some suitable scheme must be evolved.

Sir, I was very happy to note that the Member (Staff), Railway Board, Mr. M. N. Beri had, in his address to the

[Shri Pitamber Das.]

Divisional Survey Construction and other officers at Ajmer some time back, emphasised the need for better labour relations. I feel that to get effective cooperation from the railway workers in discharge of their duties, this sort of treatment is very necessary. After all, their difficulties must be appreciated and some solutions found to them.

Sir, the Deputy Minister for Railways had moved for the appointment of another Committee and since the Committee is entrusted not only with the task of reviewing the rate of dividend payable but also of considering other ancillary matters, it is very proper that the new Committee may be formed rather early. And the new Committee will also be called upon to examine the implementation of the recommendations of the outgoing Committee, so that the task of the incoming Committee, in one way would be heavier than that of the outgoing Committee. In addition to that, the outgoing Committee has pointed out certain things which it could not do, and which it would naturally like the incoming Committee to do. Sir, the outgoing Committee had been racing against time. The Committee had a number of topics to deal with and the time was rather short. But the House after looking into these Reports will find that the maximum amount of work that could be possible for this Committee, this Committee had been able to put in, and I thank the hon. Deputy Minister for Railways for appreciating the working of this Committee.

I support the Resolution.

SHRI SANAT KUMAR RAHA (West Bengal): Sir, it would have been better if the recommendation of the Railway Convention Committee and the implementation report had come before the Budget session. If at that time we had got these papers it would have been better. In that case we would not have to discuss a mini budget like this one. Still the report of the Railway Convention Committee and its recommendations are very, very important.

Sir, the Committee discussed the following subjects;

- (i) Accounting matters, (ii) Suburban services; (iii) Commercial and Allied matters;
- (iv) Requirements and Availability of wagons;
- (v) Rate of dividend and other ancillary matters for the year 1973-74;
- (vi) Railway Funds viz., Depreciation, Reserve Fund, Railway Safety Works Fund, Development Fund, Revenue Reserve Fund and Pension Fund; and
- (vii) Budget and Accounts including improvements in budgetary procedures, modernisation of accounting procedures, traffic costing and computerisation.

All these things were discussed in the Railway Convention Committee. Here I have to make observations on the performance of the Railways during the last one year, 1972.

In 1972 the break-up of serious incidents of attack on life and property was as follows:—

1. Central Railway	7
2. Eastern Railway	10
3. Northern Railway	15
4. Southern Railway	12
5. S. Central Railway	11
6. South Eastern Railway	7
<b>TOTAL</b>	<b>52</b>

Due to political agitation etc. causing disruption in services the following is the break-up:

1. Central Railway	3
2. Eastern Railway	3
3. Northern Railway	4
4. S. Eastern Railway	9
5. Southern Railway	9
6. S. Central Railway	6
7. Western Railway	4
<b>TOTAL</b>	<b>38</b>

And these incidents are growing. I come to understand from the realistic position that these incidents are growing due to sabotage from outside and inside also. The top administration in the Railway are somewhere in connivance with the wagon breakers, ticket racketeers and other anti-social elements. Sometimes I find that in some Railways the Railway Protection Force and the C.R.P. also are in league with these anti-social activities.

SHRI KALYAN ROY (West Bengal):  
Not Mr. Qureshi.

SHRI SANAT KUMAR RAHA : I do not mean any particular man. The system is so anti-social and corrupt from top to bottom that I cannot imagine whether the Railway can be out of red to have a surplus budget of Rs. 100 crores.

I also find that the earnings from non-suburban passenger traffic have increased. The third class ordinary passenger formed 85.3 per cent of the total passengers but its earning was 44.3 per cent. The Mail passengers accounted for 13.4 of the total passenger traffic but it has contributed 42.6 of the total earning. The total third class passengers in long journeys like Express and Mail trains contributed 87 per cent to the railway revenue but I find there are serious drawbacks on the part of the railways in respect of the third class passengers who contribute 90 per cent of the revenue on the railways. They are suffering from shortage of drinking water. Their accommodation and space is not sufficient in the third class bogies. Third class waiting rooms are not available at all stations. All these things should be considered. The Railway Convention Committee has drawn the attention of the Railways to these shortcomings. But in regard to implementation I find that the Railway Board is not at all sincere to implement these recommendations. Sir, another thing is the productivity of labour has increased. In 1950-51 the productivity

was 1,22,000 in terms of passenger-kilometres and tonne-kilometres. In 1971-72 it has gone up to 1,93,000. So it has gone up by more than 80 per cent. Labour productivity has increased, but labourers are not given their houses. Their housing problem is very acute. Only 15 per cent of the workers are given houses. They are not given the minimum wage, the need-based wage. On the other hand, they are ruthlessly transferred and victimised on flimsy grounds. All these things should be considered by the railways and also by the Railway Convention Committee.

I also find that the Central Government has invested more than Rs. 4,000 crores in the Railways and the Railways are to pay dividends. There is also the State Government's share in the passenger revenue. But I find that only Rs. 16 crores is the share of the State Government in the Railway revenue. I do not know how it is estimated, on what basis it is calculated. The fares and other charges have been increased. But the State Government's share in the Railway revenue from the passengers remains as it was. I think there is something wrong in the calculation. It should be correctly estimated.

It is true that the Railways have got a social burden. The railways have contributed during the last 10 years Rs.1,377 crores to the general reserve. But the Railways have got sufficient earnings from railways tickets and good traffic. The Railways are always increasing their fares. Their budget can be a surplus budget if some serious action is taken with the co-operation of the working class and the public. Sir, I think if there is some serious check on pilferages thefts, wagon-bleating and ticketless travelling, the Railway budget can be a surplus budget; they can have a surplus of at least Rs. 100 crores. We are spending crores of rupees on the GRP and the Railway Protection Force who are supposed to protect the assets of the public and of the Railways. All these things

[Shri Sanat Kumar Raha.]

should be seriously considered so that the Railways as a whole, as a national asset can be protected by the Railway Board as well as by the public. It should be so organised that the people will take care of this national property.

Finally, I would draw the attention of the Minister to the fact that many lines like Lalgola-Sealdah and Bandel-Katwa are always neglected. There is sufficient traffic on these lines. But dieselisation has not yet been done. I suggest that up to 100 kilometres at least, if there is sufficient traffic, the lines should be electrified or dieselised. Lastly, as regards railway losses, I propose that there should be regional conferences, State conferences, regarding railway management and railway administration. I hope that if these conferences are held with the representatives of the Railway Board, of the State Governments and other public representatives, then these can produce some results for the betterment of management of the railways losses can be minimised and the railway administration can run smoothly with the cooperation of the public. With these words I conclude.

SHRI MONORANJAN ROY (West Bengal) : Sir, the Sixth Report itself is nothing but an approval for the continuation of payment of 4-1/2 per cent dividend for capital invested till 1963-64 and 6 per cent for capital invested since 31st March, 1964. I do not understand why and how the Railway Convention Committee, which has done good work and a great job, has found it necessary that out of the fund from the railway, which is a utilitarian service—it is not an ordinary transport or an ordinary industry, it is certainly for the welfare of the people and the Government of India has got a special responsibility for the travelling public—dividend should be paid to the General Revenues. When the Government itself has got its own responsibility to see that the transport, particularly the railway, is kept going, if they take back the money which they — are paying by way j

of capitation, I think it will be too much on the railway. The same Committee, of which our honourable Member who spoke previously is a Member, made some very good recommendations regarding overcrowding and other things which the Railway Board should immediately take up. On pages 178, 179, 180 and so on, they have mentioned that on account of paucity of funds basically good-traffic oriented schemes and planning of facilities for passenger trains had a deferred priority.

There is paucity of funds and the passenger coaches, etc. could not be increased particularly, the third class passenger coaches. The difficulties of the III class passengers know no bounds. At the same time the same Committee recommended that 4 1/2 per cent and 6 per cent dividend should be paid to the General Revenues, which I am sorry to say I cannot just agree with. I cannot agree with the Committee on this aspect. Now, the Committee has again recommended that the provision of transport facilities of passengers has not received as close an attention of the Railway as it should have in view of the dependence of a large number of people on railway transport, particularly for long distances. They have also observed, the Committee is convinced that if this careful planning had been done right from the beginning of the First Plan, the railways would not have been faced with such an acute problem of congestion on trunk routes as well as railway transport for metropolitan and other capital cities. Again on page 180 it says, the Convention cannot stress too strongly the need for planning for passenger transport on realistic basis by the railways to meet the needs of mass transport in the wake of growing industrialisation of the country, particularly for trunk routes and long distance travels for which railways are ideally suited. They have again stressed that priority should be given for provision of additional coaches in the lower classes where congestion is most acutely felt by the large number of travelling public.

As Shri Pitamber Das has mentioned, they have also pointed out that drinking water and other amenities of the passengers are being neglected. When these amenities are being neglected, the foodstuff that is being supplied, particularly, to the third class passengers is the worst that we can conceive of. They cry hoarse for food, but in most of the trains it is not supplied to the third class passengers with the result they have to rely on the roving vendors and whatever food the vendors supply, they just swallow and after that I do not know how they are still alive. There are canteens, but there also food which is not consumable by human beings is being supplied to the third class passengers. Repeated complaints have not yielded any result. Now a new experiment is being tried, that is, to supply food from the stations. We can judge this only at a later stage. On the question of drinking water, the Convention Committee in their Fourth Report has said that in this country where there are a large number of long distance passengers, cool and pure drinking water is scarce. In most of the stations the vendors who are expected to supply drinking water are just not there. If the passengers get down from their trains and make an effort to drink water, then they miss their trains because the trains can not wait for them. And they find it difficult to get back to their place after drinking water. This is the situation. The Ministry have come to this House for its approval of paying dividend to the general revenues. I would have been happy if they had come with a report of what they have done on the basis of the recommendations of the Convention Committee in their Fourth Report. Of course, it was submitted only in March, but all these things are known to them. There is no new recommendation regarding long-distance third class passengers, regarding more trains regarding coaches for third class passengers, etc. All these are known to them already. But they have not done anything on the plea of paucity of funds. From the very first Plan itself, there was no provision for increased number of coaches for third class passengers, for new routes, for trunk

routes and for amenities for third class passengers. Had there been any plan provision, then the third class passengers would not be in their present position. Because of over-crowding, particularly in the third class trunk routes, there is utter corruption from top to bottom. I will just mention one instance.

I approached Shri Qureshi for one ticket for a Member of Parliament to go to Calcutta by Rajdhani Express. A member of Parliament could not get a ticket in the Rajdhani Express. Another friend of mine sent a man to the station for a ticket.

And, Sir, he got ticket. Yesterday itself he got the ticket. He had only to pay a paltry sum of Rs. 15/- extra for that ticket.

Sir, yesterday only this happened. I approached Mr. Qureshi for a ticket in the Rajdhani Express . . .

SHRI PITAMBER DAS : Money makes (he) move.

SHRI MONORANMN ROY : Now, Sir, this has given room for corruption, this over-crowding and tickets are not available. If they are available, at least the people can go in the sleeper coaches. But that is also not possible. Now, Sir, one month's time has been given for advance booking. But I find that on the very first day when the window is opened for the issue of the tickets for journeys commencing a month later all the tickets are sold. They are sold on the very first day. But to whom? No one can say. Then, each and every ticket is sold in the blackmarket. That is the condition and I do not want to dilate on this topic now.

Then, Sir, there is the question of the new lines. It was one of the recommendations in the Fourth Report. I would like to know what happened to the Howrah-Amta line. The Howrah-Amta line was in the private sector and the ow-



[Shri Monoranjan Roy]

nership was with Martin Burn & Co. It has been closed down. Repeatedly it was raised in this house and on occasions none else that the Prime Minister herself promised just on the eve of the elections, because it was necessary for her to do so at that time to get a particular member elected from, "there. Of course, unfortunately, that member could not be elected from that constituency. She went there and she promised to the people of Uowrah that the Howrah-Amta line would be reopened in the nearest future. One year has passed, the second year has elapsed and this is the third year. The promise was made in 1971. But nothing has been done. The Railway officials only went there to assess whether the line could be reopened there or the Broad Gauge should be introduced there and so on. Nothing has come out. That is the position of the new line now.

Then, Sir, about the staff: The attitude of the Railway administration is absolutely anti-labour. I spoke on the Railway Budget and repeatedly I pointed out how the workers and the staff are being treated by the Railway administration. But no improvement has been made in this direction.

