

श्री ओम मेहता : सुन लिया ।

THE DIPLOMATIC AND CONSULAR OFFICERS (OATHS AND FEES) (EXTENSION TO JAMMU AND KASHMIR) BILL, 1972

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : Sir, I beg to move :

That the Bill to provide for the extension of the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948, to the State of Jammu and Kashmir, be taken into consideration.

Sir, the Diplomatic and Consular Officers (Oaths and Fees) (Extension to Jammu and Kashmir) Bill, 1972, seeks to extend the Diplomatic and Consular Officers (Oaths and Fees) Act, 1948, to the State of Jammu and Kashmir. This Act of 1948 empowers our Diplomatic and Consular Officers, in any foreign country, or at any other place within their jurisdiction, to administer any oath and take any affidavit and also do any notarial act, which any notary may do within the States comprising the Union of India.

Originally, the scope of the 1948 Act was limited to the former provinces of India. It was first amended by Adaptation Order, 1950, whereby the word 'provinces' was substituted by the words 'Part 'A' or Part 'C' State'. Later, its operation was extended to the former Part 'B' States except the State of Jammu and Kashmir by the Adaptation of Law (No. 3) Order, 1956.

The subject-matter of the Bill is relatable mainly to entries 2, 12 and 13 of the Concurrent List of the Seventh Schedule to the Constitution and incidentally to entry 11 of the Union List of the Seventh Schedule to the Constitution, which have been applied in August, 1972 with suitable amendments to the State of Jammu and Kashmir by an order of the President under Article 370 of the Constitution.

The main objects of this Bill is, therefore, to make legally valid the documents executed before our consular officers when produced in evidence in a court of law in the State of Jammu and Kashmir in the same manner as in other States as well as to make the Rules

made under the 1948 Act applicable to that State as they apply to any other State in the Union of India.

Section 8 of the 1948 Act confers on the Central Government powers to make Rules to carry out the purposes of the Act and spells out certain specific matters with reference to which Rules may be so made. This section does not contain any provision regarding laying of the Rules before Parliament. I also, therefore, take this opportunity to propose inclusion of Clause 3 in the Bill, incorporating the standard provision regarding laying of Rules before Parliament in Section 8 of the 1948 Act.

With these words, Sir, I commend this Bill for the consideration of the House.

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN : We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

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

SHRI SURENDRA PAL SINGH : Sir, I move.

"That the Bill be passed."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN : The House stands adjourned till 2.00 P. M.

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

The House reassembled after lunch at two of the clock. THE VICE-CHAIRMAN (SHRI RAM SAHAJ) in the Chair.

I. THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1972

II. THE APPROPRIATION (RAILWAYS) NO. 5 BILL, 1972

THE MINISTER OF RAILWAYS (SHRI T. A. PAI) : 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 Railways, as passed by the Lok Sabha, be taken into consideration."

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1971, in excess of the amounts granted for these services and for that year, as passed by the Lok Sabha, be taken into consideration."

The questions were proposed.

DR. K. NAGAPPA ALVA (Mysore) : Vice-Chairman, Sir, I have always considered the Railways as the nervous system of this country. It is also the lifeline for the progress and development and also for the cultural development of the people of this country. It is also the biggest public Sector undertaking. There are a large number of railway employees and I must take this opportunity to say that comparatively this sector has done very well in the matter of management because there have been few strikes. It is very necessary that at this stage the Government and the Railway Ministry should give top priority to how to manage more efficiently this Department taking into view certain undesirable things that have crept into this organisation. There is ticketless travelling which is a menace and a sum of over Rs. 20 crores is lost. There is black-marketing in the reservation of railway tickets. There is smuggling, particularly inter-State, in foodgrains and other articles. More serious and menacing are thefts and dacoities. Recently there have been violent agitations in this country. For whatever reason it takes a turn when they think that the easiest target is burning of railway stations, attacking the Railways and stopping of trains. That has become a common feature of these violent agitations. This must be put a stop to. It is considered to be a very vulnerable target because it is not a protected property. In fact, there is no protection. The Railway Police, from what I know of the South, is considered to be a very weak force. Actually the Minister was telling us the other day about his helplessness. There is no proper legislation or Act and they do not have enough powers. Co-ordination and co-operation between the State Governments and the Central Government cannot be had. There are certain difficulties. While referring to these things briefly, I have certain points to make. I have to congratulate this Ministry. They have been quick in taking decisions

and effecting certain improvements. I must congratulate them for handling the strike in the Southern zone recently in a very effective manner. I have to congratulate the Ministry again for the scheme that they have introduced for the participation of labour in the management. It is a good step, but where this Government throughout has failed is in the implementations of the decisions it has taken. Here in this case I am appealing to the Government that this should be implemented forthwith, with all strength and courage, so that the participation of labour in management becomes full, with their happiness and confidence the improvement of the administration goes on and strikes are also avoided. Strikes have become a disease, a chronic disease, a disabling disease in this country. As such in this great Public sector let us set an example by putting this scheme through in a very effective manner. There is a policy which I welcome and that is the conversion of MG lines into BG lines as early as possible. Coming from the Mysore State, I must make one point. The Railways are seriously considering—that are convinced also—constructing the Hasan-Mangalore line. The line has started, metre-gauge. I am making an appeal to the Government to take a decision to have it as broad-gauge because hereafter, the time for having metre-gauges has gone. Particularly, a line of such vital importance as the Hasan-Mangalore line will have to be and should be of broad-gauge, and I am hopeful that it will be so, that a decision will be taken and work will be started and it will be finished by the end of 1974.

Then about link lines, I am sure that they are at them, but a plan has to be drawn up to see that link lines as between the States and also inside the States themselves, lines which have been left to for so many reasons, are taken up and finished at the earliest time.

About ticketless travel, I do not know whether the Railway Ministry is at it, but that menace has to be stopped.

Then about smuggling in the railways, what I have found out in our State is this. From Mysore to Kerala or from Mangalore to Malabar in all the trains, and particularly in the train which leaves Mangalore at 3 00 p m. there is so much of smuggling. It has become very difficult to control that. And other things are also there which will have to be looked into.

About thefts and dacoities, I understand

[Dr. K. Nagappa Alva]

that the Government loses Rs. 14 crores on account of these things. These are rising to menacing proportions and here again it is necessary that immediate action will have to be taken.

Sir, about those agitations, some method must be found out to see as to how to stop them in this country generally and for that I say that the railways have to be protected. It is a question of protecting the life, honour and property of the people. For that, I suggest that there should be a police force, a semi-military force, like the Border Security Force which has proved its very noble role during the Bangla Desh crisis and in the Pakistani war. Such a force should be built by the Railways at the earliest possible time. It must be considered as a semi-military force and units of that force must be kept in some of the important points in this country and aid and help must be given at the earliest time, and the fact that security and honour will be safeguarded by this Ministry and the Government should be proved to this country within one year. It is very necessary. Times are changing so fast and things are moving so fast, and I say that the Railway Ministry should set an example. Sir, I also feel that there should be a strong intelligence service. That intelligence service must be really strong. In what way to co-ordinate this intelligence service of the Railway Department with the other intelligence services in the country has to be thought of.

Again, Sir, it becomes very necessary that a comprehensive legislation should be brought, a legislation where we will have the power to punish the culprits, punish the dacoits and thieves. I strongly feel that these people must be treated not only as anti-social element but also anti-national elements because these elements particularly in the North Eastern Railway and certain other border areas take advantage of the position and create trouble. Once again I am saying that while you have decided that a Bill of this kind is very necessary and must be brought, let it be brought at the earliest so that you may not plead in this august House your helplessness while answering questions or when the issues are raised that you have no powers, that you have this difficulty or that difficulty or this lacuna or that lacuna in the legislation. So whatever legislation you bring, let it be a comprehensive legislation without loopholes so that you may have the fullest co-operation of the different departments and the States as well as

the Central Government. With these words I support the Bill.

Once again I say that the speed must increase. There should be an effort to make this largest public sector organisation the safest and the most efficient sector setting an example before the country and also looking to the safety, security and protection of life, honour and property. With these words I support the Bill. Thank you, Sir.

पंडित भवानी प्रसाद तिवारी (मध्य प्रदेश) : उपसभाध्यक्ष जी, जो विधेयक प्रस्तुत किया गया है मैं उसका समर्थन करता हूँ। पहले तो मैं मंत्रालय को इस बात की बधाई देना चाहता हूँ कि उन्होंने नाति निर्धारण के मामले में एक घोषणा की है कि जो रेलवे में तीन दर्जे चल रहे हैं वे अब दो दर्जे रह जाएंगे। मुझे स्मरण आता है कि जब श्री हनुमन्तैया जी रेलवे मिनिसटर थे तब मैंने इसी प्रकार के विधेयक पर बोलते हुये यह सुझाव उस समय दिया था कि जो द्वितीय श्रेणी है वह समाप्त कर दो जानी चाहिये : उस समय किसी ने प्रश्न उठाया था कि तब इस श्रेणी से चलने वाले यात्री जायेंगे कहाँ। मैंने उत्तर दिया था कि जो बचे हुये दो दर्जे हैं उनमें वे समा जायेंगे। आज रेलवे मंत्रालय निश्चय रूप से इस स्थिति पर आ गया है और उसकी घोषणा यह बताती है कि अब रेलवे में दो ही दर्जे रह जायेंगे। यद्यपि टूटा दूसरा दर्जा है पर अब उनके नाम पहला और दूसरा दर्जा रहेंगे। बाकई तीसरा दर्जा अब नहीं रहेगा। यह स्थिति हितकर है। तीन श्रेणियों से दो श्रेणियों में आना और जनता को इससे सुविधा भी प्राप्त होगी। हम लोग स्वयं जानते हैं कि वहाँ हमारे जो सबसे पुराने स्वतन्त्रता संग्राम के साथी और जेल यात्री श्री त्यागी जी बैठे हैं, ब्रिटिश के जमाने में जेलखानों में पहले तीन श्रेणियाँ थीं और जब स्वतन्त्रता संग्राम समाप्त होने लगा तो अन्त समय में उनको भी इस निर्णय पर आना ही पड़ा कि केवल दो श्रेणियाँ ही रखी जायें। यह मार्ग इस दिशा का सूचक है कि आगे चल कर एक ही श्रेणी रह जाय, ऐसी स्थिति भी आ सकती है। ज्यों ज्यों यह संख्या कम होगी

त्यो त्यो यात्रियों की सुविधाओं में समानता की स्थिति प्राप्त होती जायगी और यह बड़ी अच्छी घोषणा रेलवे मंत्रालय से इस अवसर पर हुई है। इसीलिये पहला मेरा कारण इस विधेयक के समर्थन में खड़े होने का यह है।

दूसरी बात भी ऐसी ही है, जो कि मैंने श्री हनुमन्तैया जी के समय में उठायी थी और वह छोटी लाइनों की बड़ी लाइनों में तब्दील करने की बात है। आज मुझे इस बात की भी खुशी है कि मिद्वान् रूप से मंत्रालय से यह घोषणा हो चुकी है कि वे इसे स्वीकार करते हैं कि अब नयी स्थिति में प्रत्येक छोटी रेल लाइन को बड़ी रेल लाइन में तब्दील कर दिया जाना चाहिये। इससे माल ढोने में भी सुविधा होगी और गाड़ियों का कुछ वेग भी अधिक होगा और इस भीड़ के कारण जो असुविधा होती है उसमें भी कुछ राहत मिलेगी। असल में इस काम के लिये सर्वेक्षण किया जाना और किस लाइन को कब प्राथमिकता दी जाय, इसका निर्णय करना अत्यन्त आवश्यक है। मैं फिर इस प्रश्न को उठाना चाहता हूँ इस कारण कि मंत्री जी बदल गये हैं और मैं चाहता हूँ कि उनका ध्यान भी इस ओर जाय। सारे भारतवर्ष में जो मध्य की स्थिति है उसमें जबलपुर और गोदिया में आज छोटी लाइन चल रही है। यह ब्रिटिश के जमाने की लाइन है। उस समय बहुत सी कम्पनियाँ थी और अपना अपना इन्तजाम वह किया करती थी और इस लिये जिस कम्पनी को जो लाइन बनाने की मिल गई उसमें उन्होंने छोटी लाइन बना दी कहीं पर और कहीं पर उन्होंने बड़ी लाइन बना दी और वह सब आज यथास्थित मौजूद है। कहीं कहीं जरूर लाइनें बदल गयी हैं परन्तु प्राथमिकता के क्रम में यह जबलपुर गोदिया लाइन को ऊपर लाना मैं अत्यन्त आवश्यक समझता हूँ। इसका कारण यह है कि जितने भी यात्री उत्तर से दक्षिण या दक्षिण से उत्तर आते जाते हैं, वह आप देखिये कि जब इलाहाबाद से नीचे की ओर जाते हैं दक्षिण की ओर तो उनको या तो कटनी में बिलासपुर होकर विजयवाड़ा होकर जाना पड़ता है दक्षिण की ओर या फिर जबलपुर

से इटारसी की ओर घूमना होता है और फिर इटारसी से दक्षिण की ओर उनको जाना होता है। लौटने के क्रम में भी यही स्थिति है और माल ढोने के क्रम में भी यही स्थिति है।

यदि यह लाइन जो बहुत बड़ा लाइन नहीं है, बहुत बड़ा अन्तर नहीं है गोदिया और जबलपुर के बीच में, यह बन जाय तो उत्तर और दक्षिण का अन्तर कम हो जायगा।

श्री महावीर त्यागी (उत्तर प्रदेश) : कितने मील का होगा।

प० भवानी प्रसाद तिवारी : करीब करीब सौ मील, इतना भी नहीं होगा, 90 मील होगा। इसको अगर बना दिया जाय तो उत्तर और दक्षिण में अन्तर कम होगा। अन्तर कम हो जायगा का मतलब यह है कि यात्रा की सुविधा हो जायगी। ठीक बीच में स्थित केन्द्र से उत्तर और दक्षिण को आ जा भी सकेंगे और माल भी ढो सकेंगे। अब यो तो नागपुर या इटारसी में बिलासपुर से आने में इस तरह में चक्कर पड़ना है, यह तो यथावत रहेगा क्योंकि कि यहाँ बड़ी लाइनें मौजूद हैं, पर एक रास्ता बीच में से, केन्द्र में से ऐसा हो जायगा जो दक्षिण और उत्तर का अन्तर कम कर देगा। तो इसकी ओर मैं विशेष रूप से ध्यान आकृष्ट करना चाहता हूँ कि न केवल यह एक शहर या एक प्रदेश का प्रश्न है, बल्कि देश के दो बड़े भागों को जिनमें रोज यातायात होता है, उनके और करीब आने का या उनको सहज जोड़ देने का या उसमें जनता को सुविधाएँ देने का प्रश्न है।

श्री महावीर त्यागी : बहुत अच्छा सुझाव है। हम लोग भी इसका स्वागत करते हैं और सपोर्ट करते हैं।

प० भवानी प्रसाद तिवारी : धन्यवाद।

तीसरा प्रश्न रेल के सम्बन्ध में छेड़ना चाहता हूँ जो डा० आल्ता साहब छेड़ गये हैं। वह यह है कि यह प्रजातन्त्र के दुर्भाग्य की बात है कि जो सन्धान उपयोगी है जनता के लिये, जनता जब किसी कारण किसी अन्य समस्या पर क्रुद्ध होती है तो शिकार बनाती है

[पं० भवानी प्रसाद तिवारी]

इस रेलवे को ही। अब देखिये, समस्या क्या थी कि आंध्र और तेलंगाना को उनके परस्पर अधिकारों की बातचीत और सारी बात झेलनी पड़ी रेलवे के स्टेशनों को। उनको जलाया गया, रेलवे के डिब्बे जलाये गये, रेलवे के कर्मचारियों को पीटा गया। कोई भी समस्या जिसका रेल से सम्बन्ध नहीं है, पर रेल ही उसका शिकार बनती है जो जैसा कहा गया कि सबसे उपयोगी चीज है, और सबसे सम्हाल करके करना चाहिये जिसका इस्तेमाल, वही उसका शिकार बनती है भाषा के दंगे हों, तो रेलवे शिकार बनती है। साम्प्रदायिक दंगे हों तो रेलवे शिकार बनती है। तो हमारी समझ में नहीं आता कि जब यह स्थिति रोज ही हम देखते हैं और इसका कोई प्रतिवाद नहीं हो सकता, तब रेलवे मंत्रालय इस असहाय स्थिति में क्यों है कि उसकी रेलवे पुलिस कोई ऐसा कदम न उठा सके जो कि इसका उपचार कर सकें।

