

[Shri Bhupesh Gupta  
Mr. Deputy Chairman, this is an obstruction. This is the tactics of obstruction. There is no point of order ....

SHRI SHYAM LAL YADAV: Mr. Deputy Chairman, I am on a point of order. Will you please ask him to sit down?.

MR. DEPUTY CHAIRMAN: Mr. Bhupesh Gupta, he is on a point of order. You please sit down.

SHRI BHUPESH GUPTA: No, he has no point of order, it is only an obstruction to prevent me from speaking.

MR. DEPUTY CHAIRMAN: First let me listen to his point of order.

SHRI BHUPESH GUPTA: All right, I yield to his point of order. But I must be allowed to answer that point of order.

SHRI SHYAM LAL YADAV: Sir, in this House there is a certain procedure laid down for presentation of a petition. When a petition is presented, no speeches are made on that . . .

SHRI BHUPESH GUPTA: Do not obstruct me. You can say later on whatever you want to.

SHRI SHYAM LAL YADAV: Let me complete my submission. My submission is that in the case of Mr. Bhupesh Gupta, Mr. Deputy Chairman, you always allow him time as much as he wants which privilege you deny other Members. You do not give so much time to other Members. When we want to raise certain matters, when we want to say something, you always stop us. Therefore, I say if you are setting up a precedent and are allowing Mr. Bhupesh Gupta to make a speech now, then you have to follow this practice in the case of other Members also. You cannot deny that privilege or opportunity to others; otherwise, you cannot allow Mr. Bhupesh Gupta to go on speaking now.

SHRI BHUPESH GUPTA: I have no objection if you are also allowed time. I never objected when the Chair allowed others . . .

SHRI SHYAM LAL YADAV: j was nojt telling you. I was saying it to the Chair.

MR. DEPUTY CHAIRMAN: Mr. Bhupesh Gupta is supposed only to present a petition which is on the Order Paper. But he is making a speech here.

SHRI BHUPESH GUPTA: They are angry. They are angry because they are suffering from price rise; they are suffering from unemployment. They want relief. In this particular situation, we find discontent and frustration of the people are being exploited by certain right reactionary forces. We are against that also. Therefore, I appeal to the Government through you that they should stand by the people<sup>anc\*</sup> the mandate which they have given. Government will have to see that the pledges and promises they gave to the people are implemented and monopolies are nationalised

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2 P.M.

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

The House reassembled after lunch at two of the clock, MR. DEPUTY CHAIRMAN in the Chair.

#### THE APPROPRIATION (RAILWAYS) BILL, 1973

#### THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1973

MR. DEPUTY CHAIRMAN: Now, we have to take up the Appropriation (Railways) Bills. I think we can take up both the Bills together.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI KURESHI): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73, for the purposes of the Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, I also beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration".

Sir, I do not want to make any speech at this stage.

*The questions were proposed,*

DR. K. NAGAPPA ALVA (Mysore): Sir.

SHRI DEBANANDA AMAT (Orissa): Sir, I want to draw your attention to a very serious matter.

MR. DEPUTY CHAIRMAN: No question of drawing my attention. I have called Dr. Alva and he is to speak now.

SHRI DEBANANDA AMAT: Sir, it is a serious matter.

MR. DEPUTY CHAIRMAN: If it is pertaining to the railways, you can speak on that later.

SHRI DEBANANDA AMAT: No. This is something different.

MR. DEPUTY CHAIRMAN: Then you cannot speak. Yes, Mr. Alva.

DR. K. NAGAPPA ALVA: Mr. Deputy Chairman, Sir, the Indian Railways in the country is the biggest public sector project. Sir, it is not an ordinary project, I say that this is a vast organization—the biggest transport line, the lifeline of the country. With the traffic receipts of over Rs. 1200 crores, it plays a vital role in our country's economic development, and that, too, a positive role. Sir, it is also a public utility organization.

There are 1.7 million workers. And if you take their families into consideration, it comes to one crore of the population. Welfare measures are there and so many other things are there which are connected with the socio-economic and also the cultural development of this country.

Sir, the way the Central Government has given its assistance and help and also the cooperation of the State Governments, which is very necessary, are not at all to be admired, because, Sir, recently the Railways have become an easy and the main target of agitational movements and mass upsurges of the people and the protection that has been given is not at all satisfactory. The main reason is that we are considering all these things from the political standpoint and also with political motives. Sir, I must again say that it is very necessary that this great project, which has become an institution of institutions, must be developed. It must have a developmental strategy to meet the challenge of a vast change in the developing economy of our developing country. For that it is not a question of money. I must say once again that it is necessary that preparation from this year itself must be made and necessary programmes must be had, so that in the 5th Plan they may achieve not only the targets but give satisfaction to entire India, because it has regional imbalances, it has inequalities that have to be set

[Dr. K. Nagappa Alva]

right. India is a rich country, but people are poor. It is unfortunate, and this is because of our policies and programmes. I say that the Indian Railways is the only transport system of moving men and goods. This is the only way in which regional imbalance can be set right. For that it is very necessary that there are railway lines to all the corners, particularly the backward regions, of this country.

Sir, on this occasion, painfully I submit that there have been six changes of Ministers during the last 5 years as a result of reshuffles. It is wrong; it is bad for democracy, experimenting with democratic setup and democratic and administrative machinery. After all, it is necessary for anyone to gain experience and then give the lead in the administration. I do not want to go into that. Very great personages have occupied the position of the Minister. My only satisfaction is that at least now a very fine gentleman, Mr. Mohd. Shan Qureshi continues to be in that portfolio.

SHRI DAHYABHAI V. PATEL (Gujarat):  
Who is permanent in this Government?

DR. K. NAGAPPA ALVA: Destruction of railway property has been going on and the cost of operation has gone up. Sir, I find fault with the Government. Costs have naturally gone up because the cost of living has gone up. It is because of the vicious circle created by inflation. The Central Government is responsible for the price rise because they have not taken any actions against inflation. Deficit-financing is also responsible for this. My only appeal to the Railway Ministry is not to let any deficit financing at least in the Railway budget.

Sir, the cost of operation has gone up by Rs. 47 crores. We must have a vision of future India and for that I am saying that the Government must

come out to subsidise some of these services also. My own feeling is—I am sure many will share that feeling—that the railways must run as a business venture in general and venture with an adventurous spirit. A comprehensive long-range plan is necessary for that. The encouraging thing is that it has a good infrastructure which has been built up very honestly. Improving the operational efficiency is needed very urgently. Only 5 crores of rupees have been spent on passengers' amenities like sanitation, cleanliness and supply of water. This must be increased. About the food supply, I will say: let it be good, let it be nutritive and let it be clean.

Then, staff amenities get about 1 crore of rupees. These are very necessary things. The Government must take the care of the children along with other programmes. Maybe there are certain statutory obligations, but it is necessary that the Railways must go ahead in all these things. I find that 20 crores of rupees have been provided for the Railway Plan. So the plan spending will be much lower in 1973-74. I appeal that it is necessary that developmental spending should be more. On the other hand, there must be a curb on non-developmental spending. I say that the Railways must be run as a business venture. The Government has a complete monopoly of this all-important and vital transport system and no one can compete with them.

About the railway police, I will say that a military force with a vigilance cell attached to it is the most important thing. There is loss of Rs. 13 crores in suburban railway service. How can this be set right and why should the Government run at a loss? Is it subsidising any section of the people? This must be looked into. About the metropolitan transport projects in Calcutta, Bombay, Madras and Delhi my own opinion is that it is imitating the West, and making us more and more modern and ultramodern is not good. Please postpone

these things and spend this amount for bringing about a network of railways to the backward areas.

Then there is the menace of alarm chain pulling and the offences under this are 600 per day. I suggest, take courage to take away these alarm chains. So far it is only the antisocial elements who have been thriving on these things by using these. Try to use, in this age of science and technology, some device by which those people can be caught and protection could be given to others.

Then, Sir, ticketless travel is another menace. So -many people travel without tickets. If you see the statement of last week of the Minister, in 1971 it is 16 lakhs and in 1972 it is 18 lakhs. Yesterday in the papers we saw, and even here there was a discussion to some extent, about the CPI organising a demonstration in this capital city and getting thousands of people.

SHRI MAHAVIR TYAGI (Uttar Pradesh); Without tickets!

DR. K. NAGAPPA ALVA: Sir, I am prepare to say on oath, tin at thousands of people have come to this capital city without tickets; they have become ticketles, travellers. If they are not put down it will be a dangerous precedents if all the other political parties also are to take their line, I am sure other parties which believe in democracy will never stoop to this dirty level. And it is a dangerous trend—danger to democracy, danger to the civilised life of the country a"nd also danger to the railway system itself. And here, as if it was a time-bomb, the great leader of the Communist Party, Mr. Bhupesh Gupta introduced . . .

SHRI DAHYABHAI V. PATEL: Ally of the ruling party!

DR. K. NAGAPPA ALVA:... a petition. He made a speech also, making much of the demonstration and the organised effort. And, Sir,

there is no doubt that thousands of people have come; they are organising this i dare say, there is the hand of the ruling Congress, the ruling party of this country; they are hand in glove with them and the Communist Party is an appendage of the ruling party and it is a demonstration against the Opposition parties.

MR. DEPUTY CHAIRMAN: Now you must wind up.

DR. K. NAGAPPA ALVA: Sir, two Bills are being taken up together. So, please...

MR. DEPUTY CHAIRMAN: That is why. You have taken nearly 20 minutes.

SHRI NAWAL KISHORE (Uttar Pradesh); The Business Advisory Committee has allotted one day for the Railway budget.

MR. DEPUTY CHAIRMAN: Actually it is for both the Bills together. There is a long list of names. So...

DR. K. NAGAPPA ALVA: Sir, please...

MR. DEPUTY CHAIRMAN: Yes, yes, continue.

SHRI NAWAL KISHORE: He is the only speaker. Sir. Nobody else.

DR. K. NAGAPPA ALVA: Sir it looks as if the CPI has taken the monopolist contract of an attempt to prove to the people that they are the only patriotic people; they have taken the monopolist contract, it seems, of patriotism and nationalism. Sir, during the last few months we have been seeing attacks after attacks against all the Opposition parties. I only wish to say that the 'garibi hatao' slogan is dead and now they have started 'Opposition hatao'. We accept this challenge, we are prepared to do anything, to sacrifice, to save democracy in this country.

Sir, the black market on the sale of tickets and all other malpractices of merchants and traders are there. Apart from that what we find is the

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Excuse that was being given by the Ministry previously that the Indian Railways Act has not been amended properly. The Indian Railways Act was passed in 1890. Now 82 years have passed and I will only say that there must be a comprehensive Act. It is not only the amendment of the Act but there must be a comprehensive Act.

Then, Sir, 60 per cent of the total expenditure goes towards salary and wages. Ways and means can be found and should be found to bring this Expenditure down, it can certainly be brought down below 50 per cent.

Then, there is the policy of converting metre gauge into broad gauge. I wish that policy would be pursued and the projects completed at the earliest possible time. Here I say that the Hasan-Mangalore conversion must be completed at the earliest possible time. Regarding the other railway lines of Mysore, I do not want to repeat them, you know them. Let that be done at your earliest possible time. There is a feeling now that whatever the Government does there is some disparity between the north and the south. I only say that justice may be done to the south.

About the west coast railway, Sir, Bombay to Kanyakumari is a very important project from another stand point. When I talk of Kanyakumari I am reminded of Swami Vivekananda. He had the divine wisdom and God realisation there. It is very necessary that that line also be taken up at the earliest possible time.

MR. DEPUTY CHAIRMAN: Now you must wind up. The train must stop somewhere.

SHRI DAHYABHAI V. PATEL: The trucks are failing.

DR. K. NAGAPPA ALVA: As I said earlier, I once again say that India is rich. It is a rich country but

its people are poor and the railway system is the only solution if properly developed. It should be prepared to meet the challenges of the times so that the people, particularly the poorer people, the rural people, may be given opportunities and facilities to move about and build up their own strength, so that they can contribute to the greatness of this country.

Sir, I will now be very short in just saying or even summing up that the Railways should run as a business venture generally. Improving the operational efficiency is an urgent need. Surveys of the past should be looked into. New surveys have to be made to correct the imbalances and to bring up the people in the backward areas. Staff amenities etc. have to be provided. The Central Government must subsidise some of the services of the Railways and passenger amenities must be given. For that a certain amount must be set apart and greater facilities should be provided to make the third class passengers comfortable. Developmental spending should be more and more and there should be cut in non-developmental expenditure. I say at least Rs. 50 crores more should be spent on developmental work this year. About the Railway Protection Force we have to strengthen it and my suggestion is, it must be a semi-militant force like the Border Security Force with a vigilance cell attached to it. And it must be made compulsory on the part of the State Governments to give the fullest co-operation to the Railway Department in all its ventures. A comprehensive Railway Act is necessary. Alarm chain pulling, I say once again, must be put down and my suggestion is that alarm chains should be removed with courage. All attempts should be made to put down this menace. Ticketless travel, I need not say, is a menace and it is for them to see that this is put an end to. Preventive measures should be taken and determined effort is needed to put this down. Whoever is involved, whether individuals or political parties, should

be punished ruthlessly so that people will realise their true sense of duty. Operational expenditure must be brought down and special attention given to South India and to the west coast railway. With prayers to Swami Vivekananda and Mahatma Gandhi I conclude.

श्री डॉ० के० पटेल (गुजरात) :

श्रीमान् विनियोग रेल संख्या 2 विधेयक 73 जो हमारे सामने प्रस्तुत है उसमें अनुदान की संख्या 1 में रेल बोर्ड के लिए 1 करोड़ 75 लाख 16 हजार रुपया संसद द्वारा अनुदान हुआ है। वैसे पिछले कई सालों से रेल बोर्ड के ऊपर करोड़ों रुपयों का खर्च हुआ है। जब एक पूर्ण मंत्रालय रेल की निगरानी और उसके प्रशासन की व्यवस्था के लिए बना हुआ है उस समय रेल बोर्ड की क्या आवश्यकता है यह मेरी समझ में नहीं आया। हम कहते हैं कि रेलवे में कई सालों से घाटा चल रहा है। अगर इस घाटे को कुछ कम करना है तो रेलवे बोर्ड के अस्तित्व को हमें मिटाना चाहिये ताकि हम कुछ करोड़ रुपयों का घाटा कम कर सकें। वैसे रेलवे बोर्ड अंग्रेजों की देन है। अंग्रेजों की कई परिपाटियों को हमने बदला है, कई व्यवस्थाओं को बदला है, तो इस जर्जरित व्यवस्था को भी हमें बदलना होगा, उसके अस्तित्व को हमें मिटाना होगा। यह एक फिजूलखर्ची है और इसको ज्यादा देर तक चलाना हमारे समाजवादी देश के लिए अच्छा नहीं है। रेलवे बोर्ड ने रेल प्रशासन में कोई उल्लेखनीय योगदान दिया हो ऐसा भी नहीं है। इसलिए यह जो एक सफेद हाथी सरकार ने बांध रखा है उसको सरकार अगर हटा दे तो अच्छा है।

पश्चिम रेलवे के बारे में भी मुझे कुछ बात कहनी है। हर बारिश के मौसम में पश्चिम रेलवे टूट जाती है और उसकी मरम्मत के काम में काफी शिथिलता दिखाई जाती है। हर साल बारिश में अगर पश्चिम रेलवे को नुकसान होता है

तो क्यों होता है। हो सकता है कि मरम्मत के कार्यों में कुछ कमी रह जाती हो या उसमें कुछ गड़बड़ होती होगी अन्यथा ऐसा हर साल होना सम्भव नहीं हो सकता। पश्चिम रेलवे पर हर साल यह जो मुश्किल होती है उसकी ओर मंत्री महोदय का ध्यान दिलाने के लिए मैं यह बात कह रहा हूँ।

तीसरी बात रेल अष्टाचार के बारे में है। रेलवे का अष्टाचार जो है वह अब हद से ज्यादा हो गया मालूम होता है। रेलवे वेगनों की बुकिंग में, यात्रियों के आरक्षण के बारे में, हर जगह यह मुनने में आता है कि बड़ा अष्टाचार चल रहा है। उसको रोकने के लिए मंत्री महोदय क्या व्यवस्था कर रहे हैं वह अगर बतायेंगे तो अच्छा होगा वैसे मेरे पूर्व-वक्ता ने भी कहा कि तीसरे दर्जे के जो यात्री हैं उनकी मुसीबतों का हम ख्याल नहीं करते। वैसे संसद सदस्य के नाते हमको तो आपकी कृपा से कुछ व्यवस्था रेलवे में है और मंत्री महोदय को तो सैलून की व्यवस्था है उनको भी दिक्कत नहीं है, लेकिन दिक्कत है आम जनता को आम लोग कभी शौचालय में सफर करते हैं, कहीं बफर में जहाँ जिन्दगी और मौत का प्रश्न है, सफर कर लेते हैं, कभी डिब्बों पर बैठकर सफर करते हैं। ये सामान्य दृश्य आम तौर पर रमियों की छुट्टियों में देखने में आता है। वैसे हमारी रेलों में काफी भीड़ जमी रहती है, इसलिए तीसरे दर्जे के डिब्बों की संख्या में वृद्धि करने के लिए व्यवस्था की जाती तो अच्छा होता।

वैसे यह जो 1973-74 का विनियोग विधेयक है उसमें अनुदान की संख्या 10 के अन्दर कर्मचारिवृन्द का कल्याण, उसके पीछे काफी धनराशि का उल्लेख किया गया है, लेकिन उनके लिए जो अस्पताल है, उनके लिए जो कैंटीन है—मैंने साबरमती लोकोशेड की कैंटीन देखी है, वहाँ इतनी गंदगी है और स्वास्थ्य की दृष्टि से इतनी खराब कैंटीन चलती है, फिलहाल हम

[श्री डी० के० पटेल]

उसमें बहुत बड़ी धनराशि लगाते हैं फिर भी उनके स्वास्थ्य की दृष्टि से, उनके कल्याण की दृष्टि से अगर मंत्री महोदय ज्यादा ध्यान दें तो अच्छा होगा।

मुझे गुजरात की रेलवे की ओर भी मंत्री महोदय का ध्यान दिलाना है। वैसे गुजरात सरकार ने भी रेल मंत्रालय को लिखा है अहमदाबाद-दिल्ली मीटर गेज सेक्शन को ब्राड गेज में परिवर्तित करने के लिए, वैसे यहां एक पालिसी भी है रेल मंत्रालय की मीटर गेज को ब्राड - गेज बनाने की। अगर इस मीटर गेज को ब्राड गेज बनाया जाएगा तो राजधानी से संबंध स्थापित हो जाएगा और बीच में जो राजस्थान का प्रदेश आता है उसके कई नगरों से भी उसका सम्बन्ध हो जाएगा। इस गाड़ी पर माल की दृष्टि से और यात्रियों की दृष्टि से भी काफी यातायात हो रहा है। इसलिए उसके ऊपर अगर ध्यान दिया जाएगा तो अच्छा होगा। वैसे गुजरात के संसद् सदस्य 14 फरवरी 1973 के दिन गांधीनगर में उपस्थित हुए थे और उसके बारे में चर्चा करते हुए, इसकी उपयोगिता के बारे में यह तय हुआ था —

possible so (that such express services can be introduced. In addition to connecting Ahmedabad, this line also connects the capital of Rajasthan with Delhi."

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इसी प्रकार साबरमती गांधीनगर ब्राड गेज का एवम् विरार साबरमती ब्राड गेज का एलेक्ट्रिफिकेशन अगर 1974 के अन्त तक हो जाता है तो वह बहुत ही अच्छा होगा।

गुजरात में नैरो गेज एवम् मीटर गेज लाइनों को ब्राड गेज में परिवर्तित

इसी प्रकार गुजरात की जनता मोडासा से कपडबंज की एक लाइन के लिए बहुत मांग कर रही है। वह चाहती है कि यदि 24 घंटे के दोनों डाइरेक्शन से एक पैसंजर ट्रेन एवम् दो मालगाड़ियां चलाई जायें तो यहाँ भी एक अच्छी व्यवस्था स्थापित की जा सकती है।

रेल मंत्रालय का। साबरमती तारापुर नई रेल लाइन की आवश्यकता ऐसी बढ़ गई है कि उसकी उपयोगिता के बारे में गुजरात के संसद् सदस्यों ने जो विचार रखे हैं उनको मैं यहां सदन के सामने उपास्थित करना चाहता हूँ :

"This line would be a very important line for this region which is very rich in mineral wealth and in agricultural products and in view of the petrochemical complex and other industries coming up in this area and due to 'green' revolution, this area offers a great volume of originating traffic. Also important ports like Bhavanagar, Okha, Por-bandar, Veraval, Bedi, etc. contribute in attracting large traffic."