Regarding the recognition of the unions, Sir, I find in the Fifth Plan Approach Document, with regard to the Railway they have expressed their anxiety and their worry about the recognition of the unions. In one unit of the Chittaranjan Locomotive Works they have only one union since long and another union has been established there with little people and with little following. In the recent elections to the Cooperatives and other elections and elections to the Staff Amenities Committee or something like that not a single seat could be got by the new union. But the union which claims a membership of 85 per cent of the workers again and again approached the Ministry for recognition and Mr. Pai, when he became the Railway Minister, assured the employees that he would look into the matter. But he has again been shifted now from that Ministry and I do not know whether Mr. Mishra or Qureshi would look into the matter at all.

Sir, about the Chittaranjan Locomotive Works, some words of praise I found in the reports. According to them the Locomotive workers have done a good job. Therefore, they have praised them. But what is the use of praising them when you are not giving them the recognition? On the contrary, their leaders are transferred to the other Zonal Railways throughout India, outside West Bengal from the Chittaranjan Locomotive Works only to victimise them because of their trade union activities and nothing else.

And they went to the High Court and brought a judgment from the High Court which has declared this transfer as *mala-fide* and motivated. Is it a compliment to the Ministry of Railways to get such a judgment from the High Court, which says that you are taking *made-fide* steps and motivated steps to victimise people? Now they have come back with High Court's orders in their favour. I would like Mr. Qureshi to look the matter and see for himself.

MR. DEPUTY CHAIRMAN : Please conclude now.

SHRI MONORANIAN ROY : Two minutes more.

Recognition should be given to Chittaranjan Locomotive Workers Union.

Now, Sir, one thing about Siliguri Diesel Loco Shed. This is a diesel shed with 500 workers. But it has no arrangement for drinking water. Is it permissible under the Factory Act? No latrines. No urinals. No drinking water for the workers. Not only that, they have not got the tools. They have a tool room without tools, without machines. In that diesel shed where they are expected to work on repairs of diesel locos, no arrangement for machinery is there. Not only that. They have a crane of 30 tonnes. It is usual that every three years the wire and the chain have to be examined to see whether there is danger of any accident. Nothing is done on that score.

Sir, a new man, Mr. P. R. Sarkar, who is D.M.E. there in the Shed, makes promotions according to his whims and fancies. The workers who went to him for the arrangement of drinking water were ill-treated. No officer should ever treat his workers like that. I think that this man should be taken to task. If he remains there, there can be no peace. That is why I mentioned his name; please note it...

MR. DEPUTY CHAIRMAN : You will have to wind up now.

SHRI MONORANIAN ROY : All right, Sir. If there is no more time, I conclude.

[THE VICE-CHAIRMAN (SHRI V. B. RAJU) in the Chair.]

श्री नवल किशोर (उत्तर प्रदेश) : श्रीमन्, यह जो मौजूदा रेलवे कन्वेंशन कमेटी है यह अगस्त, 1971 में बनाई गई थी। यह खुशी की बात है कि इन बीस महीनों में इस कमेटी ने 6 रिपोर्टें दीं और एक इन्टरिम रिपोर्ट दी, 7 रिपोर्टें दीं। मैं भी चाहता हूँ कि इस कमेटी को और इसके मेम्बर साहेबान को बधाई दूँ कि उन्होंने बड़ी मेहनत की, बड़ी खूबी से काम किया। मिस्टर कुरेशी इस कमेटी के मेम्बर भी हैं और रेलवे के डिप्टी मिनिस्टर भी हैं। मैं उनसे एक बात कहना चाहता हूँ कि जितनी तेजी के साथ रिकमेंडेशन दी हैं कमेटी ने उसको देख कर मुझको लगता है कि उतनी ही सुस्ती गवर्नमेंट ने की है इनके इम्प्लीमेंटेशन में। पिछली दफा जब यहां बहस हुई थी, तब आपने तीन-चार सिफारिशें पेश कीं हाउस में एप्रूव करने के लिए, बाकी के बारे में कह दिया कि इनको अगली कमेटी में रिपोर्ट कर देंगे। मैं साफ कह दूँ कि प्रस्ताव के पहले हिस्से का मैं बिलकुल समर्थन करता हूँ, उसको हाउस एप्रूव करता है, लेकिन आपने दूसरे पैराग्राफ में लिखा है —

"That this House further directs that the action taken by Government on the other recommendations made in this Report as well as in the Second, Third, 9RSS/73—9

Fourth and Fifth Reports of the Committee should be reported to the next Parliamentary Committee which may be appointed to review similar matters."

एक तो मैं चाहता हूँ कि जो आप इम्प्लीमेंट करें आप कमेटी को रिपोर्ट करें और साथ ही साथ पार्लियामेंट को भी इनफार्म करें कि किन-किन रिकमेंडेशन को आपने इम्प्लीमेंट किया है।

जैसा सबने कहा, बड़ी इम्पॉर्टेंट कमेटी है, मैं भी मानता हूँ कि बड़ी इम्पॉर्टेंट कमेटी है, फाइनेंस मिनिस्टर साहब भी इसके मेम्बर हैं और खुद कुरेशी साहब भी इसके मेम्बर हैं। इसके बावजूद भी अगर इसकी सिफारिशें इम्प्लीमेंट न हों तो एक अफसोस की बात होगी। एक बात मैं साफ कहना चाहता हूँ कुरेशी साहब से, वे बहुत अच्छे आदमी हैं, मुझे उनका काम करने का तरीका भी बहुत पसन्द है, जो आपका रेलवे बोर्ड है, मुझे माफ करें, उसको मैं सफेद हाथी मानता हूँ। ऐसा न हो कि आपका रेलवे बोर्ड कुछ न कुछ बढ़ाना बना कर आपके सामने पेश करे कि इस सिफारिश को इम्प्लीमेंट करने में यह दिक्कत है, इसमें यह दिक्कत है। आप मेहरबानी करके थोड़ा फर्म स्टैंड लें और जब इतनी अच्छी कमेटी है, फाइनेंस मिनिस्टर और रेलवे मिनिस्टर दोनों के एग्रीमेंट से ये सिफारिशें आई हैं—आपका नोट आफ डिस्सैंट हो, फाइनेंस मिनिस्टर साहब का नोट आफ डिस्सैंट हो तो बात दूसरी है—वरना कोई वजह नहीं है कि इसके बाद आना-कानी की जाय या ये सिफारिशें मंजूर न हों, ये सिफारिशें मानी न जाय। मैं चाहता हूँ कि इनको जल्दी से जल्दी इम्प्लीमेंट किया जाय। श्रीमन्, एक बात और है। ये छः रिपोर्टें हैं—और यह जो कमेटी बैठी थी और इसकी जो सिफारिशें थी वह मैं पढ़ना चाहता हूँ। पहली रिपोर्ट का एकाउंटिंग मैटर्स से वास्ता है। दूसरी रिपोर्ट सर्वेयन सर्विसेज के बारे में है। थर्ड एंड फोर्थ में कार्मिजियल एंड एनाइड मैटर्स हैं। पांचवीं रिपोर्ट रिकवायरमेंट्स एंड अवेलेबिलिटी आफ वैगन्स के संबंध में है। छठी रिपोर्ट हमारे सामने है। इसमें दो बातें हमसे एप्रूव करने को कही गई हैं

[श्री नवल किशोर]

कि डिविडेंड कितना देंगे, कितना नहीं देंगे और सिस्टम आफ एकाउंटिंग क्या होगा। इसमें हम को कोई आपत्ति नहीं है और इसको हम बिलकुल स्वीकार करते हैं। पीताम्बर दास जी बैठे हुये हैं कमेटी में, मगर पीताम्बर दास जी कितने बड़े समाजवादी हैं यह तो वही जानें मुझको मालूम नहीं। इन्होंने एक बड़ा अच्छा आइडिया यह दिया कि दो खेपी हो सफर करने वालों की। उन्होंने यह भी कहा कि और देशों में यही होता है, हायर क्लास और लोअर क्लास। लेकिन समाजवाद के सही माने तो यह है कि एक ही क्लास होना चाहिये। उन्होंने यह भी कहा कि एग्प्र-कंडीशन्ड क्लास को खत्म कर दीजिये। यह बहुत अच्छी बात है कि एग्प्र-कंडीशन्ड क्लास खत्म कर दिया जाय। लेकिन पता नहीं पीताम्बर दास जी की निगाह से यह बात कैसे बच गई कि अब भी रेलवे में बहुत से सैलून चलते हैं। मेम्बर साहब के सैलून हैं, चेयरमैन साहब का सैलून है, मिनिस्टर साहब का सैलून है...

श्री मुहम्मद शफी कुरेशी : मिनिस्टर साहब का कोई सैलून नहीं है।

SHRI PITAMBER DAS : The Committee had taken note of that.

श्री नवल किशोर : कुरेशी साहब का कोई सैलून नहीं है। जब आपका अपना कोई सैलून नहीं है तो मैं आपसे उम्मीद करूंगा कि जो सैलून हैं उनको भी बन्द कर दीजिये। चाहे वे किसी मेम्बर के हों, चाहे किसी चेयरमैन के हों। एक तरफ जब समाजवाद की बात होती है और दूसरी तरफ यह सैलूनबाजी होती है, तो इन दोनों का समन्वय नहीं हो सकता। इसलिए मैं चाहता हूँ कि इसकी तरफ आपका ध्यान जाना चाहिये।

SHRI PITAMBER DAS : For the information of Mr. Nawal Kishore, I should say that we are told that there is nothing like saloons. They are known as inspection carriages.

श्री नवल किशोर : श्रीमन्, ऐसा है कि पीताम्बर दास जी ने एक अच्छी बात कही, लेकिन चाहे

मिष्ठान का भोग कहिये, चाहे पूजा कहिये, चाहे प्रसाद कहिये, उसके माने एक ही हैं। चाहे उसको इन्स्पेक्शन कैरिज कहिए, चाहे सैलून कहिए, चीज एक ही है। खैर, यह बात मैं बहुत स्पष्ट तौर पर कहना चाहता हूँ कि ये जो सैलून हैं इनको बन्द किया जाय। थर्ड एंड फोर्थ रिपोर्ट में बहुत सी बातें हैं। टिकटलैस ट्रेवेल, बेफुट्स एंड पिलफ्रेज, रेलवे प्रोटेक्शन फॉर्स, मुझे इस बात की खुशी है कि आर० पी० एफ० के बारे में रिओरि-एंटेशन करने की बात हो रही है, मैं इसके लिए कुरेशी साहब को धन्यवाद देता हूँ। कम्पेंसेशन के क्लेम्स, ओवरकाउडिंग, क्लास और कैरेज, श्री पास फैसिलिटी की बात जो है इसको भी रेखू करना चाहिये कि किसको कितने पासेज दिये जाय। रेलवे यूजर्स अमेनिटीज एंड कंटरिंग सर्विसेज की भी बातें हैं। कंटरिंग की हालत यह है कि हम जब गये यहां से मद्रास और बंगलौर और जब भी जाता हूँ तो मुझे माफ करेंगे कुरेशी साहब, वहां पर जो खाना दिया जाता है वह मैं तो खा नहीं पाता हूँ। वह उसके दो, सवा दो रुपये जो भी लेते हैं, लेकिन उसमें जो चावल दिया जाता है मेरा खयाल है कि नादैन इंडिया में तो जो लोअर क्लास है या जो पावर्टी लाइन के लोग हैं वे भी उस तरह का चावल नहीं खाते होंगे, जिस तरह का चावल वहां सप्लाई किया जाता है।

ओवर काउडिंग के बारे में कई साधियों ने कहा और उसमें थर्ड क्लास की स्थिति तो बहुत ही दयनीय है। यू तो फर्स्ट क्लास की स्थिति भी बहुत अच्छी नहीं है, मगर थर्ड क्लास की स्थिति बहुत ही दयनीय है। यही आइडिया नहीं है कि वहां कैपेसिटी कितनी है, और कितने आदमियों को वहां भरा जा रहा है। लोग बैग्स की तरह से उसमें भर दिये जाते हैं और उन डिब्बों की सेनोटरी कंडीशन्ड भी बहुत खराब है। तो पीताम्बर दास जी ने जो आइडिया दिया वह बहुत ठीक है। जयन्ती एक्सप्रेस जो आपने चलाई है उस का इफैक्ट अच्छा है और इस पैटर्न को आप और ज्यादा आगे बढ़ाइये। आपने कुछ ट्रेन्स को सुपर ट्रेन बना दिया है और उसमें आप 6 रुपये