जैसे त्यागी जी ने प्रश्न किया था, वह बात तो अभी परसों ही हुई है, और उस समय यह असहाय स्थिति रेलवे में जो पुलिस फोर्स की है, वह स्पष्ट हो गई थी कि ऐसे भोषण कांड में जिसमें कि गैर-जिम्मेदारी से लड़के लड़कियों को पकड़ें-धकड़ें चलती रेल में, वहां भी अभी तक अपराधियों को पकड़ा नहीं गया। उसका कारण यह है कि रेलवे की पुलिस में या किसी अन्य में जो इस घटना में सम्मिलित नागरिक थे, प्रादेशिक पुलिस उसकी खोजबीन कर रही है।

जब रेलवे पुलिस है तो उसको यह अधिकार क्यों न हों कि रेलवे लाइन पर, रेलवे के डिब्बों में, रेलवे के स्टेशनों पर किये जाने वाले अपराधों के सम्बन्ध में पूरी कानूनी कार्यवाही कर सके लोगों को पकड़ सके, अरेस्ट कर सके। उसको पूरा अधिकार हो कि अपराधी को अदालत में ले जाय। यह नहीं कि अगर किसी को पकड़े तो दूसरे थाने में ले जाना पड़े और वहां सोचें विचारें कि इसके सम्बन्ध में क्या किया जाय और क्या नहीं किया जाय। इस तरह से अपराधी छट रहे हैं और उनको और प्रोत्साहन

मिल रहा है कि वह रात दिन ऐसी स्थितियां रेलवे में पैदा करते रहें नागरिकों को लूटने की, वगैरों को लूटने की। इस तरह का स्थितियां बराबर पैदा हो रही हैं। तो जैसा कि डा० आलवा ने सुझाव दिया, मुझे तो ऐसा लगता है कि इस उपयोगी संस्थान में अब ला एंड आर्डर का प्रश्न इनवाल्व हो गया है और यह आवश्यक हो गया है कि प्रत्येक पैसेंजर ट्रेन में या अन्य ट्रेनों में या मालगाड़ियों में जो कि कभी कभी युद्ध का सामान भी ढो रही हैं उन पर बन्दूक धारी लोग तैनात किये जायें और वह रेलवे के अधिकारियों के हुक्म से ही चले और जो गलतियां हों, अपराध हों, उनके सम्बन्ध में कदम उठा सकें। ऐसी स्थिति कानून में पैदा होनी चाहिये। जब तक यह स्थिति कानून में पैदा नहीं होती तब तक यह कहने से कि स्टेट की पुलिस जो है वह जिम्मेदार है और वह देख रही है, वह सुन रही है, इससे इन अपराधों को प्रोत्साहन हां मिलेगा इसमें कमी नहीं होगी। इसलिये मेरा तीसरा सुझाव यह है कि अवश्य ही ऐसा बिल आये जिसमें कि एक तो ऐसा पुलिस का फोर्स क्रियेट किया जाये और जिसमें उसको यह अधिकार हों कि कम से कम उसके क्षेत्र में होने वाले अपराधों की वह देखरेख कर सके और जो कानून हैं उनको वह संचालित कर सके। उनके पास इस प्रकार के अधिकार होने चाहिये।

बाकी बातें तो रेल की बहुत सी छोटी मोटी हैं लेकिन एक अन्तिम बात यह जरूर कहना चाहता हू कि इस वैज्ञानिक युग में याता-यात का वेग बढ़ता जाता है और यह अकेले रेलवे के सुलझाने का प्रश्न नहीं है। जब स्टीम से डीजल पर आये तो गाड़ियों का वेग थोड़ा बढ़ गया और जब डीजल से बिजली पर आ जायेंगे तो वेग और बढ़ जायगा, यह तो स्पष्ट है। वेग बढ़ता तो चाहिये जमाने को देखते हुये किन्तु प्रश्न यह है कि बिजली हमारे यहां कितनी होती है और इसका उपयोग कैसे हो सकता है और कितनी रेलवे लाइनों पर वह डाली जा सकती है। आज शायद यह स्थिति नहीं है कि बिजली का उपयोग रेलवे लाइनों में और ज्यादा बढ़ाया

जा सके। कोई प्रदेश इतनी बिजली पैदा करता नहीं है। इतनी ही बिजली, विद्युत शक्ति, पैदा करता है जो कि जीवन के काम के लिये पर्याप्त हो सके, उनके काम आ सके। यह मध्य प्रदेश की बात मैं कह रहा हूँ। और कभी कभी दूसरे प्रदेशों के लिये भी इस सम्बन्ध में महायक हो जाता है। यह और बान है, किन्तु अवश्य ही रेलवे मंत्रालय को इस स्थिति को सुधारने के लिये और मंत्रालयों में सम्पर्क रखना चाहिये जिससे कि वह जब निर्णय ले तो एक तो वे निर्णय रेल के काम में सहायक हो और दूसरे उससे जनता को सुविधा हो। जिस तरह से शरीर में नसे दौड़ती है, रक्त का संचार करती है, पूरे शरीर में स्फूर्ति का संचार करती है, ठीक उसी प्रकार से राष्ट्र के शरीर में यह फैली हुई रेल-लाइने है, यह राष्ट्र के जीवन को समृद्ध करती है और इसलिये हम यह आशा व्यक्त करते हैं कि इस मंत्रालय में जो नया नेतृत्व आया है वह सब बातों पर त्वरित निर्णय लेगा, जल्दी निर्णय लेगा और इस उपयोगी मंस्थान की जो कल्याणकारी गति है उसे उद्वेलित करेगा, उसे तेज करेगा, उसे आगे बढ़ायेगा, इस शुभ कामना के साथ मैं इस विधेयक का समर्थन करता हूँ।

SHRI PITAMBER DAS (Uttar Pradesh) : Mr. Vice Chairman Sir, for some time now, I have had an opportunity of going into the problems of the Railways rather deeply, and Sir, I have had the facility of knowing most of the things which ordinarily people do not know. I have also been following with interest the news items and the statements that have been appearing in the Press, particularly after the new Railway Minister has taken over.

Sir, I have also read very attentively the speech of the Railway Minister delivered in reply to the debate on these two Bills in the Lok Sabha and I am very happy to note that he has stated very skillfully, of course, because he is capable of doing it—the problems that the Railways face today. He has also suggested some steps that can be taken and has enumerated some of the steps that he has already taken to solve them. I am in agreement with most of them and I wish he has more time to implement them. It takes time to study the problems of the Railways and more time to find out solutions for them

and still more time to implement them. I wish he has time enough to implement all of them. Sir, during my stay in this House during the last four years, I have seen half-a-dozen different faces, new faces every time, in the ministerial chair of this department just as I would see half-a-dozen different saris on the body of a lady in a single day, Sir, I think quick changes, particularly in this Ministry, are a hindrance to the achievement of the results.

SHRI MAHAVIR TYAGI : Birth (berth) control must be exercised.

SHRI PITAMBER DAS : I hope you are doing it at this age.

I share fully the worry of Railway Minister in regard to the destruction of the railway property. Unluckily, whatever may be the grievance, and whatever may be the occasion for it, railway property is the first casualty. It is not only a question of replacement or repairs of the railway property, but it is a question of a lot of inconvenience to the passengers, and sometimes it is a question of risk to their lives also. Looking at the magnitude of the problem what I suggest is this. Let us amend the law so as to provide a minimum punishment for the offence of destruction of railway property.

SHRI MAHAVIR TYAGI : Why minimum ?

SHRI PITAMBER DAS : Minimum means less than which the courts cannot give. Supposing we say that it should be punishable with imprisonment for six months. The courts then can give improvement 'upto six months'. It may even be hours. But for this offence we want the court not to award less than what we prescribe. That is why I say 'minimum punishment'. It may be considered as a special offence. Not only destruction to the railway property but even obstruction to the railway working should also be made a special offence under the Railways Act. That is my suggestion. Sir, I remember some time ago there was appointed a high power committee on security and policing of railways. If I remember rightly, that committee has also made a recommendation of almost the same type. It is high time that we implement that recommendation.

Sir, the railways have got two sources of income : passenger traffic and goods traffic.

So far as passenger traffic is concerned, I wanted to suggest the abolition of some o

[Shri Pitamber Das]

the classes. And I really admire the way in which and the time of which just on the eve of this discussion, the Railway Minister has made an announcement in this House about the abolition of second-class. I congratulate him for this. That opens the way for further abolition of classes. For instance, air-conditioned class can be one, particularly when there are so many other sophisticated modes of travel. Air travel is there. There are air-conditioned buses running between several cities. The persons who travel in air-conditioned class, have mostly their own cars. If we abolish air-conditioned class, it will be good, because air-conditioned class is a liability on the Railways. You have to spend more than what you earn on the air-conditioned coaches. This energy can be used to carry many third-class passengers. Therefore, along with the abolition of second class, if the hon. Minister could make an announcement about the abolition of air-conditioned class also, it would, I think, have been all the more good. Now, particularly, with socialistic trends too, many classes do not fit in. And then we have to be very clear in our minds whether we want to provide more space for people in general or more luxuries for some of the passengers. So far as I understand from the speech of the Railway Minister in the lower House, he is very anxious to provide travelling facilities for as big a number as possible, and therefore I expect him to implement this suggestion also. Of course, he will take his own time to study this problem and then implement it.

With regard to goods traffic, Sir, the Minister is probably aware that only about 25 per cent of the high rated traffic of sophisticated commodities comes to us and the rest about 75 per cent of that traffic goods goes to the roads. I can understand that there is one facility that the roads can provide which we cannot. The road transport can take the goods right from one godown to another, which we cannot. But there are certain other things which compel the traders to go to the road transport and that we can help. For instance, we do not effect quick and safe delivery of the goods. In some cases, probably there may be some difficulty, but in other cases we can avoid it. We can avoid this delay in the delivery. And then is the question of compensation claims because in the case of railways 'theft and pilferages' is also an item while in the case of road transport, there is none. I would suggest that for quick

and safe delivery of the goods and for avoiding these thefts and pilferages we should minimise the transshipment points. We will thus be able to reduce the mischief most of the thefts and pilferages take place when the transshipment of the goods is there. For that, conversion of metre gauge to broad gauge can be an effective way; I am glad the Government has taken it up as a matter of policy. They are converting metre gauge into broad gauge. I would like that the implementation of it be expedited. Then, Sir, if the goods trains are speeded up and train stoppages are reduced, particularly for long-distance traffic, then also thefts and pilferages can be minimised, Sir, about 75 per cent of our earnings is from low-rated commodities—the bulk goods as they call it. The Railway Minister, in his speech in the Lower House, has expressed satisfaction that he has been able to carry large quantities of foodgrains, fertilisers, cement, coal, etc. It is of course the responsibility of the Government to carry these goods from one place to another but being low rated they do not add much to our income. Unless the Railways are able to attract high-rated traffic, the earnings cannot go up and I suggest that to attract this, let us have sort of co-ordination with the trade at all levels. We have got Users' Consultative Committees at the divisional level, at the regional level and at the national level, in which trade also finds some representation. But looking at the formation and constitution of those Committees, it appears that they have some a very low percentage, and trade being a subject in itself, the greatest subscriber of the Railways, I think we should have separate Committees for these traders at all levels. They should feel and have a sense of involvement and participation in so far as the goods traffic on the Railways is concerned. Somehow, we should be able to rope them in for using railways for the transport of their sophisticated goods. I think we can do it if we form committees of theirs at all levels in which they may be able to express themselves fully, they may have opportunities of ventilation, opportunities of meeting the Railway officials, discussing the problems with them, finding out solutions, etc. In this way, I hope we may be able to attract that traffic also.

In this context, Sir, we have often heard about shortage of wagons. It has often been said that the wagons are not available, there is a shortage of wagons. In this Supplementary Budget also, the Department has ordered the

procurement of about 15,000 wagons. Is that so ?

SHRI T. A. PAI : Now it is 40,000.

SHRI PITAMBER DAS : Forty thousand would be for three years.

SHRI T. A. PAI : Yes.

SHRI PITAMBER DAS : I am talking of one year. Fifteen thousand for this year. I would draw the attention of the hon. Minister to the Railway Board's denial on July 9 regarding the shortage of wagons. What they have stated is that there is no shortage of wagons ; only their availability is not as it ought to be. I also feel the same way. The detention of the wagons—the tension created over this mostly has been for a period which is more than what ordinarily it ought to have been. So far as private traders are concerned they were anxious to keep on their stocks in the railway wagons to avoid hiring godowns because the rent that they would be required to pay for the godowns was probably more than the demurrage that they would have been required to pay for detaining the wagons and keeping their goods of them. I am happy that the Minister has declared a steep rise in wharfage and demurrage charges from Rs. 140 to Rs. 250. I think it will reduce detention of wagons by private traders. But what about the public sector ? If the Minister were to look at the figures of detention of wagons so far as the public sector is concerned, particularly, steel, he would find that in the month of May in Rourkela ordinary wagons were detained for 131 hours and it went up to 147 hours in June. The figures for box wagons were 44 hours in May and 57 hours in June. So far as Durgapur is concerned ordinary open wagons 134 hours in May and 196 hours in June ; covered wagons 152 hours in May and 168 hours in June. Bhilai surpassed all of them where the figure for ordinary wagons was 124 hours in May and 156 hours in June as against a schedule of 36 hours. Box wagons 39 hours in May and 61 hours in June. Average number of wagons detained daily was ordinary 252 in May and 306 in June ; box wagons 311 in May and 344 in June. These are staggering figures. I would like to know from the Railway Minister as to what he proposes to do with regard to this sector. This is a part of the Government machinery. They could not manage the traders without increasing the wharfage and demurrage charges

is a part of the Government more or less can be tackled even at the governmental level. So I would like to know what the Minister proposes to do in respect of this.

These are some of the points which I should mention. Regarding some other points, I find that the Railway Minister is fully seized of them. He is conscious of the matter and he is also trying to do something or the other. Once again I wish the Railway Minister could be allowed to stay in this office for a fairly long time just to find out solutions to these problems and to implement them. I again congratulate the Railway Minister for some of the thing that he has done.

Thank you very much.

SHRI N. G. GORAY (Maharashtra) : Mr. Vice-Chairman, Sir, when Shri Pai took over from Shri Hanumanthaiya, we had expected a number of things because he had worked very hard in the L.I.C. and the results that he produced were very promising. It was under his guidance the L.I.C. had prospered as it had never before. Therefore, it was with high expectations and hopes that we looked forward to some break-through so far as the Railways are concerned. I am not in a hurry at all to say that the expectations have been belied because the period that has elapsed is very brief. I have every confidence that, if the hopes that were expressed here by Shri Pitamber Das were to bear fruit what he achieved in the L.I.C. he can repeat so far as the Railways are concerned. If he really makes efforts to achieve some break-through he can be confident that all the sections in this House and the other House too will support him. So far as this Appropriation Bill is concerned, I have to make only a few points. One is about the wagon shortage to which Shri Pitamber Das has just now referred. This is not a new problem at all. I have been hearing about it for the last three or four years. When there was unrest in West Bengal, particularly in that region we were told that the wagons got locked up. It was very difficult to bring them back. The number that was given to us was in thousands. Now that the critical phase is over, now that there is no unrest I had hoped that it would be possible for this country to have a free passage so far as wagons are concerned and that we would not be again facing this shortage. A year has passed. The war is over. There is no crisis in Bengal. Still it seems that we are in short supply so far as wagons are concerned. This shortage of wagons leads to many diffi-

[Shri N. G. Goray]

culties regarding movement of coal and other commodities. I would certainly take this opportunity to congratulate the Railway Minister on what he has done for the drought areas. We are facing a very acute drought and hundreds of wagons have to be moved to the scarcity-hit areas and the flow of grains and cereals has to be maintained. It is really to the credit of the Railway Ministry, the Railway Board and the Railway Minister that there has not been any complaint so far saying that the movement of foodgrains has been delayed or stopped. The food stock constantly being moved to scarcity-hit areas. I would at the same time like to warn him that the Railways are likely to face graver problems. This crisis is going to continue and it may continue for the next eight or ten months. It is not only the carriage of foodgrains within the country. If we have to import food from outside, then from the harbours and ports the grains will have to be carried to where the buffer stocks are. The wagons will be under greater pressure. I hope the Railway Ministry will take into account the greater responsibility which they will have to carry for a very long time. Then, Sir, I would like to refer to pilferage. At least three Railway Ministers I have heard talking about this. Shri Nanda was the first, Shri Hanumanthaiya was the second and Shri Pai is the third. Not only this problem has been with us for all these years. Even the areas where the maximum pilferage takes place have been located. They have been identified. I remember very well that Shri Nanda had a very ambitious scheme to stop pilferage. While he was in office he made a report to the House that one of the biggest centres of pilferage was Mughalsarai. They were trying to tackle it and some very good results had been achieved. I do

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not know whether that progress is being maintained or whether Mughal Sarai has again deteriorated or perhaps even worsened because we hear that Mughal Sarai still continues to be a hotbed of such anti-social and criminal activities, and so far the Government has not succeeded in eliminating that particular spot from the grip of the gangsters. But that is not the only spot there are many others also. Around about Bombay there are gangs of such wagon-breakers who are very experts. They have got their own know how and their own means of communication and information. And I have been told by some of the guards that they exactly know which wagon contains what. They do

not break any random wagon. They exactly know which wagon carries what goods, they break it open. They know where it is to be stopped. And the poor guard, alone in his cabin, is at their mercy. Therefore, I would like the Railway Minister to take some very strong measures against these gangsters.