The existing rail track in north Gujarat between Palanpur and Ahmedabad is heavily saturated, as a large number of trains move in both directions. This region is well developed from agricultural and industrial points of view and offers a large quantum of traffic and frequently due to shortage of wagons as well as shortage of track capacity, the Railway Administration finds it very difficult to clear the traffic offered at important centres like Unjha, etc. This line connects Gujarat with the capital of the country and in accordance with the existing policy of providing fast train connections between the capitals of the States and the Centre it is necessary to convert this track into BG. as quickly as

इसी प्रकार गांधीधाम से भुज और लखपत बाया मांडवी लाइन बिछाने की बड़ी आवश्यकता है।

मंत्री महोदय इससे परिचित होंगे कि गुजरात इस समय दृष्काल की परिस्थितियों से गुजर रहा है। खासकर जो उत्तर गुजरात सीराष्ट्र और कच्छ है वहां काफी मुश्किल है, पानी की मुसीबत है, अन्न की मुसीबत है। ऐसे समय में अगर एक दो नये काम रेलवे के वहां चालू कर दिये जायेंगे तो वहां की जनता को रोटी मिल सकती है, मंत्री महोदय को पुष्प लाभ हो सकेगा और वहां की जनता की दुआ भी उन्हें लगेगी।

धन्यवाद।

SHRI SARDAR AMJAD ALT (West Bengal): Sir, I rise to support Bills No. 9 and No. 10 of 1973 relating to Railway Appropriation and with regard to Bill No. 10, I would like to draw the attention of the hon. Railway Minister to item 14 where Rs. 36,76,55,000 this House will have to vote for construction of new railway lines as capital and depreciation reserve fund all over the country. With regard to this, I should like to observe \* that while the Railway Ministry is out to lay down certain new railway lines all over the country, in that event it will be very much expected and rather desirable that certain rules and principles should be followed. The principle, in my opinion, should be like this: In the interests of the entire national economy, we have the objective of having a speedier growth, and of equal distribution of wealth and opportunity to all the parts of the country while laying new railway lines, and the Ministry should <sup>100\*\*</sup> after those particular spots which have been so long marked and categorised as backward areas. I know that there are particular spots in our country, not to speak of any particular State, where there is no railway line or there are States in which only six or ten miles of railway lines have

been there. So while this House will have to vote Rs. 36 crores for the opening of new railway lines, I was requesting the hon'ble Railway Minister to consider as to what will happen about the backward areas. This is very essential inasmuch as it will boost up the economy of the entire country as a whole. We shall have to frame the infrastructure of those localities. The infrastructure cannot be well established unless there is some sort of arrangement of communication. If we want to have some agricultural development of those localities, if we want to have industrial development of these particular areas, the first thing that is very much needed is some sort of arrangement of communication. It is a sordid affair. So long as there are spots and areas where this communication system is not there there can be no development. Therefore, while opening new railway lines I should urge upon the Railway Minister to consider which are those important backward areas where, first of all, by way of laying out new railway lines some sort of economic infrastructure can be established.

In this regard I would like to point out to the hon'ble Minister the persuasion which has been repeatedly made by the Government of Tripura for extending the line from Dharamnagar to Agartala. We have presently only 35 KM of railway line. The extension of railway line from Dharamnagar to Agartala is very important inasmuch as two major industries are going to be set up at Kumarghat and in and around the vicinity of Agartala. They are going to have paper pulp project for the production of 300 metric tonne of paper pulp. This is now on the way to implementation. The other one is a jute mill which is proposed to be set up in and around the vicinity of Dharamnagar and Agartala. I am sorry, Sir, that though the Tripura Government has repeatedly been persuading, the Railway Ministry. Nothing is known whether it is going to be extended or not.



[Shri Sardar Amzad Ali] In this connection I may be allowed to submit that there are certain propositions made by the Government of West Bengal in regard to certain railway lines from Caning—Golabari (2) Laxmikanthpur in Kakadip, and Hasnabad-Pratapadityanagar which constitutes the Sundarbans area. Certain preliminary survey has already been made. I would request the Railway Minister to expedite the job so that the very much vulnerable sections of our people, for whom the Government is every now and then, letting this country known that they are going to do certain good things for the development of these people, benefit. This is all my submission with regard to item No. 14.

Coming to item no. 7 in Bill No. 10, it has been stated that for the working expenses we have to vote Rs. 185,54,39,000. Sir, we have seen that very frequently there is change in fuel policy, in so far as the Railway Board is concerned, I should submit that since all the coal mines have been taken over by the Government itself the Government should see to it that there is no frequent change in the policy of price fixation in regard to coal. The Government will also have to see that there is no misuse of coal by the employees, if I may say so, or rather there is no misuse of coal by those persons who do not do any justice or good to the country or to the railway operation system as a whole.

Sir, I would like to make a very small point to the hon'ble Minister with regard to a certain new system which is now being introduced on the South-Eastern Railway. The other day I had put a question in this House. I understand they are going to start a new system of train lighting arrangement on the South-Eastern Railway known as the end-on-generation system. Sir, it is probably known to the Railway Minister that the employees who were working before the introduction of this end-on generation system have developed some sort of

apprehension that their service might no longer be required or rather certain difficulties might arise in the service which they were rendering before the introduction of this system. They have demonstrated in several offices and they have also given certain memoranda to the Ministry, as far as I understand. So I submit that the Railway Minister should see that in these hard days not even a single employee is thrown out of employment or put to any hardship because of the introduction of the end-on generation system which is very welcome. With the advance of technological and scientific development in the world, we have also to go on modernising our system. I only submit to the hon. ^F Minister that the introduction of this system should have not adverse effect on any employee.

Since the Railways are the largest public undertaking in our country, there may be certain pitfalls and there will be certain criticisms and diatribes. But we have got two dynamic personalities in the Cabinet Minister and his junior colleague. We have every hope that with their dynamism we can make better progress than we have been seeing so far.

With regard to the railway siding arrangements in our country, I should submit that the existing arrangements are so out-dated and so outmoded that modernisation will have to be undertaken immediately with regard to railway sidings. This is necessary for speedy transport, for speedy unloading and loading of goods. The railway sidings are also in a very unhealthy condition. I would urge upon the hon. Minister to see that the railway sidings are extended and modernised to speed up loading and unloading of goods. They should be highly developed so as to gear up the present capacity to the highest possible limit.

I would now come to one serious problem which is now facing the people of my State, West Bengal, and

that is in regard to the Martin Light Railway. Repeatedly this question has come up in this House as well as in the other House and it has been demanded that this will have to be reopened. Sir, now we have been given to understand that a certain broad-gauge line will have to be opened, and it is open to the Government of West Bengal to pick and choose, whether broad-gauge will be there, in which form it will be run, whether it will be run by the Railway Ministry itself or by some joint collaboration, I would simply say that this was a commitment made by the leader of the party in a public meeting in the district in which this Railway was previously operating.

SHRI DWIJENDRALAL SEN GUPTA  
(West Bengal): Before the elections.

SHRI SARDAR AM J AD ALI: In an election meeting it was stated by the leader of the party that it should be seen that the Martin Light Railway or rather the railway communication system as was prevailing in those areas is not completely closed, so that the rural people will have their transport facilities and communication facilities. Sir, the matter is very much under speculation. The people of West Bengal are very much aggrieved at the gesture of the Railway Ministry with regard to this matter. Therefore, I urge upon the Railway Minister to declare as to what they are going to do. It is no use leaving it entirely to the decision of the State Government. Since the railway undertaking is and happens to be a Union subject under the Constitution, the Railway Ministry will have to take certain decisions and not think whether the State Government will have to be involved in it and whether they will have to take a decision and only then the Railway Board will come into the picture, etc. I know there are very strong reasons and very strong grounds which can be advanced by the Railway Ministry to say that

this railway cannot be operated by the Railway Ministry because it will not be a viable unit. I know this is a very valid reason. I being a member of this House definitely I cannot insist that the Government should go on taking up ventures in which they will have to subsidise a certain amount which will be colossal. That I cannot say. But then with regard to the difficulties suffered by the people of the two districts, Howrah and Hooghly, something should be done. All over the country we find there are several uneconomic branch lines. The Government will have to give second thoughts on the issue and declare its policy here and now as to whether they are going to operate this line, and, if they are going to operate it, then, in which form, whether in this area or in that area, whether the entire amount which will be required will be met by the Union or it will be shared by the State Government. On all these details the Government will have to declare its policy here and now. While replying to the debate, I hope, the Government will make an announcement in this respect. Sir, without making any further observation on this, I submit that I support this Bill. In spite of the difficulties which are there in the way of this largest public undertaking of this country, I expect that with the dynamic leadership of the two Ministers in the Railway Ministry, the Railways will make a much greater progress with a certain amount of new outlook, with a certain infrastructure in the areas where there is no infrastructure at all so that modernisation can take place in the railway system, in the system of carrying goods, transportation of passengers, storage, railway siding, etc.

With these words, Sir, I thank you and support this Bill.

SHRI DAHYABHAI V. PATEL: Sir, I am afraid I cannot be very enthusiastic about the Railway Budget as my two predecessors have been. It is customary when discussing the Railway Appropriation Bill that a Mem-

[Shri Dahyabhai V. Patel] ber highlights matters pertaining to his constituency and his area. In the present case I wish to say that the railways have failed i<sub>n</sub> their primary duty of helping th<sub>e</sub> administration of providing work for unemployed people and people who are hit by the recent drought and famine in Gujarat, T do not know how it is, whether it is the other Budget which has taken away the Money, whether the railways could not find time or could not find money or programme for completing so many pending works. I can rattle a long list of such works, I do not know whether I lhave the time. Kandla line from Delhi or from Kandla to Ahme-dabad which was supposed to be a Defence programme as it was envisaged from the beginning, was scuttled by somebody who was no friend of this country, who has always scuttled very important programmes in this country. I do not know for whose benefit he did so. We have a metre gauge line instead of a broad gauge line. The importance of this line came to us during the recent conflict with Pakistan. Then we have the drought programme, the drought relief programme. I do not know why no programme has been taken up by the Railway Ministry in the drought affected areas of Gujarat, Saurashtra and Rajasthan. It would be a good investment and it would pay very good dividend besides giving immense relief to people who need it. I support what our young friend behind said that every year after the monsoon the railways get washed away in Gujarat and crores of rupees are spent in remaking temporary lines, diversions and then connecting them back to the original lines. About tihs time most of the lines very nearly have been connected or reconnected and in two months we will have monsoon and these lines will again get washed out. The same will again be repeated with regard to Narmada bridge and there is the Tapti also in that area. Have they got no imagination in the Railway Board or in the Railway Administration or in this

huge structure that is there? Somebody said that the Railway Board is a White elephant and should be done away with. I am not inclined to agree with that view. There are so many experts there with so much experience in the railways all over India. The Railway Board with all these experts should be able to provide a solution to this one problem that comes up every year and on which crores of rupees the country loses. The cou'ntry loses not only by way of destruction of public property, crops and so many other things, but by dislocation of traffic which upsets the entire business resulting in national loss. Can they not rind a permanent solution to this problem? Could they not have taken up construction work just now when the Government is out to find work for people affected by drought and famine in this areas? This is either lack of imagination or total failure on the part of some people who should have known better and who should do better.

Generally Railways are doing well. Tlhey are making profit. How are they doing it? How fast are the fares going up everywhere? Look at the fare<sub>s</sub> that were there three years ago or a little more—say 8 or 10 years ago. Are you giving the passenger good return on his money? I am afraid I do not feel happy or confident even to say 'y<sup>est</sup>'. The Railw<sub>y</sub> way services are deteriorating every day. I happened to travel a few weeks ago by one of the trains which wa<sub>e</sub> supposed to be the pride of India, namely, Frontier Mail. It was once the cleanest train, most punctual, with efficient staff and a dining car where tlhe food served was what the people would like. Now what have you reduced it to? There is no dining car. You cannot get even a cup of tea on the train when it once starts moving. Not being able to get a cup of tea, I went to the stall to get it. Before the man there was able to make tea fo<sub>r</sub> me, the train started moving without the whistl<sub>e</sub> from the Guard or from the engine. There were some

good passengers standing and they told me: "You will miss your train". Then I ran back without taking the tea....

SHRI A. G. KULKARNI (Maharashtra) It must be an automatic train.

SHRI DAHYABHAI V. PATEL; All such things have gone to Poona and Maharashtra. There is no automatic train in Gujarat. Nothing moves there. If you come, I will show you. The point is, what was the Guard doing? What was the engine driver doing? Did the engine driver forget to blow the whistle? Normally the Guard gives the signal and blows his whistle. Is it for the passengers to watch and shout: "The train is moving. Come back. You will be left behind". This is my own personal experience only a few weeks ago. I am not narrating a cock and bull story of many days back. This is happening every day. Are these Railways run for the service of the passengers who pay, or are these Railways being run for the people who serve in the Railways and for their convenience only? This is a matter which the railway administration should really find out. We hear all sorts of things, about the complaint books and so on. But, Sir, I would like somebody to go to these trains and find out whether these complaint books are really there. And if there is any complaint book, perhaps it will be at the station. Does anybody ever care to read what is written in the complaint book? Has any action ever been taken? I have myself complained several times and now I have given up in disgust because this railway administration is not going to improve nor does it want anyone to improve it.

Now, Sir, somebody spoke about the dynamic Minister. Now, the dynamic Minister has brought 47 thousand people from Bihar to Delhi -----

SHRI MAHAVIR TYAGI: Without tickets.

SHRI DAHYABHAI V. PATEL . . . with his friend, in co-operation with his friend here who is absent now. Both of them conspired to bring to Delhi all those people to take part in the demonstration and I do not know whether they bought the tickets or not..

SHRI RANBIR SINGH: (Haryana): With tickets.

SHRI DAHYABHAI V. PATEL; One ticket for how many people? You must see that everyone pays for it-SHRI MAHAVIR TYAGI: They must have been collected at the gate and it can be examined whether the number of the tickets tallies with the number of the passengers.

SHRI S. 3. MARISWAMY: (Tamilnadu): He meant the platform tickets and not the train tickets.

SHRI DAHYABHAI V. PATEL: I am prepared to believe that some of the tickets were purchased, out of the profits of the woollen rags! The same Minister, the woollen rags Minister, has been shifted here. After getting a reward from the woollen industry, he has now come to the railways. What is he going to give us?

Sir, I was telling the story about the Frontier Mail. There used to be an attendant in every First Class compartment. Today, Sir, they have gone and this is how they are helping the unemployed people! There is one attendant in every compartment and if he is not available and if you complain it is stated that he has gone to the other compartment. But actually, Sir, he is nowhere in the railways! This is how the whole Railway administration is being run. How can one feel happy about the way in which these things are done? The whole thing needs to be changed and the whole spirit of the railway administration needs to be changed. The whole outlook of the railways requires to be changed. For whom is it

[Shri Dahyabhai V. Patel]

run? Is it run for the country and for the passengers who pay or is it not? If it is run for the country, then the policy must be changed in such a way it will serve the people. The example is the recent flood and drought situation. Why was the railway machinery not geared up and made useful in the drought relief works and particularly the works that would help the people in a permanent way in different parts of the country? These were also totally neglected and we are making a big show of taking water to places in tankers! This is the show we make of ourselves when, after twenty-five years of freedom, we have to take water to remote villages in tankers! The people have to stand in queues for a drop of water as the people in Delhi stand in queues for a bottle of milk in the morning. Sir, this is a very sad commentary on the railways and I am afraid I cannot complement them or say anything in favour of the railway administration. There is something totally wrong with the railways which needs to be overhauled from top to bottom, particularly when you remember the amount of corruption that goes on at every stage.

MR. DEPUTY CHAIRMAN: Yes, Mr. Kulkarni,

SHRI A. G. KULKARNI: Sir, my colleague, Mr. Dahyabhai Patel, without going into the merits or without any justification for making some observations, has generally branded the railways as corrupt and said that there is mismanagement and all that. But he ought to have seen that the Railways are improving and he ought to see the merits....

SHRI DAHYABHAI V. PATEL: Why don't you confine yourself to your remarks only? Why do you refer to my remarks? I have been making these remarks for the last eighteen years and my speeches are on the record and you can see. Is there any improvement at all? Can you say

that there is any improvement at all? You go on making our 'tali bajao' speeches and confine yourself to your remarks. Why do you refer to me?

SHRI A. G. KULKARNI: Sir, as you know, this Appropriation Bill is an occasion for highlighting particularly the local problems.

At the outset, I have already congratulated the Prime Minister, that now I also take this opportunity that the Government, particularly the Railway Ministry, has taken a very compassionate view about the drought conditions in my State and prepared ground for such a step. They have provided the funds for initiating the Konkan railways and other railway lines, for which I have already expressed my gratefulness. But, Sir, I want to know from the Minister while replying, when this phased programme of actual construction on these four lines, which has been announced, is going to be undertaken and commenced in the present drought conditions. That is very important, Sir, because announcement does not bring relief and succour to the needy. I want the Minister to make a categorical statement about the phased programme because, Sir, the time between January and February and December is very important when more people will be employed on drought relief operations.

Then, Sir, I am fully aware that the Railways are improving. But there is still scope for improvement. That aspect I am not going to forget.

I want to highlight two or three matters for the Minister's consideration.

One is about the operating ratio of the Railways. I want to highlight the over-expenditure in the railways causing the high operating ratio of the railways. The Public Accounts Committee and some other agency also have given figures confirming the ratio. I find, Sir, that year by year the expenses or the operating ratio of the railways are going up, and there

are very few occasions when you see that the railways are becoming a commercially profitable concern. I have got certain figures. But this is not the occasion. I want only to state that your budget estimates show an under-estimate of operating ratio and while the children are worked out the operating ratio goes up. As per my information, in 1971-72 you estimated 82.7 but you touched 83.3. In 1972, the estimate was 81.8 and you touched 83.7. In 1973, I don't think it will be below 85. If this is the operating ratio, how do you expect the Railways to make the profits or efficiency of the railways?

Then, Sir, another aspect is ticketless travel, which is increasing. Apart from what my friends said about tickets not having been purchased by those who have come to Delhi from outside for today's demonstration, which I do not know—it is for the Government to clarify—I say that roughly 26 crores of rupees are lost in ticketless travel, and the Government and the Ministry is not able to bring it down. We see that on our side, between Bombay and Poona and other areas, more people are employed. But the amount has not been brought down. I want to know from the Minister what positive steps are being taken whereby this colossal loss of Rs. 26 crores can be brought down.

Another aspect which I want to highlight is the Public Accounts Committee's observations on pilferage. We also in this House have so many times talked about this, and I think Mr. Qureshi also will agree with us in private that the moral responsibility is of the railway staff. He will agree because he is laughing; that means he agrees .....

AN HON. MEMBER: Smiling, not laughing...

SHRI A. G. KULKARNI: Naturally he agrees that the responsibility of pilferages is on the railway staff. Antisocial elements are there, but they

are in league. The initiative comes from the railway staff. We know this on our side. Any spares, any amount of copper or any amount of gun metal is available from railway yards and railways workshops. Therefore, the pilferage figures are very high. I would like to know exactly what steps have been taken to remove the pilferage and what is the amount of pilferage during the last two or three years. From the figures I have got, I can say that the increase in pilferage is from 15 crores to 30 crores of rupees or something of that order.

I want to bring up two other matters before bringing up my important suggestions regarding my constituency, where people are facing difficulties because of the Railway administration's policies. Another aspect is about the policy of laying new railway lines. Sir, Mr. L. N. Mishra is on record to have announced at Patna that his criterion for laying new lines is not profitability but the backwardness of the region and the necessity of the community. He has given a new orientation to laying new railway lines.

On the basis of my talks with some of my friends who were in charge of railways and my own information, I know that it is said that during the British period the railways were able to lay new lines up to 800 miles. I do not know whether after the independence during the last 25 years, we have been able to lay such railway lines. The record must be with the Railway Ministry. We have to find out why there is such lacking, where the defects are and how the defects are going to be remedied.

Sir, there was an assurance given by Mr. Qureshi about the long standing grouse in my area, particularly to take the Sholapur line up to Poona and Miraj, to take them out of the purview of the South Central Railway and to put them under the Central Railway because of the affinity and because of the efficiency which will be achieved out of these new zones being created with headquarters

[Shri A. G. Kulkarni]

at Poona. Mr. Qureshi told me that a Committee was being appointed. I do not know what happened to that Committee. I am receiving so many letters asking whether that Committee has been appointed because so many people of that side want to give evidence before that committee to justify it. I said it at that time also. Mr. Chinai opposed me and it was Mr. Patil's vendetta against Maharashtra that forced him to take out this larger chunk from Maharashtra and join it to Hyderabad and Madras. At that time, it was South Indian Railway. He created a new Zone called South Central Railway. Mr. Qureshi promised me at that time and nothing has happened till now.

There is another suggestion for Mr. Qureshi to consider. The passengers and the travelling public are put to great inconvenience on the new broad gauge line between Kolhapur and Poona. The point is that the train—Mahalakshmi Express as it is called after the name of great goddess—leaves Kolhapur round about midnight, reaches Poona round about 7 A.M. and reaches Bombay round about 12 o'clock. This is how the passengers and the public are inconvenienced. The train reaches Bombay at 12 o'clock. It helps neither the trading communities nor the people in industries. I think Mr. Qureshi is going to give me the stock reply that there is no line capacity between Poona and Bombay to run the train fast.