अलग से चार्ज लेते हैं, 5 रुपये वैसे और एक रुपया रिजर्वेशन का। अभी तक दिन में कोई चार्ज नहीं होता था, लेकिन अब दिन के लिए भी पैसेन्जर को देना पड़ता है और यह बात पता नहीं कि उसमें मेम्बर्स पार्लियामेंट की स्थिति क्या है। यह नियम उनके ऊपर लागू होगा या नहीं होगा। कहीं तो उससे चार्ज होता है और कहीं नहीं होता। जब मुझे मांगा तब मैंने कहा कि आप लिख कर मुझे दें ताकि मैं हाउस में पूछ सकूँ और उसके बाद वहाँ जो कुछ तथ्य होगा उसके हिसाब से हम करेंगे। लेकिन जब आपने तमाम मेम्बर्स को फेसिलिटीज दी हैं और वे राजधानी एक्सप्रेस में भी जा सकते हैं और दूसरी ट्रेन्स में भी जा सकते हैं तो उनसे 6 रुपये लेने का क्या सवाल है जबकि एक सीट पर अगर पांच-साँच आदमी भी बैठ जायें तो भी यह सब चलता है। जब पैसा लेते हैं तब उनको सीट भी डंग से मिलनी चाहिये। गर्मियों के महीनों में बंगलौर की जो डायरेक्ट बोगी होती है जी०टी० एक्सप्रेस में, उसमें पानी का कोई इंतजाम नहीं होता। कभी एक-दो टीन रख दिया या एक टम्बलर बगैरहा रख दिया, लेकिन वह पानी इतना गर्म हो जाता है कि उसको पिया नहीं जा सकता। जी०टी० के थू डिब्बों में तो पानी का इंतजाम रहता है। कालका में भी मैं आया हूँ। वह आप की सुपर ट्रेन है और उसके बहुत कम स्टापेज होते हैं, लेकिन उसमें भी कहीं पीने के पानी का इंतजाम नहीं होता। कुरेशी साहब और कोई खास एमेनिटीज न दें, लेकिन कम से कम गर्मियों के महीनों में पीने के पानी का इंतजाम तो ट्रेन में करा दें।

*It is the least that is expected of you.*

और यही नहीं, स्टेशनों पर तल हैं, वहाँ पानी लिया जा सकता है, लेकिन वहाँ भी एक तो कहीं ठंडे पानी का इंतजाम नहीं होता और अगर कहीं पर ठंडे पानी की मशीन है भी तो आपकी गाड़ी जो पांच—आठ मिनट ठहरती है, उसमें कोई भला आदमी दौड़ कर पानी भी नहीं पी सकता; क्योंकि एक लम्बी लाइन लग जाती है। मजे की बात यह है कि जी०टी० सुपर ट्रेन है आप की इसी तरह कालका भी सुपर ट्रेन और यों भी यह

महत्वपूर्ण ट्रेनें हैं, लेकिन वे ज्यादातर दो घंटे या ढाई घंटे लेट रहती हैं। यह जो सुपर ट्रेन के लिए आपने जो पांच रुपया चार्ज किया है वह उसकी स्पीड बढ़ गई है इसीलिए ही तो किया गया है। वह चार्ज बिलकुल फार्स हो जाता है जब आपकी ऐसी ट्रेनें भी लेट हो जाती हैं। सुपर ट्रेनें भी जब दो-ढाई घंटे लेट हो जायें तो आप की एफीशियेंसी क्या है? मुझे माफ करेंगे कुरेशी साहब, लेकिन मुझे चूँकि उससे बहुत मुहब्बत है, इसलिए कहना पड़ रहा है।

SHRI PITAMBER DAS : That means you are able to enjoy that train for two hours more than for what you have paid. . .

श्री नवल किशोर : अगर पीताम्बर दास जी रेलवे मिनिस्टर होंगे तो उस पर भी सरचार्ज लिया जायेगा। आप दो घंटे ट्रेन में ज्यादा बैठे हैं इसलिए ज्यादा पैसे दें। अभी तो शुक्र है कि वह भी हमारे गाय ही बैठे हुए हैं। तो कुरेशी साहब से मैं कहना चाहता हूँ कि punctuality has been the biggest casualty after Mr. Hanumanthaiya तो एक बात मैं आप से कहना चाहता हूँ कि आप यह न समझें कि मैं हनुमंतैया साहब को कोई सर्टिफिकेट दे रहा हूँ, लेकिन सरकार जाने में या अनजाने में नीचे की तरफ जा रही है। अब्बल तो यह एक ऐसा महकमा है कि जिसमें एक कुरेशी साहब तो परमानेंट हैं, मगर कोई दूसरा मिनिस्टर इसमें परमानेंट नहीं है। हर तीसरे महीने इसका मिनिस्टर चेंज हो जाता है। पता नहीं मनुभाई शाह जी वहाँ बैठे हैं, वह ही कल रेलवे मिनिस्टर हो जायें। तो यह एक ऐमे यतीमखाने का महकमा है कि पता नहीं चलता कि पता नहीं यहाँ का मिनिस्टर कौन रहेगा। हर तीसरे महीने वह बदल जाता है। पहले हनुमंतैया साहब थे, फिर पाई साहब आये और अब मिश्र जी आये हैं। तो मैं कहना चाहता हूँ कि बाबजूद इसके कि आपने पैसा बढ़ा लिया है पकचुएलिटी में कोई एफीशियेंसी नहीं बढ़ी।

[श्री नवल किशोर]

इसमें लिखा हुआ है रिक्वायरमेंट एंड अवेले-  
बिलिटी आफ वैगन्स । पिछले दिनों भी इस बात  
की कोशिश की गई थी और आपसे कहा गया था  
कि जितनी आपकी डिमाण्ड है उतने वैगन्स नहीं  
बनते । आप उसको एक्सपोट भी करते हैं ।  
लोकोमोटिव्स की मांग बहुत है, मगर इतनी  
नहीं बन रही है—मुश्किल से 10 परसेन्ट, 15  
परसेन्ट, 20 परसेन्ट ही बन पाती है । तो मिस्टर  
कुरेशी, यह तो बताइए, यह जो गैप है इस गैप  
को किस तरह से आप पूरा करेंगे । बिजली में  
कटौती 40 परसेन्ट है । उसके बाद भी ये आपके  
टार्गेट्स कैसे पूरे होंगे, यह आप मेहरबानी करके  
बताइए; क्योंकि इसके बारे में हमारे पास कोई  
जानकारी नहीं है ।

श्रीमन् आप तो शायद जानते होंगे एयर  
कंडीशनर में । मुझको इतिहास होता है फर्स्ट-  
क्लास में जाने का । पंखे की हालत यह है कि  
जब ट्रेन चलती है तो चलते हैं वरना पंखे बन्द  
पड़ तो सकते नहीं हैं लाइट में, लाइट के वास्ते  
बोल्टेज डाउन हो जाता है, गाड़ियां खड़ी रहती  
हैं साइडिंग्स में हॉलंडे और शाम को स्टार्ट करती  
हैं, मगर कोई चेक करने वाला नहीं है जो देखे  
ताकि लाइट और पंखा ठीक हो जाए । मैं पिछले  
दिनों गाड़ी में आ रहा था । बक्सर एक्सप्रेस से,  
पंखा है ही नहीं । हाथ का पंखा भी नहीं होता  
हमारे पास कि उसी से गुजर किया करें । तो  
यह एक कैनसनस है डिपार्टमेंट की । फार्नेशियन  
साइड में और दूसरी छोटी-छोटी बातों में मैं नहीं  
जानता । पीताम्बर दाम जी तो खैर मेम्बर भी हैं,  
उनकी बात अलग है ।

यह आमतौर से शिकायत है कि आपके जो  
क्लास फोर एम्प्लाइज है, उनके लिये क्वार्टर्स  
आपके पास कम हैं, उनकी परसेन्टेज बहुत कम है ।  
पासिटी आफ फंड है, इस बात को मैं एक्सीड  
कर सकता हूँ, मगर फंड्स का यूटिलाइजेशन भी  
न हो पाए तो श्रीमन्, यह बड़ी अफसोस की बात  
है । इससे मालूम पड़ता है कि—देयर इज समथिंग  
रांग समव्हेयर—या जो उसका प्रोसीजर है, तरीका  
है उसमें गड़बड़ है । उसमें ब्यूरोक्रेटिक बात में

कहूंगा नहीं, वह तो पिटी-पिटाई क्योंकि  
मैंने देखा है इन्जिनियर बैठे हैं वह भी  
ब्यूरोक्रेट और हमारे तो मिनिस्टर साहब हैं  
वह भी ब्यूरोक्रेट हो जाते हैं । कम से कम जो  
फंड्स आप देते हैं उनका प्रापर डिस्ट्रिब्यूशन  
और इस्तेमाल होना चाहिए । जो फंड्स देते हैं  
उनका सही प्रयोग नहीं होता है । यह अच्छी बात  
नहीं है । एक बात कही पीताम्बर दाम जी ने  
और दूसरे साथियों ने, ओवरब्रिज और अंडरब्रिज  
की बात । यह बहुत जगहों के लिए जरूरी है ।  
आबादी बढ़ती जाती है और ट्रैफिक भी बढ़ता जाता  
है और कभी-कभी आपके ट्रेन्स की वजह से  
आधा-आधा घंटे लोगों की क्रॉसिंग के बाहर या  
स्टेशन के पास जो जगह है, खड़ा रहना पड़ता है ।  
मैं चाहता हूँ इसके बारे में जो स्कीम्स हैं उनको  
एक्सपेडाइट करने की बात कीजिए ।

रिजर्वेशन आफ टिकट्स के बारे में हालांकि  
मुझे कोई दिक्कत नहीं पड़ती, मैं अपनी कह  
दूँ कि जब मैं लिख कर भेजता हूँ तो हो जाता है  
रिजर्वेशन । मगर आमतौर से शिकायत है कि  
कोई रैकट है । मैं नाम नहीं लूंगा, मैं कानपुर  
से चला तो आपके डिपार्टमेंट के आफिसर हमारे  
साथ थे, कोई बहुत बड़े अफसर नहीं थे, बहुत  
अच्छे खासे बीच के अफसर थे, न सीनियर, न  
जूनियर, उन्होंने बताया किस तरह से रैकट चल  
रहा है रिजर्वेशन वगैरह में । हालांकि आपने एक कमेटी  
बना दी है, उसमें कृष्ण कान्त साहब चेयरमैन  
हैं, पता नहीं उन्होंने इसके अंदर क्या काम किया,  
क्या नहीं किया । (Interruption) खैर, इस बात को  
भी देखने की जरूरत है, आपका जो सिस्टम है  
रिजर्वेशन का उसको कैसे दुरुस्त किया जाए ?  
आपने कुछ किया है, बजाए 2 हफ्ते या 10 दिन  
के एक महीना पहले कर दिया है । आप कर  
रहे हैं, इसमें शक नहीं है, मगर मैं चाहता हूँ  
इसमें आप और भी कुछ और करें ।

टिकटलैस ट्रेवलिंग की बात आती है । हमको  
बताया गया 15—20 करोड़ रुपये का इसके अंदर  
नुकसान होता है । यह भी एक एस्टीमेट है, अंदाज  
है, कितना होता है मैं जानता नहीं । श्रीमन्,

अब तक स्टूडेंट्स इस मामले में बहुत बदनाम थे कि वे बगैर टिकट चलते हैं, मगर अब तो कुरेशी साहब को खुशी होगी यह जान कर कि उनके जो पाकिट के अंदर आने वाली कमिटेड अपोजिशन है, यानी सी०पी०आई० पार्टी, उनका जब भी आल इंडिया का या प्रदेशीय कन्वेंशन होता है, या उनका डिमांडेशन होता है तो बिहार से सब लोग बगैर टिकट चले आते हैं। मिश्र जी ने कहा कि कुछ बिहार के लोगों की आदत है बगैर टिकट चलने की, उस पर तो मैं कमेंट नहीं कर सकता हूँ, लेकिन जिस देश में एक आर्गनाइज्ड पार्टी जो समाजवाद की एकमात्र ठेकेदार अपने को मानती है, जब वही ऐसा शुरू कर दे, वही पार्टी इस चीज को शुरू कर दे और बगैर टिकट सफर करे तो यह अच्छी बात नहीं है, फिर जेड० ए० अहमद साहब इस बारे में यह आर्गुमेंट दें कि जब मेले होते हैं, कोई पर्व होता है, कुम्भ पड़ता है, तो आम तौर पर काफी लोग बगैर टिकट के चलते हैं। तो मैं यह कहना चाहता हूँ कि दिल्ली में कोई कुम्भ का मेला तो नहीं होने जा रहा था और न ही सी०पी०आई० के लोगों को जमुना जी में डुबकी ही लगानी थी। तो मेरा कहना यह है कि अगर आर्गनाइज्ड पोलिटिकल पार्टीज इस बात को शुरू कर दें कि हिन्दुस्तान के अंदर बगैर टिकट के सफर किया जाय, तो चाहे हमारे कुरेशी साहब वहां पर बैठे हों, चाहे कोई और मिनिस्टर बैठा हो या किसी और को बैठा दिया जाय, तो इस तरह की बातों से टिकटलैस ट्रैवल बंद होने वाला नहीं है। आपकी इस संबंध में स्टेटों के साथ बातचीत चल रही है, इस बारे में कोप्रोपरेशन की बात हो रही है, लेकिन मैं यह कहना चाहता हूँ कि सी०पी०आई० ही एक पार्टी है, जिसको सारे आनंद प्राप्त हैं।

The CPI is enjoying all the privileges of the Government, all the patronage of the Government and all the amenities of the Ministers of the Government without any responsibility of the Government.