I entirely agree with what just now said by my friend on the Congress Bench about the safety of the passengers on the railways. Only a few days back here we talked about the recent occurrence between Modinagar and Muradnagar, and everyone was horrified to know that some of the girls travelling by that particular train were molested. I was still more horrified when we were told here that the culprits have not been traced so far. At that time I tried to make this point that they were not criminals who had come from outside, they must be the local people, they must be known to the police. And if you really put the screw on them it should not be difficult to trace those culprits and that something should be done immediately. It is a question of people's honour I am sure that both Mr. Qureshi and Mr. Pai will take it up with their own police, with the local police, and no such excuse should be given; that the local police is under the State Government and the Railway Police is under us and unless there is perfect liaison between the two, it is difficult, it is not a question that brooks any delay or excuse. Therefore, I may impress upon the Railway Minister to look into this matter and take personal interest and see that the culprits must be traced and brought to book.

About these penal laws, etc. I am absolutely one with those who suggested that the penal laws should be severe and that some minimum punishment be prescribed for those who indulge in this sort of thefts and pilferages. It is a wide spread network, absolutely spreading from Ambala to Kanya Kumari. If you are travelling in the first class or in the third class—it does not matter at all either way—you will see properties stolen, fans stolen, lamps stolen, the foam rubber mattresses torn and so on. I do not think that these things happen while the trains are on the move; when they go to the railway repair work-shops or when they are standing at the stations at the terminus, etc. it is there that these things must be happening. I have no doubt about it. No passenger while travelling will do that. What

things? It is not the passengers who do these things, it is these train gangsters who know where the train stops, for how long it stops and who have liaison with the police force or the railway officers there or the railway personnel there, who do this, and they get enough time to remove all these fixtures. So some drastic steps will have to be taken and the pilferage will have to be stopped.

So far as the abolition of the air-conditioned class is concerned, I am absolutely in agreement with what Shri Pitamber Das said. There is no necessity at all for this air-conditioned class. Those who want to travel in luxury they have got other means of transport and they should go to them.

So far as goods are concerned a lot has been said. It is said that we do not get enough goods to carry and that is why our income is suffering. I would like to suggest to Mr. Pai whether it is possible for him to think of a container service just as one exists on the ships. If the railways themselves own certain trucks the goods can be brought from home or from one godown to the railway station in the container. You put the container on the train and it goes to its destination. Your own transport takes it to the godown or wherever it is necessary. If you can do that, then I suppose it is possible for the Railways to compete with the road transport. I do not see anything wrong in that. It is not as if the road has to be given to the private owners and the Railways have to carry only the traffic between the two stations. The Railway also must make itself a viable sort of undertaking. If it has to become a viable proposition, then I think this way of adding to your income must also be open to the Railways. I would request you to think about this.

The last point that I wanted to make was that from the Maharashtra areas a demand has been made that this long-standing proposal of having the Western railway extend from Bombay to Goa should be undertaken. Coming from Maharashtra I know how this particular demand has been there for decades. It is not that it has come up lately. Now without this line there remains a gap in the railway system of the Western Railway. I am sorry, Sir, this particular area from Bombay to Mangalore is still without a rail road. This point has been brought to the notice of the authorities again and again that this gap should be closed. I would like to remind Shri Pai that he can take advantage of this particular situation created by drought. This is a popular

demand. There will be enough labour to work on this route. It will be a sort of long term investment. People will get work for many months to come. The Konkan area is acknowledged by all as one of the most backward in the country; there is no development at all. Unless there is rail transport no further development is likely to take place. It is one thing to say that let there be something to carry and then we shall have a rail system. But it equally holds good to say that unless there is a rail system there will be no development at all. So railways are one of the most important and significant factor in the infrastructure that will have to be provided if you really want industrial development of a particular area. I request Shri Pai to look into it from not only the economic point of view but also from the humanitarian point of view which point of view deserves your special attention because of the particular drought condition in that area.

SHRI JOACHIM ALVA (Nominated) :

Sir, I have about 13 unlucky points to take up, and I hope you will give me enough time and not ring the bell. The points may be small or big. In the first place, I want to congratulate the new Minister who has taken over the Railways. I praised him here in this House in his capacity as the most successful and ablest L.I.C. Chairman. I compared his work to those of the I.C.S. Chairman who never helped the nation. One man would not give me a garage and gave it to his officer not living in the building I was residing. I had to sell away my car in Bombay. He is now elevated. Another man gave Rs 5 lakhs to his daughters for doing business. Anyhow, Mr. Pai has done very good work in the L.I.C. giving loans for housing though, after coming out of office, he realised that the weaker section of the society did not get the benefits and only the well-to-do, richer classes got the benefits out of that. How can we forget an old friend, Mr. Hanumanthaiyya who was intrepid and dynamic. He was very quick with his job! But how he went away, we do not know. He went the way of a group of Ministers who come and go from this very Railway Ministry. I hope Mr. Pai will be longer here.

Coming to the first point, Mr. Pai and I come from the same town of Udipi. I remember as a boy of five or seven, we talked of the steamer and the railway, the railway coming from Mangalore to Udipi and then to Bombay but that railway has not at all

[Shri Joachim Alva]

come. Malpe is one of the finest harbours of India. Karwar is one of the glorious sea ports of the world. Yet we have not done anything for them. We have mines there ; we produce gold out of the mines and there is a large amount of natural wealth in Karwar and adjoining areas I entertained a British shipping Mission here but they kept their mouths shut. They were not allowed to go to Karwar. The railway and the ship building yard went to Mangalore. When there were two girls, one with a squint eye and the other a lovely girl with no squint, they went and embraced the girl with the squint eye, Mangalore. The lovely girl of Karwar was left to take care of herself. Neither railway nor shipping is coming to this sea port.

SHRI N. G. GORAY : Which girl did you embrace?

SHRI JOACHIM ALVA : Karwar— for sixteen long years in first three General Elections though I was born in Udupi, I represented Karwar. The ship-building yard has gone to Mangalore when it should not have gone there. Because rich men were there and poor men live in Karwar, it went to Mangalore !

Now I want to come to the other point. I want to mention to the hon. Minister that Lord Mountbatten just last week was fined for supplying bad milk in his estate. A British lord connected with the royalty supplied bad milk in his huge estate and he was fined. But we go on supplying rotten milk in the Railways and everywhere, and we are not able to put things right. This is the land of Hindustan ; we cannot get even good milk. I have delivered so many protests about the supplying of milk. I do not drink or smoke, but I would like to have milk. But milk is not available in the Railways. Recently there has been a suggestion that milk will be supplied in trains and there will be refrigerators for it which will be filled in Calcutta, Allahabad, Nagpur, Bombay and Madras on their destinations. We pass the Appropriation No. 5 Bill for Rs. 21 and odd lakhs and the Appropriation No. 4 Bill for Rs. 15 lakhs and odd but we are not able to give the minimum things in the Railways. Now my friend talked about theft in the Railways I defended a young man of very fine character during the early years of 1939 war. His sisters were nuns and brothers were priests. He came from a very good family.

He just took one tin of cigarettes from the military stores in 1939. And he got a sentence of six months in jail ! I called it a rather horrid sentence at the risk of being hauled up for contempt of court. He was hauled up before three British military judges. Now for one tin of cigarettes he got 6 months' imprisonment. But what happens to all the thefts that are taking place in Railway ? How much money have you to spend ? You have given away Rs. 71.59 lakhs as compensation for theft of goods. And again as the Minister has said, Rs. 1.4 crores are accounted for by theft years after year. What are the police and other people doing ? My friend, Mr. Goray, said that lights are being stolen. By the time you go into the bathroom there is a light and when you go again the light disappears. Who is responsible for this theft ? Why do you not hold the man at the lowest rung responsible for not keeping an eye on these thefts ? Or, if you find somebody doing his job well, then promote him, encourage him. Give some incentive to those people to do their job sincerely and with responsibility. You put one man on job for five or six or even ten compartments and he is never found there. He is never to be seen on his job. Promote the man who takes his job seriously, encourage him, so that lights are not stolen, things are not lost. The bath-room must be kept in a good order. You are charging such high fares for travelling while bath-rooms are never in order. They are never kept clean. Water always pours out. Bathrooms are very dirty. These are all small things which your officers must see. Of course, they may not be aware of these things because they always go by saloons and airconditioned class and they have no time even once to find out how things are going.

Then the question of traffic comes. You think that your duty is only to put the passengers on the train. You do not bother about what happens to the passengers afterwards. A passenger pays about Rs. 40 from Delhi to Bombay. But he gets no taxi there, The same is the case at Bombay or Madras or Delhi. In Bombay the passenger as a rule never got a small taxi in the past years. The police man never fulfilled his duty. The big taxi drivers were gangsters. I took up the matter with the then Chief Minister in Bombay Shri Chavan and I also took it up with the then Railway Minister, Sardar Swaran Singh. And as a result of my strong protest

regular stands were put up for small taxis in Bombay Central and also Bori Bunder. Now what happens? Again things go in a vicious circle. About six months ago the police came to arrest me when I had no taxi on alighting from Delhi. Later an officer came and let me go. I reported this to IGP Shri Rajyadaksh in Bombay. He apologised and transferred the policeman. This matter I referred to Lord Hailsham, the Lord Chancellor of UK, who was here with Lord King, then first Labour Speaker of the Commons, I was sent by our Speaker to accompany them to the Taj Mahal. I asked Lord Hailsham what happens if an MP is arrested when he is fighting for a cause like this? He told me very clearly: It was a clear contempt of Parliament if you were arrested. Now, these are things. When we take up some thing, we get into trouble. I will be taken to the police station. To look after the railway station is our duty. Railway administration does not see whether the taxis come in time or no.

Then about catering. It should be put in a perfect order. The boys who are serving on the railway catering, they are made permanent. What about their service conditions? If they want any loan for their daughters' marriage they have no money. There is no security of service for them nor housing. All these boys are in an absolutely helpless condition in the railways. It is said they get commission. What sort of commission do they get? You give them a good salary. Don't you think of providing comforts to your wife, your children? Please put catering in its proper place. You are always worried about charging more and more from the passengers. You don't seem to be worried about providing these minimum facilities to the passengers. Now you are going to provide them food at different places. I do not know whether it is Mr. Hanumanthaiya's idea or it is Mr. Pai's idea or the railway Board's. But the general idea is to provide food at different places. See the glasses that are given on the railways for drinking coffee, etc. For the first time now I carry regularly a glass with me because the paper cups which you give on the railways are so rotten and hopeless and are not worth looking at. So I have to throw it away. These are the things that are happening. Then see the conditions of the kitchens. You just cannot look into them. They are so dirty and filthy. No good Hindu vegetarian can ever bear a peep into them. So it is now felt better to provide food at different stations hot and good they say.

Then about broad gauge and meter-gauge. Whenever we go to Guntakal from Bangalore we go on the meter-gauge. It is a troublesome business for the passenger to have to change there. Why not convert all the meter-gauge into broad-gauge? You must have broad-gauge right up to Trivandrum. Why should we travel on the meter-gauge? Convert the meter-gauge into broad-gauge. Wherever there is necessity for broad-gauge, it must be provided. Money or no money, first things first. You are spending enormous sums of money. What about the track equipment? The equipment of 19th century must be brought up-to-date, must be brought to the standard of 20th century. Then I would like underground railway to be there in Calcutta, Madras and Delhi.

In Delhi the population is increasing. The other day a Czech visitor said in the radio that when he came here 20 years ago, there were hardly $1\frac{1}{2}$ Million people, but now there are almost 10 millions. How to provide transport for all these people? If it is a small number, they can go by buses. But what about people who live 10 miles and 15 miles away from Delhi? They have to be provided with quick transport facilities. That can be done only by providing an underground railway. It should be provided in the first instance in Calcutta and then in other cities like Bombay, Delhi and Madras. These places will have to be provided with underground railways in the next five or seven years, so that people can travel quickly and reach their destinations.

Then I come to the railway workers. I should like them to be made shareholders of the Railway. Railway is a huge company run by Government. And it is in the public sector. Why don't you make the workers in the Railway shareholders so that they get dividends out of the earnings of the Railways or surplus of the Railways? You may not pay them when you lose heavily.

The other day I took up the issue of Scheduled Castes and Scheduled Tribes in the Indian Airlines. They belong to the weaker section of our society. It is not my business to talk about them, because I am not a Hindu. But wherever there are weaker sections in a society, I will take up their cause. Others know how to take care of themselves. Let them go to Hell? I do not care. Railways must give a lead in this matter. How many Scheduled Castes have you got in the Railways as drivers? I asked the same question in regard to pilots in the Indian Airlines. Dr. Kanan Singh

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the popular young Minister, said that he, could not entrust the aeroplanes to Scheduled Caste pilots. If Mahars can constitute the backbone of Indian Army, why not they become pilots and drivers in planes and trains? After all our Airlines are only 30 years of age. They have to train all varieties of pilots. Why should we not have a programme to have drivers and pilots from this section of our society? I have sat in the cockpits of all sorts of planes in the world except in the Chinese planes who refused to take me on their pits. The Russians first refused to take me. I did it and I know the worries and difficulties of pilots. Similarly, to know the worries and hardships of the Engine drivers, I have sat with them in the railway engines in the Calcutta line, in the Bombay line and in the Southern side. I know what their life is. Their's is a very difficult life. I have talked to them. The Frontier Mail driver carries with him the lives of about 1,000 persons at a time. One driver wanted only an extra over-coat during winter. I talked to Mr. Badhwar who was the Railway Board chief. He said: "No, we have already provided that". Mr. Badhwar on retirement was connected with the British and as soon as he retired he joined the Bird and Company. He had his own contacts. He was the man who refused to give an overcoat to a driver in the Frontier Mail. And a whole, big, Railway colony has been named after him at Colaba's Cuffe Parade in Bombay. Who is the Hell did it. This should be named after good officers and good workers. But he is a charming man. I like him. But that is a different matter. But what is his record? He refused to give an overcoat to an Engine driver. He was not worthy to occupy that big job which he did. Mr. Badhwar's connection with British firm and the contracts he got for them came into Lok Sabha discussion in the last decade. I got the opportunity of life. I fired hell at a man who refused to give an overcoat to a most pressed train driver. Then Railway Minister Jagjiwan Ram was angry with me. But I fulfilled my duty.

I want the Railway Minister to give certain concessions to certain category of passengers. I would request him to look into it. There are some weaker sections among the public who deserve these concessions. There are many professions in India. Take the question of nurses or some other professions. They cannot afford to pay lot of money. Therefore they should be given concession

tickets for travel whenever they want to go home and meet their people. Railway officers get these concessions, even after retirement. All right. I do not have anything against that. Let them get it.

So, Sir, the weaker sections of the society such as the nurses and others who do a very tough job or people who earn less than Rs. 300/- should be given some concessions on the railways or you should provide them tickets and say, "Well, this is what we can do for you" and that is how the weaker sections can be looked after.

I think I have finished almost all the points that wanted to make and I have nothing more to say. Sir, one thing I would like to say. The Railways are a very very important part in our national life and unless we make the railway workers the shareholders in this undertaking we cannot put them to work and we cannot make them do better service unless we guarantee to them food, clothing, housing and such other amenities. The top officers are there and they can always take care of themselves because they maintain the railways. But Sir, if you come lower down the ladder, there are workers and others who should be looked after. I hope, Sir, that the new Railway Minister, who is a young man and who has got new and modern ideas, would put many of the things right and I also hope that next year when he comes here he does not come with Supplementary Demands. I would not like the present Railway Minister or any other Minister to come before this House with a Supplementary Demand, because they should have the foresight to see how much money they need for the next whole year. Of course, Sir, the Financial Commissioner for the Railways is there, Shri K. S. Sunder Rajan who is a very able man and was a Director in the World Bank also, I lunched with him there. He was also the Commissioner of the Income-Tax Department also and he is here now and he is a very competent and honest and fine man. Yet, he or others who come after him should be able to say that so much money is needed for a year in advance. You should not come here for small sums, say, Rs. 5 lakhs or Rs. 10 lakhs or Rs. 15 lakhs or Rs. 20 lakhs. So, you should not come here for small sums in the course of this year unless you want to come here for a debate or for a motion or for some other discussion. Therefore, Sir, I would like him not to come before this House with such Supplementary

Demands. I say, Sir, they can easily calculate right in beginning how much they need and what not. But, of course, this gives us a chance to discuss the railway issues. We do not get many chances every time. I want to tell the Railway Minister one thing, Sir, and that is that he must bring the railway line to Karwar, Kashmir and several other very important places. Railway lines must come to such important places.