I am giving you a very practical suggestion. This Mahalakshmi Express can be run as a Janata instead of as the Poona-Bombay Mail. Previously there was a mail starting at 7.25 and reaching Bombay roughly around 11.45. There is another Janata which leaves Poona at 6 o'clock and reaches Bombay at 10 o'clock. I would only request you to see that this Mahalakshmi Express leaves Miraj or Kolhapur round about 10 o'clock so as to reach Poona round about 5.30 in the morning; make it a Janata. Now you are

going to make it a mail. Instead, make it a Janata. If you make it a Janata, then the travelling public around Bangalore-Belgaum—that is, the whole Mysore track—and the hinterland of Western Maharashtra will be immensely benefited. Mr. Qureshi, if you change this Mahalakshmi Express into a Janata instead of running it as a mail, please allow it to run as a Janata Express between Poona and Bombay. That will help us immensely. We thought that it will reach Bombay by 9 o'clock if there is no line capacity till Bombay. Only do us this favour so that the passengers will be immensely benefited. I do not want to ask for any other deviation. It will fit into the present working of the railways. Nothing more I am demanding. You can run it as a Janata Express because for Janata already the line capacity is there between Poona and Bombay. That can be done.

Then, about the working of the Railway Board, in the usual favourite way the usual favourite criticism was made by various Members. And we also hear the usual reply from the Minister. The Minister says: "Ultimately, what is the Railway Board? We, the Ministers are superior." That is a myth. Mr. Qureshi, I tell you, it is a myth. You are not working as the boss of the Railway Board; you are being briefed by the Railway Board and how can you take action. ...

SHRI KRISHAN KANT: And to make wrong statements.

SHRI A. G. KULKARNI: O to hamesha hota hai: Now I am going to narrate a story which will show and prove that the Ministers are, just as we are, at, what is called, the mercy of the Railway Board. You are not the bosses of the Railway Board. It was no less a person than the Prime Minister of this country who made an announcement at Auran-gabad that some railway lines should be taken up. Why I am saying, this is to highlight the callousness of the Railway Board. The Chairman of the Railway Board dared to question the

decision and the announcement made by the Prime Minister. I am highlighting this only to show how the whole machinery of the Railway Board was used for the purpose of...

SHRI JAGDISH PRASAD MATHUR: Was it a slogan or a decision?

SHRI A. G. KULKARNI: That is for you, my dear friend. You have got yellow specs; that is not for me. Mr. Mathur, we know that when the Prime Minister speaks, it has some inspiration for us—something more than what is a slogan to you.

She made an announcement and it came in the papers. I do not know whether the Members of the Railway Board and the Chairman of the Railway Board ever read the newspapers—they may be reading their files only. That was highlighted in bold letters. It appeared in the *Times of India* of Bombay on the 9th and in the *Economic Times* also; it was published in bold letters. So much water flowed down the bridge after this announcement was made. Mr. T. A. Pai called a press conference; he, along with higher railway officers had a discussion with Mr. V. P. Naik. Mr. Naik went to Mr. Pai's home for breakfast because he thought that by going to his home he would be able to hammer it out nicely. Everything was discussed and we were told that on the 30th itself it was coming before the Cabinet. Later on the information was given to us that it was not on the agenda because it did not reach in time—it is possible. So, we, the innocent people of Maharashtra have been just hearing all these stories.... (Interruption) .. You will be surprised to know what the truth in it was.

MR. DEPUTY CHAIRMAN: You are not so innocent.

SHRI A. G. KULKARNI: On the 23rd there was a Cabinet meeting. Then, the programme for the inauguration of the Konkan Railway was announced with fanfare. Mr. T. A. Pai

was to be the host and Mr. V. P. Naik, Mr. Chavan, everybody was to be there. The date was fixed and it was a great occasion for us, the innocents in Maharashtra.

Actually, Sir, nothing happened. When the Railway Budget came up, when Shri L. N. Mishra announced the Budget, there was no reference to the Konkan Railway line. When somebody asked what happened to it, he said: What the Konkan Railway is, I do not know. No provision was made.

Now, I want to know from Mr. Qureshi, he will have to make a note of it specifically, I am alleging something, whether your Chairman of the Railway Board wrote to the Cabinet Secretariat about it and, if so, what was the nature of announcement made? Was it done before the presentation of the Railway Budget? Then, Sir, the Cabinet Secretariat informed the Railway Board that this was an announcement made by the Prime Minister. Yet the Railway Board Chairman had guts to announce at a press conference, before the Railway Budget was announced in Parliament that he did not know anything and no provision was made, he would enquire about all that. That is the history, that is a part of the history. The House knows it because it was debated here, it was highlighted here and Shri L. N. Mishra was sympathetic, he made an announcement. If that is the history, unless it is enquired into, no Parliament Member will be satisfied with the Railway Minister assuring that the Minister runs the Ministry of Railways. Then I will take it that the Railway Minister is a helpless spectator like Members of Parliament and the Railway Board Chairman is the real boss in this country of the Railway Ministry.

श्री श्याम लाल यादव (उत्तर प्रदेश) :  
माननीय उपसभापति जी, मैं आपकी अनुमति  
से रेलवे एंथ्रोप्रिगेशन बिल के सम्बन्ध में  
करना चाहता हूँ कि अब नये मंत्री



[श्री श्याम लाल यादव]

श्री एल० एन० मिश्र जी आये हैं तो हमें उम्मीद है कि रेलवे में गतिशीलता, प्रशासनिक चुस्ती, स्वागत योग्य क्षमता, सर्वविधित एवं बहुचर्चित अनाप-गनाप अपव्यय में अनाधारण एवं प्रभावोत्सादक तथा उल्लेखनीय मितव्ययिता लवंगे और रेलवे को शायद मंजीवनी बूटी देंगे। उनसे रेलवे में चतुर्दिग व्याप्त अनियमितताओं को समाप्त करने की आशा की जा रही है। यह जान कर हमें खुशी हुई है कि रेलवे मंत्री जी जो जोनल कमेटोज है उनके मेम्बर्स को वह डिवीजनस में, अलग अलग जॉन में, जा कर के बुला रहें हैं लेकिन मैं इतना निवेदन करता चाहता हूँ कि जोनल रेलवे यूजर्स कंसल्टेटिव कौंसिल तथा जोनल रेलवे यूजर्स कंसल्टेटिव कमेटी अथवा जो डिवीजनल कमेटोज बनती है इनमें विभिन्न दलों के प्रतिनिधि पर्याप्त संख्या में नहीं रखे जाते और मंत्री जी सम्भवतः अपने ही नजदीक बैठने वाले लोगों को किसी न किसी प्रकार से इन कमेटियों में नियुक्त कर देते हैं। मेरा अनुरोध है कि जो विभिन्न वर्ग है, विरोधी दलों के जो विभिन्न वर्ग है, उनका भी पर्याप्त प्रतिनिधित्व इन समितियों में, क्षेत्रीय समितियों में अथवा नेशनल यूजर्स कंसल्टेटिव कमेटी में, होना चाहिए।

मान्यवर, एक बात जो मुख्यतः रेलवे के सम्बन्ध में निवेदन करनी है वह यह है कि रेलवे सम्पत्ति की अपार क्षति होती है, कोई भी अवसर देश में आता है, कोई भी दल किसी भी प्रश्न को करके आन्दोलन शुरू करता है तो सबसे पहले उसका आक्रमण रेलवे पर होता है और रेलवे की सम्पत्ति की अपार क्षति की जाती है। मुझे दुःख के साथ यह कहना पड़ता है कि इस प्रकार का आन्दोलन अभी हाल ही में आंध्र प्रदेश में हुआ और जिसका संचालन आंध्र प्रदेश के सत्तारूढ़ दल के लीडरों ने किया और कर रहे हैं चाहे वह तेलंगाना में हो या आंध्र प्रदेश में हो और आज भी वह लोग सत्तारूढ़ दल में शरीक हैं लेकिन खेद है कि आज तक उनसे इसके लिए कहा नहीं गया, केन्द्रीय मंत्रिमंडल ने कभी

भी वहाँ इस प्रकार के काम के लिए उनकी भर्त्सना नहीं की और इन नेताओं की इस बात के लिए भर्त्सना नहीं की कि वह नावैजनिक सम्पत्ति को इस तरह क्यों क्षति पहुंचा रहे हैं। उसकी किस प्रकार से पूर्ति की जा सकेगी। एक बार जो पिछले रेल मंत्री थे श्री टी० ए० पी० उन्होंने यह घोषणा की थी कि जो रेलवे स्टेशन जला दिया जाएगा उसकी मरम्मत नहीं की जाएगी उनमें सुधार नहीं किया जाएगा... लेकिन उस धमकी का कोई अनाप-गनाप हमको दिखानहीं, कि किस प्रकार का वे कार्य कर रहे हैं परन्तु मैं यह जरूर चाहता हूँ कि सरकार अथवा सत्तारूढ़ दल कम से कम इस बात का आश्वासन दे, इस प्रकार के कार्य करे और इस प्रकार से उस नीति का परिपालन करा सके तो बड़ी खुशी होगी कि जिससे रेलवे की सम्पत्ति का नुकसान न किया जाए अन्यथा रेलवे का जो व्यय बढ़ता जा रहा वह इसी प्रकार से बढ़ता जाएगा। बार-बार सदन में यह प्रस्ताव किया जाता है लेकिन मैं इस निष्कर्ष पर पहुंचता हूँ कि रेलवे अब कार्मिशियल ग्रैंडटेन्किंग की तरह नहीं चलाई जा सकती। रेलवे एक सरकारी विभाग की तरह चलाई जा रही है। जिसमें दिन-ब-दिन खर्चा बढ़ता चला जा रहा है, आमदनी उसने कुछ होनी नहीं है और जनता की जो सुविधा है, जिसके माध्यम से घनोपाजन यह संस्था करती है उसकी सुख सुविधाएं भी उतनी ही धीरे-धीरे खत्म हो रही हैं। आज रेलवे में सुधार लाने के लिए जो कर्मचारी लगे हुए हैं उन्हीं की सुख सुविधा का ध्यान किया जाता है। जो यह दो सप्लीमेन्टरी ग्रान्ट्स, मान्यवर, प्रस्तुत हैं 22 अरब 59 करोड़ 10 लाख 42 हजार की, आप यह देखें इस में रेलवे बोर्ड और रेलवे प्रशासन के ऊपर 1 करोड़ 78 लाख 77 हजार 80 की धनराशि मांगी गई है और जो दूसरे ग्राहटम्स हैं वे बराबर बढ़ते चले जा रहे हैं। जो रेलवे का बजट स्वीकार हुआ उसके बाद इतनी अधिक धनराशि की मांग करना इस बात को दर्शाता है कि रेलवे के प्रशासन में चुस्ती नहीं और मितव्ययिता पर कोई ध्यान

नहीं है। बराबर उसका व्यय बढ़ता जा रहा है, दो प्रकार से एक तो रेल में स्थायी रूप से जो लोग लगे हुए हैं उनकी सुख सुविधा को देखते हुए उनकी तनख्वाह और भत्ते बढ़ते हैं—दूसरी तरफ रेलवे में जो नुकसान होता है उसकी पूर्ति करते हुए। इसके अलावा रेलवे में जो चोरा होती है और उसका कम्पलसरी तौर से जो लोगों को मुआवजा देना पड़ता है वह अलग हैं। इन सब चीजों में वृद्धि होती चली जा रही है और उसकी और रेलवेज कोई तबज्जह देने में असमर्थ है, ऐसा मैं मानता हूँ।

इसके साथ मान्यवर, गाड़ियों को समय पर चलाने की मांग की गई। यहाँ सदन में मैंने पहले भी एक बार कहा था और फिर कहना चाहता हूँ कि रेलवे बोर्ड की तरफ से गाड़ियों के चलने का जो रनिंग टाइम निर्धारित है वह अस्वाभाविक है, और उचित नहीं है। जितना टाइम एक गाड़ी को दूसरे स्टेशन में जाने में वास्तव में लगना चाहिए, जो उस गाड़ी की गति निर्धारित है, उससे अधिक समय गाड़ियों को एक स्टेशन पर जाने के लिए टाइम टेबुल में दिखाया जाता है। इसलिए दिखाया जाता है ताकि गाड़ी कितनी ही लेट हो, कोई भी स्थिति हो, समय के अन्दर पहुँच जाए। मैं इस बात का घोर विरोधी हूँ। मैं चाहता हूँ इसमें कम से कम समय दिखाना चाहिए। मैं इसका एक ही उदाहरण देना चाहता हूँ कालका मेल जो दिल्ली से मुगलसराय जाती है वह तो पहुँच जाती है 11 घंटे में, जब कि स्टोपेज बहुत ज्यादा नहीं है, लेकिन जो ए०सी० एक्सप्रेस जाती है वह 12 घंटे में पहुँचती है, जब कि उसके स्टोपेज कुछ गिने गिनाये पाँच-छः हैं तो वह बात समझ में नहीं आती कि किस प्रकार की टाइमिंग आप रखते हैं और कर्मचारियों को सुविधा देने के लिए कनपुर स्टेशन में उसका टाइम ऐसा बनाया जाता है—गाड़ी तो जल्दी पहुँच सकती है लेकिन टाइम अधिक दिखाते हैं—ताकि उनका भत्ता बन सके। तो इस तरह से जो टाइम दिखाते हैं उसके तरीके में सुधार करें।

तीसरे दरजे के डिब्बे में सफाई का कोई ध्यान नहीं है। हाल ही में मुझे एक बार मौका मिला एक पैसेन्जर ट्रेन में जाने का जिसमें फर्स्ट क्लास नहीं था, न सैकेन्ड क्लास था, बस थर्ड क्लास था और बहुत गंदा था उस और कोई तबज्जह नहीं दी जाती। हमको तो मौका मिलता नहीं तीसरे दरजे में सफर करने का क्योंकि अक्सर फर्स्ट क्लास में जाते हैं और उतने ज्यादा सुविधाएं मिलती लेकिन तीसरे दर्जे में न लैट्रिन में सफाई है न बिजली है, न पंखा है, या और सुविधा है। इस पर कोई ध्यान रेलवे विभाग नहीं देता।

इसके साथ ही जितनी लम्बी गाड़ियाँ हैं उनमें डीजल इंजन लगाए जाने चाहिए, नहीं तो आम जानता को तकलीफ होती है। अगर आप दिल्ली से हावड़ा जो ट्रेन चलती है उसमें और डिब्बे बढ़ा दें तो थर्ड क्लास के पैसेन्जर्स को और ज्यादा जगह मिल सकती है वरना थर्ड क्लास के जो साधारण पैसेन्जर्स हैं उनको कतई उसमें जगह नहीं मिलती।

इसके अलावा मान्यवर, रेलवेज में जो भोजन और जलपान की व्यवस्था है वह अत्यन्त चिंतनीय है। आप से आशा और आकांक्षा यह थी कि जब रेलवे स्वतः केटरिंग अपने साथ में ले लेगा तो भोजन की व्यवस्था में सुधार होगा लेकिन आज के दिन केटरिंग बहुत खराब हो गई है। अगर कोई प्राइवेट कांटेक्ट है तो उसका दिया हुआ भोजन अच्छा मिलता है और रेलवे केटरिंग या भोजन उसके मुकाबले खराब मिलता है। इस चीज को अगर आप नहीं सुधारते तो मेरा सुझाव यह है कि आप इस व्यवस्था को फिर उलट दीजिए। आज तो रेलवे केटरिंग में जो लूट मची हुई है, ऊपर से नीचे तक, मैं समझता हूँ यह लूट रेलवे बोर्ड से भी सम्बन्धित है वगैरह उसके इशारे से केटरिंग में इतनी लूट नहीं हो सकती। किस प्रकार से उसको छिपाने की वह चेष्टा

[श्री इय्याम लाल यादव]

कस्ते हैं। आपके जो सरकारी अधिकारी हैं वे ही आपको ठेकने की कोशिश नहीं करते। मान्यवर, एक दो बातें और निवेदन करना चाहता हूँ। अभी हमारे कुलकर्णी जी ने कहा था कि अंग्रेजों के जमाने में कितनी लम्बी रेल बनी थी और उसके बाद कितनी बनाई गई, उसको मंत्री बतलाएँ। लेकिन मैं यह निवेदन करना चाहता हूँ कि जो मेन लाइन है हावड़ा से दिल्ली तक वह डब्लु ट्रेक है, फिर भी उससे काम नहीं चल रहा न और बहुत जगहों पर बोटलनेक हो जाता है। मेरा यह सुझाव है कि इसको चार ट्रेक का कर दिया जाना चाहिए और इस काम को जल्द से जल्द किया जाना चाहिए ताकि मेन लाइन पर पैसेंजर गाड़ियों का और मालगाड़ियों के आने जाने में आजकल जो भी दिक्कत हो रही है वह दूर हो सके और जनता को भी सफर करने में सुविधा हो।

मान्यवर, डी० एल० डब्लू० और चितरंजन लोकोमोटिव वर्कशॉप में भी काम में गिरावट आ रही है। मैं इस बात पर इस समय विस्तार से नहीं जाना चाहता हूँ, लेकिन मैं मंत्री जी से यह जानना चाहता हूँ कि एक इलैक्ट्रिक का इंजिन कितने समय में डी० एल० डब्लू० में बन जाता है और यहां पर उत्पादन क्षमता कितनी है। ऐसा मालूम पड़ता है कि इस कारखाने की जो उत्पादन क्षमता है वह बराबर गिरती चली जा रही है और खर्चा बढ़ता ही चला जा रहा है। इस तरह का जो काम की गिरावट है वह निराशाजनक है और मैं चाहता हूँ मंत्री जी इस पर प्रकाश डालेंगे।

बनारस के स्टेशन के सुधार के लिए पिछले वर्ष मंत्री जी ने कहा था, लेकिन मैं देखना हूँ कि स्टेशन में कोई सुधार नहीं हुआ। जहां देश के सारे लोग आते हैं, धार्मिक और पर्यटक स्थान होने के नाते से देश और विदेशों से अनेक प्रकार के लोग आते हैं, लेकिन उस स्टेशन पर जो सुविधा है वह नगण्य है। सरकार ने वहां पर लोगों की सुविधा के लिये कोई व्यवस्था नहीं की है और मेरा अनुरोध है कि सरकार इसको जल्द से जल्द पूरा करने की कोशिश करेगी।

मान्यवर, मैं दो, एक बातें और भी निवेदन करना चाहता हूँ और वह यह है कि रेलवे की जो विज्ञापन की नीति है उसमें आमूल परिवर्तन होना चाहिये। मैं विशेषकर उत्तर प्रदेश के पूर्वी इलाके के समाचारपत्रों के बारे में कहना चाहता हूँ कि उन अखबारों को जो उर्दू में छपते हैं उनकी धोर उपेक्षा विज्ञापन देने के सम्बन्ध में की जाती है। उन अखबारों के साथ पक्षपात किया जाता है और किसी पत्र को राजनीतिक कारणों से विज्ञापन न दिया जाय, यह बात उचित मालूम नहीं देती है। इस बात का और मैं रेल मंत्री जी का ध्यान दिलाना चाहता हूँ और इस सिलसिले में कानपुर के सियासत जदीद का उदाहरण देना चाहता हूँ। इसके साथ ही साथ ऐसे बहुत से अखबार हैं जो पूर्वी उत्तर प्रदेश और मध्य भारत में पढ़े जाते हैं, लेकिन उन्हें रेलवे की ओर से विज्ञापन नहीं दिया जाता है, उनके साथ पक्षपात किया जाता है, इसलिये मैं चाहता हूँ कि रेलवे की जो इस प्रकार की नीति है, वह समाप्त होनी चाहिये।

अतः मैं हरिजनों के सम्बन्ध में निवेदन करना चाहता हूँ कि उन्हें रेलवे के अनुसार रिजर्वेशन मिला हुआ है, उनको पबोन्नति के लिए भी रिजर्वेशन है और होम मिनिस्ट्री के आदेश के अनुसार उनको इन चीजों में रिजर्वेशन प्राप्त है, लेकिन उनको पूर्ण रूप से क्रियान्वित नहीं

जाता है। इसका भतीजा यह हो रहा है कि हमारे मुगलसाराय की तरफ जो टी० सी० हैं, उनमें बहुत गहरा असन्तोष है। इस सम्बन्ध में मैंने मंत्री जी को भी पत्र भजा था, लेकिन अभी तक उस पर कोई कार्यवाही नहीं हुई। होता यह है कि जहाँ पर पदोन्नति की जगह होती है, सिलेक्शन ग्रेड प्रमोशन होता है, तो ऐसी जगहों के लिए भी कोटा निर्धारित है। टी० सी० और हैड टी० सी० की जगहों पर इन लोगों को नहीं लिया जाता है और उनकी संख्या नगण्य है। इन लोगों का है। इन लोगों को जानबूझकर नहीं रखा जाता है। मैं यहां पर एक उदाहरण देना चाहता हूँ। एक व्यक्ति जो सिलेक्ट किया गया था, दुर्भाग्यवश उसकी मृत्यु हो गई और उसकी जगह जनरल चिविलियर कर दी गई। उस जगह पर जनरल कंडीडेट को रख लिया गया, लेकिन हरिजन को नहीं रखा गया। मैं समझता हूँ कि सरकार की जो घोषणा है, जो होम मिनिस्ट्री के आदेश हैं, उनका अच्छी तरह से परिपालन होना चाहिये। शिड्यूल्ड ट्राइब्स और शिड्यूल्ड कास्ट के इम्प्लाइज वेलफेयर एसोसिएशन की तरफ से इस सम्बन्ध में मंत्री जी को एक प्रति-वदन दिया गया था, इसलिये मेरा अनुरोध है कि इस मामले की तरफ मंत्री जी को शीघ्रता से ध्यान देना चाहिये और उनकी कठिनाइयाँ जो हैं उन्हें दूर करनी चाहिये।

इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

SHRI DEBANANDA AMAT: Mr. Deputy Chairman, Sir, first I was on my legs to draw your attention to a very serious matter. What is that serious matter, I cannot but narrate it. It is a serious matter because it spoils the good name and fame of the late lamented Pandit Jawaharlal Nehru. Shantivan is a very holy place and it is a place of pilgrimage also. In

Shantivan the mortal remains of our late Pandit Jawaharlal Nehru lie in eternal peace. Whenever we happen to go there, we lay a garland in reverence to the memory of Chacha Nehru as we used to call him. Shantivan has now been turned into an open air latrine. I am not going to tell a lie. I have taken oath in the name of God. Hundreds of people go and pass their stool there. It is in violation of the sanitation rule. It is a bad thing. Had he not invited them to come without tickets? That is why I am saying. It should not have been done. He is responsible for that.