वह इतनी फारब्युनेट पार्टी है कि उसके आदमी बगैर टिकट के सफर करते हैं। हमारे कुरेशी साहब तो भले आदमी है और उनमें एक बड़ी अच्छी बात यह है कि वे हर चीज का जवाब

दे देते हैं चाहे काम हो या न हो। मेरे खून का भी जवाब वे बराबर देते रहने हैं और वे बड़ी मोठी तबियत के भी हैं। अगर कोई उनसे नाराज होना चाहे तो वह हो नहीं सकता है।

It is impossible to be angry with Mr. Qureshi.

मैं इस बात को जानता हूँ कि काम हो या न हो, लेकिन वे चिट्ठी का जवाब अवश्य देते हैं। तो मैं ज्यादा न कह कर, सिर्फ यह कहना चाहता हूँ कि मैंने बहुत सी बातें इस संबंध में कह दीं, कुछ शायद इसमें आती भी नहीं थी, क्योंकि वे रिपोर्ट के अंदर नहीं थीं। कुरेशी साहब आपने जो प्रस्ताव पेश किया है, मैं उसको मानता हूँ और मुझे उसमें कोई आपत्ति नहीं है और मैं आपका समर्थन करता हूँ। लेकिन मैं यह बात जरूर चाहता हूँ कि जो कुछ भी आप पास करें उसका इम्प्लीमेंटेशन अवश्य होना चाहिये और इसके साथ ही साथ जब आप रिपोर्ट पेश करते हैं तो इस बात की भी रिपोर्ट पेश करें कि जो कुछ इम्प्लीमेंटेशन करने के लिए कहा गया था, वह किया गया या नहीं? आप जो रिपोर्ट देते हैं उसको सब लोग पढ़ते हैं या नहीं पढ़ते हैं, मैं इस बारे में ज्यादा नहीं कह सकता हूँ, लेकिन जहां तक इम्प्लीमेंटेशन की बात है, उसकी रिपोर्ट आप सभा को भी अवश्य दें।

मैंने जो भी सुझाव दिये हैं उससे आप यह न समझें कि मैं आपकी किसी तरह की टिप्पणी कर रहा हूँ, लेकिन ईमानदारी की बात यह है कि यह जो आपका पब्लिक सेक्टर है उसकी एंफिशिएन्सी बढ़नी चाहिये, उसमें प्राफिट होना चाहिये; क्योंकि मैं यह बात जानता हूँ कि हमारे जो और अंडर टेकिंग्स हैं उनका फ्यूचर भी इस बात पर निर्भर करता है कि वे अपना परफार्मेंस किस तरह का दिखावाते हैं और उनमें आमदनी होती है या नहीं। केवल स्लोगन देने से अब काम चलने वाला नहीं है; क्योंकि आज तो लोग परफार्मेंस और क्वालिटी देखेंगे और यह देखेंगे कि इसमें कितना अक्वोमेंट हुआ है। मैं चाहता हूँ कि आप कामयाब हों और इसके लिए मेरी आपके साथ दुआएं हैं और

[ श्री नवल किशोर ]

वेस्ट विजेज हैं। मैं जानता हूँ कि अगर पब्लिक सेक्टर कामयाब नहीं होगा तो हमारा जो प्राची स्ट्रक्चर है, वह भी कामयाब नहीं हो सकेगा। मैं चाहता हूँ कि आप इस बात की ओर ध्यान देंगे। आपके जो प्रस्ताव हैं, जो सिफारिशें हैं उनकी एक लम्बी लिस्ट हो जा रही है और मैं चाहता हूँ कि उनका शीघ्र ही इम्प्लीमेंटेशन हो।

SHRI IAGAN NATH BHAKDWAJ (Himachal Pradesh) : Mr. Vice-Chairman, Sir, after making a careful study of the Report that has been presented by the Railway Convention Committee, I find that the Committee has done a really good work. For this I congratulate them and support the Resolutions that have been moved by the Deputy Minister. As far as the performance of the Railways is concerned, it is very satisfactory. I have noted that it is contributing more than Rs. 150 crores a year to the General Revenues. This is a good amount that is being transferred by the Railways and I wish that every public sector undertaking would work in the same way, so that the average tax-prayer could be relieved of his burden to a considerable extent.

As has been said by Nawal Kishoreji, the public sector must be successful, and if it is successful, then many of our problems will be automatically solved. For making the Railways successful, we will have to take the involvement of the public, the employees of the Railways and the general goodwill of the country. As far as the involvement of the employees is concerned, we cannot always count on punitive and other measures, we will have to win their hearts. For example their greatest demand at the moment is bonus. We have conceded bonus in public sector undertaking, in Government establishments and, in fact, everywhere. So, there is no reason why bonus should not be given to the Railwaymen. We say that it will mean a huge sum. But that does not matter. Surely and certainly, we should be able to find a way out and then we will be able to bear the burden of that. And I think that is not a bad investment, it will

really be a good investment because in this way we will be able to win their heart and do something good unitedly with the employees for the improvement of the railways, and I am sure the return to revenues can go up to Rs. 200 crores a year.

As far as the improvement in the Railways' working is concerned, I would suggest that the railways should take to longdistance running of trains and the small routes should be substituted either by railway cars or railway locomotives or even by road transport. Now, there is a hue and cry for more and more railway services and railway lines. That urge could be met if the railways undertake road transport also. They are specialists in the line. This will help the railways also in their work because they will get more passengers. For example, there are some suburban railway stations. If we take the big trains there, it will mean much expenditure. But if small locomotives with small bogeys are run to those stations and if other trains are received on the main line, this could save expenditure and this could provide space for receiving the trains at the big stations., because at big stations they complain that there are no platforms to receive the trains. If we run small diesel trains or locomotives, they can be received even without the platforms, at some distance beyond the main platform. If we think on these lines, we can solve the problems of the public and can meet their requirements also and also at the same time make the railways more modern and more scientific.

Now, there is so much of ticketless travel and also pilferage. For that also proper scientific thought is not being given. There should be special cells and we should think how we can remove these evils. We can also have a small committees where the public and the railway employees are represented. After all, the railway employees are not men from the skies, they are our brethren, they are like us. If we invoke in them the good sense which human beings have got, they can surely rise to the

श्री भूपेन्द्र नारायण मण्डल (बिहार) :  
 उपसभाध्यक्ष जी, जो रेलवे कंवेन्शन कमेटी की छठी रिपोर्ट सदन के सामने प्रस्तुत है, उसमें जो रिकमेंडेशंस हैं, मैं उनका स्वागत करता हूँ और उनकी तारीफ करता हूँ। मैं जो खड़ा हुआ हूँ बोलने के लिए, उसका कारण यह है कि जब से नये रेलवे मिनिस्टर आये हैं, तब से रेलवे ऐडमिनिस्ट्रेशन बीना चल रहा है और ट्रेन्स की लेट रनिंग फिर शुरू हो गई है। हमको देखने में आया है कि जब-जब नये रेलवे मिनिस्टर आते हैं, तब-तब लेट रनिंग आफ ट्रेन शुरू होती है। अगर मिनिस्टर जबरदस्त रहता है तो इसको रोक सकता है। मिनिस्टर कमजोर रहता है तो नहीं रोक सकता। इस बार भी जब से नये मिनिस्टर आये हैं तब से लेट रनिंग शुरू हुई है। यह आपने को कैसा प्रूब करेंगे, स्ट्रांग प्रूब करेंगे, यह इस बात पर निर्भर करेगा कि ट्रेन के लेट रनिंग को रोक सकेंगे या नहीं। लेकिन जहाँ तक मेरा अनुभव है, आपका जो रेलवे डिपार्टमेंट है वह उस छोड़े की तरह है जो सवार को देखकर अपनी चाल चलता है। इसलिए अगर स्ट्रैथ से काम लिया जाएगा तो ठीक ही काम करेगा, नहीं तो गड़बड़ी चलती रहेगी। इसलिए आपका ध्यान हम खींचना चाहते हैं कि इस समय रेलवे में बहुत लेट रनिंग चल रही है। एक ट्रेन के लेट होने से दूसरी ट्रेन भी छूट जाती है, इसलिए जिस तरह से हनुमंतैया के समय में या एक दो मिनिस्टर्स के समय में उन्होंने लेट रनिंग बहुत ही कम कर दिया था। इस ओर ध्यान देंगे तो इसको दूर किया जा सकता है। यही मेरा खड़ा होने का एक कारण है, दूसरा कोई मतलब नहीं था।

एक दूसरी बात मुझे ओवर क्राउडिंग के बारे में कहनी है। एक चिट्ठी हमने लिखी थी।

हम सहरसा जिले में रहते हैं। वहाँ पर मंसी से एक ब्रांच लाइन है, उस ब्रांच लाइन में इतना ओवर क्राउडिंग रहता है कि आदमी जानवरों की नाई गाड़ी में चलते हैं, कोई ऊपर चढ़ जाता है, कोई लटक जाता है। हमने कम्प्लेंट किया था, लेकिन उस कम्प्लेंट का जवाब आया जिसका के साथ कि फ्लाई ट्रेन में इतने टिकट इश्यू हुए, उसको कैपेसिटी इतनी है, इसलिए जो बात आप कहते हैं वह गलत है। अगर इनके आदमी जो चैकिंग स्टाफ है, वह अपना काम नहीं करेगा और बहुत बेसी आदमी बिना टिकट गाड़ी पर चढ़ें और उसके बाद यह कहा जाए कम्पलेन्ट करने पर जितनी कैपेसिटी है वह कैपेसिटी भी नहीं भरती है तो हम समझते हैं कि यह बहुत ही बेजा बात है। जब कोई मैम्बर लिखता है तो उसको उसी सीरियसनेस के साथ मिनिस्टर साहब को लेना चाहिए, जिस सीरियसनेस के साथ मैम्बर लिखता है। आज भी हम कहते हैं कि वहाँ पर ओवर क्राउडिंग है। अगर कोई एक महीने तक वहाँ हर स्टेशन पर बैठ कर मंसी से सहरसा तक जितने स्टेशन हैं, हर ट्रेन का फोटो लेकर देखे तो निश्चित तरीके से हर ट्रेन में ओवर क्राउडिंग होगी, चाहे आदमी टिकट लेकर जाते हों या नहीं। लेकिन ओवर क्राउडिंग तो रहता है ही। इसलिए आपका ध्यान हम खींचना चाहते हैं कि इस ओवर क्राउडिंग को दूर किया जाए। आपके नीचे के लोग गलत ढंग से रिपोर्ट दे देते हैं और हम लोग झूठे हो जाते हैं और आपके आँखों की बात सच्ची हो जाती है और ओवर क्राउडिंग ज्यों का त्यों रहता है।

श्री गवैशी लाल चौधरी (उत्तर प्रदेश) : ओवर क्राउडिंग से तो सरकार का काम चलता है, नहीं तो सब घाटे में है।

श्री भूपेन्द्र नारायण मण्डल : मैं मिनिस्टर साहब से कहूँगा कि वह इस ओवर क्राउडिंग को दूर करें। ऐसी हालत में जो घाटा है, उस घाटे में ओवर क्राउडिंग की बात है और उस ओवर क्राउडिंग को अगर आप रोकियेगा तो निश्चित तरीके से उसके लिए बेटर चैकिंग की जरूरत



[श्री भूपेन्द्र नारायण मंडल]

है। कभी हमने नहीं देखा कि मैनिस्टीरियल चेकिंग को छोड़कर उस लाइन में कभी स्टीन चेकिंग की बात टी० टी० आई० के जरिए होती हो थर्ड क्लास में। फर्स्ट क्लास में तो नहीं ही होती है। बल्कि थर्ड क्लास में चेकिंग होती है ऐसा हमको नजर नहीं पड़ता है। वैसे टिकट चेकर रहता होगा गाड़ी में, लेकिन वह चेक करता है उस लाइन में, ऐसा देखने में कभी आता नहीं, इसलिए इस तरफ भी आप का ध्यान हम दिलाते हैं।