Sir, I had even told in the Lok Sabha that I would like to have the railway line to Kashmir rather than to Karwar, because, Sir, Kashmir is more important to us than Karwar. But Karwar is also a weaker spot in our national life though economically it is becoming rich now. But the railways have not come there. I hope, Sir, that the honourable Railway Minister would see that Karwar is connected by railway line. I wind up hoping that the Railway Minister would consider the suggestions I have made. Thank you Sir.

SHRI G. A. APPAN (Tamil Nadu) : Mr. Vice-Chairman, Sir, let me first of all raise the issue of quorum now. I do not think we have quorum here now. Therefore, I do not know how far I would be justified in wasting my lung power by speaking to the walls here. I am not very much interested in this except in giving a few facts for the consideration of the honourable Minister.

AN HON. MEMBER : Yes, there is no quorum.

SHRI G. A. APPAN : It is for the Chair to decide now.

SHRI NAWAL KISHORE (Uttar Pradesh) : Sir, Mr. Appan says that there is no quorum.

SHRI G. A. APPAN : Perhaps they do not like to ring the quorum bell even.

THE VICE-CHAIRMAN (SHRI RAM SAHAI) : Mr. Appan, you please continue. We are ringing the bell.

SHRI G. A. APPAN : Sir, let me not waste the precious time of the House. Let me at the outset, congratulate the honourable Minister for Railways because he has come here not to help himself as many people who have come here do, but he has come here only to help the nation. This is what I honestly feel, Sir. Mr. Pai's entry into the Cabinet is not to help himself, but to help our country Sir, I have known his career for the last ten or fifteen years in various spheres of life and I am sure that he will render a good service

to the country now that he is in charge of the Railways.

Sir, he has told that he wants to provide more facilities to the common man. Yes, everybody accepts that. But, Sir, let him not do this at the cost of speed. Sir, if the trains run slow, then, the cost per minute on every sector should also be calculated. In other countries which I have known, they calculate the cost of seconds, minutes, hours and so on. At whose cost these trains are to run slow? It is at the cost of the common man. If the trains can run fast, that will attract many people. Now many people do not prefer trains. Why? This is because they do not keep time. They do not go and start in time. They do not reach the destination in time. In the words of a Tamil proverb, "N. S. Krishnan's horse runs at tortoise speed shuttle trains now run here at a speed of only 10 miles a month". In the same way, some of the shuttle trains run—12 miles an hour or 10 miles an hour. Are they cycles or trains? Even cycles run 20 miles an hour. I can walk 7 miles an hour. I can run 12 or 13 miles an hour. What is this? I would make a submission to the hon. Minister not to let trains run at slow speed, at the cost of the common man. The common man wants conveyance—not only cheap but quicker conveyance also. What is the way out?

The buses and taxis are able to ply and are increasing in larger numbers, and give a greater profit as there is a scramble for running buses or taxis, because it saves time for them. The preciousness of the time should be the foremost consideration in transport. Any economist, any businessman, any industrialist, any man of commerce should care equally for efficiency and equally for saving time. He will care for the preciousness of time as he will care for cheapness.

Mr. Vice-Chairman, Sir, when I was a student, in 1930 there was a proposal to run a railway line from Usilampatty in Madhurai district, to Sriviliputtur in my district *via* Perayur and Kellapathy touching Watraip. I do not know what has happened to that scheme. May I know from the hon. Minister what has happened to that? Is it possible for him to do some thing for that now.

Next, let me come to the question of G. T. express. You are not running any Rajdhani Express in the southern side. The southern people are the worst affected. I do not think anybody takes any particular care of them. GT Express is the *prince of* " " "

[Shri G. A. Appan]

activity. Not only the Tamil Nadu people travel there, but people from U. P., Haryana, Punjab, Madhya Pradesh, Maharashtra, Andhra Pradesh, Mysore, Tamil Nadu, Pondicherry and Kerala also travel there. Is it too much for me when I say that that is not only the spinal cord of all railway activity, but it is the longest of all? The GT Express route should have been given the first preference to have a faster train like Rajdhani Express. Now I am told it is going to be delayed. May I appeal to the Minister, in the interest and in the name of the people from all the States which I have just mentioned, to run Rajdhani Express in the G. T. Express route sooner than later, and at least till then, speed up the GT Express time to 33 or 35 hours? The Minister has said the train runs at 100 Kilometres an hour. Even at the rate of 100 Kilometres away, it takes only 21 hours leaving aside six or seven hours for stoppages. It is not possible?

Once I was speaking to the General Manager of the Southern Railway in Madras and he said that he was trying to speed up and that the GT would take only 33 hours or so from Delhi to Madras. Two or three revisions took place since but not even one minute was gained in the time table. Is it too much for Minister to help us? He also comes from the Mysore State. He should give an assurance on the floor, the House that very soon the GT would be speeded up. I had the experience of seeing this train running late by three or four hours and also saw the train making up the delay a number of times. It is really possible to speed up the GT Express. I have had talks with Mr. Ganguly and Mr. Baliga and others and told them that it was possible to run the GT from Madras to Delhi within 30 or 32 hours or, may be, 36 hours.

Also please see that the trains leave Delhi and Madras by six O'clock or seven O'clock the evenings to reach these ends in the mornings. A few of the trains are habitually late with the result that we are not able to do our work either here or there. Because of this we have to waste our time. He may also please see that the GT leaves both ends at about six O'clock or seven O'clock in the evenings and reach both ends at the most eight O'clock so that we are enabled to get the morning connecting trains at both ends.

Coming to the railway system, I have been often requesting the Government to pay some special attention to the backward area of

Tinnevely. I have been requesting that a line should be given from Tinnevely to Cape Comorin, Nagercoil and Trivandrum. It has been taken up now Mrs. Gandhi had inaugurated it. But let the work be speeded up.

Mr. Vice-Chairman, Sir, I entirely agree with my friends, Mr. Goray and Mr. Pitamber Das, with the facts they have given. On all these he can act. The Minister is an active Member and thinker and I am sure he will do his best.

SHRI PITAMBER DAS : The Minister did not need my certificate for it.

SHRI G. A. APPAN : I did not say that; you gave only the figures. If you gave certificates it is worth it.

About ticketless travel people have made many suggestions but late running of trains should be avoided now.

Another thing is about the time-tables. Time-tables are supplied to the Members and the public but it is really very unfortunate that they reach the Members very late. The time-tables should come out at least 10 or 15 days before the introduction of the new timings.

It is really very unfortunate that a State capital like Cuttack does not find a place in the mail and express train timings. I hope this aspect will be taken note of and necessary action will be taken.

We are exporting wagons to other countries, we are exporting rails and we are even constructing railway lines for other countries but it is really very very unfortunate that we are not able to run even a few of our express trains fully vestibuled. Even in the GT Express there are not many vestibuled bogies. If the entire train is vestibuled we can save a lot of time. (*Time bell rings*) Mr. Vice-Chairman, please give me five more minutes; not more than that. Let me request the hon. Minister. . .

THE VICE-CHAIRMAN (SHRI RAM SAHAI) : There are many Members to speak.

SHRI G. A. APPAN : Only two or three more points I have to make; Sir, I want your protection.

Regarding membership of the Railway Board I want to say something. Many people say that the Railway Board is a supernumerary institution. Whatever it is, I have got nothing

to say about it. It is a Cabinet decision, a decision, of the Government. Let me only appeal to the hon. Minister to at least have there one or two people from among the Scheduled Castes and Scheduled Tribes as Members in the Board. It is not that our people are not very clever; our people are cleverer than some of your people. Why not make history by including a Scheduled Caste Member in the Railway Board? I do not think you have anybody in the Service Commissions. Please see that there is at least one Member for every three Members in the various Railway Service Commissions. Let me also say that you should please appoint a Committee to go to the various Headquarters offices of the Railways to find out how much injustice and how many irregularities have happened there and how these poor unfortunate dumb brethren have suffered at the hands of the caste-ridden unscrupulous officers. It is not a matter of pleasure for me to call them unscrupulous but lo; I have seen many of these things and persons personally. I am going to cite some of the instances for the information of the House. Vice-Chairman, it is really very unfortunate that in the Integral Coach Factory there has been a very recent case. There almost all the reserved jobs are being filled up by non-Scheduled Caste people. I would like to read out the names here. *(Interruptions)* Anyway I will give the list to the hon. Minister. *(Time bell rings)* I am prepared to sit down, Sir. I cannot disobey the Chair. If you give me time for three or four facts to be placed before the House I will speak; otherwise I will sit down.

THE VICE-CHAIRMAN (SHRI RAM SAHAI): All right; you wind up in two minutes.

SHRI G. A. APPAN: I have to obey the Chair. Obedience is very important. You know about 43 people are to be reverted on the basis of a test case. One of the relatives of a senior member in the Railway has been promoted against a reserved vacancy reverting the Scheduled Caste man just as a test case to see that all the 43 people are reverted. Sir, we all know for everything there is a legal remedy called 'stay'. Can I request the hon. Minister to please stay this whole order? Let me give the truth for the information of this House. One Shri Dhana Singh was promoted in the usual course. Now there was a D.O. letter from a notorious man in the Railway Board. Will the hon. Minister please place on the Table this notorious D.O. letter which has been responsible for this order?

SHRI LOKANATH MISRA (Orissa): Who is the notorious man?

SHRI G. A. APPAN: I do not like to mention the name. The hon. Minister will find it out.

SHRI LOKANATH MISRA: How will he find it out?

SHRI G. A. APPAN: He will find it out. I have also talked about it to the people concerned. As a result of that one Mr. Chakravarti has been promoted. He is a non-Scheduled Caste man and he is being promoted to a reserved vacancy reverting a Scheduled Caste man. Like that 43 people are to be reverted. I can read out the names. Chakravarti being appointed in place of Dhana Singh's reserved vacancy. There is one Bose in place of Krishnamurthy; one Dev Raj in place of another Scheduled Caste man and in this way 43 people are involved. Can I say that the Minister should appoint a permanent Panel which should look into such injustices and grievances done to these Scheduled Castes and Scheduled Tribes by some of the unscrupulous officers? I do not like to mention names. I know the persons, but in decency I will try to leave them out and leave it to Mr. Bery, to Mr. Baliga and to our hon. Minister, Mr. Pai. Let me only say that the hon. Minister will bear in mind the points that I have raised and give me a reply.

SHRI SANAT KUMAR RAHA (West Bengal): While appreciating the stand of the Railway Ministry in respect of the recent increase in the charges for undue wagon-holding and registration fee, decentralisation of the Railway Board, creation of an infra-structure for meeting the competition from road transport and participation of labour in management, I have some observations to make. I wish to bring some points of bitter public criticism to the notice of the Ministry. Two Bills, viz., the Appropriation No. 4 and No. 5 Bills, have come for the sanction and rubber stamping of this House. Appropriation No. 5 Bill demands excess grants worth Rs. 21.08 crores. Appropriation No. 4 Bill demands Rs. 15.16 crores. Together it comes to Rs. 36.84 crores. We find from the Report of the Railway Ministry that a sum of Rs. 14 crores has been lost due to thefts and pilferages, Rs. 22 crores due to ticketless travel and Rs. 71.59 lakhs as compensation due to faulty handling. The total comes to Rs. 36.71 crores. The demands which have been placed by the Ministry for sanction could have been avoided if proper steps had been taken.

[Shri Sanat Kumar Raha]

money. I think I am right in saying that the Railways are the biggest Government undertaking not only in India but also in Asia. It stands fourth in the world. So, our Minister of Railways is in a prestigious position controlling the railways. There are 17.5 lakh people working on the Railways. It is a vast organisation. The Railway system can be said to serve all the people of our country. Regarding the policy of management and administration, I want to raise some points. We always talk of top-heavy administration, corruption, bungling, bureaucratic handling, centralised functioning, no healthy labour and trade union policy. The callousness of the GRP and the worthlessness of RPF even are discussed. This is discussed outside and within the railways. I think all these things beget out of some corrupt machinery within the Railways. We have a new Railway Minister and he has taken some laudable steps which we appreciate. We also bring all these things to his notice for the future as a precautionary measure. The Minister says that he will give bonus and avenues of employment to the employees if the passenger fares are increased, but we have increased the fares once and more than once. About the anti-labour policy that they are following, I give some instances. Sixteen gangmen of Bandikui on the Western Railway have been removed from their jobs. They have been working since eight or nine years. No notification was given to them and against this a protest hunger-strike has been launched and today it is the 14th day of the hunger-strike. Government is callous towards these people who have launched a hunger-strike for their economic and trade union rights. At the Sarai Rohilla Station near New Delhi the Harijans have been mal-treated by some officers. In spite of repeated complaints no steps have been taken to redress the situation. The general secretary of the association of these gangmen, Shri Amar Singh, cleaner, Loco Shop, Jaipur, was transferred to Sawai Madhopur because of fighting for their due cause. Shri M. R. Radha Krishna, Secretary, Engineering Gangmen's Association, Mysore, a worker in the Holiday Home, was transferred to Birur, outside the section, about 200 miles away. Two Railway Federations are there. There are inter-union rivalries. The Railway authorities do not take any care to bring all these unions together on a common policy and principle of democracy so that the participation of the employees in

things which are going on. I think, these things are not pro-labour, they are anti-labour, not progressive but reactionary.

I want to say some points regarding wagon manufacture. We have got 16 private factories and three Government workshops which are manufacturing wagons. But what is the performance of these 16 private factories? Their licensed capacity was 40,869 wagons and their installed capacity was 31,059. But in 1964-65, they produced the highest number of 27,586 wagons. But today, in 1972, they have produced only 6,543 wagons. The Railway authorities are demanding 40,000 wagons within three years. I do not know any calculations about the economy of wagon manufacture. But how can the Government expect that in 3 years 40,000 wagons be manufactured by the private and public sector factories? The Government factories produced only 2,860 wagons. How can the calculation then come to 40,000 wagons to be manufactured for the service of the Railways? I think there is some defect in the wagon problem.

Lastly, I want to raise some point regarding the Calcutta Underground Railways. What is the latest position? I want to know it from the hon. Minister. Regarding bonus to the railwaymen are the Government serious about paying 8.33 per cent to the railwaymen. What about the diselisation of tract between Lalgola and Ranaghat? When will the Martin Burn Railway, about which a commitment has been given in the House, be opened? What is the position? May I know whether a joint Corporation with the West Bengal Government has been formed or not? What is the latest position?

Finally, I would like to give some suggestions regarding eradication of corruption. It is in the home front of the Railways, from top to bottom. We know that there is a corrupt system which corrupts everybody and which is all pervasive. So I would suggest that the railway authorities should sit from time to time along with the G.R.P., the R.P.F. and all intelligence branches to criticise themselves, to have self criticism so that we can fight against anti-social activities, outsiders as well as corruptive system within the railways. With these words I conclude.

श्री उपसभाध्यक्ष (श्री राम सहाय) : मैं
मेंबर मादवान मे अर्ज करूंगा कि वे केवल 10

मिनट का समय लें, इससे ज्यादा न लें क्योंकि समय बहुत कम है।

SHRI NABIN CHANDRA BURAGO-HAIN (Assam) : Mr. Vice-Chairman, Sir, the North-Eastern region of India occupies a strategic place in the national and international life of India. Therefore, this region must be developed in all aspects. I draw the attention of this august House to a black chapter in the post-independence history of India. In spite of promises to observe Panchshilas China attacked India suddenly. The Chinese armies got into the borders of India via Towang in Arunachal. Our armies were there. They never expected that they would be attacked in such a manner. So, they were short in arms and ammunition and equipment. Our Army Chiefs were keen to transport the required arms and ammunition and other equipment but these things could not reach them in time due to want of good road communication in NEFA and rail communication in Assam. So the Indian armies had to fall back in NEFA from Twang and Bomdilla, two important towns of Arunachal. The Chinese armies advanced very easily forward towards Assam and our armies were compelled to take resort to retreat which tainted the golden history of our armed forces with a scandal. The Chinese armies then marched forward towards the valleys. All people from other parts of India living there quitted that region. There were orders from the Deputy Commissioner of Darrang for evacuation of the people from that district. He was the first man to evacuate from Tezpur, the District head quarters. I do not know what happened to that Deputy Commissioner.