MR. DEPUTY CHAIRMAN: Speak about the Railways.

SHRI DEBANANDA AMAT: I have been given a few minutes to speak. The Railway Budget is very silent about Orissa. Out of the total tribal population of India, 14 per cent live in Orissa. It is only next to Nagaland on the railway map of India. Orissa is full of minerals and ores. But no proper attention is being paid. There is no proposal to convert the metre gauge line of Mayurbhanja into broad gauge. It is passing through the world-famous iron ore mines of Nayagarh. Our Constitution says that the State shall take special care for the economic and educational upliftment of the weaker sections of the people, particularly the Scheduled Castes and the Scheduled Tribes and protect them from all forms of exploitation and injustice. But you are only doing it in words but not in implementation; you are not removing regional imbalance and disparity. We have been hearing about this for the last 25 years. Orissa is always subjected to the vagaries of nature, drought and flood. But now in the name of drought, Maharashtra has got three new railway lines. Was it not proper for the Government to have at least a single line in Orissa? It is only in the Railways that this is happening.

Another point is, the Adivasis and the Harijans are not treated properly

[Shri Debanand Amat] in the railways. I have got 14 representations from the Adivasis and the Harijans. I am just sending a copy to the hon. Minister. How long will this continue? There is a specific provision for reservation for them, 15 per cent for the Scheduled Castes and 7 per cent for the Adivasis in all the cadres of services. But it is only in the Constitution, but it is never implemented. It should be implemented today. How long will they take? Like the negroes in America or the jews in Germany we are being treated.

I am very sorry that no new railway line has been given to Orissa. We have got 39,000 square miles of jungle, there are mines and minerals; 50 per cent of the iron ores comes from Orissa. But everything is done only from a political outlook.

श्री मोहम्मद उस्मान आरिफ (राजस्थान) : डिप्टी चैयरमन साहब, मैं रेलवे मिनिस्टर साहब के रखे हुये दोनों बिलों की तारीफ करता हूँ और उसके साथ साथ हमारे राजस्थान और अपने शहर बीकानेर के कुछ मसलों की तरफ तबज्जह दिलाना चाहता हूँ। इस हाउस में 26 तारीख को रेलवे मिनिस्टर साहब ने कहतसाली के सिलसिले में कुछ फौरी वर्क्स को मद्देनजर रखते हुये नई रेलवे लाइन खोलने की घोषणा की थी और मुख्तलिफ प्रोविन्सेज के बारे में डिफिनिट प्रोग्राम बता दिया था। राजस्थान के सिलसिले में उन्होंने फरमाया था कि यह मामला अन्डर कन्सीडरेशन है और उसी रोज मैंने और जगदीश प्रसाद जी माथुर ने यह अर्ज किया था कि हमारी तरफ नई रेलवे लाइनों खोलने के बारे में आपको ऐलान करना चाहिये था। उस पर उन्होंने वायदा किया कि जल्द ही राजस्थान में जहाँ जहाँ नई रेलवे लाइन डाली जायेगी उस बाबत ऐलान कर दिया जायेगा। उसके बाद जनरल बजट पर बोलते हुये हमारे एक आनरेबल मेम्बर श्री गणेशीलाल माली ने कई बातों पर तबज्जो देलाई, लेकिन मैं अफसोस के साथ अर्ज

करता हूँ कि जवाब में रेलवे मिनिस्टर साहब की तरफ से राजस्थान के बारे में किसी किस्म का ऐलान नहीं हुआ कि वह कौन से वर्क्स खोलगे और राजस्थान को क्या सुविधायें देंगे। इसके बारे में मैं आपके जरिये पुरजोर अपील करूंगा कि रेलवे मिनिस्टर साहब को राजस्थान को इस तरह से नजर-अन्दाज नहीं करना चाहिये। जब वह कंसोलिडेटिड फंड से बहुत बड़ी रकम लेते हैं तो उसके साथ साथ रेलवे को यह तबज्जो रखनी चाहिये कि वह उसको मुख्तलिफ स्टेटों में बराबर मसावियाना तौर पर खर्च और मुख्तलिफ प्रान्तों में जो जो मुश्किलात हैं उनको दूर करने में इन्साफ से काम लें। इन्साफ से काम लेने के लिये मैं इसलिये कहता हूँ कि बार बार जब तकाजे किये गये और उस पर भी कोई तबज्जो नहीं दी गई तो हमको यह कहना पड़ा कि हमारे साफ इन्साफ नहीं हो रहा है।

अब मैं रेलवे मिनिस्टर साहब की खिदमत में कुछ सुझाव देना चाहता हूँ। कोयलायत से फलीदी तक लाइन डालकर बीकानेर को जेसलमेर से जोड़ा जाये। यह इसलिये जरूरी है कि जेसलमेर और बीकानेर वाडें पर हैं। वहाँ पर रेलवे लाइन डाली जानी चाहिये, यह वहाँ की सुरक्षा और वहाँ की हिफाजत के सिलसिले में बहुत अच्छा कदम होगा।

मेड़ता सिटी से अजमेर तक लाइन डाली जाये ताकि बीकानेर व जोधपुर व अन्य इलाके सीधे अजमेर व पुष्कर से जुड़ सकें। इसके अलावा अजमेर से आगे नसीराबाद व विजयनगर से कोटा तक रेल लाइन डाली जाये ताकि उत्तर पश्चिम राजस्थान के लोग सीधे अजमेर होकर बूंदी व कोटा पहुँच सकें और जयपुर टोड़ावराय-सिंह रेल लाइन को बड़ा कर अजमेर-कोटा लाइन से जोड़ा जाये जिससे जयपुर से कोटा सीधी रेल से जुड़ जाये। अभी सवाई माधोपुर होकर जाने वाली गाड़ी बदलने में बड़ी दिक्कत होती है और चक्कर पड़ता है।

चुरू से तारानगर व सरदार शहर, रावतसर होकर नौहर तक रेल लाइन डाली जाए ताकि इस इलाके के लोगों को आवागमन की सुविधा मिल सके।

बीकानेर से जयपुर या आग : एक सीधी एक्सप्रेस गाड़ी वाया रतनगढ़ व चुरू चलनी चाहिए जिससे बीकानेर व चुरू जिलों के लोगों को सुविधा मिल सके।

दिल्ली अहमदाबाद मीटर गेज लाइन को ब्रोडगेज में बदलना चाहिए और जयपुर सवाई माधोपुर लाइन को भी ब्रोडगेज में तबदील करना चाहिए। कोटा चित्तौड़गढ़ मीटर गेज सरदार शहर और हनुमानगढ़ जंक्शन तक डाइरेक्टर लाइन का मतलबला पेश करते हैं। सरदार शहर से वांसावाड़ा रतलाम तक मीटर गेज लाइन बनानी चाहिए।

इसके अलावा मैं बीकानेर शहर की आम एक मुसीबतों को आपके सामने रखना चाहता हूँ। 25 वर्ष का अरसा हो गया वहाँ बीकानेर का आवादी बढ़ती चली गई है। 5 रेलवे फाटक ऐसे हैं जो शहर के बीच में हैं और वह पाँचों फाटक मुश्किलिक आकाल में रेलों के गुजरने की वजह से बीसियों दफा बन्द होते हैं और ट्रैफिक जाम हो जाता है। शहर से दफतरो में जाने वाले लोगों को अपनी ड्यूटी पर जेट पहुँचना पड़ता है, अदालतों में वकील लोग देर में पहुँचते हैं तो कई केस खारिज हो जाते हैं। अस्पतालों की एम्बुलेंस कारे रुक जाती हैं कई दफा मरीज रास्ते में ही मर जाते हैं। ये मुश्किलें दूर करने के लिए मुस्त लिफ आकाल में बीकानेर की तरफ से रिप्रजेंटेशन हुए। श्री लालबहादुर शास्त्री जी और श्री जगजीवन राम जी ने भी इस पर तबज्जो की थी और लाल बहादुर शास्त्री जी ने अलल ऐलान बीकानेर में आम सभा में फरमाया था कि इन फाटकों की मुसीबतों को दूर करने का इंतजाम रेलवे करेगी और सैन्ट्रल गवर्नमेंट करेगी और इन पर जितना भी खपया खर्च होगा वह हम बरदाश्त करेंगे

और राजस्थान को अपना हिस्सा देना होगा तो हम वगैर इंटस्ट का लोन भी राजस्थान को देंगे। ये सब वायदे हुए पर मामला वहीं का वहीं है।

उसके साथ-साथ यह कहा गया कि इन मुसीबतों के हल के लिए या तो पुल बनाया जाए या दूसरा इन मुश्किलों का हल करने का यह हो सकता है कि मीजूदा स्टेशन को बदल दिया जाए। वहरहाल इंजीनियर या टेक्नीशियन जो कुछ भी हल ढूँढ़े, वह इसकी तलाश करें, लेकिन इस मामले को एक बहाने या दूसरे बहाने के साथ टाला जाता रहा है और मैं अर्ज करना चाहता हूँ कि यह मामला इतना परेशानीपूर्ण हो गया है कि बीकानेर की जनता का पैमाने सबर लवरेज है किसी वक्त भी इस मसले को लेकर वहाँ मुसीबत खड़ी हो सकती है। खासतौर पर ऐसे मौके पर जब कि मखालिफ असामाजिक ताकतें मिल रही हैं और हमारे दूसरे धाराने पैकदा हमारे हर मसले को उलझाने की कोशिश करते हैं। मैं सचेत करना चाहता हूँ, आगाह करना चाहता हूँ कि इसको एक इंसानी मसला समझ कर तैय किया जाये और इस तरह खास तौर से तबज्जह की जाय।

इसके अलावा मैं रेलवे मिनिस्टरस तब की तबज्जह बहुत छोटी-छोटी मांगों की तरफ दिलाऊंगा और मैं समझता हूँ कि वे उनको बड़ी आसानी से पूरा कर सकते हैं वगैर कि वे उन पर गौर कर, तबज्जह फरमाये। बीकानेर दिल्ली मेल में अभी एक श्री टायर व टू टायर डिब्बा लगता है। यह बहुत नाकाफी है और इसमें इजाफा किया जाना चाहिए। इसी मेल में टू टायर का जो एक ही डिब्बा है उस में ज्यादातर मुसाफिर रेलवे मुलाजिमीन होते हैं। आम जनता के लोगों को उसमें बैठने की सहुलियत नहीं मिलती है। इसलिए मैं अर्ज करूँगा कि इसमें टू टायर और श्री टायर के डिब्बों का इजाफा किया जाये।

बीकानेर से अहमदाबाद मेल में टू टायर और ओ टायर के एक एक डिब्बा लगना चाहिए। बीकानेर से अहमदाबाद तक जो सफर होता है वह बहुत लम्बा है। उस सफर को कम प्रसे में तय करने का इन्तजाम होना चाहिए। मेड़तारोड़, जोधपुर व मारवाड़ जंक्शन पर 6 घंटे से ज्यादा समय व्यर्थ बरबद होता है। प्रकले जोधपुर में यह गाड़ी 3 घंटे से ज्यादा खड़ी रहती है। जनता एक्सप्रेस से इसका मेल बढ़ाया जाना चाहिए। जोधपुर से 5.15 बजे गाड़ी चला कर 8 बजे कर 20 पर मारवाड़ जंक्शन पहुँचाई जा सकती है और वहाँ से एक्सप्रेस गाड़ी से कनेक्शन किया जा सकता है। इस तरह मुसाफिरों को जो तकलीफ होती है उसको रफा किया जा सकता है।

बीकानेर से उदयपुर गाड़ी पहुँचने में बहुत वक्त लगता है। बीकानेर से उदयपुर तक जाने में बीच में मोड़ता रोड़, जोधपुर व मारवाड़ जंक्शन में यह गाड़ी 8 घंटे से ज्यादा समय तक पड़ी रहती है, जिस से मुसाफिरों को बड़ी तकलीफ होती है। इसमें सुधार करके उदयपुर गाड़ी पहुँचाने व खाना होने के समय को ठीक किया जा सकता है और समय की भी बचत की जा सकती है। इस बारे में मिनिस्टर साहब को तबज्जह फरमाना चाहिये ताकि मुसाफिरों का कन से कम वक्त में और रास्ते में पड़े रहने की तकलीफ से बचाकर बीकानेर उदयपुर का सफर आराम से हो सके।

SHRI DWIJENDRALAL SEN GUPTA (West Bengal); Mr. Deputy Chairman, Sir, I shall give certain very constructive suggestions for the Railway Minister to consider in the context of the difficult transport situation in Calcutta particularly. I have said on different "occasions in the past that all the passengers of Calcutta are dragged to the Howrah station which can be avoided. To meet the situation we are now thinking in terms of a second Hooghly bridge, admitting that one Hooghly

bridge that exists now is not sufficient to cope with the traffic. There are seven trains from Calcutta to Delhi. The fastest train is the Rajdhani Express that leaves from Howrah. The next best is the Kalka Mail; that also starts from Howrah. The next best is the De luxe train; that also starts from Howrah. The next is the Delhi Express; that also starts from Howrah. The next is the Janata Express; that also starts from Howrah. The next is the Toofan Express; that also starts from Howrah. The only train which starts from Sealdah station is the Upper India Express. That takes about 40 hours.

SHRI K. CHANDRASEKHARAN (Kerala): And it is always delayed.

SHRI DWIJENDRALAL SEN GUPTA: Yes, it is always delayed. Will the hon. Minister consider the 'usefulness of giving at least two fast trains from Sealdah to Delhi?

I have mentioned there are six trains. All of them start from Howrah. And fifty lakhs of people living in Calcutta have to cross the river to go to Howrah station which they can very well avoid if two fast trains leave from Sealdah station. It might well be argued that the route is different. No, the route is not different. So far as Rajdhani Express and Kalka Mail are concerned, they go by chord line. Chord line means up to Bali station it is common, and those trains coming by chord line, they take a bend from Bali, then come to Uttarpara, Belur, Liluah and then Howrah. Instead, if my suggestion is accepted, from Bali that will pass through Dakshineswar, then Dum Dum, then Sealdah. For coming from Bali to Howrah you have got to cross two stations, as I said, Belur and Liluah. Here also you will have to pass through first Dakshineswar and then Dum Dum. Then what is the difficulty? I can give you one instance. On 4th September in this House the Government lost a motion by one vote on the

Privy Purses Abolition Bill. The Rajdhani Express started on the 4th not from Howrah but from Sealdah. I was in the plane. On 4th evening the plane could not leave. On the 5th morning again the plane was delayed by some hours. My friend, Mr. Banka Behary Das, boarded that Rajdhani Express at Sealdah station because at that time Howrah station was flooded. If on 4th September 1970 you could do this arrangement, why cannot you do it permanently? That will help the passengers who often miss the train with tickets in their pockets because of the bottlenecks in reaching Howrah station. Mr. Deputy Chairman, you must have ^ experienced it yourself.

Another feature that I would like to develop by way of my suggestion is this. Sealdah section has three lines. One is on south Sealdah station. It goes to Diamond Harbour. Another goes to Barrackpore and yet another goes to Bangaon side. On this side there is no double line. If one train goes, the other train cannot come. So there should be a double line here; otherwise, people have got to go by buses, and this can be obviated if there is expansion of the Klines. That will help the passengers a lot. Recently there was a conference of Passengers' Association of which I have the honour of being Vice-President. People expressed their restlessness at the lack of double line. The Railway Minister promised in the Second Plan that this question would be taken up in the Fourth Plan. In spite of that promise, it has not been taken up in the Fourth Plan.

Then my next point is about the Martin Light Railway. During elections we give many promises. No less a person than our Prime Minister Indira Gandhi in a mammoth gathering announced that the closed Martin Light Railway will be reopened. There was no condition. Might be she was intelligent enough to catch more votes by that promise.

I But when the Prime Minister gives j an assurance, it should be followed. She may not remove poverty. Garibi Hatao slogan might be a long-term thing. But what about the Martin Light Railway opening? If the Prime Minister did not say it as an election promise, if she meant what she said, then all these questions as to who will run it, whether the Centre or State Government, are al} irrelevant.

Mr. Deputy Chairman, you know that West Bengal has no experience of running railway administration, but the Central Government has. If the Central Government cannot do it, ow can West Bengal do it with no experience of running a railway administration? It only means that when you have frothing to do, you shelve it hy saying that the State Government will do it. This is shirking responsibility. Did the Prime Minister at that timē apply her mind or did she say it simply to catch votes of Hoogly and Howrah where she won all the seats?

Coming to Rajdhani Express, there are some permanent posts of Coach Attendants. But the people appointed to these permanent posts are not made permanent in their posts. They are paid at the rate of Rs. 4/- a day. They have been there for about five years. On the basis of these daily wages, they have been allowed to continue. If it was a temporary post or casual post, one could understand. But the post is permanent. If that is so, why are not these persons made permanent? The moment they are made permanent, they will get monthly salaries, dearness allowance, provident fund, leave benefits and everything else. Is it not exploitation of human labour? Is it not unfair for the Government to keep them on daily wage basis especially when they are supposed to be model employers? So long as they do not make them permanent denying them some marginal benefits, don't they stand self-condemned?



[Shri Dwijendralal Sen Gupta]

Last Saturday I travelled in Third Class Three-tier Sleeper vestibule coach. I had certain friends and instead of asking them to travel in the First Class, I travelled with them in the Third Class. There were two Three-Tier coaches. In my coach there was no coach attendant. When I enquired from the train conductor, I was informed that there was only one coach attendant for two coaches. There was lot of unauthorised persons travelling. You will realise how Government was shirking their responsibility. A friend of mine, Shri P. K. Ghosh, an Advocate, was travelling by 2 Down . . .

MR. DEPUTY CHAIRMAN: Please wind up.

SHRI DWIJENDRALAL SEN GUPTA: I am finishing.

In that coach there was no coach attendant. He lost his luggage. Then I wrote to Shri Qureshi. He replied:

"It is regretted that you were inconvenienced by the absence of a coach attendant in your coach. This became unavoidable as there was a shortage of coach attendants caused by heavy casualties in this category. Therefore one Ticket Examiner was deputed to look after two coaches.

Police investigations in regard to the loss of your luggage are in progress and it is hoped that the Police will be able to achieve some progress in this matter."

"Nothing has happened.

I wrote the letter . . .

4 P.M.

SHRI KRISHAN KANT: What was the date of his reply?

SHRI DWIJENDRALAL SEN GUPTA: 25th August 1972.

SHRI KRISHAN KANT: So, one year is not over yet.

SHRI DWIJENDRALAL SEN GUPTA: Sir, this is very important. He had said in the letter like this:

"Referring to the loss of luggage, *an*, the luggage has not been booked by the railway, it would not be possible to entertain any claim for compensation for the loss of the luggage."

After that, Sir, I wrote another letter to Shri Qureshi on 17.11.72 . . .

MR. DEPUTY CHAIRMAN: Don't quote all these things now.

SHRI A. G. KULKARNI: Some body must find out his luggage.

SHRI DWIJENDRALAL SEN\* GUPTA: Sir, on 17-11-72 I wrote to him another letter in which I had said:

"You admit that you failed to supply the staff. I purchased the ticket paying Rs. 4. 50 as berth reservation charges and you should also have taken care of my luggage. You did not do that and you take the plea that since it was not booked as luggage, you have no responsibility in this."

SHRI A. G. KULKARNI: You must \* look after your luggage yourself.

SHRI DWIJENDRALAL SEN GUPTA: There is no question of looking after the luggage. Mr. Kul-karni. The point is this: If you fail to supply the coach attendant which is your duty, how can you shirk the responsibility and say that the Government has no responsibility?

MR. (DEPUTY CHAIRMAN: I think you should wind up now.

SHRI DWIJENDRALAL SEN GUPTA: What is the difference between an ordinary Third Class compartment and a Three-tier one? For the 3-tier people are made to pay Rs. 4.50 more in order to have the sleeping facility.