मैं सहरसा की तरफ जाता हूँ, तो मैंने बराबर यह देखा है कि थर्ड क्लास की बात छोड़िये, फर्स्ट क्लास में भी गर्मी के जमाने में पंखा कहने पर कभी दुरुस्त कर दिया तो कर दिया, नहीं तो कोई पंखा चालू नहीं रहता है। लास्ट जो समर बीता है, उसमें कभी-कभी मेरे कहने पर मेरे टाइम में पंखा दुरुस्त किया गया तो पंखे की हवा हम लोगों को मिली। लेकिन अक्सर हमने बराबर देखा है कि पंखा ठीक नहीं रहता है और पंखा ठीक नहीं रहने के कारण लोगों को बड़ा कष्ट होता है। स्पेशल तरीके से अगर कहें तब शायद कुछ हो और कभी-कभी वह नहीं हो पाता है। अगर बीच का स्टेशन बरौनी और सहरसा न हो तो वह भी नहीं हो सकता, इसलिए हम चाहते हैं कि इस तरफ भी ध्यान देना चाहिए।

'पीने के पानी' की भी वही हालत है, खाने पीने के मामले में जैसे कानपुर है, टूंडला, है वहां अगर खाना या चाय बगैरह देगा तो कभी छुरी नहीं देगा, कभी स्पून नहीं देगा। इतने केयरलेसली वर्क करते हैं वे लोग जिस से लोगों को बहुत तकलीफ का सामना करना पड़ता है। मेरे कहने का मतलब यह है कि जो इन्तजाम रेलवे का चल रहा है, वह ऐसा मालूम पड़ता है कि बिना मां बाप के वह इन्तजाम चल रहा है और उसकी कभी कोई देखभाल नहीं होती है, किसी को दंड नहीं दिया जाता है, ऐसा हम को देखने में आता है।

मैं खाम कर के ओवर काउंटिंग की तरफ मंत्री जी का ध्यान खींचना चाहता हूँ कि वे ओवरकाउंटिंग को रोकने की कोशिश करें और जो यह लेट रनिंग है उससे लोगों को त्राण दिलवाने की कोशिश करें।

श्री जगदम्बी प्रसाद यादव (बिहार): माननीय उपसभाध्यक्ष महोदय, मैं सर्वप्रथम कमेटी के सदस्यों को धन्यवाद तो देता हूँ, लेकिन मंत्री महोदय के लिए धन्यवाद रिजर्व रखना चाहता हूँ, इसलिए कि मंत्री महोदय का काम कार्यन्वयन का है और अगर वे इम्प्लीमेंटेशन करेंगे तभी वे धन्यवाद के पात्र हो सकेंगे। मैं इम्प्लीमेंटेशन के पहले एक सवाल पुनः पूछना चाहता हूँ कि रेल का मालिक रेलवे मिनिस्टर है या रेलवे बोर्ड है। यथार्थ रूप में सही-सही समझा जाय तो मालिक रेलवे बोर्ड ही है, क्योंकि मुझे याद है कि एक बार हमारे कुरेशी साहब एक जली हुई ट्रेन देखने गये और देख कर आने के बाद उन्होंने जो देखा उसकी रिपोर्ट इस सदन के सामने नहीं रखी, बल्कि बोर्ड ने जो लिख कर दी वह वे पढ़ने के लिए बाध्य हुए। उसी तरह से श्रीमन्, अगर वे हमारी बात से कान्तिवन् भी हो जायें तब भी वे करेंगे वही जो डिपार्टमेंट लिख कर के उनको देगा। मैं एक उदाहरण श्रीमन्, आपके सामने रखना चाहता हूँ। एक एस० पी० वर्मा नाम का सैनिटरी इंस्पेक्टर है। उससे पूछा जाता है कि स्क्रैबेजर की पोस्ट पर जो बहाल किया गया है वह कौन है। उसने एक ब्राह्मण और केवट की बहाली का प्रश्न उठाया कि ऐसा कैसे हुआ, जो कि कुछ नाईट स्वायत कभी नहीं उठावेंगे और न कभी उठा सकते हैं। और उसके लिए आज तक लड़ा वह मैंने कई मंत्रियों से बातें कीं, लिखा-पढ़ी की उनके डिपार्टमेंट से। बैठ कर बात करने पर वे कॉपिस हो जाते हैं और पेपर पर उसी बात को लाने के लिए तैयार नहीं होते। आज तक उसका ईसाफ नहीं हुआ और हो भी नहीं सकता आपके विभाग में।

दूसरे यहां विचार हो रहा है कि रेलवे कंवेन्शन कमेटी ने क्या-क्या अच्छी सिफारिशें

को हैं, जिनको सरकार क्या कार्यान्वित करेगी ? लेकिन मैं इस मिलमिले में एक ही सवाल पूछना चाहता हूँ। मैंने चिट्ठी भी लिखी है कि यात्रियों की सुविधा के लिए एक राष्ट्रीय रेल उपभोक्ता समिति बनी थी और मैं समझता हूँ कि उसको लगभग एक वर्ष हो गया, लेकिन उसका कोई गठन नहीं हुआ। मैं जानना चाहता था कि सरकार उसके बारे में क्या विचार कर रही है ? जो यात्रियों की सुख सुविधा को देखने वाली, उनकी देखभाल करने वाली एक राष्ट्रीय स्तर की समिति है, उसका गठन भी अगर साल भर में नहीं होगा, केवल इसलिए कि उसके बारे में आपका विभाग इच्छुक नहीं है, वह नहीं चाहता कि उसकी नुकताचीनी हो, तो मैं यह सवाल रखना चाहता हूँ कि क्या सचमुच में, क्या हमारे रेल मंत्री आजकल इस विभाग के मालिक हैं। मैं उनसे कोई बात जानने के लिए कुछ गुजारिश करूँ या आप के रेलवे बोर्ड से गुजारिश करूँ। आज तक रेलवे बोर्ड कभी समाप्त नहीं हुआ, रेलवे मंत्री ही समाप्त हुए हैं। कल फारेन ट्रेड की एक फाइल गायब होने के बाद से हमारे रेलवे मंत्री उसी फारेन ट्रेड की फाइल में इंटरस्टेड हैं, रेलवे के काम में वे इंटरस्टेड नहीं हैं और अगर वे ऐसे ही सोचने रहे तो भगवान जाने कि रेल कितने घटे लेट चलेगी और चलेगी भी या नहीं यह भी कोई बता नहीं सकता। वैसे हमारे मंत्री जो यहाँ हमारी बातों का भले ही जवाब दे दें, लेकिन रेलवे के एडमिनिस्ट्रेशन पर उनका क्या वर्चस्व है, इस बात का पता नहीं। बोर्ड पर भी उनका कोई वर्चस्व है या नहीं, इसका भी पता नहीं। अब चूंकि रेलवे के अधिकारी यहाँ बैठे हैं, इसलिए मैं उनसे भी गुजारिश करूँ कि भारतवर्ष एक गरीब देश है और यात्रा के लिए चाहे कोई गरीब हो या कोई धनी हो, उसके लिए एक मात्र माधन रेल है। और जब यात्रा का एक मात्र माधन रेल है तो उसके फैलाव की बहुत आवश्यकता है। अधिक लाइन्स बढ़ाई जायें और उन पर अधिकतम गाड़ियाँ चलाई जायें और उनके बाद उनमें सुविधाएँ देने की बात आती है। अभी तो हर जगह एक ह्यू एंड कार्ट है कि हमारे यहाँ ट्रेन

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में कुछ डिब्बे बढ़ा दिए जायें, कुछ बसें और सीट्स और बढ़ा दी जायें, तो मैं कहना चाहता हूँ कि जिस देश में लोगों ने इन बातों को स्वीकार कर लिया हो कि अगर रेल के डिब्बे में अंदर जगह नहीं तो उसकी छत पर ही चढ़ कर चले चलेंगे, तो वहाँ वाउड की बात क्या कही जाय। आप एन० ई० रेलवे में कहीं भी जाकर देख सकते हैं कि लोग छत पर लदे हुए मित्रों और इससे पता लगता है कि वहाँ गाड़ियों की कितनी कमी है। मंत्री बनने के पहले सभी लोग इस बात को अनुभव कर पाते हैं, लेकिन मंत्री बनने के बाद वे इसका अनुभव नहीं कर पाते।

अब मैं गाड़ी की कहानी पर आना हूँ कि थर्ड क्लास में पाखाना ठीक नहीं होता या पानी नहीं होता। बहुत बार पानी चू रहा होता है। फस्ट क्लास में तीन हिस्से जो पाखाना है उसमें पानी चला रहता है। अगर वहाँ कोई पाखाना फिरने बैठे तो उनके मिर पर पानी टपकना रहेगा। तो कंप्लेंट कहाँ तक और किस किस को की जाय। हमारे माननीय मित्रों ने इन ओर सरकार का काफी ध्यान दिलाया है कि गाड़ियों की क्या स्थिति है ? श्रीमन्, आप भी एक सामाजिक कार्यकर्ता होने के नाते गाड़ियों में चलते होंगे। तृतीय श्रेणी का बेटिंग कम जिसको बेटिंग हाल ही कहना चाहिए, उसकी गंदगी और वहाँ की भीड़ देखने लायक होती है और वहाँ असुविधाएँ होती हैं इस समाजवादी सरकार में कि जिनका कोई ठिकाना नहीं। पता नहीं समाजवाद का नाम, गरीबी हटाने का नाम, वोट लेने के मिशन और भी किसी काम में है क्या, यह मेरी समझ में श्रीमन्, नहीं आया। अगर यह बात होती तो शायद फस्ट क्लास से अधिक सुविधाएँ तृतीय श्रेणी में मिलती ; क्योंकि उनके ही वोट अधिक हैं और उनके ही वोट के कारण कांग्रेस को अजेय बहुमत दो-तिहाई का मिला है, लेकिन आज तक उनके नारे के सिवाए बाकी पेट भरने का कोई उपाय नहीं किया गया है।

श्रीमन्, आज देश में गंदगी है, अनाज की तो है, लेकिन कीचल जो बिहार में बहुत मिलता

— [श्री जगदम्बी प्रसाद यादव]

है उसकी भी भयंकर मंहगी है बिहार में जहाँ 4-10 रु० मन कोयले का भाव हो गया है और उसका मारा दायित्व है तो हमारे रेलवे विभाग के ऊपर कि वह डिब्बे नहीं दे सकता है। अभी परमों बिहार के मुख्य मंत्री बोल रहे थे। हमने उनसे कहा रेलवे का भरोसा छोड़िए, ट्रक पकड़िए, नहीं तो कोई चारा नहीं है। कभी भी यह प्रश्न उठता है तो यह कहते हैं, डिब्बों की कमी नहीं और खान मंत्री कहते हैं हमको कोयले की कमी नहीं है। तो हम समझते हैं, इसमें कोयलाडिनेशन की कमी होगी, दूसरी चीज की कमी नहीं होगी।

श्रीमन्, एक और प्रमुख बात जिम की जानकारी करायी है वह यह कि भारतवर्ष के रेलवेज का प्लेटफार्म दुनिया के किसी भी बड़े बाजार से बड़ा बाजार है। लेकिन उससे ज्यादा लूट शायद कोई भी ब्लैक मार्केटिंग में नहीं होती होगी। श्रीमन्, आप किसी चीज को ले लें। पुरानी दिल्ली के स्टेशन पर चले जाएं, जो फल वहाँ 4 रु० किलो मिलेगा, बाजार में वही दो डार्ड-सीन 80 किलो मिलेगा। कोई चीज आप ले लें अच्छा नहीं मिलेगा। अलाहाबाद में चापले बिकती है जिनके तले बालू के घनाए जाते हैं—मात-मात, घाट-घाट रुपये ले लेते हैं और वह मात-घाट दिन भी नहीं चलती। कभी कभी एक दिन भी नहीं चलती। अगर इनसे पूछिए, तो कहते हैं हमने ऐसे किसी को बेचने नहीं दिया। मैंने कानपुर में केस पकड़ कर दिया तब भी डिमार्टमेंट कहता है कि किसी को नहीं दिया। दिल्ली से अलाहाबाद बनारस तक ये चीजें बिकती हैं। ऐसी एक एक चीज नहीं, हज़ूड घाइटम्स आप ले लें कि जिनके दाम अधिक और चीज खराब। पता नहीं कि उनकी देखभाल करने वाला कोई है कि नहीं।

भोजन के बारे में भी कई दफा शिकायत की गई। जब भी मैं ट्रेन से चलता हूँ तो शिकायत करने की नौबत हर समय रहती ही है। शिकायत तो मैं बराबर लिख दिया करता हूँ कि शायद इसमें कुछ सुधार हो जाए, आशा तो नहीं छोड़नी

चाहिए, निराशावादी नहीं बनना चाहिए। इसलिए मैं उसमें सुधार लाने की दृष्टि से शिकायत करता रहता हूँ।

श्रीमन्, एक इस बात की और ध्यान दिलाना चाहता हूँ। सारे देश की बात तो मंत्री महोदय जानते हैं। मैं बिहार की बात करना चाहता हूँ। वहाँ कुछ प्रमुख स्थलों में तीन-चार सौ स्थान ऐसे होंगे जहाँ पर फाटक लग जाने के कारण सारा कम्युनिकेशन रुक जाता है। मैं श्रीमन् की नज़रों में एक स्थान को लाना चाहता हूँ जो कि पाकुड़ रेलवे स्टेशन है, उसकी बगल में नेशनल हाईवे है, उसका फाटक घक्कर बन्द हो जाता है। मैंने हिसाब करके देखा है, 24 घंटों में 20 घंटे तक बन्द रहता है। तो वहाँ पर ओवरब्रिज की कमी है। पता नहीं कौन तो सुविधा हमारा रेल विभाग जनता जनार्दन को देना चाहता है, यह पता नहीं लगता है।

श्रीमन्, इसी तरह से हमारा एक रेलवे स्टेशन लूप लाइन में चलता है—कियूल से ताहबगंज। उसकी कहानी, जब से मैं पार्लियामेंट में आया हूँ, अनंत है। श्रीमन्, उसके बारे में श्रीमान् मंत्री महोदय के विभाग से कहते-कहते थक गया हूँ लेकिन उसमें सुधार नाम की चीज नज़र नहीं आती। लूप लाइन लगने के बाद से सारा आवागमन रुक जाता है।

श्री नारायण प्रसाद शाही (उत्तर प्रदेश):  
लूप के बाद आवागमन क्यों रुकता है ?