Then, what happened ? The army Chiefs decided to quit from the whole region with a purpose that they would fight from the bases located in West Bengal. Mr. Nehru, our beloved the then Prime Minister, could not intervene because the army Chiefs had the sole responsibility to decide about the war strategy. He expressed sympathy shedding tears for the people of that region when the army Chiefs decided to retreat. What I mean to say is this region, Sir, is the most vulnerable point from the side of China. This is the national and international political aspect. From the Social and humanitarian point of view it can be said that if some backward areas kept unattended for a good period of time, there is birth of reaction among the people living in the backward

areas, and that reaction leads to distrust, enmity and jealousy towards the people of the advanced areas. If this situation is allowed to continue for a long time, it gives birth to a particular psychology among the people which is mainly born of regional imbalances in development, and this psychology of the backward people stands as a worst snag in the way of emotional integration of India. The prices of essential commodities in the backward areas are the highest in India. They suffer more from the rising prices of commodities required for day-to-day life. So, there is birth of reaction and impatience in their minds. You know, the prices of essential commodities in this region are the highest mainly due to want of good railways and road communications. This is also one of the major causes for want of good feeling among the Indian masses. That is the main reason why there is an unfriendly psychology between the people of advanced areas and those of the backward areas. So, from all these points of view, this area must be developed. Now, what is the main obstacle in the way of development of this area ? For a good number of times, rather times without number, the people of this region, the representatives of this region, including Members of Parliament, approached with folded hands the Railway Ministry and asked for conversion of a railway line from Bongaigaon up to Dibrugarh from metre gauge into broad gauge of this region. But it was a cry in the wilderness. The Railway Ministry was keeping silent on this matter for a long time. Sir, how long will these backward areas be neglected ? If this situation continues, I doubt the people will remain tolerant for long—I do not understand why the Government wait for the solution of the posed problems till the aggrieved people become violent when their patience crosses the limit.

Then, Sir, three-fourths of the railway lines of these Railways fall within these areas. But does the hon. Minister know the percentage of services held by the people of this region ? Of course, there are many circulars and the Home Minister has also stated on the floor of the House that all services belonging to the public sector or Government concerns, with a salary of Rs. 500 or less should go to the local people. But these instructions are not obeyed by the management of the Railways. So, this is also one of the major reasons why there was irritation among the educated Assamese or the educated youth of the region recently. Sir, what will

[Shri Nabin Chandra Buragohain]

policy of the Government to absorb the local people so that they are compelled to realise that the railways belong to them and it is their responsibility and they should also help their mite for the management of the railways.

Then I draw the attention of the Railway Minister to two or three small problems. Whenever I go to Assam I see quite a number of people taking seat on the roof of wagons and coaches in the Assam Mail. I do not know why they behave in that manner, whether for want of accommodation or for the purpose of avoiding tickets. I request the Ministry to devise some solution to see that this situation is remedied. Another point of mine is that Assam Mail between New Delhi and Barauni does not carry a dining car as all the other Mails do for the convenience of the passengers. The passengers on the Assam Mail thus have to face a lot of inconvenience for food. The Railway Ministry should, therefore, please look into this problem and solve it soon.

Then I come to Meghalaya. As all honourable Members know, Meghalaya is a very backward State. I want that Meghalaya should be connected with railway lines. There is a proposal to establish a paper mill at Jogighopa. The Garo Hill District of Meghalaya has got coal deposits and raw materials in abundance. A railway to Garo Hills will help the said paper mill immensely in carrying the raw materials to its site at Jogighopa from Garo Hills District. It also produces jute and cotton. But what happens? What about the miseries of the people? For the things they produce, the prices are the lowest for want of communication to good markets.

The other problem is about Nagaland. This is the most backward tribal State. The work has already been started for establishing a paper mill at Tuli. Tuli is about 40 miles from the railway lines. It should be linked with railway lines from one of the following stations: Mariani, Nakachari, Seleng and Amguri.

Then about the oldest line between Siliguri and Darjeeling. It is the oldest line and all its materials are the oldest and consequently the worst and most worn out. For want of remodelling or renovation of this line, we also suffer loss of foreign exchange because, as you know, Darjeeling is one of the health resorts, one of the centres of tourist attraction, and tourist traffic has been decreasing for want of facilities on the railways in this

Minister will pay attention to this important aspect. Members of Parliament from North Eastern region met the honourable Minister, Mr. Pai, and it is a little bit of encouragement that he also expressed sympathy with us.

I would once again request the honourable Minister to try to remove the problems which I have mentioned.

With these words I support the Railway Appropriation Bills and I thank the Chair for giving me time.

SHRIMATI RATHNABAI SREENIVASA RAO (Andhra Pradesh) : Mr. Vice-Chairman, I have got only one or two points to make. I would like to draw the attention of the honourable Minister to one or two matters relating to the railways in the southern part of India. One thing I learn from reliable sources that the office of the Chief Engineer (Construction) for work relating to the conversion of the metre-gauge into broad-gauge between Bangalore and Guntakal was, in the first instance, ordered to be located in Guntakal or Gooti, but later on the order was changed and the office was ordered to be situated in Bangalore. I do not know if there is any truth in that. But my information is from a very reliable source. But I feel that the location of this office at Guntakal is in the interests of public and also in the interests of administrative convenience. This is because the meter gauge between Guntakal and Secunderabad is shortly going to be converted into broad gauge line. The doubling of the broad gauge line between Renigunta and Guntakal is also being taken up on hand. In view of these considerations, the Construction Office should be located either in Guntakal or Gooti. This will be in the interests of administrative convenience also.

As you are aware and everybody knows Rayalaseema is a very backward area and it is going through drought and famine conditions. People there are living through one famine to another famine and there are no perennial water sources. They have no major industries or irrigation projects either. Even the other day the Prime Minister made a reference on the floor of the House to the deplorable conditions in Rayalaseema. Therefore, I would inform the hon. Minister that even now it is not too late to see that the operational office is located at Guntakal or Gooti and if necessary he should convert the

Guntakkal Division into South Central Division.

Another matter that I would like to bring to the notice of the hon. Minister is that the meter gauge between Katpadi and Renigunta should be converted into broad gauge. This is a vital link between South and South Central Section and is carrying heavy passenger and goods traffic. This should be implemented in the near future, that is in the Fourth Plan itself.

I generally agree with the views expressed by several hon. Members especially by Shri Joachim Alva on the sanitary conditions of bath rooms and lavatories in the trains. I hope the hon. Minister will bestow attention to these matters. With these words, I support the Railway Appropriation Bill.

DR. K. MATHEW KURIAN (Kerala) : Any discussion on the Appropriation Bills Nos. 4 and 5 is really a matter of ceremony so far as the Government is concerned because they have made all the investments or taken decision to make investments and it is only after that they are now coming before Parliament. Despite the fact that this is a rubber stamping of Government decisions on investments they have made and which they could not envisage at the time of Railway Budget, nonetheless I would like to raise certain policy matters as I consider it would be appropriate to raise them now at a time when we discuss these Appropriation Bills.

At the time of the last Railway Budget, many Members in this House, including members of the opposition and the ruling party, had repeatedly pointed out the need for certain reorientation in our railway policy. If any body asks them as to what is their Railway policy, they will no doubt refer to various schemes for expansion, quantitative and qualitative improvements, dieselisation and so on and so forth. And of course as a great socialistic measure, they will refer to the abolition of the Second Class. All these they can claim. I would rather concentrate on some substantive issues rather than the peripheral issues which they will raise to cloud the main issues and fool the people.

What are these basic issues? Firstly, it is the question of the Railways rating policy, namely, policy regarding the railway rates. Government must make up their mind as to what is their policy in this regard.

The second issue refers to their investment

policy. This refers to utilisation of scarce resources for the maximum benefit of the country in terms of railway service.

The third issue relates to the labour policy in the Railways. Railway is the largest public sector enterprise in the country and you cannot run it without proper labour policy and management policy.

I would rather concentrate on these three basic issues. Taking the Railway's rating policy, it is very clear to anybody who really analyses the actual experience of the functioning of our Railways in the last 25 years that their overall policy has been consistently to raise resources. The overall policy of the Government is to put increasing burdens on the poor and they do it in the name of savings and in the name of reducing consumption. They even propound the theory that if they increase the burdens on the poor through deficit financing, through higher passenger rates and so on, it is better for the country as a whole, because it will reduce consumption and increase savings. On the contrary, there has been some inequity in the same argument. If they give some concessions to the big business houses for their higher-value commodities for transit and if they give concessions to them in the name of promoting economic and industrial development that is considered to be necessary for promoting savings and investment. So far as the rich are concerned, taxation and higher rating stand in the way of savings and investment; but, so far as the poor are concerned, increase in taxation and rates is better for saving and investment. Sir, this is the class policy regarding resource mobilisation and this has been implemented throughout by every Ministry, whether it is the Railway Ministry or the Finance Ministry or the Agriculture Ministry.

Sir, let the Government make up its mind regarding a rational structure of rates, passenger rates *vis-a-vis* goods traffic rates, and also a rational structure of rates *vis-a-vis* the various commodities, rates for luxury consumption goods *vis-a-vis* wage goods for the poor. On all these questions, Sir, the Government is yet to follow a policy. I am aware of the various committees and the study teams which have gone into these questions. At the time of preparing the Five-Year Plans we discuss the railway rates policy and other things. But I would submit that if the Government is really concerned about the policy to be pursued in relation to the railway rates, they must completely reverse the

[Dr. K. Mathew Kurian]

traditional policy of putting more and more burdens on the people. I hope, Sir, these suggestions might be helpful to the Railway Minister when he frames the new railway budget. Sir, let him put in more efforts, with all the expertise that he has, with whatever expertise he has in the Railway Board and the Planning Commission, to see how far those wage goods are not taxed high which are really necessary for the people of the poorer sections and also to see how concessions can be given on those goods and also to ensure that the ordinary masses of the people won't have to pay more or bear further burdens on the passenger traffic side. On the contrary, any losses that are likely to be made here should be made good by imposing higher rates on the luxury goods, particularly the goods for consumption by the rich and on those goods on which the big business people, the monopoly houses and others really have a very high profit margin which they take away as surplus. Therefore, Sir, I would request the honourable Railway Minister to have seriously a second look at the entire question of railway rates. Unfortunately, with the limited time at my disposal, I do not want to go into all the details. But I hope, Sir, that a proper discussion on the question of having a rational rate structure, consistent with at least the professed goals of socialism and all that of the Government, can be raised at least when the budget is presented in March.

Sir, the second issue relates to the question of investment. I want to refer to a document given by the Government, "A Review of the Performance of the Indian Railways". In this document, on page 9, it is very clearly stated or, at least it is implied in so many words, that "the deepening economic crisis in India has affected the railway finances very badly." Sir, even in the Report of the Railway Board for 1970-71, this idea is very clearly indicated, though not explicitly stated, i.e. "to the extent to which the deepening economic crisis in industrial production and agricultural production has affected the total volume of goods to be handled by railways, railway finances have been affected". Sir, there is no escape from this fact that the railway finances reflect the crisis in the total planning and the total development in the country and to that extent the Railway Minister and the Railway Board cannot get away from their responsibility for their rotten economic policies of the last 25 years. The economic policies which they pursued during the last 25 years in relation to

agriculture and industry and in relation to resource mobilisation have a direct bearing on the deepening financial crisis of the railways.

Sir, apart from this general problem of resource crisis or the industrial crisis or the agricultural crisis which have affected the railway finances and savings and investment, I would also like to refer to the investment policy and also to certain of their ideas on modernisation. Sir, in Switzerland, Netherlands and Norway, the proportion of overaged rolling stock to the total costs is much higher, much much higher, than in India. The Railway Minister might possibly take credit of the fact that they are reducing the proportion of overaged rolling stock to the total stock. According to information which I have received from the Deputy Minister of Railways, by the end of Fourth Plan, compared to the beginning of the Fourth Plan, in the case of steam locomotives, coaches and wagons, there is a substantial reduction in the percentage of overaged stock. I am not suggesting that we should keep overaged stock. But the main point is that we have a policy regarding replacement and old stock completely which is irrational for a developing country like India. This is my general point. Of course, there is an increasing need of modernization, otherwise we cannot go ahead. I fully agree. But it seems to me that there is an undue emphasis on the so-called modernization in the name of modernization, which this poor country can certainly not afford. Therefore, I would request the Railway Minister to review his investment policy at least regarding the overaged rolling stock.

Sir, I would also like to come to the question of railway policy with regard to management and labour. Sir, I think all Members of Parliament from the ruling Party and the Opposition, would agree that the Railway Board is a big vital one. The Railway Minister knows it. May be he would not admit it, because he has to protect them. But I think he should give a serious consideration to the whole managerial technique or the management structure of the Railway Board itself. This is the experience of anyone who has something to do with the Railways. The managerial structure is very heavy which cannot move according to the exigencies of time. I am not going into the question of corruption. Of course, the whole Government is corrupt. Why to take up only the Rail-

way Board? I do not want to single out the Railway Board because the entire system, the political leadership, is corrupt. The entire Government is corrupt. Therefore, I am not going into that.

Sir, the main question, therefore, is not whether the railway policy is correct. The question is whether the policy regarding managerial control is correct. Does the Railway Ministry allow its senior officers to get away with decisions? The main question is regarding the policies which should be evolved by the Minister or by the political leadership in tune with the expectations of people, relating to social transformation. Sir, in the labour, too, there is utter chaos. The Railway Ministry and the Railway Board do not know how to handle the labour. I can cite umpteen number of examples. But I will refer to only two examples.

The Loco-running staff of South and South-Central Railway have long-standing demands and they had an agitation. Sir, after the settlement has been made and a certain agreement at least orally made, the Railway Board and the political leadership seem to have gone against this and started victimisation with a vindictive attitude to those who struggled. I quote, for instance, the circular issued by the Divisional Superintendent of Southern Railways, Trichirappally. If this is the attitude of the Ministry and the concerned Department, then I can say, nobody can save them. In terms of vindictive policy, the circular says:

"1. Forfeiture of all leave earned upto the date of strike.

2. Forfeiture of passes standing to employees' credit on the date of strike;

3. Postponement of date of increment;

4. Forfeiture of services rendered prior to the date of illegal strike for the purpose of grant of PF, pension etc.,

5. For all purposes of benefits, concessions and privileges, which are determined on the basis of length of service should be reckoned only from the date of resumption to duty after the strike."

In other words, instead of settling terms with the employees and recognising unions which are powerful, which are representative in character like Southern Employees' Federation, the Government supports scab unions which are unrepresentative of the workers

and continues victimisation of the workers. The management continues to victimise the striking leaders of the employees. They try to divide and rule by supporting scab unions. Everyone who understands the trade-union history of the southern region, knows that there is a powerful union, a powerful federation which can strike or which can paralyse the Railways but they won't negotiate with them; they will rather negotiate with their own scab unions. With this type of policy the Railway Board cannot manage and run the railways in this region efficiently. Therefore, I request the hon. Minister, who has more knowledge of the South-Central Railways problem, to give a personal thought, and honour at least the gentlemen's agreement reached with the employees.

Similar is the case of the loco workers in Chittaranjan. There have been indiscriminate arrests, suspensions and arbitrary transfers. The cases of some transfers have been referred to the Calcutta High Court and the ruling of the High Court was that they were *malafide*. But in spite of all this, the workers are not allowed to resume their duties.

In conclusion, I would request the Minister to concentrate on substantive issues of policy and give concrete directions to the Railway Board regarding the re-structure policy, investment policy and labour policy. Government must make up their minds as to how they can run the railways not like a white elephant but like an efficient management which can implement the national policy.