MR. DEPUTY CHAIRMAN: Mr. Sen Gupta, you must wind up now. Generally I give you two or three warnings and you should finish. If you don't I will have to ask you to wind up and call the next speaker.

SHRI DWIJENDRALAL SEN GUPTA: Sir, the Minister has to see that no outsider, without any reservation, enters the compartment. That was not done and unless that is done, such things will happen....

MR. DEPUTY CHAIRMAN: Yes, Mr. Kumbhare.

SHRI N. H. KUMBHARE (Maharashtra) : Mr, Deputy Chairman, in the past I had made a touching reference to the problem of the contract labourers in the Railway. I had sought information on the strength of the workers who are required to work through the contractors in the railways. But that information has not been furnished yet. I think their strength must be near about one lakh and most of them are employed to do the work of loading and unloading and are employed as casual workers and not as regular workers. There is a long-standing grievance of these workers against the contractors who employ them that there is in the first place, no security of employment. These people are employed as casual labourers some times on a day-to-day basis and if they are employed this week, they cannot be sure of getting employment next week, and this is the condition under which they are required to work As regards the other conditions of their employment, that is wages, I think their wages are so low that they do not represent even what is called a minimum rate of subsistence. Even today they are paid at the rate of Rs. 2.00 or Rs. 2.50 per day. As regards the other benegts like provident fund gratuity pension, leave privileges, etc. nothing is allowed to them. Therefore I have to say that since the work they are

required to do essentially forms part of the work of the railways and since they have to work all the days in a week, all the working days, there should be no difficulty in employing them as railway employees. This is their demand, Sir

I think Sir in view of the fact that they are required to work for all days and the nature of their work is such that it essentially forms part of the railway work, their demand is a fully-justified one. Now, Sir, it has been said that these workers can organise themselves into co-operative societies and the contracts can be given to the co-operative societies. In that event, Sir, at best they will become the employees of the co-operative societies. Can these cooperative societies give them security of service? Can they provide them better conditions of employment? Can they provide them better wages? The answer would be 'No' because everything depends upon the terms of contract. So I do not think that by introduction of cooperative societies their problems can be solved and there could be some improvement in their working conditions.

Now, it has been said—rightly, too—that the Government must prove itself to be a model employer, an ideal employer. Now when we are speaking of taking care of the poor man, it is high time that you took care of the workers, who are not in hundreds, who are not in thousands, but who I suppose, are in lakhs. Thereby they will also be able to get better wages and better conditions of life. This is my first point. Sir.

My second point is this. The Prime Minister made an announcement about the Konkan Railway. We do not know what has happened to that. It has been a very long standing grievance, 50 year old demand, that there should be Konkan Railway. In the past a committee was formed and surveys have been done. But the assurances of the Government have

[Shri N. H. Kumbhare]

yet to materialise. There should be no further delay in undertaking this project.

Then, Sir, my third point is about the recognition of the scheduled castes and Scheduled Tribes Employees' Association. They represent the cause of Scheduled Castes and Scheduled Tribes and they have demanded that these organizations should be recognized. But, unfortunately, their demand for recognition has been turned down by the Railway Ministry on the ground that these are communal organizations. I cannot understand this. They are Scheduled Castes because of their poverty. They are down-trodden people. They are Scheduled Castes because they belong to the lower ladder of the society. They are Scheduled Castes because of the castes to which they belong. They are Scheduled Castes because they are untouchables. Can they be branded as communals? If you brand them as such, then I pose the question: Is not the Depressed Classes League which its being given? substantial aid, also not communal! What I feel is that there is communalism at the other end. Those who are responsible for taking this decision, rejecting recognition. I say, are communal minded. They want that these down-trodden people should not come up. Therefore, it is high time that the Government re-considered that decision and gave recognition to such an association.

MR. DEPUTY CHAIRMAN: Mr. Chandra'sekharan.

SHRI K. CHANDRASEKHARAN: Sir, I am extremely obliged to you for giving me a few moments to detail just one or two points that I wish to raise.

Sir, so far as the people of the south are concerned, it was one of their greatest days, if I may say so, when the Jayanthi Janata Express started from Mangalore and Cochin to Delhi twice a week. But it is a misfortune that a sort of step-motherly

treatment is being given to the people of the south, in spite of the fact that a very essential and beneficial train service was started. The people of the south, as the complaint goes, are 'not first class citizens and the Railways consider travellers from the south as fourth class travellers. Immediately after the Andhra trouble was over, Grand Trunk Expresses were started. The Link Express was started. But it took quite a lot of further time for the restoration of the Jayanti Janata Express and even today the position is that so far as Ernakulam and Mangalore are concerned, there is no firm booking except for the next train. They do not know when the trains will start once again. There are no clear instructions in regard to the continuous running of these trains. Sir, this causes a lot of difficulty so far as the travellers in the South are concerned. The Jayanti Janata Express is a train which caters to the travellers of Tamil Nadu, Kerala and Mysore and particularly to the travellers from the terminal stations i.e. Mangalore and Cochin. Sir, I would therefore plead with the hon. Minister of Railways and the Railway administration to see that the Jayanti Janata Expresses are run continuously and efficiently as before. When it had been started, it was one of the finest trains so far as the South was concerned. I would also plead with the Railway administration to see that more coaches are made available for the trains that start from Ernakulam.

Sir, I would only add one more point regarding this Railway Appropriation Bill. I know you have given me only a little time. I asked for that much and there is no question of my having been denied anything. I would like to stress that there is a tendency nowadays seen in almost all parts or zones of the Railway administration that the trains need not run on time. There was a time when every railway official thought that the trains should start on time and run on time.

many of the terminal stations where diesel engines are used, there is no question of the steam engine not being prepared. We find that express trains start late. I do not want to name any train at present. Many of the trains particularly in the South run late. I do not know how they are shown in records, but the experience has shown that there is a deterioration so far as trains running on time are concerned. Thank you.

SHRI MOHD. SHAFI QURESHI: Mr. Deputy Chairman. Sir, I am indeed very grateful to the hon. Members who have participated in this debate. These hon. Members who

have supported these Appropriation Bills have brought out certain salient features and have had a word of commendation for the railways. There have been some hon. Members who have been rather critical of our budget. In this respect, I must admire the consistency with which Shri Dahyabhai Patel has said that he has been sticking to his statement for the last 18 years about the railways. Sir, he is welcome to have static ideas, but in these 18 years, the Railways have marched from one glory to another and today

the Indian Railways have the pride pleasure of being the Asia's first and the world's fourth largest railway system. Sir, this railway system of India has another place of pride. It is the second largest public sector enterprise in the world, next only to the U.S.S.R.

Sir, I would like to give a brief history of the development of Indian Railways so far as the carriage of passengers and freight is concerned. It will be seen that there has been tremendous change and development in our railway system so far as the carrying of passengers and goods is concerned.

[THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY) in the Chair]. Sir, the freight traffic has increased between 1950-51 and 1971-72. That is,

in tonnage originating in terms of revenue there is an increase of 140 per cent -and in non-revenue there has been an increase of 39.9 per cent. Over-all in the total there has been an increase of 118.7 per cent. Likewise in the total tonne kilometres there has been an increase of 215.8 per cent. If we look at the passenger traffic, there also has been a tremendous increase in the percentage. In the suburban traffic, in the passenger originating, there has been an increase of 238.1 per cent since 1951 and in non-suburban traffic it has been about 48.8 per cent and in passenger kilometres the increase has been of the order of 99.2 per cent. This by itself shows that there is no stagnation so far as the development of the railways is concerned.

One or two points have been raised by some hon. Members and I would like to deal with those points first. Mr. Kulkarni has asked about the formation of the committee with regard to the Sholapur Division. A committee has been formed and the members of the committee have been nominated and those names are being forwarded to the Ministry of Parliamentary Affairs for their approval. The committee consists of Members of Parliament of that area, and I am sure they will be able to go in detail into the whole working of the Sholapur Division.

SHRI A. G. KULKARNI: Very good!

SHRI MOHD. SHAFI QURESHI: The terms of reference also include to see what are the difficulties which are being faced, and whatever changes they would suggest will really be considered by the Government.

Hon. Members have touched on many important points and these include laying new railway lines, passenger amenities, catering and crime on the railways. Some Members have taken up local issues. I may not be able to cover all the points, but whatever points remain, I shall see that

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proper replies are sent to the hon. Members.

SHRI SHYAM LAL YADAV: Madam, one point. You may reply regarding promotion of Scheduled Castes and Scheduled Tribes.

SHRI MOHD. SHAFI QURESHI: I will come to that—that is a very important matter.

(Interruptions)

Several hon. Members have spoken about the need for new lines, conversions, doubling, restoration, etc. With regard to these matters the Railway Minister was very emphatic and clear in his Budget speech and he has said, that we have to change old ideas and the colonial concept of the railway being only a profit-earning enterprise. We have to see that the new concept about the development of the railways ...

SHRI MOHD. SHAFI QURESHI: I will touch that point also.

The 'new standards will have two concepts of policy-. Construction programmes, namely, to

**श्री नवल किशोर : लोगों को वॉटर टिकट**

**भी जाने दिया जाएगा इस बारे में भी बताइये ।**

provide infrastructure to promote industrial and agricultural output and, secondly, to give fillip to the development of backward areas and regions and the interests of the agricultural communities like the cotton growers of Madhya Pradesh, Maharashtra, Haryana, pun-jab and Gujarat, the rubber growers of Kerala, the jute growers of Assam, West Bengal and Bihar, and the tobacco growers of Andhra—to mention only a few. I wish to assure the hon. Members that this policy will be vigorously pursued. We are, however, unable, at this stage, to give any specific assurance with regard to the individual demands which have been made by hon. Members.

Here I must mention about the Konkan line which has been agitating the

minds of some hon. Members coming from that area. Mr. Kulkarni and Mr. Kumbhare have made a mention about this particular line. Madam, the reply that I am going to give will clearly state the position as it stands today. The whole scheme is lying before the Planning Commission. The Planning Commission has to allot funds for this project. As per the assurance of the Prime Minister when the funds are allotted, topmost priority will be given to this Konkan line. This is the commitment which I am making in this House. Some works are being taken up in this area and that has been appreciated very much by hon. Members here. We are taking up the works in other areas also because our concept of developing the railway lines is purely on the national basis. Railways are transgressing the limit of language and provincialism. It is only keeping in mind the overall development of the country that we have to build new lines and also to extend the existing lines.

SHRI A. G. KULKARNI: Does it mean that the Konkan railway line is pending with the Planning Commission?

SHRI MOHD. SHAFI QURESHI: Yes, in regard to funds.

DR. K. NAGAPPA ALVA: In the national interest, will this Konkan railway be taken up as part of the west coast railway, from Bombay to Kanyakumari?

SHRI MOHD. SHAFI QURESHI: Certainly. The hon. Member has also made a mention about Kanyakumari, the seat of learning and abode of Swami Vivekananda. He should know that the project has already been taken in hand and I have been repeating that it is our desire and intention to link Kanyakumari with Kashmir. We have extended Pathankot line to Jammu and this line from Trivandrum to Tinneveli and Kanyakumari is also being constructed. Not that there is any lack of interest but any work which is taken in hand has to proceed

gradually and I can assure the House that the works which have been taken up will be taken up very seriously.

Some hon. Members have been telling this House about the amenities provided to the passengers, it is true that we have not been able to provide all the facilities and amenities which the travelling public requires but it has been our sincere desire and effort and we have been making every possible contribution towards these amenities. We spend Rs. 4 crores annually to provide facilities and amenities to the travelling public. Whether it is in the trains or on the platforms or in the waiting rooms, this is being done. We have got various Zonal Committees to make suggestions for the improvement of the passengers' amenities. We give due consideration to those suggestions, considering the availability of funds. It has now been our idea that instead of vast things, if we take only a few stations and concentrate on the development of passengers amenities at those important stations, it would be a good thing. Then we will be able to save a lot of money for those items which become redundant after some time. It is no use providing a tap which becomes dry after two weeks or providing a bulb which does not last long. First we shall see that full amenities are given at important stations, both to gents and to the lady passengers.

Then, some Members have evinced very keen interest in the staff welfare. This matter has been engaging the attention of the Railway Ministry always and we have seen that the staff which is working with the Railways is given whatever is due to them. I have already given certain figures in reply to the debates and here I wish to emphasize again that the railway management have given a pioneering lead in so far as staff welfare is concerned. Apart from provision of quarters to a large percentage of staff there are many other directions in which the Railways have moved. No other organisation, save

the Armed Forces, has a medical setup of the size and quality as the Railways.

There are 6&8 hospitals and health units where facilities for the most up to date treatment are available. Services to bed patients are also far superior to what obtains elsewhere in the country.

Members have pointed out about the inadequacy of facilities so far as education of children of railwaymen is concerned, I would like to point out that the education of citizens— and railwaymen's children are as good citizens as anyone else—is legitimately the responsibility of the State Government, and I would therefore request Members to assist railwaymen by using their good offices with local bodies and State Government to come forward to open schools. We can at best consider granting some land where-ever it can be made spare. In spite of this position the Railway Administration has not sat back quietly. There are today 758 railway schools. These are to cater to the needs of children of railwaymen at such places where other facilities are not available. The House must appreciate that it would be an impossible situation in financial terms if the Railways were asked to cater for the entire schooling requirements of the children of railway employees. Besides these major facilities railwaymen have been provided 739 institutes and recreation centres, 22 holiday homes including two at Srinagar and Pahalgam, subsidised hostels at 14 centres where the children of railwaymen are given boarding and lodging at charges ranging from Rs. 7/50 per month for the lowest employees to Rs. 45/- for the intermediate supervisors. Then there is the Staff Benefit Fund from which allocations are made for sports activities, relief of distress in individual cases and above all for 3422 significant scholarships up to Rs. 701/- per month for children of employees going up to higher studies in science, medicine and engineering. In 1973-74 the expenditure on staff welfare has been

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budgeted at Rs. 45.4 crores. This figure by itself should give an idea to hon. Members that the Railway Administration is very keen to provide all facilities to railway employees.

SHRI B. K. KAUL (Rajasthan): Does it not create duplication when you want to run your own schools and the State Government is also looking after education? It is duplication.

SHRI MOHD. SHAFI QURESHI: What I said, Madam, is that we are over-burdened already. We have got our schools and we are trying to maintain very high standards in those schools but it is impossible physically to cater to the requirements of all the children of railway employees considering the magnitude of the problem and I have made a request to hon. Members to assist us in finding places for the children of railway employees in local schools which are run by the Ministry of Education or by the local Education Departments.

SHRI B. K. KAUL: It is a wrong approach.

SHRI MOHD. SHAFI QURESHI: Sir, some hon. Members have made reference to the casual labour or to the contract labour. Mr. Kumbhare I think raised this point and said that we are not considering this aspect. I am quite aware of this problem and we want to do our best to resolve these problems. About 3.34 lakhs of casual labourers are working in the Railways; of this about 0.8 lakhs are employed on projects. Casual labour are engaged in large numbers on various construction projects and also on works which are seasonal or of a temporary nature. As and when the work is completed this labour has to move to other places where new work has to start but it has been our experience that there is some reluctance on the part of this labour to move to places far away from their homes. Despite all this it has been our endeavour to see that the maximum number of this casual labour is employed as per-

manent labour in the Railways. For appointment in regular vacancies they are given relaxation in age limit to the extent of their service as casual labour. This is one facility which is provided to them. It has recently been decided that their medical examination should also be according to relaxed standards. Till a few years ago casual labour were considered along with the outsiders for recruitment to regular class IV posts. This has been changed and for the last three years all class IV posts in the Department are being normally filled only from amongst the casual labour and substitutes. Since this change in policy about 50,000 casual labourers and substitutes have been absorbed against class IV posts. So it would be clear from our policy that we do not want to create any hardships for the casual labour but it is our endeavour to see that as and when the work is finished and as and when vacancies arise first preference is given to the casual labour. As I have pointed out, there have been certain relaxations so far as their medical and educational standards are concerned.

Madam, I will try and take up the very important point of representation of the Scheduled Caste and Scheduled Tribe. I have stated earlier also that, personally speaking, I am not satisfied with the representation of Scheduled Caste so far as Class I is concerned. This is a matter of serious concern to us and it is our sincere effort to see that we get the maximum number of Scheduled Caste and Scheduled Tribe so far as Class I posts are concerned. Various concessions like relaxation in the age-limit to the extent of five years issue of free passes for written and oral tests, giving repeat courses with stipend and another one without stipend for recruitment and training of apprentice trainees have been granted. At the time of interview the reserved community candidates are called in separate blocks. Candidates with lower positions in the

recruitment panel are appointed. Even amongst failures, the best are considered for appointment in the case of non-technical and quasi-technical class III categories where no written examination is held. I have seen to it that not only in the national newspapers but also in the local newspapers advertisements are made and also in the regional languages these advertisements are made, so that vast publicity is given about the vacancies that arise in the Railways. We have also tried with the Ministry of Information and Broadcasting that they should provide at least some time in their rural programmes for advertising the posts of Scheduled Caste and Scheduled Tribe. Unfortunately my proposal has not been accepted by the Ministry of Information and Broadcasting. Even then we have tried to see that wide publicity is given to such vacancies. The choice of appointment in a particular division is given to all candidates, but in the case of Scheduled Caste and Scheduled Tribe if there is no vacancy in the division of their choice, they can be appointed in other divisions of a railway where there may be vacancies. Further, the General Managers have been vested with special powers to recruit Scheduled Caste and Scheduled Tribe without reference to the Railway Service Commission to make up any shortfall. This recruitment is confined exclusively to candidates belonging to the reserved communities. These powers have been exercised by the General Managers of many Railways. The General Managers can utilise these powers to give alternative appointment to medically unfit candidates belonging to the reserved communities in categories for which they are medically fit and where there is a shortfall of such candidates. The unfilled quota is carried forward to three subsequent recruitment years. I may be permitted to add that the reservation quota is applicable at the stage of recruitment and is not related to the total strength of staff. However, there has been a continuous increase in the number of Scheduled

Caste and Scheduled Tribe on the Railways in the lower classes. The same is the position in the case of Class I and Class II services. The number of gazetted officers belonging to Scheduled Caste increased from 101 in 1962-63 to 300 in the year 1971-72. In Class III and Class IV the number increased from 38,941 and 1,53,017 in 1962-63 to 51,472 and 1,73,806 respectively in the year 1970-71.

SHRI B. T. KEMPARAJ (Mysore): What is the percentage?

SHRI MOHD. SHAFI QURESHI: I will come to that. I want to give the whole facts to the House, so that hon. Members should also note the urgency of the matter. We are not going to conceal anything. After all the Scheduled Caste and Scheduled Tribe people are part and parcel of the nation and if they lag behind they will be a drag on the whole society. We cannot proceed that way. The representation of Scheduled Tribe in gazetted posts went up from 9 in 1962-63 to 40 in 1971-72. In the case of Class III and Class IV posts, the number of Scheduled Tribes which stood at 3,837 has gone up to 6,464 and from 24,988 it has gone up to 31,662. This increase can be attributed to the various steps taken by the Government.

On the Railways, for the purpose of allotment of quarters, the staff are classified into essential and nonessentials categories. Essential staff are those who are required to live near their place of duty and who are likely to be called for duty at any odd hours during day and night. Seventy per cent of the quarters available for allotment are earmarked for the essential staff and the remaining 30 per cent for non-essential staff. And an endeavour is always made to provide quarters on a preferential basis to the essential categories. The employees belonging to the Scheduled Castes and the Scheduled Tribes are therefore equally considered under this preference.



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In regard to non-essential categories it has been decided that wherever the accommodation already allotted to the employees belonging to the Scheduled Castes and the Scheduled Tribes from the general pool is less than 5 per cent, special allotment should be allowed to bring it up to the level of 5 per cent of the vacancy in type 1 and type 2 quarters in cities where the headquarters of the zonal railways and the production units are located. The number of quarters allotted to the essential staff as on the 31st March, 1971 is 1,23,475 in class 3; 2,05,103 in class 4. Out of these 9707 in class 3 and 43,000 in class 4 have been allotted to the employees belonging to the reserved communities. Their percentage works out to about 8 and 21 respectively. In regard to the non-essential staff, these percentages come to 10 and 24 respectively.

Madam, I have got here a statement showing the staff on the Indian Railways belonging to the reserved communities as on 1-4-72 as compared to staff strength as on 1.4.63. In 1962-63, the gazetted strength was 5,306; it has gone up now to 8,216 Scheduled Castes' strength in 1962 as against 5,306 was 101; and it is now 300. The percentage increase in the gazetted officers has gone up from 1.90 to 3.65. and in class 3 the increase has been rather slow, from 7.97 per cent to 8.71 Per cent. The number of Scheduled Castes has increased from 38,941 to 51,472. So, there has been an increase of about 12531 of these employees. In class 4, as against 7,17,969 in 1962, the number of Scheduled Castes was 1,53,017; today in 1973 the total number in class 4 stands at 7,94,264. Out of these the Scheduled Castes are 1,73,806. So, there has been an increase of 20,789. The percentage works to about 21.88.