श्री जगदम्बी प्रसाद यादव : बूढ़ि रुक जाती है। उसी तरह से उसका डेवलपमेंट रुका हुआ है। वह पहिले मुख्य लाइन थी और हो सकता है किसी दिन फिर मुख्य लाइन बन जाय क्योंकि माइन्स की और यह लाइन जाती है। मगर मुझे दुख के साथ कहना पड़ता है कि अभी तक डबल लाइन नहीं बन पायी है। इस लाइन में सिर्फ एक ही एक्सप्रेस गाड़ी चलती है और दूसरी एक्सप्रेस गाड़ी नहीं चली। काफी दिनों से लोग यह आशा लगाए थे कि आसाम में लूप लाइन से होकर चलेगी और उस आशा पर

वे लोग बहुत दिनों तक जिन्दा भी रहे, लेकिन अब वह आशा धूमिल होती चली जा रही है। इसलिए मैं कहना चाहता हूँ कि आप इस लाइन की तरफ भी अवश्य ध्यान दें। और एक एक्स्प्रेस गाड़ी दिलाने की व्यवस्था करें।

अब मैं बरियारपुर स्टेशन के सम्बन्ध में कुछ कहना चाहता हूँ। इसका प्लेटफार्म बहुत नीचा है जिससे उतरने में तकलीफ होती है। अगर कोई गाड़ी वहाँ पर आ जाती है तो फिर यात्रियों को पार करना मुश्किल हो जाता है। इस सूखे के जमाने में वहाँ पर पीने का पानी की व्यवस्था नहीं है। वह स्टेशन इतना पुराना बना हुआ है कि ऊपर से चूता है, तो मैं यह जानना चाहता हूँ कि क्या इसका माइक्रोस्कोपिंग ट्रीटमेंट करना होगा? इसी तरह से वहाँ पर बिजली नहीं है और स्टेशन में आराम करने के लिए स्टाफ कम नहीं है। मैं यह जानना चाहता हूँ कि क्या वहाँ पर बिजली न देने का नियम बना दिया गया है। पता नहीं इस लाइन के यात्रियों तथा वहाँ के स्टाफ के लिए कल्याण की बात क्यों नहीं सोची जाती है।

मैंने इस बारे में जनरल मैनेजर से बातचीत की कि वहाँ पर तीसरे दर्जे के यात्रियों के लिए बेटिंग रूम की व्यवस्था नहीं है। वहाँ पर फर्स्ट क्लास का बेटिंग रूम की व्यवस्था नहीं है। एक ही टिकट बांटने का कमरा है और उसको ही आराम का कमरा बना दिया जाता है और इस तरह से जब रात को तीन, चारोंस यात्री किसी गाड़ी से उतर कर उठरने के लिए आते हैं तो उनको बहुत कठिनाई का सामना करना पड़ता है। इस तरह से एक छोटी सी कोठरी है जो टिकट बांटने का भी काम करती है, फर्स्ट क्लास बेटिंग रूम का भी काम करती है। जब कभी शिकायत की जाती है कि थर्ड क्लास का बेटिंग रूम नहीं है तो उस पर थर्ड क्लास का बेटिंग रूम लिख दिया जाता है। जब यह शिकायत की जाती है कि फर्स्ट क्लास का बेटिंग रूम नहीं है तो उसमें फर्स्ट क्लास का बोर्ड लगा दिया जाता है और जब यह शिकायत की जाती है कि वहाँ पर लेडीज बेटिंग रूम नहीं है,

तो उसमें फर्स्ट क्लास कम लेडीज बेटिंग रूम लिख दिया जाता है। तो मैं यह कहना चाहता हूँ कि इस लाइन का और इस स्टेशन का बहुत पुराना इतिहास है और मैं उम्मीद करता हूँ कि मंत्री जी इस ओर ध्यान देंगे।

इसी तरह से मैं माननीय मंत्री जी का ध्यान एक और बात की ओर दिलाना चाहता हूँ कि हमारे देश में तीन प्रकार के इंजन चल रहे हैं। एक तो डीजल के इंजन, दूसरा भाप द्वारा चलने वाले इंजन और तीसरा बिजली द्वारा चलने वाले इंजन। भाप के इंजन समाप्त होने ही के साथ साथ जमालपुर का कारखाना भी समाप्त हो गया। पहिले वहाँ पर 20 हजार कर्मचारी काम करते थे, लेकिन आज आठ, नौ हजार कर्मचारी ही काम करते हैं। जिस दिन पूरी तरह से भाप के इंजन समाप्त हो जायेंगे उस दिन वहाँ पर बहुत कम कर्मचारी रह जायेंगे। आप पाँचवी योजना बनाने जा रहे हैं, इसलिए मेरा आप से यह आग्रह है कि जब तक वहाँ पर डीजल/बिजली इंजन का रियेयरिंग वर्कशॉप नहीं होगा, वहाँ पर डिब्बे बनाने के कारखाने की व्यवस्था नहीं होती तब तक वहाँ पर जो इसमें 20 हजार आदमी काम करते थे उनको काम नहीं मिल सकता है। इसलिए मेरा अनुरोध है कि मंत्री जी इस ओर भी अवश्य ध्यान देंगे। मैं यह भी कहना चाहता हूँ कि जब तक जमालपुर को आप मुख्य लाइन नहीं बनाते हैं तब तक इस लाइन के ग्रामवासियों के जितने भी शहर हैं उनका विकास नहीं हो सकता है। इसलिए मेरा आग्रह है कि इस वर्कशॉप को आप देखें और यह किस तरह से उन्नति कर सकता है इसके लिए आप स्कीम बनायें ताकि जो वहाँ के लोगों को कठिनाई हो रही है वह दूर हो जाय। इसलिए मेरा आग्रह है कि मंत्री जी मेरी इस बात की ओर अवश्य ध्यान देंगे।

एक बात का मैं और मुझाव देना चाहता हूँ। यात्री जब किसी ट्रेन में सफर करता है तो उसको कभी यात्रा टिकट बढ़ाना पड़ जाता है और इसके लिए उसको टी० टी० ई० के पाम जाना

[ श्री जगदम्बी प्रसाद यादव ]  
 पड़ना है, लेकिन टी० टी० ई० उन ट्रेन में नहीं  
 मिलता है जिसके कारण उसको बड़ी कठिनाई  
 का सामना करना पड़ता है। इसलिए इस तरह  
 की व्यवस्था होनी चाहिए कि जो लोग टिकट  
 बढ़ाना चाहते हैं उन्हें टी० टी० ई० की सुविधा  
 आसानी के साथ प्राप्त हो। कानून तो टी० टी०  
 ई० की व्यवस्था के बारे में है, लेकिन वास्तविकता  
 में वह नहीं होता है। इसलिए मैं मंत्री जी से  
 निवेदन करना चाहता हूँ कि वे इस घोर ध्यान  
 दें।

SHRI G. A. APPAN (Tamil Nadu) :  
 Mr. Vice-Chairman, Sir. I rise to support  
 the Railway Convention Committee Re  
 port.

Sir, the Railway Convention is an institution created by the Government just to look into the affairs of the railway administration and also to see that works in an economical and efficient way by following the principles of commerce and business. No doubt the Railway Ministry is there, (here is also the Railway Board. This is a duplication. People may say that by having the Railway Board we can surmount the difficulties and expedite matters and also have a very close eye, a keen eye, and a vigilant eye, to make the administration more effective, efficient and profitable. This is a public sector undertaking. Not all public sector undertakings can be institutions which can dole out any thing to anybody or everybody. No institution. Government institution or undertaking, can function just to squander away public money.

time, when I was speaking on the floor of the House, hon. Mr. Pai was here; Mr. Qureshi, our revered friend, was also here . . .

AN HON. MEMBER : He is the only-mart to remain here . . .

SHRI G. A. APPAN : At that time I was citing a number of cases where injustice was done to a number of scheduled castes

by some vested interests. And it is really very surprising—it is a question of privilege of this House also—that a few days after that I received two covers in the name of Mr. Qureshi. In one cover I had no contents, except some trash of the wastepaper or cowdung, in the other there was some communication. I thought it was a disgrace for some officer. Unfortunately, I did not bring them here. I wanted to find out who is the person who sent it I think I will be able to do it. Is this the way that an administration can go on doing things ?

Unfortunately or fortunately, in India we have Ministers, we have legislators, we have the judiciary and we have the executive officers who have to carry out the instructions of the Government. Many people misuse that discretion or the discretionary powers and their jurisdiction, just to harass somebody or to spy on somebody not akin to their own views. No doubt, the Minister has always to support his subordinates. It is normal. He cannot betray any officer who does things in an honest way. That is why under official protection, under the cloak of official protection, a number of things are being done. If subordinate officers willfully, intentionally, wrongfully do things to harm others, how can you tolerate it ? This is what has been happening. That is why the wrong doings of a number of Ministers—not the Ministers; I do not blame any of the Ministers . . .

SHRI KRISHAN KANT (Haryana) : They are very good . . .

SHRI G. A. APPAN : I find fault with the Ministries also. Some of them do things which can never brook tolerance. Rajaji used to do one thing. He could not look into everything that was going on in the State or in the country. If he was sure that in any particular case injustice has been done, he used to strain to have it set right. That would be the standard and a moral check on all those who do wrong things, to make them shiver in their shoes before they do anything. If

every Minister and every senior officer takes to this principle, I am sure the administration will be able to do something that the country expects. Some time back, our Deputy Minister said that the capital investment of the railways now stands at 3890 crores of rupees and the amount that the railway convention has to pay to the Government is 163 and odd crores of rupees for 1972-73 and 172.61 crores of rupees for 1973-74. Even at the rate of 10 per cent, the capital should bring a profit of 389 crores of rupees a year. At the rate of 5 per cent, the profit should be 195 crores. But we have been seeing from the last reports that the railways have been losing. How can we allow that? It is a national venture. Unless the labour, the administration and the Ministry work hard, we cannot expect any profit. Unless people work hard, how can they bring profit to their undertakings? If you take action against somebody, there is agitation and strike. Therefore, unless the Government is firm to deal with those people who are under their control, we cannot do things in a proper way. No person with a cold breast and weak knees can do anything effective. Furthermore, when the officers are unkind and uncharitable, people take matters to the court and the Government does not look at the other side. The Government simply sanctions the prosecution at the Government cost. I will cite an instance about one Accounts Officer.

THE VICE-CHAIRMAN (SHRI V. B. RAJU): Do not bring in individual cases.

SHRI G. A. APPAN : Anyhow, this man, named Govindavelu, was an Accounts Officer in the Southern Railways. He had to go to the court 3 or 4 times. This type of injustice is being done. There is the case of one, Shri Dhan Singh. Reservations are there and qualified people are there. Some of the Brahmins chose to put their own relatives. A confidential letter is there and I have been warning the Government to produce the letter on the floor of the House. Dhan Singh, a harijan, had been acting for a number of

months. After that, a non-Scheduled Caste man has been appointed and that too against a reserved vacancy. In this way, a number of cases are there. I have been asking the hon. Minister to have a Committee to go into all the files and take appropriate action. I represented this matter to Mr. Pai, Mr. Baliga and Mr. Bery. Mr. Bery said "Oh! Is it really an injustice? I do not know. If it is really an injustice I will see that the injustice is removed." At what cost? A few thousands. Is this the way that you should mend matters and bring profit to them?