[MR. DEPUTY CHAIRMAN in the Chair]

श्री भूपेन्द्र नारायण मंडल (बिहार) : उप-सभापति जी, अभी जो बोलने वाले सदस्य बोल चुके हैं उनमें अधिकांश लोगों ने सद्भावना प्रकट की है कि जो वर्तमान रेलवे मंत्री हैं उनसे आशा है कि वे अच्छा करेंगे। अच्छा करने का क्राइटेरियम क्या होगा, इसके बारे में मैं कहना चाहता हूँ कि अप्पन जी ने कुछ बातों को रेज किया है। मैं चाहता हूँ कि मंत्री जो अपनी सफलता इस बात से आँकें कि जो कमजोर वर्ग के लोग हैं उनके साथ रेलवे सर्विस में न्याय होता है या नहीं, इस बात पर भी जरा ध्यान रखेंगे।

एक दूसरी बात, जो मैं कहना चाहता हूँ, वह यह है कि छोटे कर्मचारी जो रेलवे के हैं,

[श्री भूपेन्द्र नारायण मडल]

उनके साथ न्याय होता है कि नहीं होता है, इस पर भी मंत्री जी अपनी सफलता को आकेगे। यह मेरा कहना है।

एक तीसरी बात जो मैं कहना चाहता हूँ वह यह है कि देश का वह भाग जो पिछड़ा हुआ है, उस भाग के लिये इन्होंने डेवलपमेंट का क्या काम किया है, इससे भी अपनी सफलता को आकेगे। ये सब जितनी बातें हैं, इनके अलावा जैसा कि हमसे पूर्व वक्ता ने इस बात को उठाया है कि जो कोई भी यात्री है, थर्ड क्लास का यात्री है, उन लोगों को किस तरह की सुविधा है? सुविधा इस माने में भी देखनी चाहिए कि आज जितना किराया रेल का बढ़ गया है, उस किराये के बढ़ने से आज हिन्दुस्तान का एक गरीब आदमी यह चाहेगा कि हिन्दुस्तान के एक भाग से दूसरे भाग में जाकर हम अपनी कमाई का इन्तजाम करें। क्या रेलवे से जाने के लिये वह सक्षम है, या नहीं, इस पर भी विचार करने की जरूरत है।

क्योंकि जो हमारा सविधान है उस सविधान में साफ तरीके से लिख दिया गया है कि हिन्दुस्तान का कोई भी आदमी देश के किसी भाग में जाना चाहे और वहां पर जाकर के अपनी गुजर-बसर के लिये कमाई करना चाहे तो ऐसा करने का उसे अधिकार है। यह अधिकार रेलवे के जरिये से इम्प्लीमेंट होता है या नहीं होता है इस पर भी मंत्री जी अपनी सफलता को आके मैं इस बात को जानता हूँ कि अकेले मंत्री जी इसको नहीं कर सकते हैं, इसके लिये मारे देश की जो एकानामिक पालिसी है उसको देखना होगा और उसके अन्दर रह कर ही इनको काम करना होगा और हम समझते हैं कि जिस ढंग से सरकार चलाई जाती है उसमें शायद ही ऐसी स्थिति अपने लिये यह बना सकेंगे कि इतनी रिलीफ उन गरीबों को दे सकें।

अब, इन्होंने सेकेंड क्लास के बारे में एलान किया है कि सेकेंड क्लास को उठा दिया जायगा। हमको यह बात समझ में नहीं आती है कि सेकेंड क्लास को ही क्यों उठाया गया, सबसे पहले जो एयर कन्डीशंड क्लास है उसको

क्यों नहीं उठाया गया, फर्स्ट क्लास को क्यों नहीं उठाया गया। सेकेंड क्लास को क्यों नहीं उठाया गया? थर्ड क्लास को उठा कर सेकेंड क्लास क्यों नहीं रखते और उसी का किराया कम कर देते। यह बात समझ में आ सकती थी लेकिन सेकेंड क्लास को उठा करके उधर एयर कन्डीशंड क्लास को रखना, थर्ड क्लास को ऊपर न उठा करके फर्स्ट क्लास को रखना हम समझते हैं कि इसमें किसी तरह का लाजिक नहीं है। हम इसको समझ नहीं पा रहे हैं। अगर मंत्री जी इसको समझा दें तो अच्छा है। हमने कई मर्तबा रेलवे मंत्री जी को कहा, इन मंत्री जी को नहीं जो हमारे पहले मंत्री थे उनको कहा, उनको सेकेंड क्लास के बारे में लिखा है। जहां हम रहते हैं वहां के मिडिल क्लास के लोगों का कहना है कि फर्स्ट क्लास है लेकिन सेकेंड क्लास नहीं है और इसको लेकर के हमें बड़ी असुविधा होती है। उन्होंने हमसे कहा कि आप गवर्नमेंट को भूव कोजिए कि वह सेकेंड क्लास को फिर से इंट्रोड्यूस करे पहले यह पालिसी बनी थी कि सेकेंड क्लास को उठाते हैं और इस ढंग से उठा करके एक ही क्लास रखेंगे लेकिन जो पालिसी बनी उस पालिसी के जरिये कुछ ब्रांच लाइंस में से सेकेंड क्लास उठ गया और जो मेन लाइंस हैं और दूसरी ब्रांच लाइंस हैं उनमें से एक भी सेकेंड क्लास नहीं उठा सके। अब इस दफा फिर मंत्री जी ने इस बात को उठाया है। कहा तब इसमें सफलता मिलेगी सो हम नहीं कह सकते लेकिन मेरा कहना यह है कि अगर ऐसा वह करना भी चाहते हैं तो सबसे पहले शुरू करना चाहिए एयर-कन्डीशंड से और फर्स्ट क्लास से और उसके बाद अगर सेकेंड क्लास पर आने तो उसका कोई अर्थ हो सकता था लेकिन वैसे बात नहीं हो सकी है।

महोदय, हम लोग जिस इलाके में रहते हैं वह बहुत पिछड़ा हुआ इलाका है एक तो बिहार ही पिछड़ा है, फिर बिहार में उत्तर बिहार पिछड़ा है और उत्तर बिहार में पूर्वी भाग पिछड़ा है, हिन्दुस्तान में सबसे पिछड़ा हुआ है।

श्रम और पुनर्वास मंत्रालय में उपमन्त्री (श्री बाल गोविन्द वर्मा) : उत्तर प्रदेश भी

पिछड़ा है, उत्तर प्रदेश का पूर्वी इलाका भी पिछड़ा है।

श्री भूपेन्द्र नारायण मंडल . उत्तर प्रदेश का पूर्वी इलाका बिहार में सटा हुआ इलाका है और वह गरीब है। जब बिहार पिछड़ा है तो उससे समझिये कि बिहार के आम-पास के लोग जो है वह भी पिछड़े हुए हैं। हम चाहते हैं कि हमारे उत्तर-बिहार के पूर्वी भाग में और रेलवे लाइन का इतना किया जाय। यह वह इलाका है जहाँ पटुवा उपजता है जिस पटुवे से डालर आता है। जहाँ जहाँ इंडस्ट्री की बात आती है, जहाँ जहाँ एक्सपोर्ट की बात आती है तो वहाँ तमाम रेलवे को एक्सपेंड करने का सैंक्शन मिल जाता है लेकिन जहाँ से डालर आता है जिस डालर के लिये इतने व्याकुल रहते हैं उस इलाके में रेलवे लाइन को क्यों नहीं बढ़ाया जाता है यह बात हमारी समझ में नहीं आती है।

पोस्टवार रिकॉन्स्ट्रक्शन में एक प्लान था कि एन० ई० रेलवे का जो बीहपुर का स्टेशन है उस बीहपुर को मधेपुरा से जो सब डिवीजनल हेडक्वार्टर है वहाँ से कनेक्ट कर फिर मधेपुरा से बीरपुर तक जो कि नेपाल की सीमा पर है वहाँ उमको कनेक्ट करे। इस तरह का एक प्लान था लेकिन उस प्लान के मुताबिक जो कार्यवाही होनी चाहिये थी वह नहीं हो सकी, आज तक नहीं हो सकी। फर्स्ट प्लान, मेकेंड प्लान, थर्ड प्लान, फोर्थ प्लान फिफ्थ प्लान में भी शायद नहीं हो सकेगा। इसलिये मंत्री जी मैं मेरा कहना है कि इस बात को भी सामने रखेंगे कि उस इलाके में अगर होगा तो पिछड़े इलाके में भी रेलवे का एक्सटेंशन होगा, नहीं उस इलाके का पिछड़ापन दूर होगा।

दूसरी बात भी मैं कहना चाहता हूँ कि बिहार भर में सिर्फ एक जगह गंगा के ऊपर ब्रिज बना हुआ है जिसको राजेन्द्र पुल कहते हैं लेकिन हम देखते हैं यू० पी० में कितने ही ब्रिज हैं, दिल्ली में भी दो या तीन कितने हैं हमको ठीक मालूम नहीं है लेकिन हम समझते हैं शायद दो से कम नहीं, 3 ब्रिज हो सकते हैं,

तो इतनी छोटी जगह में 3 ब्रिज हों लोगों की सुविधा के लिये, यू० पी० में भी कई जगहों पर ब्रिज हो लेकिन समूचा बिहार जो पिछड़ा हुआ है, जिसका डेवलपमेंट करना है, वहाँ पर ब्रिज की इतनी कमी क्यों हो? तो हम चाहेंगे चाहे तो मुंगेर हो, भागलपुर हो या कटिहार के नजदीक मनिहारीघाट हो, इन जगहों में एक-एक ब्रिज बनना चाहिये। हम समझते हैं, अगर मुंगेर को उत्तर बिहार के पार्ट्स से कनेक्ट कर दिया जाय तो जो वहाँ पर नजदीक में पहाड़ हैं उनका पत्थर तोड़कर जो पत्थर आयेगा उसमें उत्तर बिहार में मड़के बन सकेंगी और कम खर्च में सड़के बनेंगी। इसलिये मंत्री जी इस बात को भी ख्याल में रखेंगे।

साहेबपुर कमाल और मुंगेर घाट का जो उतरवडिया किनारे पर जो स्टेशन पहले था, वह रेलवे से कनेक्टेड था, कुछ वर्ष पहले उसको उठा दिया गया। क्यों उठा दिया गया यह भी हम ठीक से नहीं कह सकते हैं। इसके लिये कितना आन्दोलन हुआ लेकिन उस आन्दोलन का कोई अमर सरकार के ऊपर में नहीं हो रहा है। इसमें, जैसा कि हमको मालूम हुआ, कुछ आदमी इन्टरस्टेड हैं क्योंकि उनकी अपना सामान वगैरह बेचने में मुनाफा होता है। जो रेलवे के वहाँ के अधिकारी हैं, जो यह सब बात के लिये मजेशन्स गवर्नमेंट का दे सकते हैं, उन लोगों को मिला लिया जाता है और वहाँ पर वह अब तक कनेक्ट नहीं होने दिया गया है। इसलिये मैं चाहता हूँ, मंत्री जी जल्दी से जल्दी ऐसा करे कि साहेबपुर कमाल में मुंगेरघाट तक जो रेलवे लाइन पहले था उस रेलवे को फिर से इन्ट्रोड्यूस कर दे।

श्री मान सिंह वर्मा (उत्तर प्रदेश) : उप-सभापति महोदय, मुझे बहुत ही संक्षेप में दो-तीन बातों की ओर माननीय मंत्री जी का ध्यान आकर्षित करना है। इस अप्रोप्रिएशन बिल न० 4 में 15 16 करोड़ रु० की जो मप्लीमेंटरी ग्रांट्स मांगी गयी हैं उसमें लगभग 10 करोड़ रु० मेनटिनेन्स और एड्मिनिस्ट्रेशन के ऊपर खर्च हो रहा है और मैं समझता हूँ, किसी भी विभाग का सफलतापूर्वक संचालन एड्मिनिस्ट्रेशन के

[श्री मान सिंह वर्मा]

ऊपर डिपेन्ड करता है, माननीय मंत्री जी के ऊपर डिपेन्ड करता है। प्रतिवर्ष ही इस प्रकार ग्रांट्स आते हैं और इस सदन के द्वारा उनको स्वीकृति प्रदान की जाती है। किन्तु मेरा अपना अनुभव ऐसा है—मैं समझता हूँ मेरे अन्य साथियों को भी यहीं अनुभव होगा—कि रेलवेज के मेन्टेनेन्स का जो स्तर है वह गिरता ही चला जा रहा है, कुछ बढ़ नहीं रहा है। अब तो यह स्थिति आ गई है कि जो हायर क्लासेज हैं उच्च श्रेणी में भी, अब वह बात नहीं रही है जो पहले थी। यद्यपि किराये तो बहुत बढ़ गये हैं—सेकेण्ड क्लास को तो आप अबालिश कर रहे हैं—लेकिन फर्स्ट क्लास और एयरकंडीशन्ड में जो पहले का स्तर था, जो स्थिति रहती थी, वह भी अब थर्ड क्लास के बराबर होती चली जा रही है। वैसे तो अगर आपकी योजना यही है समाजवाद की कि नीचे वाला तो नीचे है ही, ऊपर वाले को भी नीचे ला दिया जाय, तो फिर तो आसानी से समाजवाद आ रहा है। फर्स्ट क्लास को थर्ड क्लास बनाना आसान है, थर्ड क्लास को फर्स्ट क्लास बनाना बहुत मुश्किल है। जब फर्स्ट क्लास को थर्ड क्लास के बराबर ही बनाना है तो फर्स्ट क्लास का किराया काहे को लेते हैं? अनेक उदाहरण इस प्रकार के हमें देखने को मिलते हैं। हम तो थर्ड क्लास में चलने वाले आदमी हैं। सरकार की कृपा से फर्स्ट क्लास में चलने का हमें मौका मिलता है और वहाँ भी हमें यह अनुभव होता है। अनेक उदाहरण हैं और उनमें से एक ताजा उदाहरण मैं आपके सामने रखना चाहता हूँ। अभी 20 तारीख को मुझे तूफान एक्सप्रेस से आगरा जाने का अवसर मिला था और मेरी धर्म पत्नी भी मेरे साथ थीं। फरीदाबाद से भुकारो को एक इंजीनियर जो रूस से लौट रहा था वे भी उसी गाड़ी से जा रहे थे और उनका रिजर्वेशन फरीदाबाद से था। वे फरीदाबाद में फर्स्ट क्लास के कम्पार्टमेंट में घुसे और जब वे उसमें घुस गये तो उसमें जो अटेन्डेंट होता है उसने कहा कि आपका रिजर्वेशन तो भुवनेश्वर वाले कम्पार्टमेंट में है। वहाँ पर गाड़ी केवल दो मिनट रुकती है। वे बेचारे उस कम्पार्टमेंट से

उतर कर भुवनेश्वर वाले कम्पार्टमेंट में जहाँ पर हम बैठे थे वहाँ आ गये। वे जल्दी में कुछ सामान चढ़ा सके और इस तरह से उनका कुछ सामान चढ़ सका और कुछ सामान रह गया। हम सब लोगों ने भरसक इस बात की-कोशिश की कि उनका सारा सामान चढ़ जाय, लेकिन पूरा सामान उनका डिब्बे के अन्दर नहीं चढ़ सका। इसके पश्चात् उन्होंने चेन खींची और चेन खींची नहीं। तीन चार नौजवान उस गाड़ी में चढ़ गये थे, उन सब ने मिलकर जोर लगाया तो फिर भी अलार्म चेन नहीं खींची और न ही गाड़ी रुकी। इस तरह से उनका आधा सामान कुली के पास रह गया जिस सामान को वे बेचारे बड़े शौक से रशिया से लाये थे। उसमें वे बहुत सी चीजें लाये थे, टेप रिकार्डर था और बहुत सी ऐसी चीजें थीं जो लोग विदेशों में जाकर लाते हैं। इस तरह से उनका आधा-सामान कुली के पास ही रह गया, गाड़ी रुकी नहीं और गाड़ी चलती रही। जब गाड़ी नैक्सट स्टॉप कोसीकला में रुकी तब उनके पास कोई विकल्प नहीं था कि वे वहाँ पर उतर जाते और जो सामान छूट गया है उसकी खोज करते। वे अपना सामान एक भले इंजीनियर को सौंप गये जो भुकारो जा रहा था और उनसे कहा कि मैं आप से यह सामान ले लूंगा। हम लोगों की सलाह पर वे वहाँ उतर गये और फिर फरीदाबाद अपना सामान ढूँढने के लिये चले गये। मुझे बाद में मालूम हुआ कि उनका सामान वहाँ के स्टेशन में कुली ने जमा-नहीं करवाया। आप इस बात को मालूम करने की कोशिश करेंगे तो आप को पता चल जायेगा। मेरे कहने का अभिप्राय यह है कि अगर फर्स्ट-क्लास में सामान छूट जाय, हट्या हो जाय, कोई दूसरी बात हो जाय, तो ये अब मामूली बातें हैं जो अक्सर हुआ करती हैं। उस फर्स्ट-क्लास कम्पार्टमेंट के नल में पानी भी नहीं था। यहाँ पर मैंने फर्स्ट-क्लास के बारे में बहुत सी बातें बतलाई हैं और इस प्रकार मेन्टेनेन्स पर हम करोड़ों रुपये खर्च कर रहे हैं और उसके लिए यहाँ पर स्वीकृति देते हैं। मैं यह जानना चाहता हूँ कि इस करोड़ों रुपये का होने वाला क्या है?