SHRI B. T. KEMPARAJ: Including the scavengers or excluding them?

SHRI MOHD. SHAFI QURESHI: Including the scavengers. I am coming to that. With regard to this, I have personally stated that this is

not a very satisfactory performance. But we will see that proper representation is given to the Scheduled Castes and the Scheduled Tribes in the gazetted cadre and in class 2 cadre also.

SHRI SHYAM LAL YADAV: Promotions.

SHRI MOHD. SHAFI QURESHI: There is no bar so far as promotions are concerned. But special consideration will be shown in the case of promotions to the Scheduled Castes. Of course, we should try to be helpful to the backward communities and help them. With regard to the tests, we have relaxed the standard in examinations and the papers of the Scheduled Caste candidates and their interview, they will also have a different level wherever possible because they are not able to have the same standards which the students from the cities are able to fulfil. So that consideration will be shown to the new employees, fresh entrants from the Scheduled Castes and the Scheduled Tribes. Another point which has been made by the hon. Member is about corruption and crime on the railways.

SHRI A. G. KULKARNI: Corruption and crime and your Railway Board—everything put together. Mr. Kulkarni has referred to the Railway Board. I know when he talks of the Railway Board he means Railway Board and not any individual. I know he is very friendly to every Member of the Railway Board.

SHRI A. G. KULKARNI: Nothing against the individuals.

SHRI MOHD. SHAFI QURESHI: If he just tries to develop a little more closer liaison with these people he will find they are very good people to talk to and experts in their own field. These are the people who have grown with the Railways and have obtained a degree of expertise which we must respect. But one thing I must make clear which the Minister also stated in the other House. Nobody should have this idea that this Board supersedes in any way the powers given to the Minister. We are representatives of

this honourable House, the most humble servant of the Houses and it is our job to see that the policies of the Government are carried out by our officers . . .

SHRI A. G. KULKARNI: On what basis are you making this statement?

SHRI K. CHANDRASEKHARAN. On the basis of the picture of Mr. Ganguly standing like this because the Minister was all powerful....

SHRI A. G. KULKARNI: I have brought to your notice the specific instances. The highest authority in this country makes a statement. The

The Chairman of the Railway Board or the Railway Board officers have not seen that statement. It will be a fantastic lie which one cannot digest that they have not seen the statement. And when the Railway Budget comes out the Minister has not made any provision for these things. When the Railway Board official addressed a press conference a specific question was asked and he said he had no news, that they have only learnt like this. I made a specific allegation that in between the Prime Minister's announcement and the Budget there was a

^ reference made by the Railway Board to the Cabinet Secretary. The Cabinet Secretary might have replied and somebody wanted to torpedo the whole scheme. Who is superior? The Minister or the Railway Board? I wanted to know.

SHRI MOHD. SHAFI QURESHI: The strength of a Minister is not to be judged by the number of dismissals or suspensions he has to his credit because that is an easy job to be done. The success of a Minister depends on how far he is able to implement the policies of the Government which have the sanction of the people behind it and how he involves the bureaucracy, how he forces these people to work out these policies. There may be certain unpalatable decisions which the Government have to take but it is the bounden duty of every bureaucrat

to see that the policies of the Government are implemented. Those who fail to do so have no place. Let my friend know that we have immense power to dismiss an officer...  
(Interruption).

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADH-YAY): Mr. Kulkarni, let the Minister reply. You have made all these points.

SHRI MOHD. SHAFI QURESHI: I will defend only what is defensible. Whatever is not defensible I will not defend. If there are corrupt or bad Officials I will be the first man to condemn them. But if there are good officers I must appreciate their good work and I will request the House also to appreciate their work and <sup>also</sup> to see that they are not unnecessarily criticised, because this gives encouragement to them.

With regard to corruption, thefts and crimes on the Railways, unfortunately the situation in the country during the last few years has not been very favourable to the law and order situation. If the law and order situation in a particular State is bad it reflects upon the functioning of the railways. We have seen how the students in Patiala who wanted concession in cinema shows wreaked their vengeance on the railway bogies stationed in Jullundur. If there is any agitation for any good or any bad reasons, the railways are made the scapegoats. If you see the recent figures of the loss suffered by railway during the last few years, the loss to their property was to the tune of Rs. 3 crores. If we consider the loss of traffic only, in Andhra Pradesh we have suffered a loss of about Rs. 20 crores. And if we take the cumulative loss of traffic during this agitational period it will run into millions and millions of rupees. But despite this one thing has to be remembered that the railway system during the Indo-Pakistan war was functioning most efficiently. But it goes to the credit of railway-men and to those officers who have

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been manning the Indian Railways that there has not been one failure during the entire crucial period of Indo-Pakistan war. I am proud to say that despite all the hazards to their life and despite all the dangers to their property the railwaymen have discharged their duty as true citizens of this country. They have got a proud record of service during the crucial period. But where there is a mass movement for entering the compartments and to sit without tickets, you cannot expect two Ticket Examiners to check the violent mob because their own lives are in danger.

SHRI K. CHANDRASEKHARAN: As it happened in Lucknow.

SHRI MOHD. SHAFI QURESHI: We have got the Railway Protection Force. Hon. Members have been asking, "What are you using this Railway Protection Force for?" Some Members have called it the Railway Pilferage Force and some others have called it the Railway Plunder Force. After all, one should try to understand the task that has been assigned under law to the Railway Protection Force. The Railway Protection Force on the Indian Railways is meant to protect the Railway property whether it is at the platforms or in the yards or in the godowns. The Railway Protection Force is altogether a different force from the police force. The law and order responsibility is entirely that of the State Government, and the of the State Government, and the State Government has the Government Railway Police to protect Railway passengers. Now, so far as the law and order problem is concerned, we can go to the assistance of the State Government as and when they ask for it, but we cannot possibly take an active part so far as the law and order situation in a particular State is concerned. We are paying about Rs. 3 crores to the various States for the Government Railway Police which they are providing for the protection of passengers. It is entirely the duty of the Government Railway Police to

protect the travelling passengers in trains. Despite this, we have seen to it that passengers who are travelling by night trains are provided with armed escorts. We are also utilising the services of the Railway Protection Force in this manner. But despite all this, there have been increases in the number of cases of various types—murder, robbery and theft—on the Railways. Now, it is keeping all these things in view that the Railway Minister had called a meeting of the Home Ministers of various States and a committee has been appointed with the IGP's of various States and with our own officers to go into the whole gamut of the functioning of Railway safety and security.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): Mr. Qureshi, you have taken too much time.

SHRI MOHD. SHAFI QURESHI: I have to cover one or two more points.

THE VICE-CHAIRMAN (MATI-MATI PURABI MUKHOPADHYAY): We have got two more Bills to pass.

SHRI MOHD. SHAFI QURESHI: I am replying to the debate. If you want me to cut short, I will cut short.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): You may make shorter points.

SHRI NAWAL KISHORE: On a point of order. You see, I never object to the observations made by the Chair. But probably it might not be in your knowledge that one full day i.e. today, was allotted for these two Bills, and we are finishing them 1½ hours before the scheduled time. So, to say that he is taking too much time, I think, is not correct.

THE VICE-CHAIRMAN (SHRI MATI PURABI MUKHOPADHYAY): But we have got two more Bills.

SHRI NAWAL KISHORE: Those Bills can be taken up tomorrow.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): Well, the Deputy Chief Whip may explain how these Bills are here to be passed to-day.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): Only three hours were allotted for this.

SHRI NAWAL KISHORE: No, no. not three hours, on full day. You see the business list.

SHRI OM MEHTA: I have seen it, Sir. But the Minister is going to finish in the next five minutes.

SHRI NAWAL KISHORE: I do not mean that; if we finish earlier, it is all more good.

SHRI OM MEHTA: We are running against time.

SHRI NAWAL KISHORE: We are not running against time.

SHRI OM MEHTA: We may have to sit on the 31st also.

SHRI SHY AM LAL YADAV: But this matter should be replied to in full

SHRI NAWAL KISHORE: There are many other important points.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): Now you are taking the time of the Minister.

SHRI NAWAL KISHORE: No. I will not take. I am only saying that Mr. Qureshi has to explain the shortage of wagons, ticketless travelling, the historical demonstration of to-day and so on.

SHRI OM MEHTA: There was a full debate on the Railways.

SHRI MOHD. SHAFI QURESHI: With regard to thefts and pilferages, the Railways have to pay a huge amount of compensation which runs to Rs. 13 crores a year. We are not happy to pay this compensation because if we were able to protect the

property of the consignor, we would not have to pay any compensation. For that we have taken certain measures and we have found that with the co-operation of the State Governments, our bill of compensation claims has come down. In 1972-73, the number of claims received was 25,000 less as compared to earlier years. And we have had a saving of about Rs. 65 lakhs in paying compensation amount. This has been achieved despite the rise in prices by 8 to 9 per cent. Another small point which has remained is—because I have to be very brief now—about the Martin group of Light Railways. Some honourable Members have raised the question about re-opening of Howrah-Amta, Howrah-Sheakhala groups of Light Railways. We have since taken a decision to build alternative lines in the areas served by the former Light Railways. The new railway lines will be constructed as broad gauge. According to our present thinking, they will be built and maintained jointly by the State Governments. Fifty per cent of the cost will be borne by the respective State Governments. As regards absorption of employees of these Light Railways, we are trying to absorb as much staff as we can.

Then, one more important point is about the availability of wagons. In this regard I have to state that statements have been made in this House and it has been claimed by some Members that there is some conflict between the statements made by different Ministers. I wish to make it clear that there have been certain difficulties in the wagon availability at a particular point of time. But what was said by the Railway Minister was that the situation has now considerably improved and now we are in a position to meet the full requirements of cement, loading, and also coal loading, etc. In fact, if we see, coal loading in the outlying fields has been even more. It is in some small fields that we have not been able to cope up with the demand. But today the situation as it stands, as the Minister rightly pointed out, is

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that the Railways are in a position to meet the full demands so far as cement is concerned. There has been some shortfall in a particular variety of coal, and that is brick burning coal. It has been in short supply to various States. But in this brick burning...

SHRI A. G. KULKARNI: Who told you that it is only brick burning coal? It is in coke, it is there everywhere. And we have complained to you. You have received all my letters. Having seen all those materials, how can you say this now?

SHRI MOHD. SHAFI QURESHI: My point is coal to steel plants and to the industry has been met fully. About cement loading, now we are in a position...

SHRI KRISHAN KANT: What are you saying? Did the Minister say "earlier there were difficulties and now there are no difficulties"?

SHRI MOHD. SHAFI QURESHI: I say the situation as it stands is the Railways are in a position to meet fully the requirements of steel plants and other industries-----

SHRI KRISHAN KANT: Here is that statement which I read out in the morning. Madam Vice-Chairman, the honourable Minister is trying to twist the whole issue saying that earlier there were difficulties and now there are no difficulties. Madam, I read out in the morning what Mr. Mishra said in this House. He had categorically said that in 1970-71 and 1971-72...

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): What you had already read out in the morning, you need not read it again now.

SHRI KRISHAN KANT: I have to read it because the Minister is twisting the issue. Mr. Mishra never said "earlier there were difficulties and now there are no difficulties." He said, there has never been a difficulty...

SHRI A. G. KULKARNI: Madam, the Minister is giving a slant and is trying to run away with it.

SHRI KRISHAN KANT: Madam, I know you are fair-minded as Chairman. So you will give a correct ruling. Here is a question where the Minister has definitely said—and I am going to read out those portions which I did not read out in the morning—

जहाँ तक बगन्स का सवाल है, जो मेरे पास आंकड़े हैं उसके आधार पर मैं कह सकता हूँ कि जो आपने फटिलाइजर्स के बारे में, सीमेंट के बारे में, फूडग्रेन्स के बारे में पूछा है उनके भूवमेंट में कमी नहीं हुई है।

It means that all along there has been a correct movement and there has been no difficulty. Not only that, Madam...

AN HON. MEMBER: Shortage also.

SHRI KRISHAN KANT: Yes, shortage also. Both. I know the next point the Minister will say is there is no shortage of wagons, the difficulty is only in movement. So I am putting both points so that he cannot get out of it.

“मगर माल ढोने के लिए कोयला तो उपलब्ध होना चाहिए।”

On the other hand the honourable Railway Minister complains: Who is responsible? It is not because of lack of wagons, but because of lack of production in coal, in movement. Here the other Deputy Minister said in his statement—I shall read out—"the actual performance of the Railways has been that they were asked to 11 lakh tons but they could take only 9 lakh tons". Then he said:

"The availability of cement during the year 1972 suffered a set back in spite of increased production of about 8 lakh tonnes."

Hon. Minister Shri Mishra said: What to carry if there is no production of cement? But here is the Industrial

Development Minister saying that the production of cement has increased. Wagons are not there to move.

The Railway Minister then says:

“मेरी समझ में यह नहीं आ रहा है कि मैं इस बारे में यहां पर गलतबयानी क्यों करूं।”

Then Shri Mishra says:

“बैगन के अभाव से कोयले का मूवमेंट नहीं हो रहा है। यह बात सही नहीं है, मैं इसको फिर दोहराता हूं।”

The Railway Minister reasserts that what "I am saying is correct.". But here the Minister says: "Earlier the movement was out there. Now it is there". He has been saying about 1970—72...

SHRI OM MEHTA: You should have raised it at that time.

SHRI KRISHAN KANT: At that time Shri Qureshi said that he will reply to it in the course of his reply. You are not here only to defend the Government. You have to protect the rights of the whole House. It is our right to get the correct replies.

Then he says:

“कोयले का अभाव है कि नहीं यह हमने नहीं कहा। हमने कहा कि जितनी मिलनी चाहिए थी कोयले के लिए बैगन्स उतनी हम देते हैं।”

As long as this statement...

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): May I suggest one thing? If you are not satisfied with the Minister's statement, you may raise this issue in the form of a Half-an-Hour discussion or Short Notice Question.

SHRI A. G. KULKARNI: He is giving wrong replies, which are not supported by facts or statements given by other Ministers. There are three

Ministers involved—the Steel Minister, Industrial Development Minister and the Railway Minister. They are giving different statements and Shri Qureshi is trying to bail out..

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): Unless you hear him, how can you say this? Let the Minister continue.

SHRI MOHD. SHAFI QURESHI: I wish to state that the supply of wagons and locomotives has been augmented. We have recently ordered 15,000 additional wagons over and above the 26,000 already on order.

Wagon manufacturer in the Railways' workshops at Amritsar, Golden Rock and Samastipur is also being stepped up to 4,000 wagons per annum. The production target at Chittaranjan Locomotive Works is expected to reach 109 electric locomotives and diesel shunters will be stepped up to 128 numbers will be 1973-74. Similarly, the manufacture of diesel electric locomotives at Varanasi is expected to go up to 140 in the next year.

In the current financial year there was shortage of wagons in the first quarter for cement due to severe power shedding on the Eastern and South Eastern Railways and extreme summer conditions both of which affected the working of Railways as well many industrial units including cement factories. In the meanwhile, we were engaged in a massive effort to repair and improve the condition of our covered wagons. Thereafter, as the supply of wagons started improving, there was an All-India strike in the cement industry in the month of August 1972 which seriously affected the production and loading of cement. As the cement factories restarted production after the strike, the supply of wagons improved simultaneously and was being made almost full on demand. Thereafter, power cuts in different States have seriously affected production of cement. During the last six months, Railways have been meeting practically the full

[Shri Mohd. Shaft Qureshi]

demand for wagons of the cement industry. However, the demand for wagons by the cement industry has itself come down due to drop in production caused by power cuts in many States. As things are at present, there is no shortage of wagons for supply to cement industry.

5 P.M.

SHRI KRISHAN KANT: Madam, here is a statement of the Minister that the production in cement factories has gone down and here is a statement by the Minister for Industrial Development that the availability of cement during the year 1972 suffered a setback in spite of the increased production of about eight lakh tonnes. How are they going to reconcile these two statements?

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): I have heard both sides. Now, the Government functions as a whole. One Minister who is in charge of the Railways gives a particular version of the whole thing and another Minister is contradicting it which is not a happy sign for the Government. I have to suggest one thing now. Will you kindly consult each other before coming to the House so that there is no contradiction? Now, Mr. Qureshi, you can go to the next point.

SHRI MOHD. SHAFI QURESHI: I want to make one point clear. What I have stated is about a particular period. We have said that during a quarter there were some difficulties because wagons are to be supplied..

*(Interruptions)*

SHRI KRISHAN KANT: Madam, Vice-Chairman, I have to make a point.

SHRI MOHD. SHAFI QURESHI: Would you allow me to complete the sentence?

SHRI KRISHAN KANT: Madam, he need not say anything now because your ruling is final and it is the final ruling.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): No. If he thinks that he has some points to make, let him make those points. Why are you not allowing him?

SHRI MOHD. SHAFI QURESHI: The point is that the railway wagons are to be supplied on a day-to-day basis. If there is shortage on any one day, the honourable Member can say that the railways have failed to supply the wagons to the cement industry. The overall production in the cement factories in one year might have increased. But the question is our performance month-wise and day-wise and I have mentioned a particular period when there were strikes and when there were difficulties and what the situation was and what the situation today is. I am prepared to say it again that the railways are in a position today to meet the entire requirements of the cement industry.... *(Interruptions)*.. There is no contradiction in that.

SHRI A. G. KULKARNI: I want to make only one point. Madam, in ascertaining all these points, is not Mr. Qureshi aware of the three or four letters addressed by me to him about the complaints received from the small-scale industries about the shortage of wagons for coal? Is it not a fact?

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): It may be for that particular period only...

*(Interruptions)*

SHRI A. G. KULKARNI: No. It is ' for this period only, for the period February-March only, Madam.

SHRI KRISHAN KANT: I think the whole matter should be looked into by you, Madam.

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): The Chair cannot force the Minister to reply according to your wishes.

SHRI A. G. KULKARNI: We will be satisfied with what you say.

SHRI KRISHAN KANT: Of course, you cannot force the Minister to give replies like that. But here is a statement by the Minister of Steel now..

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Mr. Krishan Kant, do not make that point again and again. He has replied to the best of his capability.

SHRI KRISHAN KANT: Are you then asking him to correct his statement?

SHRI DAHYABHAI V. PATEL: Madam, at least on this count I will whole-heartedly support Mr. Kul-karni, because the small-industry people in Gujarat, the small pottery >.- people from Gujarat, had to come all the way to Delhi to get the promised rakes since the rakes did not reach them at all. They promised that they would send them the rakes, but the rakes failed to go there and they came here all the way for getting the rakes. So, what Mr. Kulkarni says is right. On this count at least I fully support him.

SHRI MOHD. SHAFI QURESHI: In deference to your wishes and whatever suggestions have been made by you, Madam, I think that on this if you desire a statement, it can be " made by the Ministers concerned.

SHRI KRISHAN KANT; That Is right.

SHRI A. G. KULKARNI; Yes, that is all right.

SHRI MOHD. SHAFI QURESHI: So, I will not touch the other problems. I will only say . . .

(Interruptions)

THE VICE-CHAIRMAN / (SHRI MATI PURABI MUKHOPADHYAY): I said that the Ministers may consult each other to examine the issue.

SHRI MOHD. SHAFI QURESHI: Yes. Whatever your directions are for examining the issue, they will be carried out.

Now, with regard to the ^ drawbacks in the reservation system, I can only

say that the honourable Member, Shri Krishan Kant is the Chairman of the Reservation Committee and I hope that with (jfre interest he has taken and the keen interest he is showing he would be able to give us a comprehensive report and it will be examined and we shall do everything possible to see that the reservation procedure is made easier and all the loopholes are plugged.

Madam, I have done. SHRI A. G. KULKARNI: Madam, what about the point... (Interruptions)

SHRI MAHAVIR TYAGI: The honourable Minister has promised that he will throw some light on the mas<sub>s</sub> travel without tickets yesterday. ..

THE VICE-CHAIRMAN (SHRI-MATI PURABI MUKHOPADHYAY): You cannot take up that issue now.

SHRI MAHAVIR TYAGI: No, no. The Minister promised to give .a reply after making inquiries...

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Mr. Qureshi, did you promise?

SHRI MAHAVIR TYAGI: He promised that. And I demand that an inquiry should be conducted to find out the truth about it because I have reliable information that after the train left Lucknow instructions were sent from Delhi.

SHRI MAHAVIR TYAGI: It requires a thorough inquiry. There are so many thousands of people travelling without tickets, within tlhe knowledge of the authorities...

(Interruptions)

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Will you please listen to me? The very question was raised yesterday. The Minister made a statement, giving full details...

SEVERAL HON. MEMBERS: No, no. No full details...

(Interruptions)



SHRI MAHAVIR TYAGL My demand is that an inquiry should be held in this matter. What does the Minister say about it?

SHRI MOHD. SHAFI QURESHI: The Minister has made a statement in respect of certain matters raised by several hon. Members here. I have nothing to add to that

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): The question is:

That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73, for the purposes of railways, as passed by the Lok Sabha, be taken into consideration.

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): We shall now take up clause by clause consideration of the Bill.

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

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

SHRI MOHD. SHAFI QURESHI: Madam, I move:

"That the Bill be returned."