What about the food that is now served to the people. The cost is Rs. 2.50. Which common man can afford to pay Rs. 2.50? Now they give a sweet which is so small. Previously it was a big sweet. Now its size is that of a peppermint. And fruits! Which common man in India wants fruits and sweets along with his meals? What they want is rice or chapathi, rasam, dal and sabji. Not more than that.

When I was in Dindigul I wrote a letter: I wanted to go to Madras. I wanted to go to Madras and I wrote a letter saying "from G. A. Appan, M.P." and that I wanted to go to Madras by a particular train. But the station master was not there; there was a small clerk or a big officer—the private personal clerk of the station master. He said "I cannot do it; I cannot leave my seat. You cannot expect me to be a messenger to take your letter to the counter". I said "Only you are sitting here" and asked him "Where is the station master?". He replied that he will come only at 4 o'clock. And, fortunately or unfortunately I learnt that the station master was in the yard. When I asked for the suggestions book I was told that it was a No-Complaint Week—that is what the clerk said. Then I went to an officer—the public relations man—and then to the Superintendent and asked them to give me the suggestions book so that I could put all these things in it. They said "No, Sir, this is a No-Complaint Week; please do not do it". I say this is a very fit case in

[Shri G. A. Appan.]

which the Government and the Ministry should take appropriate action. After all, if this be the way that the employees behave, what is the courtesy that the public sector undertaking is showing to its customers? Leave aside the point that I am an M. P. If this be the way who will patronise your organisation?

From Coimbatore to Madras it is 305 miles and they are going to introduce a train which will cover that distance in seven hours. This is the type of service, that our country should have and not trains which go at a tortoise-like speed of 9, 10 or 11 miles an hour I have been telling this House that we should improve the costing, haulage, the stoppages, staff facilities and other things. There should be a complete costing and every minute of the train's running should be costed.

I have been saying all along that the Grand Trunk Express is one of the most important (rains which traverses through many States and links the north and the south and so its running time should be cut *dow* n. And the hon. Minister has written to me that it runs at the rate of 110 kilometres an hour. If that is the case, it should take only about 26 hours to cover the 1,369 miles or so—if I am not incorrect. It can be run in 26 hours if you cut down the number of stoppages and all these things. I think this distance can easily be covered within 30 hours and giving a further margin, maybe in 33 hours. And this G. T. arrives both at Madras and Delhi at odd hours—11 O' clock here and 11 O' clock there—with the result that people cannot attend to their work at both ends. Can you not see that the train leaves Madras around 8 or 9 O'clock and reaches Delhi around 8 or 9 o'clock in Delhi and vice versa so that people can attend to their work properly—not by reducing the speed of the train indiscriminately but by timing properly and judiciously? As far as I have seen, this is one point about which people are grumbling. We can reduce the running cost of trains; thus we can gain more and pay more to the exchequer. Paying

more means earning more and unless we earn more we cannot pay more.

As I have told you, I have been travelling from Madurai to Madras at a cost of Rs. 5.60 some time back. But it is now Rs. 17 and odd. Let there be a small committee—I submit to the hon. Minister—which should go into the costing of every item of railway activity so that the Railways earn more, pay more and also give more benefits and amenities to the common man.

SHRI MOHD. SHAFI QURESHI: Sir, I am indeed grateful to the hon. Members who have participated in this debate. Initially I must also express my gratitude to the Members of the Railway Convention Committee who have risen above political affiliations and party considerations and devoted their time and energy to this Committee and have presented a very nice Report. Certain suggestions have been made and certain doubts have been expressed that these recommendations merely remain on paper and are not implemented. I would like to assure the House that it is our sincere desire and this desire has been strengthened further by our going in for the formation of a new Convention Committee which shows that we are as much interested in implementing the recommendations as hon. Members. I am happy to note that some Members have suggested that these Reports should be discussed during the Budget. Sir, I welcome this idea and I think it is good because when the Railway Budget is presented to Parliament if Members also discuss these Reports we will be in a position to tell the House as to how many recommendations have been accepted and implemented by the Ministry of Railways.

The other point which I wanted to cover first is that Mr. Yadav expressed doubts as to who is the proper person to whom the Railways belong. Sir, (he Indian Railways with its vast assets throughout the country belong to the people of India and we in the Ministry of Railways are the custodians of this property. It does not belong to any individual and it is with this view in mind that the Committee has approached this problem. I think it would

be better for Mr. Yadav to learn something from Mr. Pitamber Das who with his mature advice has really done a great service to the Convention Committee.

Sir, many points have been raised, some individual matters, some really connected with the Railways and I would like to cover as briefly as possible some of the important points which have been raised by hon. Members. One point is that we have a capital of outlay of Rs. 3890 crores in the Indian Railways and on this capital we are paying a dividend which goes to the General Revenues. As I have stated earlier, this year we will be paying about Rs. 172.61 crores to the General Revenues. This money goes back to the people of India and is utilised for the service of the people of the country. It is not that somebody is forcing or coercing the Railways to pay. After all, the Government of India has invested this amount and the Railways have also to import large quantities of equipment, components and spares for which we have to take foreign assistance and loans for which service charges have to be paid by the Government. So considering all these matters whatever little amount is being paid to the General Revenues, ultimately it is pumped back for the benefit of the society and the people.

Sir, hon. Members have also raised certain points with regard to labour unions. They have emphasized the point that unless the labour, the management, the officials and the Ministry people get together the Railways will not be able to function effectively. I quite agree that for an effective functioning of an organisation the labour and the management have to work in co-ordination and in co-operation with each other to get the desired results. The Railways being one of the largest public sector undertakings have got a historical background also. Sir, the Indian Railways as elsewhere have a dual role to play. It is a public utility organisation and it has also to function as an economic proposition. In certain fields, as hon. Members know, for instance in respect of coal, iron ore and certain materials which

go to steel plants as raw materials or the transport of iron ore for export, the Railways have had to provide the requisite facilities in anticipation of the development of that area. These were carefully backed by planning. The Planning Commission had already planned for all these things. It also happened that we had not been able to get the required traffic on those lines, but it was a very necessary infrastructure for the development of that area. The Railways without considering as to what the economic position will be after this area develops, irrespective of that, have actually entered the areas and I have no hesitation in saying that results have been achieved. Most of the backward areas in the country have developed very fast because the Railways have taken the initiative in this respect. It is also a fact that certain commodities like iron ore, coal, foodgrains and fertilisers have to be carried at a very low rate. The Railways are doing it deliberately because we want to make our contribution to the national effort at bringing down prices and for keeping the prices intact. It would be very easy to increase the freight rates on coal, iron ore and fertilisers but then we know that mostly the burden would fall on the common man, thus adding to his difficulties. So, at the national level the Railways are playing their role and this is a social burden which the Railways are taking. The railways are deliberately keeping the freight rates very low all though we are losing on this freight traffic by almost as much as Rs. 52 crores in 1970-71. I shall give the breakup. On foodgrains we are losing about Rs. 17.55 crores ; on coal about Rs. 11.55 crores ; fodder, including oilcakes, Rs. 5.75 crores ; ores Rs. 3.91 crores ; gypsum, limestone, dolomite and other stones Rs. 2.5 crores; firewood and charcoal Rs. 2.31 crores; salt Rs. 2.13 crores, sugarcane Rs. 2.04 crores, and fruits and vegetables Rs. 1.28 crores. These figures represent the difference between earning and the cost of carriage, including depreciation and interest. Besides, a loss of about Rs. 1.0 crore was incurred due to freight concessions on export trade. Similarly, there are losses which the Railways are suffering and it



IShri Mohd. Shafi Qureshi, j is part of the social burden. So far as the inter-city passenger services are concerned, a broad analysis of the economics of this ' traffic indicates that in 1970-71 the expen- f ses attributable to coaching services in other than suburban sections exceeded the ' earning therefrom by about Rs. 47 crores. | On the suburban traffic we are losing about Rs. 12 crores and more than 50 per j cent of the passenger traffic is carried by the suburban Railways. This is to provide a cheaper and quicker mean of mass transport. On this account the Railways j are losing Rs. 12 crores. Then we have got a large number of uneconomic branch lines, about 77 of them, where the capital investment has been of the order of Rs 42.1 crores. On these there is an annual loss of about Rs.8 crores. The Railways have kept these lines in order to retain\* the facilities which the people were , enjoying all these years. This is a part of the social burden which we are bearing. There are other thinge like schools, hospitals and holiday homes which the Railways are running.

SHRI PITAMBER DAS : Mr. Qureshi, the outgoing Railway Convention Committee has referred these points to the incoming Convention Committee. It is very likely that some of these services may be compensated by the Central Government or by the State Governments, or the local bodies may be asked to pay for It.

SHRI MOHD. SHAFI QURESHI : Sir, the Railway Convention Committee has made a recommendation now that the Railways should be suitably compensated for these losses. This is nothing new. If it take the history of the much developed and what is called civilised countries, for instance, if we take the United Kingdom or Japan or the USA, the system prevailing there is that the railways are not allowed to suffer any loss. If they have to suffer any loss because of low rates of freight carriage or passenger running, that is being fully compensated by the State. Of course, so far as defence and P&T Department are concerned, we also are substantially incurring certain losses, but (here is a sort of

reciprocal arrangement. And defence- being of national importance, this burden is gladly taken by the Railways.

Besides these social burdens which the Railways are carrying, there are other matters which the hon. Members have referred to. For instance, they have asked what we have done about our employees I would come to the first part, about labour unions in the Railways. As the position stands today, the Railways have recognised only two labour federations; there are other unions numbering about 70, which are category unions. And it is our policy to go in for one union and every effort is being made to see that instead of having ;> large number of unions, we should have one union because that would make things much easier for us to start a dialogue between the labour and the management. In this direction, for the first time in the history of the Indian Railways, a new trend has been developed, that is the corporate enterprise group of management and labour which consist of the Rail way Board and the representative of the two recognised labour federations. This corporate group takes into consideration and discusses various matters for the effective functioning of the Railways and for the betterment of the railway employees. Advice is taken and normally accepted of the federation, which is given to the management about the housing facilities and other amenities to be provided to the employees. But I want to make it clear that this misunderstanding which has been created outside that we are not listening to anybody outside or beyond the unions which we have recognised is not correct. It is our policy that we shall listen to the grievances of every railway employee, whether he belongs to the recognised unions or not. But so far as negotiations are concerned, so far as our dialogue is concerned, it will take place between the Railway Administration and the recognised unions. So, that should make things very clear. That does not mean that we are not going to listen to individual grievances. Appropriate machineries have been provided at the

divisional and zonal levels and also at the Central level to listen to the grievances of the employees of the railways. The Railways being such a vast organisation— about 17 lakh of people are employed— there are bound to be complaints at one place or the other. And I think there is hardly any time when possibly the Railways will not have a problem, and if the Railways do not have a problem, I will not be happy because that shows that there is life in it, that problems arise, and there is a desire on the part of the management to see that a solution to the problem is found quickly and effectively.

Matters with regard to staff amenities and their housing problems have been already referred to by many hon. Members. About 5,28,900 residential quarters have so far been provided for staff of the various categories. A total of 653 hospitals and health units with 10,376 beds have been provided to look after the medical and health requirements of the railway employees and their families. Nearly 1.6 lakh patients were treated in these hospitals daily. Educational institutions number 751 including 3 intermediate colleges. About 1.5 lakh children of the railway employees are receiving education in these schools. Fourteen subsidised hostels have been established for providing boarding and lodging facilities to the children of the railway employees. Besides there are a number of training centres which provide vocational training to employees and their children. It is the Railways endeavour to do more for the staff. I do not say that we have done everything that we should do for the staff. With the things as they are today, we have naturally to do much more for our staff and it will be our honest endeavour to see that we are in a position to provide more facilities to the staff and to establish more rapport between the staff and the management.

SHRI SANAT KUMAR RAHA : What is the percentage of housing in relation to the number of employees?

SHRI MOHD. SHAFI QURESHI : You said 15 per cent. I will come to that. It

comes to 38 per cent. It is not 15.1 per cent, as was pointed out by the hon'ble Member.

SHRI GANESH LAL CHAUDHARY: What about the Harijan scheduled caste employees?

श्रीमन्, इसमें से हरिजनों को कितना दिया गया है क्या यह आप बतायेंगे ?

श्री पीतम्बर दास : वे किसके उनके पास उपलब्ध नहीं होंगे, लेकिन क्लॉस की और क्लॉस फोर एम्प्लॉईज के किसके उनके पास होंगे, उनका परसेंटेज कम रहेगा । It would not be that much.