आपने सेकेन्ड क्लास को समाप्त करने का ऐलान कर दिया है, लेकिन मैं आप से प्रार्थना करूँगा कि आप फर्स्ट क्लास को भी अवालिश कर दीजिये ताकि तीसरे दर्जे के यात्रियों को आराम मिल सके। आप क्लास लैस सोसाइटी बनाने जा रहे हैं तो आपको फर्स्ट-क्लास भी हटा देना चाहिये। आप सेकेन्ड क्लास को ही क्यों हटा रहे हैं, फर्स्ट क्लास को भी क्यों नहीं हटाते हैं। मैं आप से पूछना चाहता हूँ कि फर्स्ट क्लास में कौन लोग चलते हैं। यहाँ हम जैसे जो लोग हैं वे चलते हैं और जो सरकारी आफिसर हैं वे उसमें मुफ्त चलते हैं और इन सब लोगों का रेशियो मिलाकर देखेंगे तो आपको पता चलेगा कि इन लोगों की वजह से फर्स्ट क्लास चलता है। हम तो तीसरे दर्जे में भी चल सकते हैं और आपके हाई क्लास आफिसर भी तीसरे दर्जे में सफर कर सकते हैं और इस तीसरे दर्जे को इस तरह से बना दीजिये जिसमें चलने में आराम मिले।

आपके जो स्लीपर के डिब्बे मेरठ से लखनऊ जाते हैं और उनमें जो सीटें बनी हुई हैं वे बहुत अच्छी हैं और मैं आपको सच बतलाता हूँ कि अनेक लोग जो फर्स्ट क्लास में चलते थे वे थर्ड क्लास में चलने लगे हैं। यदि आप वास्तव में समाजवाद लाना चाहते हैं तो सेकेन्ड क्लास को अवालिश करने से यह बात पैदा नहीं होगी। अभी पीताम्बर दास जी ने एयर कंडीशन की बात कही थी और मैं भी कहना चाहता हूँ इट शुड बी क्लासलेस।

आपकी जनता ट्रेने चनती है और जनता ट्रेने बड़ी सफलता पूर्वक चल रही है। मैं यह निवेदन करना चाहता हूँ कि उनमें आप और अमेनिटीज बढ़ा दीजिये। When I was Transport Minister I abolished the classes—the upper class and the lower class—in the roadways. अगर लोग मुझे याद करते हैं, तो केवल इसी बात पर याद करते हैं कि मैंने रोडवेज से अपर क्लास हटा दिया। आप क्लासलेस सोसाइटी की बात करते हैं, तो फिर क्यों नहीं रेलवे से फर्स्ट क्लास को हटा देने दें? आप थर्ड क्लास में इस तरह की अमेनिटीज दीजिये जिससे मध्यम वर्ग के लोगो को राहत मिले और उनको

यह महसूस हो कि वे आराम के साथ ट्रेवलिंग कर रहे हैं।

दूसरी बात मैं आप से उसी दुर्घटना के विषय में कहना चाहता हूँ जिसके सम्बन्ध में इस सदन में ध्यानाकर्षण प्रस्ताव के रूप में आपका ध्यान दिलाया गया था। उस समय तो श्री कुरेशी जी उस ध्यानाकर्षण प्रस्ताव का उत्तर दे रहे थे और आज तो हमारे सामने श्री पाई जी भी हैं। इस सम्बन्ध में श्री गोरे जी ने भी ध्यान आकर्षित करवाया था। मैं यह कहना चाहता हूँ कि इस तरह की घटना जो मोदीनगर और मुरादनगर के बीच में घटी उसको हुए कई दिन हो गये हैं। मैंने आज ही प्रातः काल गाजियाबाद को टेलीफोन किया था, तो मालूम हुआ कि अभी तक कोई भी व्यक्ति इस सिलसिले में गिरफ्तार नहीं किया गया है।

डा० भाई महावीर (दिल्ली) : पिछली बार जब ध्यानाकर्षण प्रस्ताव आया था तब उन्होंने कहा था कि हम अपने आई जी को भेज कर इसकी जांच करवाएंगे। मैं जानना चाहूँगा कि वे गए या नहीं?

(ریل منترالیہ میں اب منتری (سری)

— محمد شفیع فریشی) : اس دن گئے—

† [रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : उसी दिन गये।]

श्री मान सिंह वर्मा : मुझे सूचना मिली है कि लोग उन्हें जानते हैं, एक स्टूडेंट का नाम भी लिया गया है कि यह स्टूडेंट वहाँ का रिगलीडर है, उसके कारण वहाँ तमाम शरारतें बराबर होती रहती हैं लेकिन आज तक उसको गिरफ्तार नहीं किया गया, उसके साथियों को गिरफ्तार नहीं किया गया। उन लड़कियों का भी पता है जो उनकी विकिटम बनी हैं, शिकार बनी हैं। मुझे आज इतना तो पता लगा कि डी एस पी गए हैं उन लड़कियों के पास, उन्होंने उन लड़कों के नाम लिए हैं। मैं चाहता हूँ कि इस तरह की बारदातें आगे न हों। इस पर रोक लगाने की आवश्यकता है।

केवल एक बात कह कर मैं समाप्त कर

† [] Hindi transliteration.

[श्री मान सिंह वर्मा]

रहा हू। माननीय पै जी जो यहां पर आए हैं। माननाय पै जी के विषय में जो कुछ मैं जान पाया हूं वह यह है कि उनमें बड़ी बड़ी वर्चूज हैं, उनके बड़े बड़े एचोवमेंट्स हैं लेकिन सबसे बड़ी डिस्क्वालीफिकेशन यही है, कि वे मिनिस्टर हो गए। आज डर यह है कि जितने एचोवमेंट्स वे एचोवमेंट्स समाप्त न हो जायें मिनिस्टर होकर क्योंकि मैं जानता हू कि मिनिस्टर जो है वह पबलिक का रिप्रेजेंटेटिव है, पबलिक के इन्टरेस्ट को जानता है और पबलिक के इन्टरेस्ट और पबलिक सर्वेंट के इन्टरेस्ट में बराबर क्लेश होता है। अगर आपने अच्छा काम करने की कोशिश की तो आप ज्यादा दिन नहीं रहेंगे क्योंकि 5 साल के अन्दर आप छड़े रेलवे मिनिस्टर हैं और जिसने जरा कोशिश की अच्छा काम दिखाने की वही नहीं रहा। और अच्छा काम आप अभी दिखला सकते हैं जब एडमिनिस्ट्रेशन को कर्से विद आइरन हैंड। विद आइरन हैंड एंड विद स्वीट हार्ट जब मिनिस्टर काम करता है तब काम होना है। लेकिन रेलवे का जो जाल बिछा हुआ है उस जाल में प्रत्येक मिनिस्टर फस जाता है। मैं यह निवेदन करूंगा कि आप उस जाल में न फसे, मरुड़ी की तरह जाल के ऊपर-ऊपर रह कर इसमें सुधार करने की कोशिश करें, तभी आपका सफल होना सम्भव हो सकेगा। साथ ही आइरन हैंड से आपको काम करना पड़ेगा। इन शब्दों के साथ मैं अपना निवेदन समाप्त करता हूँ।

MR. DEPUTY CHAIRMAN : Mr. Kumbhare. Five minutes only.

SHRIN. H. KUMBHARE (Maharashtra): Mr. Deputy Chairman, Sir, I only refer to the problem of workers who are required to work through the contractors. The workers engaged in loading and unloading are not the direct employees of the Railways but are employed through the contractors. Statistics is not available but their number may easily touch 50,000 or more.

Sir, the condition of employment of these workers is far from satisfactory. According to my information at some places these workers are hardly paid Rs. 2, Rs. 2.25 or Rs. 2.30 per day. Now that these workers have orga-

nised themselves to raise their demand the contractors say that they have their own limitations and they are not in a position to pay them more. So I would invite the attention of the hon'ble Minister to their condition and appeal to him to give them a fair deal. Sir, it is difficult for the Ministry to abolish contract labour. In fact these workers are not even paid a minimum wage; they are on the margin of poverty. Therefore, my first suggestion is that, if possible, the Railways must abolish contract labour totally. If this is not feasible in the near future, my next suggestion would be that the Railway Administration should prescribe a minimum wage. We have already got the Minimum Wages Act. Under that Act the Government has got powers to fix wages. To my information no minimum wage is prescribed for these workers. Therefore, my suggestion is that with a view to giving a fair deal to the workers, so that these workers may be ensured of a fair return for the hard work which they put in, a minimum wage rate should be prescribed under the Minimum Wages Act. Secondly, I should say that it is a sort of moral responsibility that the Railway Ministry should give them the status of Railway employees. Why not? In the first place, the work which they are required to do is essentially part of the work of the Railways and there is no reason why they should be denied the status of Railway employees. When we are speaking in terms of *garibi hatao*, this exploited, neglected class of workers being made to work on such a low wage is a sad commentary on the working of the Railway administration. Fortunately we have in Mr. Pai an able administrator, an administrator of name and fame, and I am very much hopeful that he will positively give top priority to the problem of the 50,000 workers who are now working at the starvation wage level.

Then I would come to the problem of Scheduled Castes. The representation of the Scheduled Castes in the services is far from satisfactory. It will be desirable to have a cell at the Divisional level; it will be desirable to have a similar cell at the Railway Board level; and it will also be desirable to have a similar cell at the Ministry level, so that all the representations which are received from the members of the Scheduled Castes in the matter of employment or promotion are dealt with expeditiously. Secondly, the associations of the Scheduled Castes and Scheduled tribes should be recognised so that they can take

up the cause of these workers and hold discussion at the Divisional level and even can have the right to represent their cause. Thirdly, letters even from Members of Parliament are not given due attention. I have written a number of letters and some of them have not been replied to even after three months. So it is high time that the Railway administration was toned up.

With these words, Sir, I conclude.

SHRI T. A. PAI: Sir, I am grateful to the hon. Members of the House who have spoken to-day in a very constructive manner, offering many suggestions for the improvement of Indian Railways. Though there are many positive things so far as Indian Railways are concerned, I know it would not be difficult to find out a few flaws here and there. And ultimately we should not lose sight of the fact that Indian Railways happen to be the second biggest railway undertaking in the whole world. We have 11,000 trains moving, and even from the point of view of punctuality, it is 80 to 85 per cent in spite of the fact that on an average about 800 times chains are pulled on certain sections and trains are stopped and people walk away from the trains as and when they like. These are things that are happening, but the fact is that we are moving 70 lakhs of people every day, almost the population of Switzerland. We are moving 203 million tonnes of freight and in the Fifth Five-Year Plan, we are planning to move nearly 283 to 285 million tonnes, which is almost 50 per cent more than what we are now taking up. This is a stupendous job. In fact, we have many problems to solve. We have $7\frac{1}{2}$ lakhs of people working with us.

But as the largest undertaking in this country, there may be many things which require to be looked into, because it is not a static sort of management which, you could expect, would take over this load, with the added responsibilities that we have in meeting the challenges. As my friend rightly pointed out, may be, if we have to import even a little quantity of foodgrains, perhaps the direction of our goods trains may have to be reversed; may be, if larger quantities of fertilizers have to be imported, we may have to rearrange them. Therefore, it is not merely a question of moving what is entrusted to us. I may say it is necessary to have forward planning, perhaps thinking far ahead, at least planning on paper, having contingency plans. Even if the thing does not materialise, we should not be sorry. I think that is what we did in the matter of

moving foodgrains, in the matter of moving fertilizers, in the matter of moving cement and in the matter of moving petroleum products. I think in certain sectors we have done exceedingly well showing that we are capable of it, that we are capable of removing the bottlenecks provided we fix our targets properly. If we have proper aims we can go about in the right direction. In fact, it should be a matter of congratulation for all of us in this country that the railway system which was moving 93 million tons in 1950-51 has, in 1971-72, moved almost 198 million tons. The number of passengers annually is 254 crores. In this again we have entered into a phase of mass transportation where there is the question of whether the Second Class should exist. Whether it is socialism to abolish it is no longer a matter of serious concern. If we are abolishing the Second Class, let me assure you that it is because that only 0.4 per cent of the passengers are travelling on it and it would be much better to convert it into Third Class so that instead of having overcrowded Third Class coaches, more and more of our people can travel in Third Class comfortably. Then, you have rightly asked: What about the airconditioned coaches? What about the first class coaches? There again I am confronted with this. While 244 crores of our passengers travel by third class now, hardly 10 crores travel by the other classes. But unfortunately the airconditioned chair car coaches in general and the first class airconditioned coaches running on Rajdhani-Express are the only coaches which are paying the Indian Railways from the point of view of profitability. If you talk of socialism today and if you want to abolish these coaches, I have nothing to say. If all the first class coaches are converted into third class, good, but it should be without any loss of revenue. So I want to be a little careful about this. Almost every Member of Parliament, has a first class pass. What will happen to it? I would like to know whether I would have to meet a challenge from them also because, after all, it is nice to talk about the abolition of certain things...

SHRI PITAMBER DAS: Excuse me. That is why I suggested the abolition of only airconditioned coaches, not the first class coaches. I did not say about the first class coaches.

SHRI T. A. PAI: That is why I am saying that from the point of view of economics it is worthwhile retaining the airconditioned class because when we are developing

[Shri T. A. Pai]

tourism. I would like to see that the Indian Railway system plays its part in earning foreign exchange by providing comfortable journey and other facilities for the tourists that come. But in any case, what is most important is how to cope with this problem of mass transportation, how to bring the greatest satisfaction to the people who are travelling by third class. Some honourable Member mentioned that I am already thinking of increasing the fares. I have not yet applied my mind to the problem. I am only highlighting the point and I want the good advice of this honourable House, I want the House to tell me how I can go about in solving the problem. When honourable Members are highlighting several of their problems which I have got to solve, I would request them to solve this problem for me. When Rs. 61 crores is the subsidy that the Indian Railways are paying for meeting the passenger fares and other coaching traffic. We are losing Rs. 61 crores today on account of moving the passenger and other coaching traffic and it is made good by the freight traffic. Honourable Members asked me: Do the Indian Railways know their objectives? Certainly. The primary objective of the Indian Railway system should be to move goods, to make things cheaper for the people of this country by transporting goods from one place to another. But at the same time it cannot avoid, as many railway systems in some parts of the world have avoided, transporting people, because still railways in this country represent the cheapest form of transport and therefore, we have got to maintain it even if it is a losing proposition. I would like to ask honourable Members: We are losing Rs. 12 crores every year in moving the suburban traffic in Bombay and Calcutta and other places.

5 P. M.

Can we avoid this traffic? Railways are being condemned for making losses. Very probably, it has not been appreciated how these . . .

SHRI MAHAVIR TYAGI : Is not travelling without tickets partly responsible for the losses?

SHRI T. A. PAI : This is another phase and our country is being condemned day in and day out. This gives an impression that our country is full of ticketless travellers, our country is full of thieves and our country is full

of dishonest people. This country has only that percentage of dishonest people and thieves as in any other country of the world. Of course, I am prepared to take the responsibility for that, but it has to be found out how many of our railway stations are quick enough in selling tickets to passengers. Ten percent of the ticketless travellers must be people who get into the trains with the object of buying tickets later because it is not possible for them to get tickets from the railway stations in time. When we made an analysis of the ticketless travellers, we found that 9 per cent of them are students, 12 per cent of them are beggars and 30 per cent of them are small farmers and 20 to 23 per cent of them are small business men and small industrialists. We often say that development requires assistance. It is good that I raise this point because there must be a very effective public opinion. It is not as if we have an army of people known as ticket collectors. I do not know whether they are collecting money at all. There are a number of voluntary organisations which have come forward saying that they are going to stop this evil. I do not believe that they will be very helpful. First of all, I have to straighten out the matters and find out whether this offence can be made punishable severely. In Bombay I heard there is an organisation of insurers who accept money from people from time to time and instead of buying regular monthly tickets, they pay a premium to these insurers. If a person is fined for travelling without ticket, then this organisation makes good that amount and therefore people are finding it cheaper to pay the premium to these insurers than to buy tickets. I think it should not be beyond our capacity to break up this organised effort to loot the Railways. If our Magistrates can send such ticketless travellers to jail instead of merely imposing a fine on them, then I do not think anybody will be willing to go to jail on behalf of the offenders. If it is merely a question of paying a fine, others will be willing to pay it on behalf of the offenders. I am looking into this.

These are all problems which we will have to be looked into. In the matter of losses on account of thefts, Moghulsarai has been cited. What happens in Moghulsarai is very insignificant, because the loss is only Rs. 14 crores when actually we move about Rs. 8500 crores worth of goods. It is still a big amount for a poor country like ours. If we can save this amount, it is worth

while saving it. We are spending another Rs. 14 crores on Railway Protection Force who are expected to prevent these thefts. Either we can say that the loss is Rs. 14 crores or we can club these two together and say that the loss is Rs. 28 crores. Out of this Rs. 14 crores, half is accounted for by thefts alone. The other half is on account of carelessness leading to deterioration of goods given to us. Again I find that 75 per cent of the claims are for less than Rs. 300/-. I am going into it and seeing whether these things can be improved. On the other hand, what is this Railway Protection Force? Hon. Members have expressed their deep concern about the safety of the goods entrusted to the railway system and about the safety of passengers especially women who are travelling in the railway system. Whatever happened in the course of the last two or three months is a matter of disgrace for all of us. I do admit that. Why should these things be permitted to happen? There is no question of apportioning blame on State Governments. I am prepared to say that these things should not be allowed to happen. All of us should put our heads together and consider methods as to how to stop them.