*The question was put and the motion was adopted.*

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Please wait. Let me finish. You may speak in the Third

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश): महोदया, मुझे दो बातें कहनी हैं। आपकी निगाहें मेरी तरफ हैं या नहीं। क्या आप मुझे मौका नहीं देंगी। मुझे दो शब्द कहने हैं। मैं अभी बोल लूँ तो क्या हर्ज है।

Reading.

The question is:

"That the Bill to authorise payment and appropriation of certain

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

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

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

SHRI MOHD. SHAFI QURESHI: I j, beg to move:

"That the Bill be returned."

*The question was proposed.*

श्री नागेश्वर प्रसाद शाही : महोदया, मुझे एक गम्भीर अन्याय की ओर इस सदन का ध्यान आकर्षित करना है। वह यह है कि सरकार की यह नीति है कि पिछड़े हुए क्षेत्रों को विशेष अवसर दिया जाएगा और रेलवे में भी यह नीति है कि पिछड़े हुए क्षेत्रों को विशेष अवसर प्रदान किया जाएगा और इसी नीति की तह में 300 करोड़ रु० की विशेष व्यवस्था महाराष्ट्र में नयी रेलवे लाइन बनाने के लिए बजट प्रस्तुत करने के बाद की गई। मैं इस सदन का ध्यान एक गम्भीर तथ्य की ओर दिलाना चाहता हूँ। वाराणसी-समस्तीपुर मीटर गेज लाइन को ब्राड गेज में बदलने के लिए 47 करोड़ रु० की स्वीकृति पिछले बजट में दी गई थी। उसको आप इस साल के बजट में देखेंगे, 47 करोड़ रु० से घटा कर 41 करोड़ रु० कर दिया गया और 6 करोड़ रु० जो गोरखपुर के कारखाने के विस्तार के लिए था, गोरखपुर के रेलवे वर्कशॉप के विस्तार के लिए था, उसको निकाल दिया गया। पहला प्रस्ताव यह था, जिसकी व्यवस्था पिछले साल के बजट में थी, कि गोरखपुर के वर्तमान रेलवे

वर्कशाप को इस ढंग से बढ़ाया जाएगा ताकि उसमें ब्राड गेज इंजन्स की मरम्मत हो सके और डीजल लोकोमोटिव्स की भी मरम्मत हो सके। उसके लिए 6 करोड़ ६० की व्यवस्था की गई थी और उस व्यवस्था के अन्तर्गत वहां लगभग 3,000 मजदूरों को काम मिलना। और महोदया यह भी जान है, पंडित जवाहरलाल नेहरू जी ने 1939 में कहा था, जिस समय गोरखपुर के जेल में उनका ट्रायल हो रहा था कि मुझे इस बात की खुशी है कि मैं इस देश के सबसे गरीब जिले में ट्राई किया जा रहा हूं। तो इस देश के सबसे गरीब इलाके के लिए जो प्रावधान किया गया था, जिसके द्वारा लगभग 3,000 बेकार लोगों को काम मिलता, उसको इस साल के बजट में निकास दिया गया है। मैं नाम नहीं लूंगा, मगर कहा यह गया कि आखिर यह काटा न जाए तो प्रधान मंत्री जी ने जो एक वायदा महाराष्ट्र के लिए कर दिया, वह 300 करोड़ ६० की व्यवस्था कहां से होगी? मैं महोदया, आपके माध्यम से इस सदन में जानना चाहूंगा कि क्या पूर्वी उत्तर प्रदेश का वह इलाका महाराष्ट्र से सम्पन्न इलाका है, क्या वहां के लोग महाराष्ट्र से ज्यादा खुशहाल हैं? मैं उस बात के खिलाफ नहीं हूँ कि महाराष्ट्र में 3 नई लाइनें नवनें, महाराष्ट्र में और लाइनें बनें—चार बनें, पांच बनें—लेकिन उस देश के सबसे गरीब इलाके का रूपया काट कर महाराष्ट्र में खर्च किया जाए, इससे ज्यादा दुःखद बात और कोई हो नहीं सकती है।

महोदया, विभिन्न क्षेत्रों की आर्थिक दशा में जो विषमता आज है, उसी के कारण आन्ध्र में आज इस तरह की बातें हो रही हैं। जो कारण आज आन्ध्र में हैं, वही कारण आज देश के विभिन्न क्षेत्रों में विषमता के कारण पैदा हो रहे हैं और इस विषमता को इस प्रकार से बढ़ाया जाय, इस बात में कोई औचित्य नहीं है।

महोदया, मैं रेल मंत्री से कहना चाहता हूँ कि इस तरह की बातें इस बात को सह देती हैं कि लोग रेलवे लाइनों को उखाड़े, रेलों को जलायें और रेलवे स्टेशनों को लूटें। अगर आप इस तरह का बर्ताव एक क्षेत्र की जनता के साथ और उस क्षेत्र की जनता के साथ करेंगे जो देश का सबसे गरीब और पिछड़ा हुआ क्षेत्र है, इस प्रकार का व्यवहार करेंगे, तो इसका सीधा मतलब होता है कि आप उन्हें वही काम करने के लिए प्रोत्साहित कर रहे हैं, जो काम इस समय आन्ध्र में हो रहा है या जो दूसरे क्षेत्रों में हो रहा है। मैं इस सदन का ध्यान इस बात की ओर दिलाना चाहता हूँ और रेल मंत्री जी से विशेषकर निवेदन करना चाहता हूँ कि वे उम कटौती को समाप्त करें जो गोरखपुर रेलवे वर्कशाप के लिए पहले की गई थी। उस वर्कशाप के एक्सपेंशन की जो पहले योजना थी उसको आप बंदस्तूर कायम रखें और 41 करोड़ रुपये से बढ़ा कर यह राशि 47 करोड़ रुपया कर दें।

महोदया, आज देश में समाजवाद के नाम पर सारे लोगों की और सारे राजनीतिज्ञों की रोजी और रोटी लगी हुई है। आज वे लोग मंत्री पद पर बैठे हुए हैं और कसम खा खा कर भोग कर रहे हैं। इसी समाजवाद के नाम पर 24 तारीख को 6 हजार लोग लखनऊ से 87 अप और 29 अप में बैठ कर दिल्ली आये। इस सम्बन्ध में मंत्री जी ने जो रिपोर्ट दी है, वह कतई तीर पर मही रिपोर्ट नहीं है। उस रिपोर्ट में यह बतलाया गया था कि जो लोग बिना टिकट पाये गये थे उन्हें अदालत के उठने तक की सजा दी गई, टिल राइजिंग आफ दि कोर्ट का पतिशमेंट दिया गया।

श्री महावीर त्यागी : उसके बाद भी उन्हें यहां दिल्ली लाया गया।

श्री नागेश्वर प्रसाद शाही : महोदया, हम लोग भी जेलों में जाते रहते हैं और वहां पर

[श्री नागेश्वर प्रसाद शाही]

हमें 10, 11, 12 साल के बच्चे मिलते हैं जो अपनी गरीबी की मजबूरी की वजह से, पाकेट में पैसा न होने की वजह से एक स्टेशन से दूसरे स्टेशन बिना टिकट सफर करते हैं, वे हमें वहां पर सजा पाये मिलते हैं। वे बच्चे जो गिरफ्तार किये जाते हैं, उन्हें मजिस्ट्रेट एक महीने की सजा देता है। कुरेशी साहब जरा इस बात को गौर करें कि जितने भी मुकदमे डब्लू० टी० के मातहत चलाये जाते हैं, आप उनके फंसलों को मंगाये और मैं जिम्मेदारी के साथ कह सकता हूँ कि एक महीने से कम की सजा किसी की भी नहीं दी गई। लेकिन कम्युनिस्ट पार्टी के जो लोग इस अपराध में पकड़े गये, उनको सजा टिल राइजिंग आफ दी कोर्ट दी गई है।

**श्री महावीर त्यागी :** क्योंकि अगले दिन उनको वहां पर आना था।

**एक माननीय सदस्य :** सरकारी प्रदर्शन में भाग लेने के लिए।

**श्री नागेश्वर प्रसाद शाही :** किसी भी प्रदर्शन में भाग लेना हो, लेकिन इस तरह की बात वगैर रेलवे मिनिस्ट्री के इशारे के नहीं हो सकती है। अगर इशारे पर न होती, तो इतनी बेईमानी नहीं हो सकती थी। गरीब बच्चों को जिनके पाकेट में पैसे नहीं होते हैं, उनको पकड़ कर एक महीने की सजा दे दी जाती है, लेकिन जो नेता लोग बिहार से चले आ रहे हैं, हजारों की तादाद में चले आ रहे हैं, उनको सजा दी जाती है केवल राइजिंग आफ दि कोर्ट। जिस तारीख को यह घटना घटी, उस दिन मेरे तीन रिश्तेदार लखनऊ से आने वाले थे। उनका रिजर्वेशन पहिले से ही लखनऊ से दिल्ली के लिए था, लेकिन 11 बजे रात को उन लोगों ने मुझे को टेलीफोन किया मेरे पास कि दोनों ट्रेन कैंसिल हो गई हैं और आज हम लोग नहीं आ सकते हैं।

बाद को दूसरे दिन वे लोग 12 बजे आए उस गाड़ी से। उन्होंने बताया

कि सारे डिब्बों में फस्ट क्लास से लेकर थर्ड क्लास तक कम्युनिस्ट पार्टी के वे लोग बैठ गए थे जो दिल्ली आए। रेलवे अधिकारियों ने जब अपने को मजबूर पाया तो उन्होंने ट्रेन प्लेटफार्म से हटाकर यांड में खड़ी कर दी और एनाउन्स कर दिया कि गाड़ियां कैंसिल कर दी गई, नहीं जाएगी। यह एनाउन्स कर दिया कि जिन लोगों ने टिकट लिए हैं वे उन्हें वापस करके पैसे ले लें। यह सब होने के बाद जब डिस्ट्रिक्ट मजिस्ट्रेट साहब आए, क्या गुप्तगू हुई, क्या उनकी दिल्ली से बातचीत हुई, डिस्ट्रिक्ट मजिस्ट्रेट साहब ने रेलवे के स्टेशन सुपरिन्टेंडेंट को हुक्म दिया कि जिस तीर पर लोग भरे हुए हैं गाड़ियों में उसी तीर पर गाड़ियां खाना कर दी जाएं। यह जानते हुए कि जो लोग टिकट लिए हुए हैं वे नहीं बैठे हैं, वे सारे लोग बाहर खड़े हैं, यह जानते हुए कि बिना टिकट वाले गाड़ियों में बैठे हुए हैं, जबकि लखनऊ में हजारों की तादाद में पुलिस मौजूद थी, सैकड़ों की तादाद में आर बी एक के जवान मौजूद थे, सारे लोग रोके जा सकते थे, सारे लोगों को स्टेशन से बाहर किया जा सकता था, सारी बातों को जानते हुए, यह जानते हुए कि बिना टिकट लोग जा रहे हैं उनको लखनऊ से दिल्ली पहुंचाया गया और नई दिल्ली स्टेशन पर भी सारे लोग झुंड का झुंड बना कर निकले, किसी ने उनको रोक नहीं। क्या मतलब हुआ इसका? मतलब यह है कि कम्युनिस्ट पार्टी कांग्रेस के साथ सांठगांठ होने का नाजायज फायदा उठा रही है। मतलब यह है कि कम्युनिस्ट पार्टी जो उसने थोड़ी सी कांग्रेस को मदद पहुंचाई उसका नाजायज फायदा उठाकर अपने को यहां एन्ट्रेन्स कर रही है।

**उपसभाध्यक्ष (श्रीमती पूरबी मुखोपाध्याय) :** आपको 15 मिनट हो गए, अब खत्म करिए।

**श्री नागेश्वर प्रसाद शाही :** महोदया, आपको धन्यवाद देते हुए आपकी इजाजत

से मैं कहना चाहता हूँ कि एक ओर डब्लू टी बन्द करने की बात होती है, एक ओर इसके लिए नए-नए तरीके और उपाय रोकने के लिए किए जाते हैं, दूसरी ओर सरकार स्वयं जानबूझकर कम्युनिस्ट पार्टी के लोगों की गाड़ियाँ चलाती है। (Time bell rings) मैं मंत्री महोदय से पृष्ठना चाहता हूँ कि इसके लिए उनका क्या जबाब है।

**श्रीमती सीता बेबी (पंजाब) :** माननीय उपाध्यक्ष जी, मैं एक बहुत आवश्यक प्वाइंट की ओर डिप्टी मिनिस्टर साहब का ध्यान दो मिनट में दिलाना चाहता हूँ। रेलवे की जो करोड़ों रुपये की आमदनी होती है वह ज्यादातर थर्ड क्लास के मुसाफिरों, गरीबों, मजदूरों और किसानों से होती है, फर्स्ट क्लास, या एयर बन्डीजन्ड से बहुत कम होती है क्योंकि उनमें ज्यादा मुफ्तखोरे ही भरे होते हैं। मैं यह ध्यान दिलाना चाहती हूँ कि जो ब्रांच लाइनें हैं उनको बिल्कुल स्टेप मदरली ट्रीट किया जाता है। कभी मिनिस्टर साहब भटिन्डा, फिरोजपुर इस तरफ की ब्रांच लाइनों पर सफर करें तो देखेंगे कि वहाँ के डिब्बों में न लाइट है, न पंखे हैं, न कोई सुरक्षा का प्रबन्ध है, दिन दहाड़े वहाँ पर लूट होती है। ब्रांच लाइनों में जो बिल्कुल टूटे-फूटे डिब्बे होते हैं, नाकारा होते हैं, वे लगाए जाते हैं। उनसे भी आप बराबर किराया चार्ज करते हैं, कोई कन्मेशन नहीं देने, वहाँ डिब्बे भी अच्छे लगे, लाइट भी हो, पंखे भी हों और हर प्रकार का प्रबन्ध हो।

दूसरा प्वाइंट यह है। मैं मिनिस्टर साहब से यह बात हाउस में बैठ कर कह रही हूँ। अगर यह बात सही न हो तो जो सजा दें मैं लेने को तैयार हूँ। वह है रिजर्वेशन। जो गरीब जनता है, थर्ड क्लास का रिजर्वेशन 20 दिन पहले भी आप कराये तो नामुमकिन है। फर्स्ट क्लास का भी मुश्किल है। पर एक और तरीका है जिससे आपको एक या आधा घंटे के अन्दर रिजर्वेशन मिल जाता है। आप नई

दिल्ली स्टेशन जाइये, वहाँ बाहर बोकायदा एक दुकान बनी हुई है, उनका टेलीफोन नंबर है, आप कहेंगे तो मैं वह नंबर भी दे दूंगी, थर्ड क्लास की आपने बुकिंग करवानी है तो 5 रु० दीजिए, फर्स्ट क्लास की करवानी है तो 10 रु० दीजिए, आधा घंटे में आपको रिजर्वेशन मिल जाती है।

हम लोग समाजवाद लाने का दावा करते हैं, हम भ्रष्टाचार दूर करने का दावा करते हैं, मैं मिनिस्टर साहब का ध्यान दिलाना चाहती हूँ कि इस प्रकार का जो भ्रष्टाचार है उसको दूर करने की कोशिश करें।

आखिरी बात—काफी बहम आज हो चुकी है कि रेलवे वैगन्स नहीं मिलती। मैं आपको एक मिसाल देना चाहती हूँ यह फैक्ट है कि कोयला लाने के लिए वैगन्स नहीं मिलनी। चलिए आप मेरे साथ पंजाब में जहाँ आपको 10 रु० मन कोयला मिलता है। डिपो वाले कहते हैं—हम क्या करें वैगन्स नहीं मिलती। इसीलिए कोयला आता ही बहुत कम है। बहुत शार्टेज है, इसलिए वह बहुत महंगा है।

चूँकि टाइम ज्यादा नहीं है, इसलिए ये दो तीन बातें मैं उनके ध्यान में लाना चाहती हूँ और चाहूंगी कि मिनिस्टर साहब इसकी इक्वायरी करें और जनता की जो अनुविधाएँ हैं उनको दूर करें। धन्यवाद।

**श्री जगबीर प्रसाद साधु (राजस्थान) :** उपसभापति महोदय, मैं एक बात कहना चाहूँगा कि देश में कुछ इस प्रकार की लाइनें हैं आज भी जिनको सरकार यह कहती है कि रिम्यूनरेटिव नहीं है इस कारण से वहाँ पर इयोडा और दुगुता किराया सरकार बसूल करती है। मैं मंत्री महोदय का ध्यान इस ओर आकर्षित करना चाहता हूँ कि हिन्दुस्तान के अन्दर ऐसे जोन्स हैं जो घाटे पर चल रहे हैं। जैसे साउथ का जोन कई वर्षों से निरंतर घाटे में चल रहा है। नार्थ ईस्ट का जोन है

[श्री जगदीश प्रसाद माथुर]

वह भी घाटे में जा रहा है। रेलवे को जहाँ हम यह कहते हैं कि यूटिलिटी सर्विस है, केवल कार्मिशियल डिपार्टमेंट नहीं मानते, यह जरूर है कि उनके पीछे वित्त मंत्री महोदय बैठी हैं, वह कहेंगी कि आपको कार्मिशियल डिपार्टमेंट मानना चाहिए, लेकिन कार्मिशियल नहीं है, यह सवाल सर्विस का भी डिपार्टमेंट है और जहाँ आप खाम कर देखेंगे कि ये जो इथोडा या दुगुना किराया वसूल करते हैं वह या तो पहाड़ी इलाके होंगे या पिछड़े हुए इलाके हैं। उन इलाकों में जहाँ कि सोशल सर्विस के नाते से रेलवे होनी चाहिए, उसकी वज्राय आप वहाँ पर इथोडा और दुगुना किराया वसूल कर रहे हैं। इसके बारे में सरकार ने एक कमेटी बनाई थी और उसके आधार पर यह निर्णय किया था कि इन रेलवे लाइनों को बंद कर दिया जाए। रेलवे मंत्रालय ने कहा कि हम इसलिए बन्द नहीं कर सकते कि प्रांतीय सरकारें नहीं मानतीं। मेरा कहना है कि जब आपके पूरे के पूरे जोन घाटे में जा रहे हैं तो उन पिछड़े इलाकों में दुगुना और इथोडा किराया वसूल आप क्यों कर रहे हैं। मैं माननीय मंत्री महोदय से कहूँगा कि यह प्रश्न ऐसा है जिस पर उनको दोबारा विचार करना चाहिए।

रेलवे इसके लिये घाटे में नहीं जाती। आपने स्वयं भी सदन में कहा है कि जो कुछ हमको डिबिडेंट देना पड़ता है जनरल बजट में, इसके कारण कमी होती होगी। इस नाते से जो दुगुना और इथोडा किराया पिछड़े हुए इलाकों के लोगों से आप वसूल करते हैं, तो वहाँ एक सामाजिक सेवा के नाते से रेलवे का प्रयोग होना चाहिये। मेरे प्रान्त में भी ऐसी रेलवे लाइनें हैं जो रेगिस्तानी इलाकों में हैं। मैं बताना चाहता हूँ कि वह रेलवे लाइनें घाटे में नहीं जाती। हमने बार-बार रेलवे मंत्रालय को लिखा है कि यहाँ पर ऐसी रेलवे लाइनें हैं, इसलिये लोग फ्री ट्रेवल करना ज्यादा पसन्द करते हैं, बनिस्वत इसके कि सरकार को दुगुना और तिगुना किराया दें। उसके वज्राय जो

पुलिस का मिपाही है, उसको आधा किराया दे दें और आधा किराया देकर लोग यात्रा करते हैं। मैं एक लाइन फतेपुर और चुरी की बात बताता हूँ, इस पर आपने स्वीकार किया कि ट्रेफिक पूरा हो गया है। ट्रेफिक के नाते से कोई घाटा नहीं है, लेकिन इसके अन्दर जो माल भाड़ा है वह पूरा नहीं आता, रेगिस्तानी इलाके में माल भाड़ा नहीं आता, इसलिये वहाँ पर लोग ज्यादा यह पसन्द करते हैं कि पुलिस के मिपाही को या टी० टी० को थोड़ा किराया देकर मुफ्त में यात्रा करें। तो मैं आपसे कहूँगा कि आप अगर सामान्य किराया कर दें तो आपको इसमें फायदा होगा। इस प्रकार की सारी लाइनें जिनको कि आपने तय कर लिया कि उनको चलायें, तो उन पर दुगुना और तिगुना किराया वसूल करना वाजिब नहीं है।

एक बात आपने कही कि स्टेटमेंट देने की आवश्यकता नहीं है। श्रीमन्, मिश्रा जी ने कल सदन में कहा कि मैं इस बात की जांच करूँगा कि लखनऊ में कितने लोगों के टिकट वापस करने पड़े। इस विषय में मिश्रा जी बिलकुल चुप हैं। उन्होंने कहा कि आपने इस प्रकार का सवाल पूछा है, लेकिन मेरे पास कोई खबर नहीं है। कल से आज तक वे उसकी पूरी जानकारी कर सकते थे। रेलवे बोर्ड जिसको आप इतना एंफिशियंट मानते हैं, वह इतनी इन्क्वायरी नहीं कर सका कि लखनऊ में कितने लोगों के टिकट वापस किये गये। मैं यह जानना चाहता हूँ कि इस बारे में क्या आप कोई जवाब नहीं दे सकते हैं।