SHRI MOHD. SHAFI QURESHI : The scope of this discussion being very limited and confined. I do not have all the details with me.

SHRI PITAMBER DAS : I do not expect you to give those figures immediately.

SHRI MOHD. SHAFI QURESHI : I know more staff quarters will have to be built and more amenities will have to be provided to the staff.

So far as the share of the scheduled castes and scheduled tribes persons in housing is concerned, I will have to look into it and I will supply the figures to the hon'ble Members.

Sir, now that the matter of Scheduled Castes and Scheduled Tribes has been raised, I have already stated earlier in this House that it is a fact that so far as class I category of officers is concerned, their representation is not appropriate. So we will have to do much to bring the number of Scheduled Castes in the upper categories to the required number. But it will take some time. But I can assure the hon'ble House that on our part there is every desire to see that the Scheduled Castes quota is maintained and they are given due share of representation according to the percentage which has been provided in the Constitution to them.

[Shri Mohd. Shaft Qureshi.]

Sir, some Members complained about bad food and lack of amenities on the platforms and stations and in the trains. Sir, I do not say that everything is all right in the railways. There are problems.

श्री मोहल क़िशोर : मैंने खान तोरमें आपमें  
पानी की बान कहा समी के मोमम में।

سری محمد شفیع قریشی : کسی  
سچی بات سے انکار نہیں کروں گا۔

† श्री मोहम्मद शफी क़ुरेशी : किसी मक्की बान  
में इस्का नही कमंगा।]

I do not deny the complaints made by hon'ble Member. But the presumption is that whenever a Member of Parliament makes a complaint it is correct. I take every care to see that whatever difficulties the hon'ble Members feel should be removed because these are the difficulties which the general public is also feeling. Every effort will be made to see that these shortcomings are eliminated and possibly better food is provided. Our effort is to provide all the amenities and facilities which are due to the travelling passengers.

So far as food is concerned we have embarked upon a new experiment of providing packed food. We take it at certain fixed stations and put it in our own hot cases and it is served fresh to the passengers. This has proved very successful. We have got lot of letters praising this system of catering in the railways. If this system acceptable to the general public this can be introduced at other trains also.

With regard to deterioration in punctuality, Sir, I would like to point out that this is not correct to say that punctuality has deteriorated now. The punctuality performance of the Indian Railways had considerably improved. The improvement achieved after the punctuality drives which are launched by the Ministry has been sustained to a fairly high level since then.

† ] Hindi translation.

AB analysis of the performance 5 P.M. during the first seven months, April to October, of 1972-73 as compared to the corresponding period in 1971-72 has shown improvement in the case of both Mail and Express and other passenger trains. While on the broad-gauge, the percentage of Mail and Express trains not losing time improved from 77.4 to 82.1, on the metre-gauge the improvement has been from 85 to 88 in the case of other passenger trains, the improvement is from 81.0 per cent to 83.2 per cent on Broad Gauge and 86.7 per cent to 88.4 per cent on the Metre Gauge. This improvement has also been substantial on the broad-gauge. But I agree that on branch lines the punctuality may not be so good. Sir, the punctuality drive is not a weekly or a monthly or a yearly affair. It is a day-to-day, an hour-to-hour affair. It would be our endeavour and effort to see that we are able to maintain punctuality of trains. After all, the Indian Railways, if they have to maintain a good name and retain their reputation as being one of the best railway systems in the world, will have to concentrate on the punctuality of trains. I am sure the entire staff, the employees, the management, the General Managers and F.11 concerned, will look to this matter and see that punctuality is maintained.

Then some hon. Members have raised the question of overbridges and under-bridges. Sir, this matter has been discussed earlier. The State Governments have been provided by the Railways with a fund which is known as the Railway Safety Fund, which is lying with all the State Governments. The accumulated amount is about Rs. 10 crores. Whenever a recommendation or suggestion is sent by a State Government for the construction of an overbridge or underbridge, it is given due consideration by the Railways and the Railways immediately take up the responsibility of doing their share of the job, that is, constructing the bridge over the railway track. The rest of the things are to be done by the State Governments out of the fund which has been provided by the Railways. But I would like

to state that certain States have not utilised this fund for reasons best known to them. I have been emphasising this point that the State Governments should make full use of this fund which is at their disposal and there should be no hesitation in providing any number of overbridges and underbridges within the financial resources which are available with the State Governments concerned. So all the hon. Members who are anxious to have these overbridges or underbridges in their localities or constituencies are requested to contact their State Governments so that the matter can be taken up with the State Governments. I think it is not a very difficult problem. It can be easily solved.

SHRI RANBIR SINGH (Haryana) : If the State Government forwards a scheme, will the Railways be prepared to accept it?

SHRI MOHD. SHAFI QURESHI : If the State Governments accept the responsibility of sharing the cost and take up the responsibility of sharing the burden with us, with closed eyes we will accept the proposal.

SHRI SANAT KUMAR RAHA : I think there should be some sort of a conference of Chief Ministers regarding the proper utilisation of this fund.

SHRI PITAMBER DAS : My information is—I would like to be corrected or corroborated—that formerly the procedures were rather complicated. They have now been made *more* simple, and we hope there will be better utilisation now. Is that so?

SHRI MOHD. SHAFI QURESHI : Yes, it is so. Every time we are trying to give more facilities and make the procedures less cumbersome so that these matters can be tackled quickly and solved.

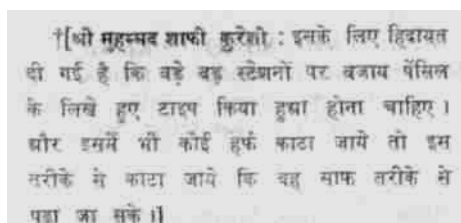
SHRI MAN SINGH VARMA (Uttar Pradesh) : Have you really given more facilities?

SHRI MOHD. SHAFI QURESHI : It does not involve monetary facilities. It involves the procedural facilities. If they are simplified that also solves the problem.

Then some hon. Members took up the question of reservations. There is a Reservation Committee under the chairmanship of Mr. Krishan Kant which is looking into the whole gamut of reservations. They have made some interim suggestions. The reservation has been extended to 30 days. This has worked well. It has reduced the length of the queues at the stations. I am sure that this experiment, if it proves successful, and other recommendations which will be made by the Committee will be implemented. There is no doubt the racket of reservation near about the station. Some of the unscrupulous travel agents go and pocket all the tickets available. They even hire people who go to the reservation counter, stand in the queue and take all the tickets and sell them at higher rates outside. For that we have provided remedial measures. Our RPF and other security officers check into these things. They go in plain clothes, in mufti and check these things. We have been able to apprehend some people....

श्री गणेश लाल चौधरी : श्रीमान्, रजिस्ट्रेशन का जो चाट होता है वह पट्टे में ही नहीं आता है। वह इस तरह से पसीद में लिखा जाता है कि लोग परेशान सारे सारे फ़िरते हैं और पट्टे नहीं पाते हैं। उसका भी प्रबन्ध होना चाहिए।

—شری محمد شفیع قریشی : اس کے لئے ہدایت دی گئی ہے کہ بڑے بڑے اسٹیشنوں پر بجائے پینسل کے لکھے ہوئے ٹائپ کیا ہوا ہونا چاہئے۔ اور اگر اس میں بھی کوئی حرف کاٹا جائے تو اس طریقہ سے کاٹا جائے کہ وہ صاف طریقہ سے پڑھا جاسکے۔



I wish to inform honourable Members that they will not have to pay any surcharge on fast trains. Instructions have been issued to all the concerned not to levy surcharge for Members of Parliament on super-fast trains...

SHRI PITAMBER DAS : We thank you for that.

SHRI MOHD. SHAFI QURESHI :

The last point is about classes. The railways desire that we should give fast trains to our people and also cheaper travel to our people. For that we have, first of all, to convert different gauges into one gauge, that is, convert metre gauge into broad-gauge and it will take some years to do this. But gradually we are converting the metre-gauge into broad-gauge. That will also remove certain bottlenecks. This would avoid provisions of transshipment facilities and other facilities on the track which will speed up trains. So far as the question of classes is concerned I quite agree that we should not have many classes. Second class has already been abolished and the Minister of Railways had earlier said that it was the intention of the Government to have only two classes. The proposal to have air-conditioned two-tier sleeper announced by the Railway Minister in his Budget Speech is a step in that direction. The introduction of such coaches will make more room available for third class passengers, both sitting and sleeper accommodation. Longer distance trains would be provided with sleeper berths and for shorter distance trains we shall have more sitting accommodation. Here I would like to mention about saloons. These saloons figure in every debate on railways every year. The number of these—saloons has been cut

It is Hindi translation.

down. They have now been classified as inspection carriages. There are only a few saloons which are used by the President of India and others. Inspection carriages are being used by the officials of the railways only for official purposes. Even the remaining number of carriages also will be reduced in number. But to abolish these inspection carriages altogether would not be possible because then it would really render our officers without mobility and railways need mobility. Unless we are able to provide mobility to our officers and resources a much quicker pace and on our own modes of transport, the functioning would become rather difficult. So I would beseech and request honourable Members that this problem may be now treated as closed, because there is nothing like a comfortable saloon where one could sleep; mattresses, cushioned ears, peons and servants waiting in attendance with golden buckles and so on, that time has gone. Possibly with our social change which is sweeping our country, no railway officer will like to carry an attendant with him. So it would be our endeavour to see that the number of inspection carriages is reduced and are ploughed back into the regular railways to provide more space for passengers. Sir, I do not think there is any other problem which needs a reply from me now. I think there is one more point and that is about overcrowding, and the only solution is to provide more trains and to provide more trains means to provide more traffic facilities which means more funds. If funds are available, naturally these things will be done. With these comments, I commend this Motion for acceptance of the House.

THE VICE-CHAIRMAN (SHRI V. B. KATU) : Now I am going...

SHRI SANAT KUMAR RAHA : He has not replied to my point...

THE VICE-CHAIRMAN (SHRI V. B. KATU) : No, no. The question is :

"That this House approves the recommendations made in paras 1.2 and 1.3 of

the Sixth Report on 'Rate of Dividend for 1969-70 and 1970-71 and other Ancillary Matters' of the Committee appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance 17.v-«-W.v the General Finance which was presented to Parliament on the 30th April, 1973; and

That this House further directs that the action taken by Government on the other recommendations made in this Report as well as in the Second, Third, Fourth and Fifth Reports of the Committee should be reported to the next Parliamentary Committee which may be appointed to review similar matters".

*The motion was adopted.*

TOE VICE-CHAIRMAN (SHRI V. B. RAIU) : The question is ;

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do agree to the nomination by the Chairman of six members from the Rajya Sabha to the Parliamentary Committee to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with Railway finance *vis-a-vis* the General Finance and make recommendations thereon".

*The motion was adopted.*

#### **THE CENTRAL EXCISES AND SALT (AMENDMENT) BILL, 1973**

THE MINISTER OF STATE IN THE  
MINISTRY OF FINANCE (SHRI K. R.  
GANESH) : Sir, I beg to move :

"That the Bill further to amend the Central Excises and Salt Act, 1944, as passed by the Lok Sabha, be taken into consideration".

At the outset, I would mention that this is a very small Bill for a very limited purpose of having a precise definition of 'value'. We propose to bring a comprehensive Bill on Central Excise which is under preparation and it will be shortly brought before the House.

Clause 2 of the Bill seeks to substitute section 4 relating to valuation. Correct valuation of the goods is important for purposes of Central excise levy where the goods carry an *ad valorem* rate of duty. There has been a progressive shift from the specific duties in favour of *ad valorem* levies. Presently, of the 123 items in the central excise tariff, over 72 per cent are subject to *ad valorem* rates of duty.

The definition of value contained in the existing section 4 was incorporated in the Act in the year 1955. Its operation has been presenting certain practical difficulties, some of which have got highlighted in a recent judgement of the Supreme Court. The use of the expression 'capable of being sold' in clause (a) of the existing section introduces a notional concept of value and sometimes creates difficulties. Even in bonafide transactions, goods of like kind and quality may be sold genuinely at different prices to different classes of buyers; however, in view of this expression they will all have to be assessed at the same price. This part of the definition does not take into account the price at which the goods under assessment are actually sold by the manufacturer, but looks to the price of the goods of like kind and quality in the wholesale market. It also tends to ignore the genuine contract of sale entered in advance for delivery of the contracted goods at the time of removal. The existing definition further provides that if a wholesale market does not exist at the place of manufacture then the wholesale cash price at the nearest place where such market exists will be the basis of assessment. This implies that even the freight for transportation of the goods from the factory to such market would not be excluded for purposes of assessment.