This Railway Protection Force were our chowkidars. They were appointed to look after our Goods and assets, for which they have been given certain powers. They have been organised in a particular way. That is not enough. Recently we have taken a decision. Somebody asked: "You must have identified where the losses have occurred. Therefore, why don't you have an investigation cell?" Well, we have decided to have an investigation cell. We have decided to tackle these problems wherever they have occurred so that we can take preventive action rather than try to find out why this is happening. Again, this does not solve my problem at all so far as the looting, the goondaism and other things that have recently taken place in the trains are concerned. In a way, I am helpless because the law and order situation is supposed to be the responsibility of the State Government. There are the Government Railway Police people who have been entrusted to look after railway stations and there are armed guards who travel with our trains. But in those very trains in which the armed guards were there dacoities have taken place and, therefore, I am not prepared to say, "I am sending armed guards in the trains and so nothing will happen". Some-

question as to how far these people can be relied upon to tackle the problem. Now, therefore, you see, I have decided to meet the Home Ministers of the States concerned as well as the IGS and the Chief Ministers, if necessary, and see whether we can build up a task force even out of our own Railway Protection Force and see that they have adequate powers. But I do not know whether it can be done because the States may be very sensitive to, having their powers entrusted to some other body, because, you see, even the CRP may not be wanted in their areas. But I think that somebody has to take responsibility and it is no use passing on the buck from one quarter to another and, therefore, I am going to see what best we can do. I am really concerned about this and I do look forward to the support of this House in this matter.

Sir, I am very happy about one thing. Whenever the truth has been disclosed in this House, we have had the best support coming from all sections and I am convinced that all of us are interested in seeing that the affairs of this country and the affairs of our own Railways are run properly and I shall have the fullest support in my efforts to see that they are managed properly.

And, Sir, this brings me to the problem of vandalism that has been indulged in against the assets of the Railways whenever certain people get angry. Some people asked me: "Are the Railways going to undertake a massive educational effort to educate the illiterate in this country to look after the railway property?" Sir, I am afraid, it is the literate that are to be educated and not the illiterate. I think if the illiterate know that this property belongs to them, the poorest in the country, they would not do it. After all, if Rs. 61 crores is being incurred, it is the better section of the society that is responsible for travelling and ultimately, whether the subsidies come from the Railways or come from other sources, the poorest man in this country will be called upon to pay more, you see, on match boxes or on sugar or oil if these concerns do not run profitably.

Sir, our expenses have been going up from 1970 onwards. Increases to the staff costs have been of the order of Rs. 80 crores per annum and the staff costs are likely to increase still more as a result of the recommendations of the Pay Commission. Besides these, the decisions of the Railway Labour Tribunal are estimated to cost Rs. 12.5 crores

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crores per annum on the capital side Apart from these, the expenses that the Railways have had to incur have also gone up An honourable Member said that we are carrying 75% of the bulk traffic. True It is this traffic which we are carrying which is supposed to be in the interest of the community and it should be at a lesser cost Sometimes we ourselves, when we have to buy, have to pay a very high price For instance, steel, coal, diesel oil, cement, paint and so on These are the things which have a significant impact on the working expenses of the Railways The revision of steel prices in January 1970 have cost the Railways an additional Rs 30 crores and, again, the increase in coal prices after decontrol in 1969 has increased the fuel bill by more than Rs. 12 crores per annum So, while the increases in fares and freights have not been more Rs 60 to Rs 70 crores over the previous years' bills, we have been made to pay very heavy bills Now, apart from that some major commodities like foodgrains, coal, iron ore, vegetable oil, coke, etc are carried well below the actual cost. Some of these goods are being carried not even at cost, but below the cost. Who pays for this? These commodities are also of the types that we transport every year If there is a drought and we are called upon to move fodder, do we ask about the rate or do we move it? We are now confronted with problems of this type And I hope the House will have sympathy with the system like the Railways The working of the system of railways will have to be judged, not in terms of rupees, annas and pies, but also in terms of the service to the people If it is not able to do it, it is not worth making any profits at all. Therefore, if any suggestions are made in order to see that the improvement in the railways is effected, I shall certainly be grateful

Well, Sir, in the matter of our men, ideas have been given to me. Now, what is the problem? My problem will be to manage men as well It is after all these men who are to achieve what you want to be achieved in terms of the objectives that we are going to place before them Now, this necessarily involves training It may involve unionism But that is a different matter So far as I am concerned, I thought I had to recognize, going by the majority, people who do not belong to a union may dispute the majority character of it But it is not for me to see whether it is so or not.

some people involved against others, as I am being accused that I am playing up I recognize that there are two unions who represent at least 60-70 per cent of employees. That is what the Labour Ministry says. If there is a better way of recognizing it, I have no objection to it But then I have got 80 unions One represents as my hon friend says, loco drivers. But this is not my job to see that one plays against the other Certainly, the management could not encourage it All labour leaders would agree that there should be one good union which might deal with me That would make things easier for me and also for them to play their part effectively in the management of the biggest national undertaking So I recognize that these people exist, these unions exist And most of them are headed either by important political leaders or important Members of Parliament So I cannot ignore their existence At least I will not be made to ignore it If an MP or any leader comes to me and asks me, "Why do you not recognize us", very frankly I am prepared to look into it In one case they wanted to present a memorandum to me They garlanded me and got me photographed and said that the Minister has received this, and that he has recognized us These are the kinds of things What is most important for me to know is whether an individual employee is a member of one union or not But even the biggest union is sometimes incapable of maintaining the closest contact with over 5 lakhs or 6 lakhs of employees, and it may not be representative of all So I have said Let us have any union and let the problems of employees be tackled at the highest level I hope this is a method of trying to clear the lack of confidence on both sides We have also tried to bring about a new kind of organization where the employees' representatives with the Members of the Board and get involved with the goals of the railways and to see as to how they should be fulfilled What should be their role—whether it is advisory or it is participatory—I have said, it is up to you to see So there is an opportunity to discuss all the problems confronting us And I do hope that the hon Members of the House will support the idea

So far as the loco running staff is concerned, Sir, there has been no agreement Let me assure my hon. friend about this They came to me, put a garland round my neck, photographed me and said that there was an agreement I was only saying that when they went

I discovered later on—it created a lot of dislocation. As my hon. friend has read out, they knew the rules which would be applicable to them. But so far as I am concerned, I am willing to be sympathetic because I have also found it that though we had this strike for 20 days, thanks to my loco drivers, in spite of all the tensions they might have had, not even a bit of railway property was damaged in this country while others, on flimsy excuses, had attacked our property and destroyed it. So, that shall be one consideration why I should be sympathetic to them and should try to go them out of this problem that was created. So far as the other real problems are concerned I have said I will look into them and certainly, whether they are recognised or not, the difficulties which they pointed out regarding the number of hours of work and all that will be looked into and appropriate steps will be taken.

Well, Sir, I have been asked, what about the Scheduled Castes, what about the poorer sections of the people, is the biggest organisation going to take care of them? I am really concerned about it. I know that the percentages that we have fixed hardly fulfil the need today or tomorrow there is bound to be a big problem because we are not taking care of them. It may not be possible for me to just fill up the vacancies merely to improve the statistics but I will also have to have a conscious policy followed. My friend, Mr Appan, pointed out to me some injustice that has been done. I shall certainly look into it. I do not want anybody to fill up a reserved vacancy unless he is a Harijan himself but at the same time, as I said the other day, if we exclude even the scavengers from the percentages fixed and try to arrive at the figure of the Scheduled Castes, I think that might also help in trying to improve their numbers in our organisation. I shall look into that aspect. More than anything else, one complaint was that they feel unequal to appear before our committees or to pass the tests that are prescribed. I want to see that some training programme is evolved so that all of them have a chance to get trained and be as good as anybody else and we do not just simply condemn them as not coming up to the standards that are prescribed.

I have been told of the Konkan railway. I am as anxious as the hon. Members themselves to see that this line is taken up. In fact, I have been putting forward this idea that in any scheme of railway construction, for instance

65 crores up to Ratnagiri. Out of it Rs 20 crores represent labour. If we can debit the Rs. 20 crores towards labour and treat only Rs. 45 crores as capital expenditure, the scheme might be viable. I am urging the Planning Commission to look into this aspect of it because if we were thinking of mobilising human resources for development of this type certainly we would not have had this problem. Because we bring money into this factor all these difficulties have arisen. Apart from that I also find that the Railways alone are not going to develop. I come from an area where a major port is being constructed where a railway line has already been constructed. My problem is what to export through the port, what to move by the train. I know that the expenditure that would take place would be about Rs 65 crores, but if it is not going to be fruitful then it is going to add to the causes of inflation in this country for which everybody will have to pay. So, should we now be concerned with prestige projects or should we try to see that all the investments that we make have some meaning? Therefore, I have been urging upon the Maharashtra Government also to see that they also commit themselves for a fertilizer plant or a shipbuilding yard or some aluminium plant so that this traffic may be justified within four or five years so that the railway might be economical.

SHRI A. G. KULKARNI: (Maharashtra) Capital-intensive schemes have a long gestation period. The Railways also should have an approach of long gestation period for realisation out of the investment made in the Konkan Railway.

SHRI T. A. PAI: I would assure Mr. Kulkarni that I would certainly take it into consideration if I am convinced that it is going to be this fertilizer plant.

SHRI A. G. KULKARNI: There is going to be

SHRI T. A. PAI: No, no, it is all right. In other cases where these commitments are made, ultimately I may say the Railway Board reacted to them. They constructed certain railway lines to move coal.

SHRI A. G. KULKARNI: The Maharashtra Government's creditability is quite worth while.

SHRI T. A. PAI: Well, that is all that I have been asking them, to give me a guarantee. And I will accept it at the face

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friend, Mr. Joachim Alva, has talked to me about Karwar becomes a part of this Railway but more than that the Mysore Government had urged us to construct a line from Hubli to Karwar for the purpose of transporting iron ore but I do not see any point in having a parallel line. If Goa-Londa section is going to be converted into metre gauge—it is bound to be because the iron ore from Bellary and Hospet has to be moved via Hubli-Londa and Marmagao—I do not see why Karwar should not be a subsidiary port of Marmagao, and the line from Marmagao should not be extended up to Karwar because it is only 80 kms. All these things are being taken into consideration because in the development of a railway line, I would like to see that it is dovetailed into other economic development of the Government so that simultaneously action is taken on all fronts.

An hon. Member was mentioning about the conversion of Jubbulpore-Gondia section. Now the investigations are on and the reports are awaited and I can assure the House that in the matter of particularly backward areas maximum consideration would be given. If Railways can become the means of removing the backwardness certainly I think we should give them the maximum support.

SHRI A. G. KULKARNI : I only want to ask for one clarification. About the transfer of the Sholapur section from South Central to the Central Railway, have you taken any decision on that? You may have received many representations from the Maharashtra Government and other people also. I have also made.

SHRI I. A. PAI : I have got it but then again it is a question of priority for me, whether this decision should have been taken or not. But every decision involves also a lot of human beings. Now you want it to be put back, you want it to be reversed for human considerations.

SHRI A. G. KULKARNI : It has gone there for political considerations when Mr. S. K. Patil was the Minister.

SHRI T. A. PAI : I do not want to go into these controversies because some people are there who say that the headquarters of the Western Railway should be shifted to Gujarat. I have been feeling whether instead of that with the same amount of money and resources available we should not try to see

that more railway lines are built so that more development is assured. So far as this particular problem is concerned I have assured hon. Members in the other House and I assure the Members coming from that area that we would constitute a Committee to look into the problems that have arisen for the general public, the problems that have arisen for the traders, the problems that have arisen for the employees and even the employment potential and promotional opportunities and all these problems will be sorted out wherever the Headquarters might be. I would not like to involve myself in moving people and transferring them to new places.

SHRI KOTA PUNNAIAH (Andhra Pradesh) : May I request the hon. Minister to say something about the Guntakkal Division and its transfer when he is saying something on this Poona affair?

SHRI A. G. KULKARNI : It is a proposal, not an affair.

SHRI T. A. PAI : The hon. Member wants to change the Headquarters of the Chief Engineer. One Engineer is already working in Guntakkal. The Chief Engineer is only in Bangalore...

SHRI KOTA PUNNAIAH : My point is not regarding the Chief Engineer's Office. I am asking about the Guntakkal Division itself being included in the South Central Railway.

SHRI T. A. PAI : I think it is precisely for the reason for which he wants the Guntakkal Division to be in the South Central Railway he wants the Sholapur Division to be out of the South Central Railway. Therefore I do not want to go into any of these controversies because these Divisions were not created on linguistic basis. They were created for administrative reasons and if it has created any problems for the people it is my duty to remove them and to see that all these problems are removed rather than try to reverse the decisions that my predecessors might have taken.

My hon. friend, Mr. Pitamber Das, was very constructive in giving many important suggestions. He has welcomed the decision that I have taken to move the wagons much more quickly. He has also asked about the public sector. I am fully aware that the public is also sometimes guilty of holding up wagons, particularly our steel

plants. Their requirements have been designed separately with the result that the time allowed to the steel plants is a little more. The wagons have been held up for a longer period. The Member, Transportation, Railway Board and the Secretary Ministry of Steel have visited each of these plants and they are now trying to take appropriate steps to see that our wagons are not held up. If they hold up the wagons, the demurrage that they will have to pay will be higher and no exceptions are being made as between one sector and another. I want everybody to pay for the inefficiency, but I am prepared to help anybody. Even in the matter of the private sector I know that it is not always necessarily the case that the private sector uses our wagons for storage because it is more profitable to do so. It may be that there are no alternative storage facilities. I know also that after the arrival of the goods many of the merchants used to take the railway receipt and the railway receipt itself was transferred as a document of title to the goods, so that the ultimate person who purchased the railway receipt took delivery of the goods. So, it was a useful warehousing function that was being done. Now, what is the alternative? I have requested the Chairman of the Central Warehousing Corporation to see me. I do not see why we should not go about with the construction of storage facilities also to relieve this problem, if it is a problem, and make space available for hire, so that it is not only that our wagons are not used, but the trade and the legitimate trade also is not dislocated.

SHRI N. G. GORAY : What do you think about the container service?

SHRI T. A. PAI : I may tell you that we have gone ahead with this in a big way. We started the scheme two years ago and we are now concentrating on this. As a matter of fact, the number of containers in 1966-67 was 1864 and the freight revenue was Rs. 3.68 lakhs. In 1971-72 the number is 32,000 and the freight revenue is Rs. 1,43,00,000. We are trying to improve on this. I would like to say that whatever we might do we are bound to concentrate on bulk traffic because that will not be moved by somebody else. That will have to be moved by me. If I now go into the other sector, am I going to neglect this? While the other might make up my losses that I might incur here and there, this will have to be moved by me under any circumstances. In the other case also it would be quite a useful suggestion that we have a

fleet through another subsidiary corporation, a fleet of our own, so that we might undertake to transport from point to point goods in the most modern way. I do not see why the Railways should hesitate to take up this responsibility. We are also having the freight forwarding service that we have introduced. Actually under this 4416 wagons with a freight revenue of Rs. 1,21,00,000 were moved last year. Is there any point?

SHRI N. H. KUMBHARE : Contract labourers are very poorly paid and neglected.

SHRI T. A. PAI : Well, I shall certainly look into that and see what can be done. If we are allowing our contractors to exploit them, I shall certainly see how best it can be stopped.

SHRI N. H. KUMBHARE : At least a minimum wage.

SHRI T. A. PAI : I will find out.

MR. DEPUTY CHAIRMAN : 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.

MR. DEPUTY CHAIRMAN : We shall now take up the clause-by-clause consideration of the Bill. There are no amendments.

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 T. A. PAI : Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN : We shall now take up the Appropriation (Railways) No. 5 Bill, 1972.

The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet amounts spent on certain services for the purposes of Railways during the

[Mr. Deputy Chairman]

financial year ended on the 31st day of March, 1971, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

SHRI T. A. PAI : Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

MESSAGES FROM THE LOK SABHA

I. THE APPROPRIATION (NO. 5) BILL, 1972

II. THE APPROPRIATION (NO. 6) BILL, 1972

SECRETARY : Sir, I have to report to the House the following messages received from the Lok Sabha, signed by the Secretary of the Lok Sabha :—

I

"In accordance with the provisions of Rule 96 of the Rules of Procedure and conduct of Business in Lok Sabha, I am directed to enclose herewith the Approp-

priation (No. 5) Bill, 1972, as passed by Lok Sabha at its sitting held on the 27th November, 1972.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

II

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith the Appropriation (No. 6) Bill, 1972, as passed by Lok Sabha at its sitting held on the 27th November, 1972.

2. The Speaker has certified that this Bill is a Money Bill within the meaning of article 110 of the Constitution of India."

Sir, I lay a copy of each of the Bills on the Table.

MR. DEPUTY CHAIRMAN : We will be sitting tomorrow till quarter to six because after that we will be having a joint meeting of the Lok Sabha and the Rajya Sabha Members in the Central Hall.

The House stands adjourned till 11.00 A.M. tomorrow.

The house then adjourned at thirty-two minutes past five of the clock till eleven of the clock on Wednesday, the 29th November, 1972.