एक बात मैं आपसे कल के लिये कहना चाहूँगा। कल मिश्रा जी ने यह कहा कि इतना बड़ा हजूम इकट्ठा होगा तो उसको वापस करने की दृष्टि से स्पेशल ट्रेन्स चलायेंगे। आप उनके लिये स्पेशल ट्रेन्स चलाइये।

श्री महावीर त्यागी : बिना टिकट चलायेंगे।

**श्री जगदीश प्रसाद माथुर :** वे भी हिन्दुस्तान के नागरिक हैं। उनको वापस भेजने के लिये आप स्पेशल ट्रेन्स चलाइये। मगर इस सम्बन्ध में आपको एक जैसा व्यवहार करना चाहिये। हमने जब अपने अधिवेशन के लिये ट्रेन्स की डिमांड की तो आपने कहा कि स्पेशल ट्रेन्स तब मिल सकती हैं जब उनका पूरा पैसा आप जमा करा दीजिये। एक डिब्बे के लिये भी अगर हमने कहा तो आपने कहा कि उसका पूरा पैसा पहले जमा करना पड़ेगा। अब जो स्पेशल ट्रेन्स चलेगी उनके लिये क्या पूरा पैसा जमा हो गया है, कम्युनिस्ट पार्टी ने क्या पूरा पैसा जमा कर दिया है। हम स्वयं इसके भुक्त भोगी रहे हैं। हमारा कानपुर में अधिवेशन हुआ, हमारा पटना में अधिवेशन हुआ तो आपने कहा कि जब तक पूरा पैसा जमा नहीं होगा हम ट्रेन्स नहीं दे सकते। आपके इस नियम को हमने स्वीकार किया और हमने पैसा भी जमा किया। लेकिन जो अब मिश्रा जी ने कहा कि हम स्पेशल ट्रेन्स चलायेंगे इन लोगों के ट्रैफिक को क्लियर करने के लिये, मैं कहता हूँ कि आप दिल्ली से इस ट्रैफिक को क्लियर कीजिये और उसके लिये स्पेशल ट्रेन्स चलाइये। लेकिन मैं यह जानना चाहता हूँ कि उसके लिये जो नियम पहले पैसा जमा कराने का है उसको आपने लागू किया है या नहीं। यदि आपके पास उसकी जानकारी न हो तो रेलवे बोर्ड के सदस्य यहां पर बैठे हुये हैं, उनसे आप जानकारी ले कर के सदन को दीजिये।

**श्री मेहता शंकर प्रसाद :** मित्र

वॉन्स जेडमिन-साथी صاحب ने कच्चे बालों के लिये हमें जो से गलत फहमी होने का काफी एहतमाल है। उन्होंने यह फरमाया कि य० पी० के लिये कुछ रकम मंजूर कर दी गई थी। नई लाइनों के लिये, लेकिन वह रकम वहां से लेकर के महाराष्ट्र में खर्च की गई है। मैं पहले अर्ज कर चुका हूँ कि रेलवे का जो डेवलपमेंट है, वह सूबाई बुनियादों पर नहीं होता, बल्कि वह मुल्क की तरक्की को मदे

लिकर के महाराष्ट्र में खर्च की गئی है- में ये पहले عرض कर चुका हूँ के रेलवे का जो डेवलपमेंट है वह सबानी बलियादों पर नहीं होता बल्कि वह मुल्क की तरक्की को मद نظر रक्केर किया जाना है- जैसे के अभी ये जो बार बार बन्नी और समस्ती पुर के कंठोरसन का प्रोजेक्ट है। इस पर तर्जिमा २०.१७ करोड़ रुपिये खर्च रक्का है। इस साल में ७२-७३ के लिये और १९७७ तक ये काम मकमल हो जायेगा- इस का मसलब ये नहीं है के कच्चे रुपिये वहां से काट कर महाराष्ट्र में दिया गया है- ये जो कंठोरसन लैन् बने की ये महाराष्ट्र में सुसुर और क्वा, इन तिन सुबों में हुकर जाये की और इस का मसलब ये है के किसी खास सुबे के लिये वह नहीं बलिया की गئی है बल्कि जो उनहों ने यो-यो- के बहुरत होने के मसलब प्रिन्स दीके हैं उन को में दीके

†[श्री मुहम्मद शफी कुरेशी] : मैडम वाइस चैयरमैन, शाही साहब ने कुछ बातें कही हैं, जिनसे यह गलतफहमी होने का काफी एहतमाल है। उन्होंने यह फरमाया कि य० पी० के लिये कुछ रकम मंजूर कर दी गई थी। नई लाइनों के लिये, लेकिन वह रकम वहां से लेकर के महाराष्ट्र में खर्च की गई है। मैं पहले अर्ज कर चुका हूँ कि रेलवे का जो डेवलपमेंट है, वह सूबाई बुनियादों पर नहीं होता, बल्कि वह मुल्क की तरक्की को मदे

†Hindi Translation,

[श्री मुहम्मद शफी कुरेशी]

नजर रख कर किया जाता है। जैसे कि अभी यह जो बाराबंकी और समस्तीपुर के कन-वर्जन का प्रोजेक्ट है। इस पर तकरीबन 4.17 करोड़ रुपया खर्च रखा है इस साल में 1973-74 के लिये और 1977 तक यह काम मुकम्मिल हो जायेगा। इसका मतलब यह नहीं है कि कुछ रुपया यहां से काट कर महाराष्ट्र में दिया गया है। यह जो कोंकण लाइन बनेगी, यह महाराष्ट्र, मसूर और गोवा इन तीन सुबों में हो कर जायेगी। और इसका मतलब यह है कि किसी खास सूबे के लिये वह नहीं बनायी गई है। बाकी जो उन्होंने यू० पी० के बैकवर्ड होने के मुतल्लिक प्वाइन्ट्स दिये हैं, इतको मैं देख लूंगा। ]

**श्री नागेश्वर प्रशाद शाही :** प्वाइन्ट आफ आर्डर, बेन चीज मंत्री जी टाल रहे हैं। पिछले साल आपका 47 करोड़ रुपये था जो 41 करोड़ रुपये इसतेमाल हो गया। इसको क्यों घटाया गया। इसको आप पूछिये।

**श्री मुहम्मद शफी कुरेशी :** मैं इसको पुरजोर तरदीद करता हूँ कि हम किसी पार्टी के साथ इस सिलसिले में कि वो बगैर टिकट सफर करें, किसी किस्म का सम्बन्ध रखते हैं। ]

**श्री नागेश्वर प्रशाद शाही :** प्वाइन्ट आफ आर्डर। मंत्री महोदय इस बात का जिक्र तक नहीं कर रहे हैं कि यह 6 करोड़ रुपया जो घट गया है वह क्यों घट गया। पिछले साल 47 करोड़ रुपया था। इस साल 41 करोड़ रुपया है। तो यह जो 6 करोड़ घट गया, इसके सम्बन्ध में आप बता लाइये।

**श्री मुहम्मद शफी कुरेशी :** अगर

किसी जमात के या किसी पार्टी को स्पेशल ट्रेन चाहिये तो इसके लिये वही कानून होगा जो कानून हमारी किताबों में दर्ज है। किसी जमात के साथ या किसी शख्स के साथ कोई कानूनी इम्तियाज बरता नहीं जायेगा। अगर कोई शख्स बिना टिकट सफर करेगा और पकड़ा जायेगा तो उसको सजा दी जायेगी। ]

**श्री नागेश्वर प्रशाद शाही मंत्री जी मेरी** बात का जवाब नहीं दे रहे हैं।  
It is very important point.  
THE VICE-CHAIRMAN (SHRI-MATT PURABI MUKHOPADHYAY): Please sit down, allow him to finish. You have spoken. He is replying to you.

**श्री मुहम्मद शफी कुरेशी :** और वह

बगैर टिकट सफर करने वाले यात्री हैं, इस मसला को सियासती रंगत ज्यादा दी जाती है। लेकिन इस सिलसिले में मिनिस्टर साहब ने जो बयान दिया है, इसमें मैं कोई इजाफा नहीं करना चाहता। ]

**श्री मुहम्मद शफी कुरेशी :** और वह

बगैर टिकट सफर करने वाले यात्री हैं, इस मसला को सियासती रंगत ज्यादा दी जाती है। लेकिन इस सिलसिले में मिनिस्टर साहब ने जो बयान दिया है, इसमें मैं कोई इजाफा नहीं करना चाहता। ]

**श्री नागेश्वर प्रशाद शाही :** प्वाइन्ट आफ आर्डर। मंत्री महोदय इस बात का जिक्र तक नहीं कर रहे हैं कि यह 6 करोड़ रुपया जो घट गया है वह क्यों घट गया। पिछले साल 47 करोड़ रुपया था। इस साल 41 करोड़ रुपया है। तो यह जो 6 करोड़ घट गया, इसके सम्बन्ध में आप बता लाइये।

[ ] Hindi translation.

श्री महावीर त्यागी : यह बतला दिया जाय कि लोकल अफसरों ने उन दोनों गाड़ियों को रोक दिया था तो आपके हैडक्वार्टर से कोई सलाह उनको दी गई कि उन गाड़ियों को जाने दीजिये। यह हुआ या नहीं। हमारी खबर यह है कि लोकल अफसर जो थे वह बिलकुल लायली कानून के मुताबिक जा रहे थे और वह बिना टिकट सफर करने वालों को रोक रहे थे, लेकिन यहां से यह आदेश चला गया कि गाड़ियों को जाने दिया जाय।

श्री محمد شفیع قریشی - منسٹر

صاحب کے بیان میں یہ بات صاف ہے کہ صوبائی افسروں کے کہنے پر وہ ٹرینیں وہاں سے چلی گئیں یہ کہنا کہ یہاں سے کسی منسٹر نے یا بڑے عہدے داروں نے کوئی ہدایت دی توہیں صحیح نہیں ہے۔

†[श्री मुहम्मद शफी कुरेशी : मिनिस्टर साहब के बयान में यह बात साफ है कि सुबाई अफसरों के कहने पर वह ट्रेनें वहां से चली हैं। यह बात कहना कि यहां के किसी मिनिस्टर ने या बड़े औहदेदार ने कोई हिदायत दी थी, सही नहीं है।]

श्री बनारसी दास (उत्तर प्रदेश) : एक सवाल मैं पूछना चाहता हूं। अभी कुरेशी साहब ने बतलाया कि स्पेशल जायेंगी और जो आपका कायदा है उसके मुताबिक काम होगा। आपके दो कायदे हैं। एक तो स्पेशल योगी होती है जिसका आप पूरा किराया लेते हैं और दूसरे जैसे मेल होते हैं, उसमें क्राउड क्लियर करने के आप ट्रेनें चलाते हैं। दिल्ली से जब यह प्रदर्शनकारी वापस जायेंगे तो उनसे आप पेशगी स्पेशल का किराया लेंगे या जैसे क्राउड को क्लियर करने के लिये मेल ट्रेन चलाते हैं उस तरह से ट्रेनें चलायेंगे। किस तरह से आप का इन्तजाम होगा ?

श्री محمد شفیع قریشی : نہیں

ابھی تک میرے پاس کوئی اطلاع نہیں ہے کہ انہوں نے کوئی مانگ کی شو جیسٹی سچویشن ہوئی اس کے حساب سے دیکھوں گے۔

†[श्री मुहम्मद शफी कुरेशी : नहीं। अभी तक मेरे पास कोई इत्तिला नहीं है कि उन्होंने कोई मांग की हो। जैसी सिचुएशन होगी उसके हिसाब से देखेंगे।]

श्री मान सिंह वर्मा (उत्तर प्रदेश) : मेरा एक छोटा सा प्रश्न है।

श्री महावीर त्यागी : बगैर टिकट तो नहीं जायेंगे ?

श्री मान सिंह वर्मा : अभी माननीय कुरेशी जी ने यह कहा है कि हम किसी के साथ भेदभाव नहीं करेंगे। जो बिदाउट पकड़ा जाता है उसको सजा दी जाती है और जो बगैर टिकट के लोग पाये जायेंगे उनको सजा दी जायेगी। तो इस सिलसिले में मैं यह पूछना चाहता हूं कि कल से पहले बिदाउट चलने वाले कितने लोगों को टिल राइजिंग आफ दि कोर्ट की सजा मिली है ?

श्री محمد شفیع قریشی : اس

کی اطلاع میرے پاس نہیں ہے لیکن اکٹھا کی جا سکتی ہے - اور فراہم کی جا سکتی ہے۔

†[श्री मुहम्मद शफी कुरेशी : इसकी इत्तिला मेरे पास नहीं है। लेकिन इकट्ठी की जा सकती है और फराहम की जा सकती है।]

श्री मान सिंह वर्मा : आप इत्तिला मुहैया कर बतलायेंगे।



شری محمد شفیع قویسی : کہاں  
کہاں ان کو سزا ملی ہے یہ کیسے  
بتلا سکتا ہوں -

تھوڑے کلاس میں ہم چاہتے ہیں  
کہ زیادہ سے زیادہ سویدھائیں  
مسافروں کو ملیں - یہ نہیں ہے  
کہ فرسٹ کلاس میں ہی جو لوگ  
سفر کرتے ہیں ان کو زیادہ سویدھالیں  
ملنی چاہئیں - سہتا دیوی جی نے  
کہا کہ ہرائنج لائنوں میں تپے  
پرانے ہیں اور خراب ہو چکے ہیں  
میں ان کی جانچ کروں گا اور جہاں  
جہاں ان تپوں کو تبدیل کرنے کی  
ضرورت پڑے گی ان کو تبدیل کیا  
جائے گا - ریزرویشن کے بارے میں  
یہ بات مہرے کانوں تک پہنچتی ہے کہ  
کچھ لوگ جو اپنے کو ٹریول ایجنٹس  
کہتے ہیں وہ پہلے سے ریزرویشن کا کوٹہ  
لے لیتے ہیں یا لائن میں کچھ لوگوں  
کو کھڑے کر کے ان کے ذریعہ ریزرویشن کا  
کوٹہ لے لیا جاتا ہے جس سے عام  
مسافروں کو کافی دقت ہوتی ہے - اس  
سلسلہ میں جب اس دقت کو  
محسوس کیا گیا تو پارلیمنٹ کے  
ممبرس کی ایک کمیٹی بنائی گئی اور  
انہوں نے کچھ تجویزیں ہم کو دی ہیں  
ان پر غور ہو رہا ہے اور مجھے یقین ہے  
کہ ان کی جب پوری تجویزیں آجائیں گی  
اور ان پر عمل کیا جائے گا تو جو دقت  
آ رہی ہے اس معاملہ میں وہ دور  
ہوسکے گی - اس کے علاوہ ہم نے

ریجنل ایجنٹس کی پارٹنر شپ کو یہ ہدایت  
دی ہے کہ وہ اچھے طریقہ سے اس بات  
کی جانچ پڑتال کرے کہ کونسے ایسے  
لوگ ہیں جو ریزرویشن کے ٹکٹوں کا  
دوبارہ کرتے ہیں ایسے لوگ ملے تو ان  
کو سزا دی جائے گی -

†[**آئی مہممد شفیع قویسی :** کہاں-کہاں  
انکو سزا मिली है, यह कैसे बता सकता  
हूँ।

थर्ड क्लास में हम चाहते हैं कि ज्यादा से  
ज्यादा सुविधायें मुसाफिरों को मिलें। यह  
नहीं कि फर्स्ट क्लास में ही जो लोग सफर  
करते हैं उनको ज्यादा सुविधायें मिलनी चाहियें।  
सीता देवी जी ने कहा कि ब्रांच लाइनों में  
डिब्बे पुराने हैं और खराब हो चुके हैं।  
मैं इनकी जांच करूंगा और जहाँ-जहाँ इन  
डिब्बों को तब्दील करने की जरूरत पड़ेगी,  
उनको तब्दील किया जायेगा। रिजर्वेशन  
के बारे में यह बात मेरे कानों तक पहुँची  
है कि कुछ लोग, जो अपने को ट्रेवल एजेंट  
कहते हैं, वह पहले से रिजर्वेशन का कोटा  
ले लेते हैं या लाइन में कुछ लोगों को खड़े  
करके इनके जरिये रिजर्वेशन का कोटा ले  
लिया जाता है, जिससे आम मुसाफिरों को  
काफी दिक्कत होती है। इस मिलमिले में  
जब इस दिक्कत को महसूस किया गया तो  
पार्लियामेंट के मੈम्बर्स की एक कमेटी बनायी  
गई और उन्होंने कुछ तजवीजें हमको दी  
हैं। उन पर गौर हो रहा है और मुझे यकीन  
है कि इनकी जब पूरी तजवीजें आ जायेगी  
और उन पर अमल किया जायेगा तो जो  
दिक्कत आ रही है इस मामले में, वह दूर  
हो सकेगी। इसके अलावा हमने विजिलेंस  
डिपार्टमेंट को यह हिदायत दी है कि वह अच्छे  
तरीके से इस बात की जांच पड़ताल करे कि  
कौन से ऐसे लोग हैं, जो रिजर्वेशन के टिकटों  
का व्यापार करते हैं। ऐसे लोग मिले तो  
उनको सजा दी जायेगी।]

श्री नागेश्वर प्रसाद शाही गोरखपुर  
का क्या हप्ता ?

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): The question is:

"That the Bill be returned."

*The motion was adopted.*

I. THE ANDHRA PRADESH APPROPRIATION (VOTE ON ACCOUNT) BILL, 1973

II. THE ANDHRA PRADESH APPROPRIATION BILL, 1973

THE VICE-CHAIRMAN (SHRIMATI PURABI MUKHOPADHYAY): Now we will take both the Bills, The Andhra Pradesh Appropriation (Vote on Account) Bill, 1973 and the Andhra Pradesh Appropriation Bill, 1973, together.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI): Madam, I move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the State of Andhra Pradesh for the services of a part of the financial year 1973-74, as passed by the Lok Sabha, be taken into consideration."

Also

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the State of Andhra Pradesh for the services of the Financial year 1972-73, as passed by the Lok Sabha, be taken into consideration." *The questions were proposed.*

श्री नवल किशोर (उत्तर प्रदेश) :  
अधिकांश महादया, पिछले दिनों जब आंध्र प्रदेश का बजट पेश हुआ था तो उप-वित्त मंत्री महादया को शिकायत थी कि बजट के बारे में कम कहा गया और पोलिटिकल बातें, राजनैतिक बातें ज्यादा कही गईं।

श्रीमती सुशीला रोहतगी : वह आपने स्वयं स्वीकार भी किया।

श्री नवल किशोर : मेरी दिक्कत यह है कि यह एप्रोप्रिएशन बिल जो कि सदन में आया है, वह किस कारण से आया। यह नतीजा है उस पोलिटिकल बंगलिंग का जो कि सरकार ने की है।

संसदीय कार्य विभाग में राज्य मंत्री (श्री ओम मोहन) : यह भाभी और देवर का मामला है।

श्री नवल किशोर : मैं उसका लिहाज रखूंगा। तो मैं अर्ज कर रहा हूँ कि यह पोलिटिकल बंगलिंग का नतीजा है; क्योंकि यह एप्रोप्रिएशन बिल कायदे से पेश होना चाहिए था आंध्र की असेम्बली के अन्दर। मैं यह अर्ज कर रहा हूँ कि वहाँ असेम्बली है, वहाँ जनता के नुमाइन्दे हैं, उन जनता के नुमाइन्दों को अधिकार है कि इस एप्रोप्रिएशन बिल पर वोट करें। वह अजीब ढंग से सस्पेंशन में रखे गये हैं। वह असेम्बली डिजाइव हो गई होती जैसा कि उड़ीसा में है तो मैं कहता कि ठीक है, लेकिन वहाँ मेम्बर्स हैं वोट दे और सस्पेंडेड, मेम्बर्स हैं लेकिन मुअत्तल हैं, न जीने में हैं न मरने में हैं और यह पता नहीं कि उनकी यह मुअत्तली उप-वित्त मंत्री महादया कब तक रखेगी और वह अपने अधिकार से कब तक वंचित रहेंगे।

श्रीमती सुशीला रोहतगी : कम से कम सदस्यों को मरने तो नहीं देंगे।

श्री नवल किशोर : मैंने इसलिये कहा कि जहाँ 75 परसेंट मेजोरिटी एक पार्टी की हो, वहाँ जनता के चुने हुये नुमाइन्दे सस्पेंडेड हों—जिनमें उन बेचारों की कोई गलती नहीं—और यह साबित किया जा रहा हो, यहाँ बड़ा शोर मचता है, व्युरोक्रेट्स के बारे में, अगर अब उन्हीं व्युरोक्रेट्स के बैठने के बाद शान्ति स्थापित हो रही है, नार्मल कंडीशन्स पैदा हो रही हैं, तो इससे बड़ा कडेमनेशन जनता के चुने हुये नुमाइन्दों का नहीं हो सकता और व्युरोक्रेट्स को इससे बड़ा सर्टिफिकेट नहीं मिल सकता।